

MEETING: CABINET MEMBER - TECHNICAL SERVICES  
DATE: Wednesday 24 February 2010  
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  
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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 10 February 2010</b>		(Pages 5 - 10)
4.	<b>Revenue and Capital Expenditure Monitoring to 31 December 2009</b> Joint report of the Planning and Economic Development Director, the Acting Finance and Information Services Director and the Head of Regeneration and Technical Services	All Wards	(Pages 11 - 24)
5.	<b>Part Of Highway Adjoining The Properties 61-69 (odd) Shakespeare Street, Southport - Section 116 Highways Act 1980</b> Report of Assistant Director - Technical Services (Transportation and Development)	Kew	(Pages 25 - 30)
6.	<b>Ashdown Close and Town Lane, Southport - Section 184 Licences Highways Act 1980.</b> Report of the Assistant Director, Technical Services – (Transportation and Development)	Kew	(Pages 31 - 36)
7.	<b>Award of Ground Investigation Contract ASC 11</b> Report of the Planning and Economic Development Director	All Wards	(Pages 37 - 42)
8.	<b>Highways Grounds Maintenance Contract</b> Report of the Head of Regeneration and Technical Services	All Wards	(Pages 43 - 66)

- |     |   |  |                   |
|-----|---|--|-------------------|
| 9.  | <b>Sefton Business Village Partnership Reports - 20 January 2010 Meeting</b>                  | All Wards  | (Pages 67 - 132)  |
|     | Report of the Planning and Economic Development Director                                      |  |                   |
| *   | <b>A565 Route Management Strategy Progress</b>  | Church; Manor; Victoria;   | (Pages 133 - 144) |
|     | Report of the Planning and Economic Development Director                                      |  |                   |
| *   | <b>Dunnings Bridge Road Corridor Public Realm Improvements</b>                                | Church; Ford; Linacre; Litherland; Netherton and Orrell; St. Oswald; | (Pages 145 - 150) |
|     | Report of the Strategic Director - Communities  |  |                   |
| 12. | <b>2009/10 Local Transport Plan - Revised Transportation Capital Programme</b>                | All Wards  | (Pages 151 - 172) |
|     | Report of the Planning and Economic Development Director                                      |  |                   |
| 13. | <b>Southport Area Committee 03-02-2010 - Winter Gritting Service</b>                          | All Wards  | (Pages 173 - 178) |
|     | Minute of the Southport Area Committee and the report of the Strategic Director - Communities |  |                   |

**THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON WEDNESDAY 17 FEBRUARY 2010. MINUTE NOS 128 AND 131 ARE NOT SUBJECT TO 'CALL-IN'.**

## **CABINET MEMBER - TECHNICAL SERVICES**

### **MEETING HELD AT THE TOWN HALL, BOOTLE ON WEDNESDAY 10 FEBRUARY 2010**

PRESENT: Councillor Fairclough

ALSO PRESENT: Councillors T Jones and Tonkiss

#### **123. APOLOGIES FOR ABSENCE**

No apologies for absence were received.

#### **124. DECLARATIONS OF INTEREST**

No declarations of interest were received.

#### **125. MINUTES OF THE MEETING HELD ON 27 JANUARY 2010**

RESOLVED:

That the minutes of the meeting held on 27 January 2010 be confirmed as a correct record.

#### **126. WILLARD STREET, GLYNNE STREET, AND HERTFORD ROAD, BOOTLE - SECTION 116, HIGHWAYS ACT 1980**

The Cabinet Member considered the report of the Assistant Director Technical Services – Transportation and Development seeking approval for the Legal and Democratic Services Director, in conjunction with the Planning and Economic Regeneration Director, to make an application to the Magistrate's Court for the stopping-up of Willard Street and Glynne Street, Bootle and associated passageways leading therefrom and part of Hertford Road, Bootle – fronting 43-78, and associated passageways leading therefrom under the provisions of Section 116 of the Highways Act 1980, following an application by the Programme Manager Housing Market Renewal Initiative, Sefton Council, under Section 117 of the Highways Act 1980.

RESOLVED:

That the Legal and Democratic Services Director be authorised to request the Magistrate's Court to make up the Orders under Section 116 of the Highways Act, 1980, for the stopping-up of Willard Street and Glynne Street, Bootle and associated passageways leading therefrom, as detailed in the report and shown upon the plan numbered DC0546 and part of Hertford Road, Bootle – fronting 43-78, and associated passageways leading therefrom, as detailed in the report and shown upon the plan

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numbered DC0547, subject to the applicant bearing all costs associated with the application.

## **127. WILLARD STREET, GLYNNE STREET, AND HERTFORD ROAD, BOOTLE - SECTION 247 TOWN AND COUNTRY PLANNING ACT 1990**

The Cabinet Member considered the report of the Director of Regeneration and Environmental Services seeking approval for the Council to endorse and support the application by the Programme Manager of the Housing Market Renewal Initiative, Sefton Council, for the stopping-up of Willard Street and Glynne Street, Bootle and associated passageways leading therefrom and part of Hertford Road, Bootle – fronting 43-78, and associated passageways leading therefrom, under the provisions of Section 247 of the Town and Country Planning Act 1990, as detailed in the report and shown on plans numbered DC0549 and DC0550.

RESOLVED:

That the application to close Willard Street and Glynne Street, Bootle and associated passageways leading therefrom and part of Hertford Road, Bootle – fronting 43-78, and associated passageways leading therefrom pursuant to Section 247 of the Town and Country Planning Act 1990 as detailed in the report and as shown upon plans numbered DC0549 and DC0550 be approved.

## **128. REFUSAL OF PLANNING APPLICATION - S200911080 CONSTRUCTION OF A VEHICULAR ACCESS TO A CLASSIFIED ROAD - 52 CHURCH ROAD, SEAFORTH**

The Cabinet Member considered the report of the Assistant Director Technical Services – Transportation and Development on the planning application S/2009/1080 for the construction of a vehicular access to a classified road at 52 Church Road, Seaforth.

The Principal Solicitor clarified that the reasoning behind any refusal would be explained in the standard decision letter issued by the Planning and Economic Regeneration director.

RESOLVED:

That the Planning Committee be recommended to refuse planning application S/2009/1080 on the grounds that, if permitted, the proposal would lead to conditions detrimental to highway safety.

## **129. WINTER SERVICE CONTRACT**

The Cabinet Member considered the report of the Assistant Director Technical Services – Transportation and Development on the Winter Service Contract, and seeking approval to the extension of the existing

contract to Graysons H&E Services for a period of five years from 1 July 2013.

The report indicated that Graysons H&E Services had been awarded the existing contract in 2006, and since that time officers had been able to assess their performance; that the service was on a call-out basis and required under the worst possible conditions during the winter months; and that despite the extreme weather conditions during this winter, the contractors had responded 100% of the time when required. The current contract was due to expire at the end of winter 2012, but officers recommended that this be extended for a further 5 years; that this would be beneficial to both parties; and that it would give the contractor time to plan for the future.

RESOLVED: That

- (1) the extension of the contract for the Winter Service for 'Graysons H&E Services' for a period of five years from 1 July 2013 be approved; and
- (2) the Legal and Democratic Services Director be authorised to process the necessary documentation.

### **130. PROPOSED INCREASES TO FEES AND CHARGES TO PLANNING PORTFOLIO**

The Cabinet Member considered the report of the Planning and Economic Regeneration Director on the fees and charges in relation to the planning portfolio, and seeking approval for a number of proposed increases.

The report indicated that each year those fees and charges levied by individual departments were reviewed and increased (where appropriate) to reflect current service delivery costs, national guidelines and/or inflation; that some of the services of the Planning and Economic Regeneration Department had been transferred to other portfolios and charges previously included for these areas had been removed from the list; and whilst the Council had increased its charges on two occasions for Building Regulations Services – 3% in 2003 and 5.5% in 2008 - current market conditions required a further increase in charges, primarily where the costs of delivering the service were not covered by income.

A copy of the summary of those fees and charges included within the Planning Portfolio, together with proposed increases in charges were attached as an annex to the report.

RESOLVED:

That the contents of the report be noted.

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## **131. 'SHOP SEFTON 2010' – SUPPORTING OUR TOWN CENTRES**

Further to Minute No 180 of the meeting held on the 29 October 2009, the Cabinet Member considered the joint report of the Planning and Economic Regeneration Director and the Leisure and Tourism Director on 'Shop Sefton 2010' – Supporting Our Town Centres, seeking approval to enter into a partnership agreement with Liverpool Biennial in order to deliver a range of activities within Sefton's town centres that would help to enhance their viability and vitality, and indicating that a decision on the matter was required to comply with standard portfolio reporting procedures.

The report indicated that whilst officers had met with different owners of empty shops throughout the borough in order to use premises for a range of activities, including art work shops, window dressing, business advice etc, in order to create greater foot fall and raise the profile of centre, due to rent and other overheads the remaining Department for Communities and Local Government (DCLG) grant of £48,131 would not sufficiently cover all costs for such purposes. Officers had explored alternatives and recommended that a partnership with Liverpool Biennial be established to deliver a range of activities in retail centres across the Borough.

RESOLVED: That

- (1) the report, and the fact that further progress reports would be submitted, as necessary, be noted by the Cabinet Member; and

Cabinet be recommended to:

- (1) note and endorse the bid submitted to the Arts Council, England;
- (2) subject to securing Arts Council grant funding – as outlined in paragraph 7.2 of the report, agree that Sefton Council enter into a Partnership Agreement with Liverpool Biennial as outlined in paragraph 8.0 of the report;
- (3) note that the indicative delivery timetable is subject to change, as outlined in paragraph 6.0 of the report; and
- (4) give authority to the Legal and Democratic Services Director to execute the partnership agreement.

## **132. AN ECONOMIC STRATEGY FOR RURAL MERSEYSIDE AND ACTION PLAN – PHASE 2**

Further to Minute No 258 of the Cabinet Meeting held on 5 February 2009, the Cabinet Member considered the report of the Planning and Economic Regeneration Director on the Economic Strategy for Rural Merseyside and Action Plan – Phase 2 and indicating that a decision on the matter was required in order to comply with the standard portfolio reporting procedures.



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The report indicated that whilst the vast majority of the £3.9 billion available from the Rural Development Programme for England, was earmarked for agri-environment and other land management schemes in rural areas, some £2.2 million was available for the Merseyside sub-region; that a study had been undertaken by specialist consultants – ‘Rural Innovation’ and the next steps required for the development of an Action Plan, which would attract funding from a number of sources including the Regional Development Agency and European Regeneration Development Fund; and that the Action Plan would support the preparation of master bids to draw down the funding if approved.

RESOLVED:

That the report, and the fact that further update reports would be submitted, as necessary, be noted.

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# Agenda Item 4

**REPORT TO:** Cabinet Member, Technical Services  
Overview and Scrutiny Committee  
(Regeneration and Environmental)

**DATE:** 24th February 2010  
13<sup>th</sup> April 2010

**SUBJECT:** Revenue and Capital Expenditure Monitoring to 31st Dec  
2009

**WARDS AFFECTED:** None directly affected

**REPORT OF:** Mike McSorley Head of Technical Services  
Andy Wallis Planning and Economic Regeneration Director  
Lynton Green Acting Finance and IS Director

**CONTACT OFFICER:** Dave Gant 0151-934-2378  
Kevin McBlain 0151-934-4049

**EXEMPT/CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To provide the Cabinet Member with the quarterly forecast position, based on information as at the 31st Dec 2009, in relation to the Portfolio's 2008/9 Revenue Budget and Capital Programme.

**REASON WHY DECISION REQUIRED:**

Cabinet Member accountability and in line with the corporate performance management process.

**RECOMMENDATION(S):**

That the Cabinet Member Technical Services:

- a) Notes the progress on the Technical Services Portfolio's revenue budgets that are subject to risk-based monitoring.
- b) Note the progress made on the schemes within the portfolio's element(s) of the Council's Capital Programme.
- c) Indicates whether any comments about the overall performance of this Portfolio's Revenue Budget and schemes within the Capital Programme should be referred to Cabinet.

That Overview and Scrutiny Committee (Regeneration and Environmental)

- a) Notes the contents of this report and indicates whether any comments about the overall performance of this Portfolio's revenue budget should be referred to cabinet.

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**KEY DECISION:** No.

**FORWARD PLAN:** Not appropriate.

**IMPLEMENTATION DATE:** Not appropriate.

**ALTERNATIVE OPTIONS:**

None.

**IMPLICATIONS:**

**Budget/Policy Framework:** The Report shows that there is a current forecast overspend at the end of December of £243,000. However this has been revised to an overspend of £283,000 following a recent re-assessment of Winter Maintenance spending as reported to Cabinet Member on 27 January 2010.

**Financial:**

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

**Legal:** Not appropriate.

**Risk Assessment:** The main risk concerns the failure to identify budget variances through the monitoring process which will make it difficult for the Council to manage its spending within available resources. The adopted risk-based approach to monitoring together with regular reporting should help manage the risk.

**Asset Management:** Not appropriate.

**CONSULTATION UNDERTAKEN/VIEWS**

FD 325 – The Acting 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		✓	

<b>LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT</b>
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## 1. Background / Issues for consideration

- 1.1 In accordance with Cabinet's overall approved process for monitoring the Council's budgets, each Portfolio is to receive a quarterly report identifying risk-assessed Revenue and Capital budget areas.
- 1.2 This report forms part of that overall monitoring process by advising the Cabinet Member of the progress against this Portfolio's revenue budget risk areas for the period ending 31st Dec 2009. Where budget pressures have been identified, Service Directors have reviewed their departmental budgets for compensating savings. Departments have also been asked to consider whether or not all budgets can be contained with the resources allocated by the Council for 2009/10.

## 2. Revenue Budget

- 2.1 Details of this portfolio's budgets that are monitored and reported on the risk-assessed basis are shown in Annex A.
- 2.2 Members should note from Annex A that the summary forecast position at the end of December 2009 was a forecast overspend of £243,000.

This is as a result of a number of issues as follows:

- a) There was an unachievable income target of £580,000 built into the base budget for the current financial year following the transfer of services to Capita Symonds. An analysis of income received from a number of sources. (Utility Inspections, Section 74 fees, Café licences, and Scaffolding inspections) has been better than forecast. Utilisation of balances brought forward from previous years and forecast income for the current year has improved this position (£370,000).
- b) Reconsideration of pay costs, taking into account external funding results in a forecast underspend of £40,000. Conversely it has been necessary to revise the anticipated car park income shortfall by £50,000. Usage has still not returned to levels previously experienced and income is anticipated to fall due to recently approved parking promotions. Reductions in fees to support a number of retail campaigns throughout the year assist the Borough's traders but at a "cost" of reduced parking income to the Department.
- c) The Council's budget freeze (which has been in place for two financial years) is now impacting on service delivery. The reduction in planned maintenance is putting significant pressure on reactive budgets, used to keep the highway safe and discharge the Council's statutory duty, which are showing an overspend. This in turn means further reductions in planned maintenance in order to remain within budget. This is not a sustainable approach over a long period of time. Reductions have taken place in grounds maintenance, bridge maintenance, LTP maintenance and other areas to help mitigate this position.
- d) Given the severe weather conditions experienced over the last month it is anticipated that the winter maintenance budget will be overspent by £163,000 by the end of the year. This is different to the forecast figures in the attached M1 statement to the end of December (£123,000) and represents a revised position.

There is little scope for mitigating this overspend given the issues discussed above.

- e) Indications from Car Parking Income returns for the Christmas and New Year show poor figures for the month of January with income at least 30% lower than previous years. The impact of reduced income will initially be to defer the range of improvements to the service as set out in the 5 year Parking Plan approved by Cabinet in November 2008, but current expectations are that these will not proceed in the current year as a budget deficit of c£250,000-£300,000 is now predicted. The Kew Park and Ride service will cease in late February 2010 and the site mothballed but will have limited impact on income in 2009/2010. Other possible options to reduce this deficit are being examined and will be reported to Members in the coming months.

### **3. Capital Programme**

- 3.1 Attached at Annex B is the current Technical Services capital programme. This programme takes account of slippage from 2008/09 and any revised requirements for individual schemes. Actual expenditure of £3.861m (col.4) has been achieved in the first nine months of the year. This is 45% of the total forecast expenditure for the year of £8.620m (cols. 4 and 5). Forecast expenditure for the remainder of the year is £7.59m (col.5).
- 3.2 Major schemes included within the programme include: -
  - 1. Southport Kew Park & Ride £7.76m
  - 2. Thornton Switch Island Link (Council contribution) £5.91m
  - 3. Chapel Street Pedestrianisation £4.26m
  - 4. A5090 Hawthorne Road £1.996m
- 3.3 There are no forecast problems with the Technical Services Capital Programme at the current time. The Cabinet Member receives specific detailed reports on the LTP programme on a regular basis during the course of the year and any issues arising will be flagged up at the earliest opportunity.

### **4. Recommendations**

The Cabinet Member Technical Services

- a) Notes the progress on the Technical Services Portfolio's revenue budgets that are subject to risk-based monitoring.
- b) Note the progress made on the schemes within the portfolio's element(s) of the Council's Capital Programme.
- c) Indicates whether any comments about the overall performance of this Portfolio's Revenue Budget and schemes within the Capital Programme should be referred to Cabinet.

That Overview and Scrutiny Committee (Regeneration and Environmental)

- a) Notes the contents of this report and indicates whether any comments about the overall performance of this Portfolio's revenue budget should be referred to cabinet.

Technical Services Portfolio to Revenue Budget Risk Areas to 31 Dec 2009

ANNEX

A

(1) Line Reference	(2) Description	(3) Full Year Budget	(4) Budget To Period	(5) Actual To Period	(6) Variance	(7) Forecast Outturn	(8) Forecast Outturn Variance	(9) Previous Month Variance
	<b>Technical Services</b>	£	£	£	£	£	£	£
	Pay Costs	3,926,050	2,944,538	2,892,822	-51,765	3,886,050	-40,000	-40,000
	Highways Maintenance	5,725,150	4,293,863	2,410,516	1,883,345	5,725,150	0	0
	Street Lighting Energy Costs	1,189,350	892,013	639,349	-252,662	1,189,350	0	0
	Ground Maintenance	819,500	614,625	436,801	-177,821	819,500	0	0
	Winter Maintenance	367,000	275,250	55,204	-220,046	490,000	123,000	0
	Residual Income Budgets	-582,000	-436,500		436,500	0	582,000	582,000
	British Legion Attendant Costs	1,087,450	815,588	640,687	-174,901	1,087,450	0	0
	Car Parking Fees and Charges on/off St	-3,768,250	-2,826,188	-2,688,134	158,054	-3,518,250	250,000	250,000
	T & A Car Park Income	-311,800	-233,850	-241,275	-7,425	-311,800		
	Non achievement of Corporate Savings 2009/10						48,200	48,200
	<b>Remedial Action</b>							
	Review of Highway Maintenance Budgets						-350,000	-350,000
	Network Management Income	227,500	170,625	-254,914	-101,789	-597,700	-370,000	-370,200

Proportion of Budget Reported On		Gross	Income
Total of Key Area Budgets		13,074,500	-4,662,050
Total Non-Controllable Departmental Budget (Included in TSD)		35,146,800	-18,116,100
% Of Total Budget Reported Upon		37.19%	25.73%



**Comments on Key Areas (Including remedial action: -**

As part of the 2007/08 accounts and 2008/09 budgets monitoring it was identified that the Department had income budgets, which could not be achieved. The 2009/10 budgets allowed for significant growth to address this but finalising the budgets to take into account of the MSR has identified a residual expected shortfall of income against budget of approximately £582K. As the Department has transferred its main income generating services to Capita Symonds it will not be possible to generate further income to offset the expected shortfall.

**Comments on Key Areas (Including remedial action: -**

The Highways maintenance budgets are being reviewed and as a result of the spending freeze it is likely that these budgets may be underspent as shown. However, this will have a detrimental effect on the condition of the Highway and the potential impact will be analysed more fully and reported to Cabinet Member Technical Services.

Inflation has been allowed to cover the contractual increase due in grounds maintenance contract but does not take into account additional areas which have been added to the contract as part of the housing stock transfer for example. These additional demands are putting pressure on the grounds maintenance budget. Capita are carrying out a detailed review of these additional requirements. If this work is not carried out, however, there will be an adverse visual impact on areas of the Borough.

The Street Lighting energy costs at the time of budgeting, even allowing for the £132k growth, are £180k over budget. This will be mitigated through reduced energy costs during the latter part of the year but the Councils budget for energy costs overall are being realigned and it not expected that this budget will overspend at the year-end.

The experiences of the 2008/09 fully demonstrated the susceptibility of parking income to external factors. Improved weather over the Spring/Summer period 2009/10 and the impact of the April 2009 increase in charges, saw income generation improve, but has still not returned to previous levels. Furthermore, reductions in car parking charges as part of promotions to support a number of retail campaigns in the Borough has reduced income levels. Cabinet have approved further such promotions for the forthcoming Christmas period. Indications from income returns for the Christmas and New Year period do not indicate any substantial increases, and during the very poor weather conditions in January parking income was at least 30% lower than previous years. The impact of reduced income will initially be to defer the range of improvements to the service as set in the 5 year Parking Plan approved by Cabinet in November 2008, but current expectations are that these will not proceed in the current year as a budget deficit of c£300+k is now predicted. The Kew Park and Ride service will cease in late February 2010 and the site mothballed but will have limited impact on income in 2009/2010. Other possible options to reduce this deficit are being examined and will be reported to Members in the coming months.

The very cold winter has resulted in considerable damage to the highway manifesting itself through increased potholing, which will put reactive maintenance budgets under pressure in the current year. This will be exacerbated by the spending freeze, which reduced the level of maintenance activity carried out last year. Gritting the highways, both carriageways and footways is a statutory duty, hence expenditure has to be

incurred as required. However, a full review of the service is planned over the coming months so that prior to next winter, the effectiveness of the service has been fully assessed to take into account of the latest conditions and needs.

Gritting of the highway, both carriageways and footways is a statutory duty, hence expenditure has to be incurred as required. Despite a mild start to the "Gritting Season" the savings of this period have been more than offset by the cold weather throughout December and further gritting requirements at the start of 2010. Monitoring is currently being undertaken to assess the likely impact on budget and it is anticipated that a report to members will be brought towards the end of a January.

Corporate Savings (£48,200) contribute further pressure to the budget and is believed that these will not be achieved in 2009/10. These savings will therefore be considered within light of the overall budgetary pressures on the Department. Every effort will be made to mitigate the effect of the above pressures but this may mean that this can only be achieved with significant reductions in service provision. For this reason options to deal with the budget pressures will be presented in future budget-monitoring reports.

**METROPOLITAN BOROUGH OF SEFTON**

ANNEX B

**CAPITAL PROGRAMME 2009/10 - 2012/13**

**TECHNICAL SERVICES**

1	2	3	4	5	6	7
REF.	PROJECT	EXPEND TO	EXPEND TO	EXPEND IN 2009/10	FUTURE	TOTAL
NO.	DESCRIPTION	31.3.2009	31.12.09	FORECAST BALANCE	EXPEND	COST
		£'000	£'000	£'000	£'000	£'000
	<b><u>New Construction</u></b>					
1	Thornton Switch Island Link Scheme (Council Contribution)	114.11	693.80	428.09	4,676.00	5,912.00
2	Asset Management Development	0.00	0.00	0.00	69.10	69.10
	<b><u>Carriageways / Priority Maintenance</u></b>					
3	A5090 Hawthorne Rd	1,446.83	193.12	13.51	342.12	1,995.58
4	Old & Completing Schemes	0.00	20.19	0.00	0.00	20.19
	<b><u>Carriageway Resurfacing</u></b>					
5	Islington, Crosby	0.00	106.85	2.15	0.00	109.00
6	Park Lane, Netherton	0.00	26.24	4.26	0.00	30.50

7	Kirkstone Rd South, Litherland	0.00	66.48	4.02	0.00	70.50
8	Marine Drive, Southport	0.00	42.11	11.59	0.00	53.70
9	Sterrix Lane - Litherland	0.00	72.82	1.88	0.00	74.70
10	Kendal Drive - Maghull	0.00	55.62	1.78	0.00	57.40
11	Fairways - Crosby	0.00	14.76	0.44	0.00	15.20
12	Mayfair Avenue - Crosby	0.00	32.70	1.00	0.00	33.70
13	Bulwer Street - Bootle	0.00	47.20	1.40	0.00	48.60
14	Banastre Road - Southport	0.00	23.70	43.40	0.00	67.10
15	Applbey Drive - Netherton	0.00	17.63	1.27	0.00	18.90
16	Greenheys Drive - Netherton	0.00	22.49	0.71	0.00	23.20
17	Harrowby Road - Seaforth	0.00	23.16	1.04	0.00	24.20
1	2	3	4	5	6	7

**EXPEND EXPEND IN 2009/10  
FORECAS**

REF. NO.	PROJECT DESCRIPTION	TO 31.3.200 9	IO 31.12.09	T BALANCE	FUTURE EXPEND	TOTAL COST
		£'000	£'000	£'000	£'000	£'000
18	Woodlands Road - Seaforth	0.00	22.60	0.00	0.00	22.60
19	St Georges Grove - Netherton	0.00	11.45	0.25	0.00	11.70

20	Altcar Lane - Formby 09/10 Schemes	0.00	56.65	7.55	0.00	64.20
21	Thackery Gardens - Litherland	0.00	0.18	39.02	0.00	39.20
22	Prescot Road - Melling	0.00	38.82	0.18	0.00	39.00
23	Parkfield Avenue - Aintree	0.00	29.48	4.92	0.00	34.40
24	Raymond Avenue - Aintree	0.00	21.80	0.70	0.00	22.50
25	Abbeystead Avenue - Aintree	0.00	25.44	4.46	0.00	29.90
26	Gately Drive - Maghull	0.00	5.76	4.14	0.00	9.90
27	Yew Tree Green - Melling	0.00	5.26	4.44	0.00	9.70
28	Gregsons Avenue - Formby	0.00	0.15	10.65	0.00	10.80
29	Ecclesall Avenue - Litherland	0.00	0.15	30.15	0.00	30.30
30	Northway - Maghull	0.00	0.18	14.12	0.00	14.30
31	Ridgeway Drive - Lydiate	0.00	0.18	19.12	0.00	19.30
32	Matlock Avenue - Southport	0.00	0.15	12.45	0.00	12.60
33	Third Avenue - Crosby	0.00	0.15	8.65	0.00	8.80
34	Shellfield Rd, Southport	29.74	50.26	0.74	0.00	80.74
	<b>UTC Maintenance</b>					
35	Manchester Rd / Queens Rd Junction	0.00	5.00	45.00	0.00	50.00
	<b>De Trunking</b>					

36	A59 Damfield Lane to Northway	0.00	128.83	0.00	0.00	128.83
37	A565 Crosby Rd Sth/Princess Way/Cambridge Rd	0.00	463.96	0.00	0.00	463.96
38	A59 Switch Island / Kenyons Lane / The Alt	0.00	0.00	125.00	0.00	125.00
39	A570 Boundary to Kew	0.00	5.20	93.80	0.00	99.00
1	2	3	4	5	6	7

REF. NO.	PROJECT DESCRIPTION	EXPEND EXPEND IN 2009/10 FORECAS				TOTAL COST
		TO 31.3.2009	TO 31.12.09	T BALANCE	FUTURE EXPEND	
		£'000	£'000	£'000	£'000	£'000
40	Capita Fees / Client Service Costs	0.00	0.00	134.53	0.00	134.53
	<b>Street Lighting</b>					
41	Marine Terrace, Waterloo	0.00	0.00	46.00	0.00	46.00
42	Aylward Place, Bootle	0.00	29.28	11.72	0.00	41.00
	<b>Drainage</b>					
43	Scarisbrick New Rd Southport	0.00	28.62	31.38	0.00	60.00
44	A565 Liverpool Rd	0.00	157.73	60.27	0.00	218.00
45	Wango Lane	0.00	40.58	43.12	0.00	83.70
46	Capita Fees / Client Service Costs	0.00	0.00	55.00	0.00	55.00
<b>Total Carriageways / Priority Maintenance</b>		<b>1,476.57</b>	<b>1,892.93</b>	<b>895.81</b>	<b>342.12</b>	<b>4,607.43</b>

**Bridges and Structures**

**Bridge Strengthening**

47	Principal Bridge Inspections	0.00	22.03	10.97	33.00	66.00
48	Assessment - Retaining Walls	0.00	0.00	1.00	0.00	1.00
49	Parapet Strengthening	0.00	0.00	30.00	75.00	105.00
50	Network Rail Structures	0.00	0.00	6.00	0.00	6.00
51	Poverty Lane	42.18	110.04	-0.02	1.20	153.40
52	St. Lukes Rd Bridge Strengthening	87.55	5.73	624.27	472.89	1,190.44
53	Millers Bridge	0.00	24.00	0.00	0.00	24.00
54	Old and Completing Schemes	580.50	2.36	3.73	0.00	586.59
55	Capita Fees / Client Service Costs	0.00	0.00	34.48	33.00	67.48
<b>Total Bridges and Structures</b>		<b>710.23</b>	<b>164.16</b>	<b>710.43</b>	<b>615.09</b>	<b>2,199.91</b>

**Integrated Transport Programme**

56	Current Schemes	15,205.58	891.90	2,050.41	3,742.24	21,890.13
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REF.	PROJECT	1	2	3	4	5	6	7	TOTAL
		EXPEND		EXPEND IN 2009/10			FORECAS		
		TO	IO	T	FUTURE				

NO.	DESCRIPTION	31.3.2009		31.12.09 BALANCE EXPEND		COST
		£'000	£'000	£'000	£'000	£'000
	<b><u>Other Schemes</u></b>					
57	Southport Cycle Town	186.57	218.70	417.73	0.00	823.00
58	Southport Cycle Town - Coastal Rd to Ainsdale	0.00	0.00	250.00	0.00	250.00
59	Old and Completing Schemes	0.00	0.00	6.66	0.00	6.66
	<b>Total Other Technical Services Schemes</b>	<b>186.57</b>	<b>218.70</b>	<b>674.39</b>	<b>0.00</b>	<b>1,079.66</b>
	<b><u>Provision for New Starts - Subject to Report</u></b>					
60	Block Allocations	0.00	0.00	0.00	1,760.31	1,760.31
	<b>TOTAL TECHNICAL SERVICES SCHEMES</b>	<b>17,693.06</b>	<b>3,861.49</b>	<b>4,759.13</b>	<b>11,204.86</b>	<b>37,518.54</b>



# Agenda Item 5

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

**DATE:** 24 FEBRUARY 2010

**SUBJECT:** SECTION 116 HIGHWAYS ACT 1980. – PART OF HIGHWAY ADJOINING THE PROPERTIES NUMBERED 61 – 69 (odd) SHAKESPEARE STREET, SOUTHPORT.

**WARDS AFFECTED:** KEW

**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 make a stopping up application as detailed in the report to the Magistrates Court under provisions of section 116 of the Highways Act 1980 following the respective application under section 117 of the Highways Act 1980.

## **REASON WHY DECISION REQUIRED:**

Cabinet Member authorisation is required before seeking an order from the Magistrates Court. The application will enable the redevelopment of the area and extinguish an area of highway, which is considered unnecessary.

## **RECOMMENDATION(S):**

That : -

The Cabinet Member authorises the Director of Planning and Economic Regeneration and the Legal Director to request the Magistrates Court to extinguish/stop-up the following area of highway under Section 116 of the Highways Act 1980, as detailed within the report and shown upon the attached plan numbered DC0575, subject to the applicant bearing all costs associated with the application: -

- Part of Highway adjoining the properties numbered 61-63 Shakespeare Street, Southport. DC0575

**KEY DECISION:** No

# Agenda Item 5

**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 applicant will meet the legal and administrative cost of the proposals.

<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 IMPLICATIONS</u></b>				
Gross Increase in Revenue Expenditure	2000			
Funded by:				
Sefton funded Resources	No			
Funded from External Resources	Yes			
Does the External Funding have an expiry date? No	When?			
How will the service be funded post expiry?				

**Legal:** Yes

**Risk Assessment:** None

**Asset Management:** None

**CONSULTATION UNDERTAKEN/VIEWS**

Ward Councillors, Statutory Undertakers

**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		✓	

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

None

# Agenda Item 5

## **SECTION 116 HIGHWAYS ACT 1980 – PART OF ADJOINING THE PROPERTIES NUMBERED 61 – 69 (odd) SHAKESPEARE STREET, SOUTHPORT.**

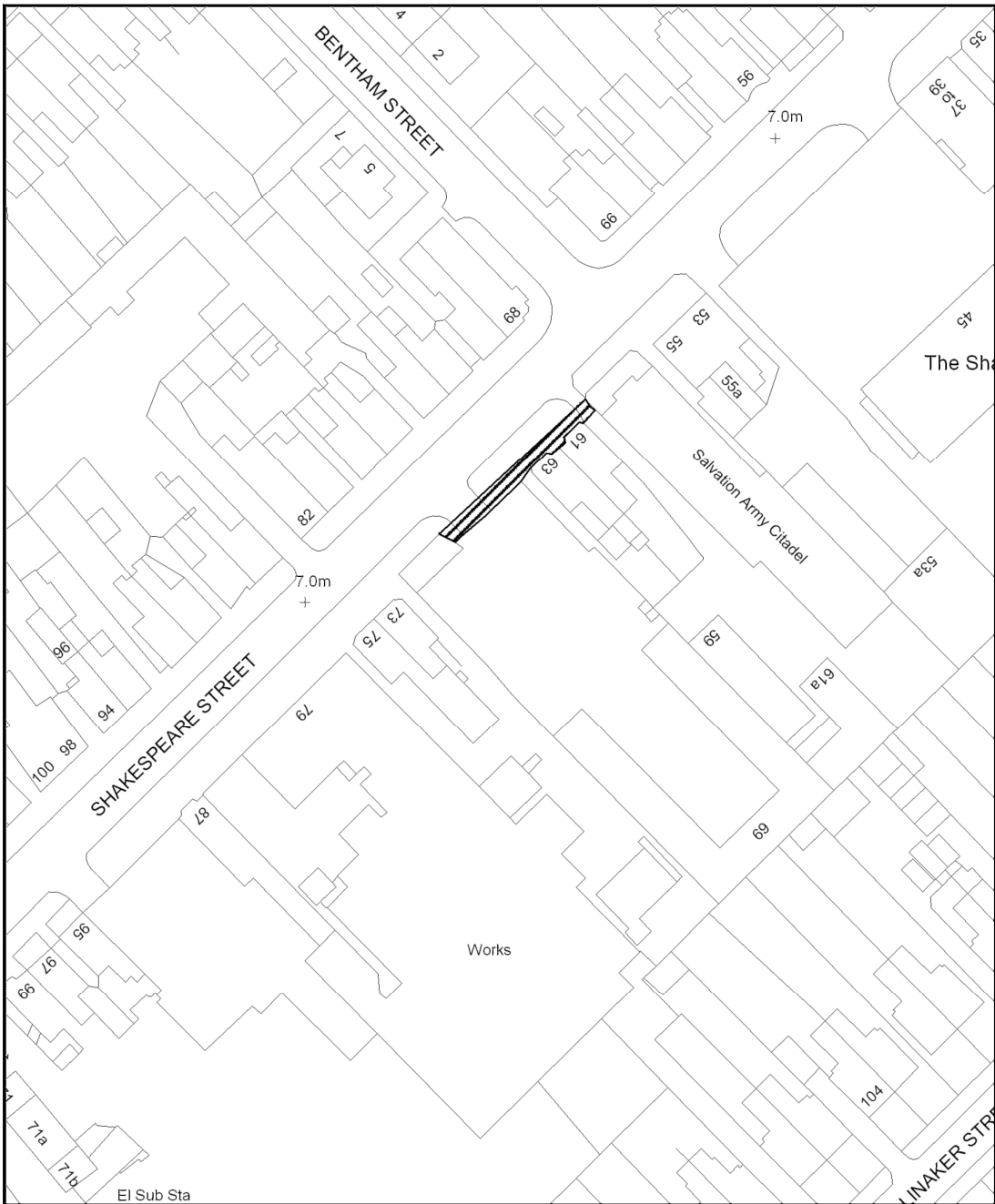
### **1.0 Information / Background**




- 1.1 An application has been received from The Salvation Army, 1 Cadman Court, Hanley Road, Leeds, LS27 0RX for the stopping-up of an area of highway within the Borough, as shown upon the attached plan numbered DC0575.
- 1.2 The stopping-up application relates to an area of highway, which is considered unnecessary and which would be expedient for the Council to make an application to the Magistrates Court on the basis that there are at present or will be, a reasonable suitable alternative in place.
- 1.4 The stopping-up of the part of highway in question will facilitate the redevelopment of the area to enable the construction of a new housing layout.
- 1.5 The Ward Councillors have been notified in respect of the application and have made no comment to-date.

### **2.0 s116 Highways Act 1980 Procedure and Magistrates Court Hearing**

- 2.1 Under Section 117 of the Highways Act 1980, a person desiring a highway to be stopped-up may request the Highway Authority (in this case the Council) to make an application to the Magistrates Court for a stopping-up Order. If the request is granted the Council may as a condition, require the person to pay such costs, as it deems reasonable in connection with the application.
- 2.2 The Council must give 28 days notice of the Court Hearing specifically to adjoining owners/occupiers and statutory undertakers and in addition, must publish notices in a local newspaper, the London Gazette and also display a site notice.
- 2.3 Any person who receives the notice referred to above, or uses the highway or who would be aggrieved by the stopping-up, has a right to be heard at the Court Hearing of the application.
- 2.4 The Court may make the stopping-up Order if it appears that the highways are unnecessary for the public for the sort of lawful purposes for which the public could be reasonably expected to use that particular way. If there is evidence of such use, the Court will need to be satisfied that the public are, or are going to be, provided with a reasonably suitable alternative way. If the Court makes the Order, its effect is to end the right of the public to use it as a highway.
- 2.5 It is considered in the case of the application detailed within this report, that it is appropriate for the stopping-Up Order to be requested from the Magistrates Court under s116 of the Highways Act 1980, for the reason outlined above.

**Andy Wallis**  
**Director of Planning and Economic Regeneration**



<p><b>SEFTON M.B.C.</b></p> 	<p><b>Stopping-up of Public Highway - Section 116 Highways Act 1980</b></p>			
<p><b>Footpath outside 61-63 including part of entrance into car park, Shakespeare street, Southport.</b></p> <p>Public highways to be stopped-up shown as: </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: 03/02/10</b></p>	<p><b>Checked: BAM</b></p>
<p><b>Ward: Kew</b></p>		<p><b>OS: na</b></p>	<p><b>Plan: DC0575</b></p>	
<p><small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution proceedings. Sefton Council, Licence No. 100010192, 2008</small></p>				<p><b>File: C0041</b></p>

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# Agenda Item 6

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

**DATE:** 24 FEBRUARY 2010

**SUBJECT:** HIGHWAYS ACT 1980, SECTION 184 LICENCES.

**WARDS AFFECTED:** KEW

**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 issue two highway licences pursuant to s184 of the Highways Act 1980 to the organisations listed within the report.

## **REASON WHY DECISION REQUIRED:**

The decision is required in order to allow the licensees to construct vehicle crossings to access developments as work progresses.

## **RECOMMENDATION(S):**

That : -

The Director of Legal Services be authorised in conjunction with the Director of Planning and Economic Regeneration to issue a highway licence to the following organisations pursuant to Section 184 of the Highways Act, 1980 to facilitate the construction of a vehicle crossing within the public highway at the locations detailed within the report and shown upon the attached plans numbered DC0527 and DC0528 subject to the applicants : -

- a) bearing all costs associated with the proposal and;
  - b) indemnifying Sefton Council against all claims, disbursements and actions arising from the proposed works.
- 
- i) **Ashdown Close, Southport** – Rok, Rok Centre, Willow point, 47 Bridgefold Road, Rochdale, OL11 5BX – Plan No DC0527
  - ii) **Town Lane, Southport** – Queenscourt Hospice, Town Lane, Southport, PR8 6RE – Plan No DC0528

# Agenda Item 6

**KEY DECISION:** 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 will meet the legal and administrative cost of the licence.

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

**Legal:**

**Risk Assessment:** None



**Asset Management:** None

**CONSULTATION UNDERTAKEN/VIEWS**

None

**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**

None

**Background**

1.1 The Traffic Services Manager has received an application from the organisations listed below to construct a vehicle crossing to their respective developments under s184 of the Highways Act 1980, as shown upon the attached plans.

# Agenda Item 6

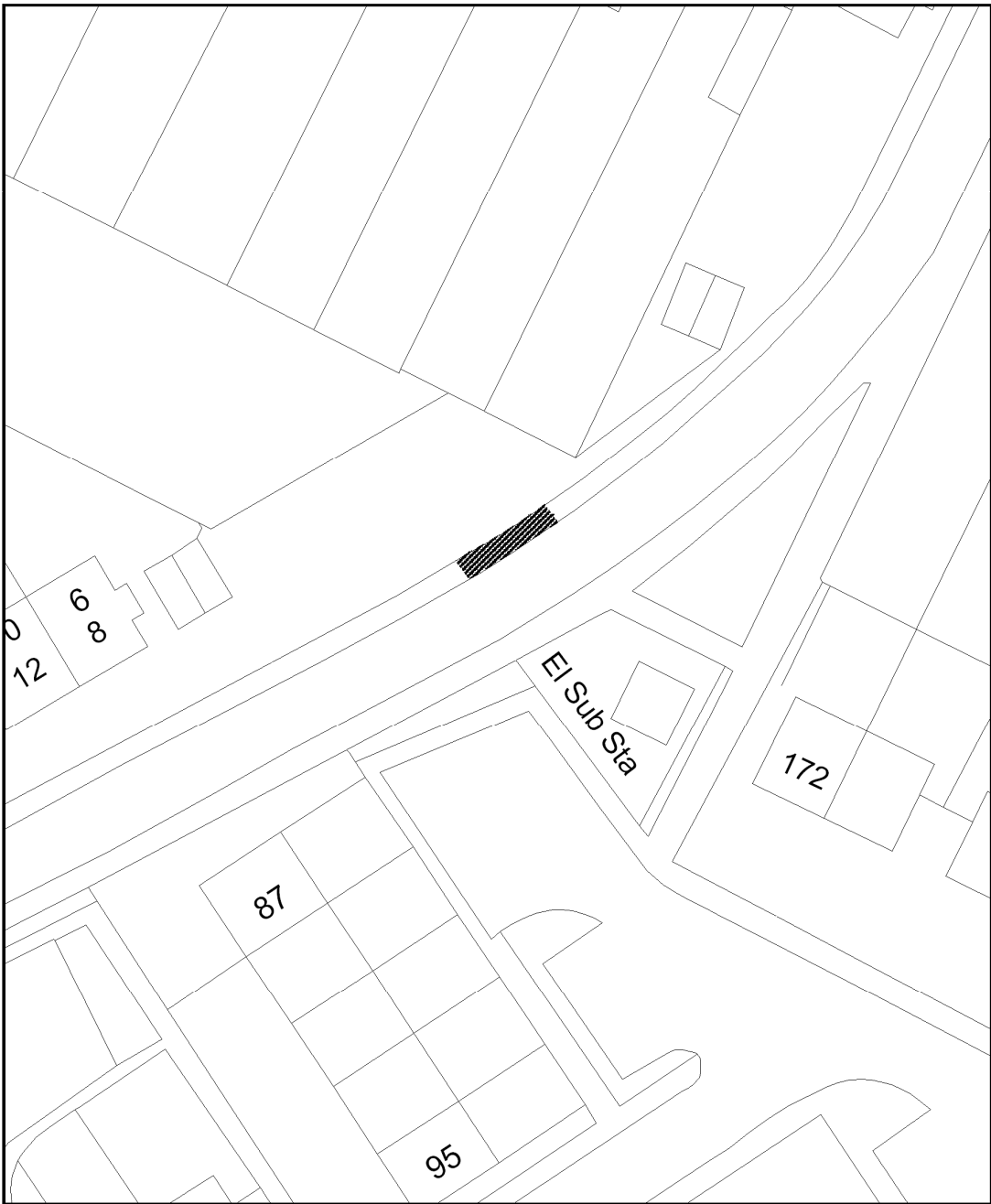
**Ashdown Close, Southport** – Rok, Rok Centre, Willow point, 47 Bridgefold Road, Rochdale, OL11 5BX – Plan No DC0527

**Town Lane, Southport** – Queenscourt Hospice, Town Lane, Southport, PR8 6RE – Plan No DC0528

- 1.2 The proposed works will be carefully monitored by officers within the Highways Development Control Team. The materials used in the construction will be assessed and approved by the engineer monitoring the works.
- 1.3 All costs including the Councils legal, technical and administration costs in processing these applications, together with monitoring the works shall be funded solely by the developer/applicant.
- 1.4 The location of the work is shown upon the attached drawings DC0527 and DC0528.
- 1.5 The licence requires that the applicant indemnifies and holds harmless the Council against all claims, damages or disbursements which may become payable as a consequence of the works. This must be supported by single accident indemnity limits of not less than £5M.
- 1.6 The Statutory Undertakers have been consulted as part of the licence and any conditions identified from this consultation exercise will be incorporated within the licence.
- 1.7 In each case, the Ward Councillors have been informed of the applications and have raised no concerns or objections to-date.

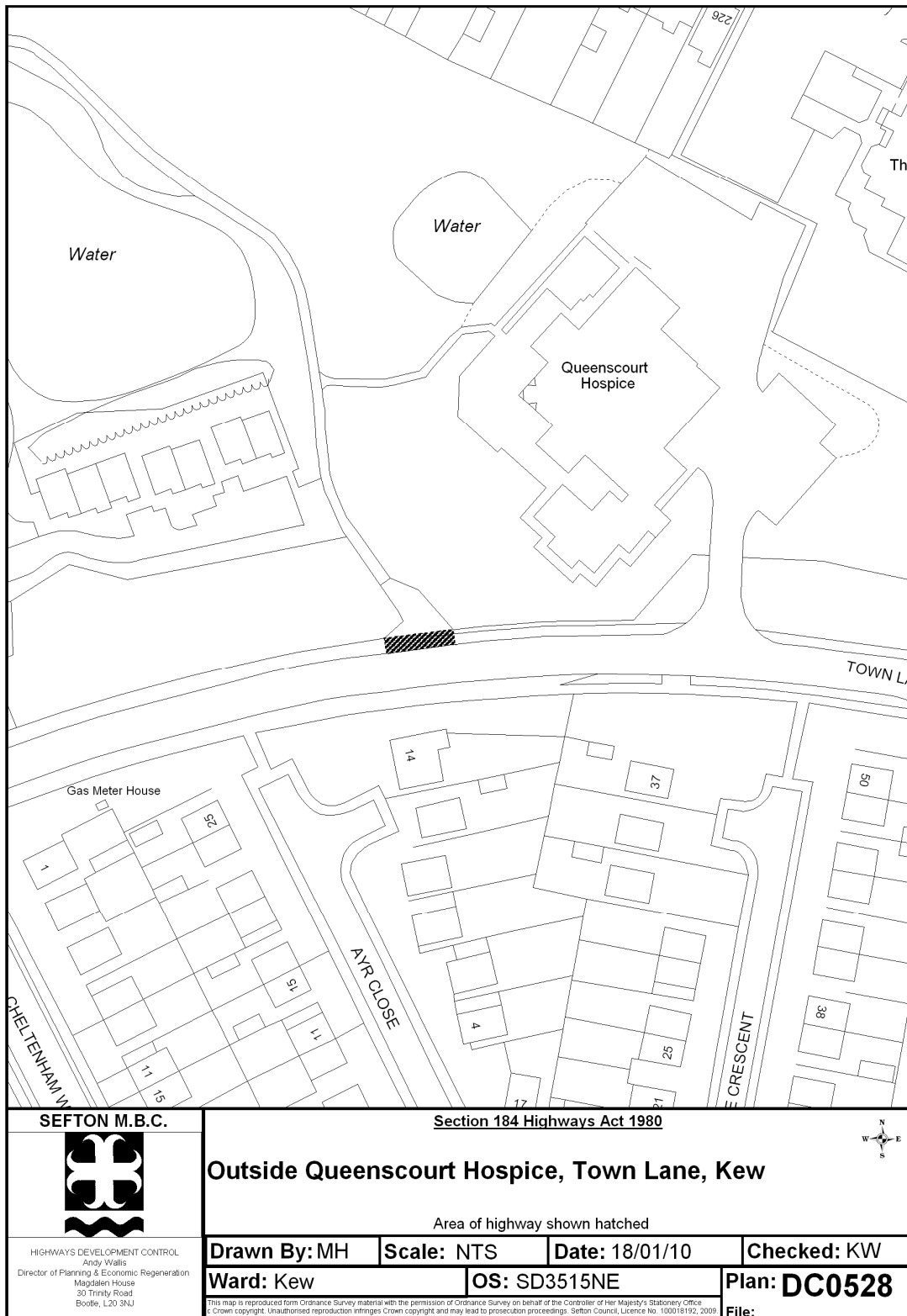
## **2.0 SUMMARY**

- 2.1 A Section 184 Highways Act 1980 licence is essentially approval to construct a vehicle crossing upon the public highway. The licence ensures that the works are undertaken in a satisfactory manner and are consistent with the materials and form of construction in the immediate vicinity. A condition of the licence requires that the applicant indemnifies and holds harmless the Authority against all claims, damages or disbursements which may become payable as a consequence of the works.
- 2.2 The applications detailed within the report, relate to the construction of two vehicle crossings at **Ashdown Close and Town Lane, Southport**. Cabinet Member approval is required for the Legal Services Director to prepare and issue the respective licences.
- 2.3 Such other terms as contained in the Council's standard form of licence as may be required by the Director of Legal Services or the Traffic Services Manager will be incorporated into the respective licences.



SEFTON M.B.C.	<u>Section 184 Highways Act 1980</u>			
	<b>Outside old tennis club, Ashdown Close, Southport</b>			
HIGHWAYS DEVELOPMENT CONTROL Andy Wallis Director of Planning & Economic Regeneration Magdalen House 30 Trinity Road Bootle, L20 3NJ	Drawn By: MH	Scale: NTS	Date: 18/01/10	Checked: Initials
Ward: Kew	OS: SD3515NW		Plan: <b>DC0527</b>	
<small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution proceedings. Sefton Council, Licence No. 100018192, 2009.</small>				File:

# Agenda Item 6



# Agenda Item 7

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

**DATE:** 24 FEBRUARY 2010

**SUBJECT:** AWARD OF GROUND INVESTIGATION CONTRACT ASC 11

**WARDS AFFECTED:** ALL WARDS

**REPORT OF:** ANDY WALLIS PLANNING & ECONOMIC REGENERATION  
DIRECTOR

**CONTACT OFFICER:** B LARNER  
MERSEYSIDE ENGINEERS LABORATORY SERVICES

**EXEMPT/  
CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To approve the award of the Ground Investigation Contract (ASC 11) for a period up to 31 March 2012.

**REASON WHY DECISION REQUIRED:**

To comply with the Contract Procedure Rules and Delegated Authority to approve expenditure contained within the Constitution.

**RECOMMENDATION(S):**

To appoint the four lowest submitted tenders in each model category.

**KEY DECISION:** No

**FORWARD PLAN:** Not Appropriate

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

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**ALTERNATIVE OPTIONS:**

In order to meet the requirements of the Constitution, there are no alternative options.

**IMPLICATIONS:**

**Budget/Policy Framework:** None

**Financial:**

The majority of work issued through this contract will be contained within appropriate annual Revenue and /or Capital allocations.

**Legal:** The Legal Director will prepare formal contracts with the successful contractors following their award.

**Risk Assessment:** Financial vetting of the contractors on the select list has taken place. Each company is considered suitably experienced to carry out the works and are financially viable

**CONSULTATION UNDERTAKEN/VIEWS**

NONE

# Agenda Item 7

## 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

# Agenda Item 7

## 1.0 BACKGROUND:

1.1 Tenders have recently been sought from the following contractors on the Council's approved select list, to provide the Merseyside Engineers Laboratory, on behalf of all Merseyside Metropolitan Authorities, a site investigation resource, including boring, drilling, excavation of trial pits, sampling, insitu testing and laboratory testing of soil samples together with any or all necessary ancillary works.

1. Allied Explorations Ltd
2. Arup
3. Babbie Group
4. BRE Scotland
5. Bullen Consultants
6. Capita Infrastructure Consultancy
7. C.C Geotechnical
8. C.L Associates Ltd
9. Conestega-Rovers & Associates (UK Ltd)
10. Corsair Environmental Consultants Ltd
11. ECUS Ltd
12. Fugro Engineering Services Ltd
13. Geotechnics Ltd
14. Ian Farmer Associates
15. IGNES
16. IMC Consulting Engineers
17. Komex Ltd
18. Lankelma
19. Leyden Kirby Associates Ltd
20. Mayfield Construction Company Ltd
21. Mouchel Parkmen
22. Nicholls Colton
23. Norwest Holst Soil Engineering Ltd
24. Parsons Brinckeroff Ltd
25. PSA Design
26. Ritchies
27. Scott Wilson
28. Serco Assurance
29. Soil Mechanics Ltd
30. Sub Soil Surveys Ltd
31. Sub Surface Northwest
32. Sutcliffe Investigations
33. Terra Consult
34. URS Corporation Ltd
35. Vectra Group Ltd
36. WRC Plc
37. WSP Environmental
38. D & I Drilling

1.2 The anticipated annual value of work across all activities is £50,000 based upon recent years experience but is indicative only.

1.3 The actual workload will be dependent on the requirements for Site Investigation Surveys within the Merseyside Metropolitan Districts during the term of the contract.



## 2.0 TYPES OF CONTRACT AND ANALYSIS

- 2.1 The precise location and extent of the works are unknown at this time, therefore the contracts have been priced on a schedule of rates basis.
- 2.2 Prior to the opening of Tenders, 3no cost models were assembled for a range of Site Investigation Services. These represent various and typical site investigation operations likely to be required and are briefly defined below. (It should be noted that details of the cost models are treated as confidential items and are disclosed immediately prior to the opening of Tenders).

Cost Model No 1 - Boreholes, trial pits and sampling  
 Cost Model No 2 – Core drilling, sampling and laboratory testing  
 Cost Model No 3 – Core drilling, sampling, laboratory testing and interpretative reporting

The tender totals received across each cost model are listed as follows:

Cost Model No 1	Cost Model No 2	Cost Model No 3
<b>£1767.50</b>	<b>£10264.00</b>	<b>£11334.00</b>
<b>£1965.00</b>	<b>£10685.00</b>	<b>£11692.00</b>
<b>£1981.00</b>	<b>£12901.50</b>	<b>£11973.50</b>
<b>£2088.50</b>	<b>£13299.00</b>	<b>£12136.00</b>
£2182.00	£13726.00	£12184.00
£2195.75	£14882.25	£12908.03
£2201.45	£15273.00	£12990.00
£2212.50	£16242.25	£13602.75
£2290.00	£17687.50	£20854.10
£2340.50	Incomplete	£22166.00
£2553.00	Incomplete	Incomplete

27 No Contractors failed to submit tenders, two failed to price all items in cost model No 2 and one failed to price all items in cost model No 3.

## 3.0 RECOMMENDATION

- 3.1 To give the laboratory the necessary flexibility in appointing contractors for work at short notice, it is recommended that the four lowest tenders in each of the 3 No cost models be approved.
- 3.2 Because some contractors are successful in more than one contract model, this will mean a total of 7 contractors being accepted overall.

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# Agenda Item 8

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

**DATE:** 24<sup>th</sup> February 2010

**SUBJECT:** Highways Grounds Maintenance Contract

**WARDS** All

**AFFECTED:**

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

**CONTACT OFFICERS :-** D. Richardson Ext 4236  
Steph Prewett Ext 3485

**EXEMPT/ CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To seek approval to extend the current Highway Grounds Maintenance Contract for its final year option from 1<sup>st</sup> April 2010.

To update the Cabinet Member on the consultation with members about priorities for Highways Grounds Maintenance in their respective areas

To request that the consultation on other contracts which impact on an area are undertaken with members to inform delivery that is tailored to the needs of areas

**REASON WHY DECISION REQUIRED:**

To allow the continued delivery of grounds maintenance works through the existing term maintenance contract arrangements for a further twelve months

**RECOMMENDATION(S):**

It is recommended that the Cabinet Member:

- (i) approve the extension of the Highway Grounds Maintenance contract for a 12 month period commencing 1<sup>st</sup> April 2010.
- (ii) note the involvement of members at an area level which has informed the approach taken and the merits of applying this approach to other contracts which impact on areas as set out in section 2.7 and Annex 1
- (iii) agrees to consultation with members at an area level on contracts which impact on an area to ensure that the service is tailored to need and not a one size fits all approach
- (iv) receive updates on performance of the contract which are informed by Member experiences in their area as well as formal performance management data from Capita

# Agenda Item 8

**KEY DECISION:** No

**FORWARD PLAN:** No

**IMPLEMENTATION DATE:** 1<sup>st</sup> April 2010

<b>ALTERNATIVE OPTIONS:</b> There are no alternative options, other than retendering.
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**IMPLICATIONS:**

**Budget/Policy Framework:** No Implications.

**Financial:** The contract rates have been renegotiated in the current competitive financial climate and are on a fixed rate basis which will also include the price fluctuation clause included within the contract and represent good value for money. The cost of the service will be kept within the available budget.

**Legal:** The Legal Director will be requested to extend the current contract with the existing contractor.

**Risk Assessment:** The Company is suitably experienced to carry out the works and financially viable.

**Asset Management:** The extension of this contract will ensure the continued delivery of highway grounds maintenance works which are required to safely maintain the highway asset.

<b>CONSULTATION UNDERTAKEN/VIEWS</b> Member views are set out in
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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		√	

## **1.0 BACKGROUND:**

- 1.1 The contract for the delivery of Grounds Maintenance work on the highway was initially awarded in April 2006 via Leisure Services to the current contractor Veolia for a three-year period with an option to extend for a further up to two-years.
- 1.2 Throughout the initial 2.5 year period the contract was managed wholly by the Council although there were deficiencies due to changing demands it has functioned reasonably well despite limited budgets.
- 1.3 During the contract period there have been fundamental changes within the Council the Housing Department was externalised and became One Vision Housing. This transfer involved numerous areas of land previously maintained falling between different maintenance contracts of Leisure Services, Technical Services and One Vision Housing all of who have differing specifications and expectations.
- 1.4 In October 2008 the Highways Grounds Maintenance Contracts were further subject to change when the contracts were transferred mid way through a financial year to the Council's new partner organisation Capita Symonds.
- 1.5 During this period (Oct 2008 to date) it has become apparent that there are deficiencies within the current arrangements as the volume of complaints to the Council direct and via elected members has increased significantly.
- 1.6 Deficiencies in specification and coverage have been coped with by using other maintenance funding to cover any shortfall when work has been necessary for Health and Safety reasons. However, this funding has been subjected to the expenditure freeze over the last 2 financial years.
- 1.7 This situation has now become more critical due to the financial crisis the Council has been subjected to and the funding utilised to manage for unforeseen circumstances has been subjected to a freeze over the last two financial years.
- 1.8 Capita have in recent months undertaken a major piece of mapping work in which all areas of land that are being maintained or not, being identified, its ownership being established, so that informed decisions can be made on the future of the current service provision.
- 1.9 The mapping exercise has in the main been substantially completed but the identification of land ownership for some areas is still outstanding. The Council's Neighbourhoods and Investment Programmes Department have now undertaken an extensive consultation exercise on a ward by ward basis which has been invaluable in gauging elected members expectations, opinions and concerns and the detailed results of this elected members

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consultation are appended to this report in Annex 1. These are based on their in-depth knowledge of the areas and in some cases there are actions that need to be followed up and queries about land ownership which are being chased up.

- 1.10 This exercise in conjunction with the mapping has enabled the majority of areas of grass that is required to be cut to be more accurately quantified and the areas of shrubs and bushes to be identified for treatment in order to incorporate them into future arrangements that will make a noticeable difference in all the neighbourhoods across the Borough.
- 1.11 Negotiations with the current contractor are nearing completion to obtain a formal competitive offer in current financial conditions for these revised quantities so that we can undertake a radical improvement in the service provision in this final year of the current contractual arrangements.
- 1.12 This will give sufficient time to enable a full and comprehensive review of this service to be undertaken which will explore changes such as, grass cutting collection, edge cutting, grass height of cut adjustments, cutting frequencies changes, growth retardant spraying and weed control, however expectations will need to be managed so that the service can be kept within the available budget.

## **2.0 PROPOSALS**

- 2.1 Capita Symonds have acknowledged that the contractor's performance has been of concern throughout the contract period but believes that a large number of these concerns emanate from unrealistic expectations in terms of trying to deal with the large areas of land that were never included in the original contract and specification and insufficient budgetary provision to deal with the problems contractually via variation order.
- 2.2 Following protracted negotiations with the contractor it has now been agreed to vary the contract requirements in order to deal with a number of areas and issues not forming part of the original contract (eg shrub maintenance).
- 2.3 The offer for the final year option in the contract, which also includes the annual indexation under the GM87 provision, will offer a much better value for money.
- 2.4 On this basis it is proposed to make arrangements for a single one-year extension to be taken up and that the Contractor's overall performance be re-evaluated by continual review and monitoring prior to a re-tendering for a new contract to commence in 2011.

- 2.5 The negotiations have been undertaken on the basis of making the best use of the existing budgetary provision and have included potential changes in frequency of cut, increased areas of grass, potential for grass collection, edging treatments, additional areas of shrub maintenance and the use of a trial on selected areas of the use of a new growth retardant product to enable judgements to be made on future specifications.
- 2.6 The current contractor has made an offer to deal with the whole of the increased areas of grass cutting based around the existing circa two weekly cut as at present but limited to a maximum of 18 cuts in the year. In addition it is anticipated that the trunk roads and bridge embankments will be cut between 4 and 8 times per year subject to the growth retardant trial intended to be undertaken in the spring with the rough verge cutting in country lanes / low populated areas continuing at twice per year.

### **3.0 GENERAL OUTCOMES OF CONSULTATION WITH WARD**

- 3.1 As stated above in para 1.10 each Area Committee has had the opportunity to discuss and put forward their views on how the last year of the current contract could work in their area. The consultation has been based on the fact that there are severe budgetary constraints across the Council and that additional resources are unlikely to be found to supplement the existing resource. **Members support on this issue has been absolutely invaluable to officers as they have brought real local insight to the process.** It has also highlighted that the consultation on this contract should be replicated across other contracts where they directly impact on an area to ensure that local knowledge can be used to help improve service standards.
- 3.2 The key outcomes from this consultation which need to be considered and built into the new contract going forward are specification:
- More effective contract management to ensure that the service specification is adhered to. The apparent lack of inspection has been highlighted as a major issue by most members
  - Move away from cuts based on length to frequencies. This will enable more effective inspection, but also mean that the resources can be used in a smarter way. This could mean that a contingency sum could be held back to deal with weather issues and the need for potential further cuts.
  - Ensuring that all sites including hedges are litter picked and dog fouling removed before cutting takes place (this will need co-ordination with Operational Services)
  - That sites continue to be litter picked outside of the growing season (this will need co-ordination with Operational Services)
  - Residential areas to be cut more frequently and to a higher standards than outlying areas and wherever possible the edgings to be done in residential areas and the cuttings taken away

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- Better co-ordination of all contracts is needed so an area is done all at one time rather than contractors coming and going at different times – gives the appearance it is being done ad hoc (this will need co-ordination with other Departments and Partners)
- Information on frequencies to be shared with members so that they know when areas should be cut and can share this information with residents. Members have also expressed a desire to be the “eyes and ears” of the Council and be able to inspect the sites themselves if they know when the works should be done and to what standard.
- Less frequency of cutting of major highway routes where the main costs are caused by traffic management for health and safety reasons, rather than actual grass and hedge cutting. The investigation of grass growing retardants. (Formby bypass to be used as the pilot area)
- Alternative uses of areas currently grassed but used for parking. This links into work being undertaken by the Member/Officer Grass Verge Working Group. Other possibilities of turning areas of grass where suitable into wild flower areas, especially steep embankments.
- Consideration of the impact of not maintaining areas as several areas had become hotspots for anti-social behaviour and litter as a result

## **4.0 FINANCIAL IMPLICATIONS**

- 4.1 This revised offer in the sum of £543,017 for the final year of the Highways Grounds Maintenance Contract represents good value for money and can be contained within the total budget allocation for 2010/11.

## **5.0 OVERVIEW**

- 5.1 Consultation at an area level with Members has been very helpful in informing the service requirements. The contract extension has re-defined the requirements to include as much of the feedback as possible within the existing budget.
- 5.2 A new contract is required for 2011/12 and the remaining issues raised by Members can be built into the revised service specifications and further member engagement will take place as part of this process.
- 5.3 It is suggested that the model of Member engagement used be adopted for similar service contracts in the future, as it enables local knowledge to be included in developing the service requirements with the benefit of better more focussed services.
- 5.4 Another key issue is the co-ordination of services: other grounds maintenance works in an area, letter picking and cleansing in order to provide a joined up service.



- 5.5 The cost of the highways grounds contract for 2010/11 will be within the allocated budget provision.

## **6.0 RECOMMENDATIONS**

It is recommended that the Cabinet Member:

- (i) Approve the extension of the Highway Grounds Maintenance contract for a 12 month period commencing 1<sup>st</sup> April 2010.
- (ii) note the involvement of members at an area level which has informed the approach taken and the merits of applying this approach to other contracts which impact on areas as set out in section 2.7 and Annex 1
- (iii) agrees to consultation with members at an area level on contracts which impact on an area to ensure that the service is tailored to need and not a one size fits all approach
- (iv) receive updates on performance of the contract which are informed by Member experiences in their area as well as formal performance management data from Capita

# Agenda Item 8

## **SOUTHPORT AREA COMMITTEE**

### **1. Ainsdale Ward**

#### **General Comments**

- Grass cuttings should be taken away wherever possible and especially in residential areas
- Areas for grass cutting need to be cleared of litter/dog fouling, prior to grass cutting.
- When grassed areas are cut, can the edges be included

#### **Specific Issues**

- Areas of Westminster Drive need to be in the contract
- Adequate maintenance needs to be given to Paddock/Moor Lane/Oakwood Drive
- Shrubbery on main road Southport Old Road needs to be maintained
- Small piece land corner Kendal Way/Coastal Road and near Moor Lane is never litter picked and needs to be.

### **2. Birkdale Ward**

#### **General Comments**

- Dog fouling and litter to be picked up before grass is cut
- Litter picking to be continued after growing season
- Frequency rates to be given to members and if practical published on the Council website for residents to check
- Inspection regimes should be robust

#### **Specific Issues**

- Page 3 check out road name as it is unadopted with no verges
- Abbey Gardens- check whether contract management is actually with Highways or whether it is Leisure Services
- Abbey Gardens path leading to Claremont - graffiti issues need to be resolved as well as cleansing, issue over ownership of walls
- Viking Close – need to check whether land belongs to Housing Association – potentially Vicinty- needs to be maintained
- Ashton Court – does grass actually exist there and if so whose responsibility is it needs checking
- Ensure that library site is maintained at the back of Canarvon
- Hillside and Lynton Drive at the top end the trees need to be maintained, other side on embankment look at whether the area can be an urban meadow type site. Southport AC had already paid £2k for this to be done and it has failed. Need to investigate why.
- Top area at Waterloo Road is not included and needs to be investigated further, contract responsibilities for roundabout need to be checked out.

- Norfolk Grove – check whether this is not a hard surface as opposed to grass
- Liverpool Road – need to establish alternative usage for some of verge for cycle facilities, busy route used for access to schools
- Hartley Crescent – strip of land need to establish ownership and maintenance
- Langsdale Gardens – strip of land that needs to be checked
- Olive Road at the end by Olive Lodge – at the left hand end there is a lot of unmaintained shrubbery which needs to be maintained
- Grantham Close – strip of land which needs to be maintained
- Shaftesbury Grove – unidentified on map but is in fact a private road
- Wellbeck Road leading to Acre Grove footpath – vegetation over-growing and needs to be sorted out , maybe an enforcement issue
- Lincoln Road and Shaftesbury Avenue – passageway needs cleansing
- Central Avenue – Liverpool Rd – sub station and cleansing and graffiti issues need to be resolved
- Rivington Close – area to be maintained
- Stanford Drive – check progress with planning application and the ownership of land around site.
- Broom Road – ensure that vegetation overgrown from old Christ the King playing field is dealt with

### **3. Cambridge Ward**

#### **General Comments**

- Frequency of cuts should be regularised and members informed of schedule
- Grass edgings to be done wherever possible
- Cuttings to be collected wherever possible
- Litter to be picked up before cutting and dog fouling removed
- Litter and dog fouling to be picked up all year round

#### **Specific Sites**

- Footpath 7 – Fleetwood Rd to (besides Stanley Rd High School) embankment needs attention. Need to check whether North Meols Civic Society can take it over on a licence and maintain it.
- Trees and grass maintenance issue Radnor Drive – Fleetwood – needs to be investigated further in terms of ownership
- Priority areas to collect grass cuttings up through Millers Pace- Seaton Way Estate and ensure litter picking throughout the year
- Trees need maintaining as overshadowing end properties at Salcombe Drive
- Similar issue at the triangle at Coyford
- Hesketh Rd – Coastal Rd embankment – ownership issue near Brooklands – needs to be sorted out with Estates
- Parklands embankment – Roe Lane Bridge meets Norwood Avenue – ownership issue needs sorting out with Estates

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- Threllfalls Lane – opposite Windmill House – section of land needs ownership check and including on maintenance schedule if possible.
- Elswick Rd – issue of ownership and contract management between Council and One Vision needs to be resolved – note OVH contract standards superior to Highways Maintenance Contract specifically grassed area between houses on Preesall Close.
- Cut through Emmanuel Rd – triangle of land- need to check ownership either side of Equity Housing, these are large verges and potentially done by Equity
- Safety fence along Stanley Road school on Marshside Road - verge never cut – check out ownership and resolve maintenance
- Preston Road – need to check ownership issues
- North St/Court Rd corner regular maintenance required
- Hilbre Drive and Rawlinson Rd embankment needs regular cutting
- Old factory site running along golf course needs ownership and maintenance issues to be resolved – Hesketh Road

## Other Issues

- Coyford – youth disorder consequence of over-hanging trees
- Bank – Sea Defence – RSPB base dog fouling and flytipping issue along here to be resolved
- Flooding issue road off Radnor Drive – Paul's Lane
- Parking issues along Links Avenue area and emergency vehicle access along Bellis Avenue – Ronnie Stafford to see if solutions can be found for these areas
- Area around Marine Lake and site next to Ocean Plaza in needs of maintenance. Litter issues here, plus need for tree maintenance on Marine Parade Bridge.

## 4. Dukes Ward

### General Comments

- Dog fouling and litter to be picked up before grass is cut
- Litter picking to be continued after growing season
- Frequency rates to be given to members and if practical published on the Council website for residents to check

### Specific Issues

- Focus on Worthing Close and Treesdale Close as main levels of complaints about lack of quality and inspection last year originated from these areas
- Queries raised about blue coded areas as these all looked like in private ownership on estates – esp Warren Court, Sunden Court off Beech rd, Beechfield Gardens, Prince Charles Gardens, Wells Rd
- Victoria Court – residents cut the grass themselves
- Biggotten Rd and Curton Row – need to establish who owns the land and then needs to be maintained

## 5. Kew Ward

### General Comments

- Dog fouling and litter to be picked up before grass is cut
- Litter picking to be continued after growing season

### Specific Comments

- Main area that needs attention is Kew Estate – key issue is to get some clarification as to who looks after which pieces of land and ensure that standards are consistent.
- 61 Cheltenham Way and Folkstone Road land issue to be resolved and maintenance of it to be done
- Bentham Way- cycle path very overgrown and needs maintaining
- Town Lane site by hospital needs maintaining
- Scarisbrick New Road – issues of wooden blocks on grass mean that cutting needs to be tailored to make sure that it is done right
- Litter picking issue outside Kew Wood School
- Footpath at the side of Meols Cop school and KGB needs to be regularly weeded

## 6. Meols Ward

### General Comments

- Inspection and overall contract management needs to be effective
- All areas should be litter picked and dog fouling removed before cutting
- Wherever possible grass edging should be done

### Priority Areas

- Kingston Estate
- Glencoyne Estate
- Preston New Road (Steph to investigate methods to resolve parking issues here. For example, trees and shrubs as used in areas of Maghull)
- Need to ensure that as the estates were open plan layout with low walls that we keep the verges neat and tidy

### Investigate Alternative Usage

- Land that was planned to be road as potential allotment site, part used for horses opp Bartons Close (Steph to pursue with Leisure Services)

### Land Needing Further Investigation

- Balmoral Road strip of land at the entrance to car park. Need to establish land ownership and contract responsibility, but ultimately to make sure that this is maintained by somebody ( Steph to investigate further)

### Other Issues

# Agenda Item 8

- Fencing Primrose Close – works to be programmed (subject to all budgets being available) at end of 2009/10. Works to be funded through Section 74, area mgt and Area Committee ward budget. ( Dave Richardson to keep members informed)

## 7. Norwood Ward

### General Comments

- Dog fouling and litter to be picked up before grass is cut
- Litter picking to be continued after growing season

### Specific Comments

- Area over Sussex Rd Bridge needs maintaining. Hedge ownership and green space to right hand side in particular needs to be established
- Apple Grove, Shelley Grove, Hazel Grove all maintained to some extent by residents. Therefore, grass cutting not the issue, but litter picking is and this needs to be built into the contract. All of the Groves by the station need to be looked at as to what maintenance measures would be most effective.
- Morven and Beech Grove – land ownership not clear and shaded on the map, needs to be checked out
- Tithebarn –steep embankment and needs low level maintenance and litter picking to keep it to a reasonable standard

### Other Issues

- Graffiti issue by Meols Cop – needs to be resolved
- Level of 106 needs to be confirmed for activities for young people

## FORMBY AREA COMMITTEE

## 8. RavenMeols and Harrington

- Suggestion that edging could be done once or twice a year
- Triangle in Duke Street
- Redgate – area behind houses, could this be bought by houses?
- Areas where there are main problems:
  - Triangle in Duke Street
  - Long Lane
  - Dobbs Gutter
  - 8 / 16 Acre Lane
- Beechwood Drive 2 areas of white with no shading colour require to be maintained if possible need to ask who owns them.
- The land to the rear of Alt Road, Kirkstall Drive adj Formby Bypass

- Check out the maintenance of land adjacent Formby Bypass to rear of Longfield, Mounthouse Close, Gardner Ave, Turnacre, Lingdales and Heather Close and the footpath to rear of School Trinity St Peters and Heatherways.

## **SEFTON EAST PARISHES AREA COMMITTEE**

### **9. Molyneux Ward**

#### **General Comments**

- Dog fouling and litter to be picked up before grass is cut
- Litter picking to be continued after growing season
- Effective contract inspection important
- Ward and Parish Members could offer support to inspect sites if they were supplied with frequency rates

#### **Specific Issues**

- Small section between Hayes Drive and Satinwood.- enforcement issue
- Section of land on Spencer's Lane, just over the motorway bridge on the left used by scrambling bikes, without the landowners permission
- Verges need to be maintained around the Alt/A59 traffic lights
- Litter picking of hedges before cutting is important on all major routes
- Footbridge at Bridge Road/Rutherford Rd needs attention

### **10. Park Ward**

#### **General Comments**

Dog fouling and litter to be picked up before grass is cut

- Litter picking to be continued after growing season
- Residential areas and at the side of main corridor routes to be

#### **Specific Issues**

- Whinfield Close – two stretches of land need attention
- 12 Meadway – fenced off piece of land potentially bought for industrial estate use – needs to be investigated
- Meadway – small little triangle of land – needs to be presentable-suggested cut four times a year
- Hedges and trees which may be privately owned on Lunt Road need to be cut back and if not done by the Council it is an enforcement issue
- Parkfield Grove – very overgrown
- Racecourse Road poor visibility and lower part of embankment needs to be maintained
- Land adjacent to Swing Bridge ownership issue to be resolved
- Path to Glenholme Road and shops needs smartening up
- Coppell Rd – quality of the cut by Council is poor compared to those undertaken by local residents and One Vision Housing
- Library site and maintenance of this a real issue to be resolved

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- The Round Mead Estate – various quality of cuttings as some done by Maghull Town Council and some by Council. MTC quality better.
- Roundabout on Green Lane and hedging needs to be maintained. Hedge is prickly and needs regular litter picking
- Sandy Lane and Lambshear Lane – piece of land is used as a dumping ground and by first two houses tall shrubberies never get maintained
- Pathway from Coppull Road to Southport Road needs to be maintained
- Hedging on Green Lane and Shop Lane needs to be maintained
- Footpath from Aragon Close to The Boleyn - one side is resident owned fencing, but other side going down to sub station at the bottom is poorly maintained.
- Kenyons Lodge should be maintained as it is Council owned and has a prickly hedge attracting litter
- Between 9-13 Southport Rd sub station fencing panels broken and replacement needed
- Large piece of grass in middle of Haigh Crescent needs attention
- 211 Liverpool Road South – hedge ownership issue to be resolved. However, needs to be maintained and or enforced if in private ownership
- Passageway Liverpool Road South and Greenville Drive needs to be maintained
- Mannion Avenue – wide grass verge needs to be looked after
- Hall Lane at the bottom where it meets Jacksons Bridge needs to be maintained
- Maghull Sorting Office- perennial issue needs a co-ordinated approach to sort out.
- Footbridge over Northway needs to be maintained underneath the bridge.
- Manor House Close – needs to be maintained
- Sefton Lane – northern side difficult to walk along now due to hedges and undergrowth not being maintained
- Marshalls Close – grass which needs to be identified and maintained
- Sefton View needs cutting
- Junction of Hall Lane and Northway – new path only one way needs reviewing
- Lunt Road Bus Stop – needs enforcement, bushes overgrowing onto pavement
- Land opposite Great Mogul Station Rd. Hedges are not being cut and need cutting back past the canal
- Junction of Taylor Road and Station Rd bought for junction improvement by the Council, now not going ahead needs to be cut

## 11. Sudell Ward

### General Comments

- All verges with trees and shrubs to be cut to a reasonable standard
- Dog fouling and litter to be picked up before grass is cut
- Litter picking to be continued after growing season
- Frequency rates to be given to members



## Specific Issues

- Highfield Park – small piece of land which is not maintained
- Deyes End Estate – houses front onto green – needs a site visit to look at alternatives to grass due to parking issues
- Mail Court- Northway – privately owned piece of land, but Council used to cut hedges back. Either council pick this up or enforcement action needs to be taken as it is an area with high levels of complaints
- Central Square – some areas are not maintained to the required standard
- Liverpool Road North – two cuts a year would be sufficient. It was suggested that this area could be planted up with daffodils and would reduce frequency of cuts and potentially parking issues
- Leighton Avenue opposite toilets piece of land which is neglected and attracts rubbish
- Northway – whole stretch with prickly hedges which attract rubbish. Complaints focus around the fact that the rubbish isn't currently removed from the hedges and when they are cut this is then shredded
- School Lane towards prison – cross over of Molyneux to Sudell ward where it joins M58 needs maintenance
- Corner of Moss Lane and Langdale – over hanging tree issue which causes youth disorder

## CROSBY AREA COMMITTEE

### 12. Blundellsands Ward

#### General Issues

- Better co-ordination is needed so an area is done all at one time rather than contractors coming and going at different times – gives the appearance it is being done ad hoc

#### Specific Issues

- **Map 19 – Cheyne Close** This would only need doing a few times per year
- **Map 19 Blue area on corner of Mariners Road and Burbo Bank Road South** This is paving flags and has a concrete pot with some weeds in it – flags will only need weed spraying
- **Map 19 Blue area on Nicholas Road near Gaywood Court** Need to identify what this is
- **Map 19 Merrilocks Road** Near Blundellsands Station there is a patch of grass at one of the exits – this has only recently started to be maintained but need to ensure that it is continued
- **Map 20 Abbotsford Road (green area)** This is down as Leisure's responsibility however the land has a house on it which has been sold on privately so this should be the responsibility of the new owner

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- **Map 20 Blue area outside of the Crosby United Reformed Church**  
This is a verge that becomes overgrown (has a bench and a bin on it) – this needs to be included in a contract as Cllr Parry complains about it a couple of times per year
- **Map 20 Kenilworth Road Blue Area** These are steps that need to be weed sprayed
- **Map 11 The Serpentine Road North (junction with Warren Road) Yellow Area** This is sometimes left too long
- **Map 10 Manor Road** Grass verges outside the school – both sides of the road need to be done at the same time (problems arise when residents see one side of the road done and the other side done at a different time)  
The verges outside the school are being parked on and it is cutting up grass.  
The verges are not done well – contractors appear to drive on, drive around a bit and then leave
- **Map 10 St Michaels Road** One of the grass verges on the right hand side (approaching from roundabout) does not get done
- **Map 15 Yellow area opposite roundabout at junction Manor Road and Islington** This area is being maintained at the moment – need to identify by whom and it needs to continue
- **Map 15 Islington (junction with Coronation Road) outside Sandalwood** This area is forgotten about but needs to be included in a contract
- **Map 15 bottom of Manor and Ilford Avenue, by Manor Road** Quite a new piece of land and ownership is unclear but this is not being looked after – only looked after when Cllr Parry complains
- **Map 21 Brighton Vale Road, Brighton le Sands** Bottom of the road quite a new piece of land and ownership is unclear but this is not being looked after – only looked after when Cllr Parry complains
- **Map 21 Riverslea Road, Blundellsands** Bottom of the road quite a new piece of land and ownership is unclear but this is not being looked after – only looked after when Cllr Parry complains

## General Issues

- Better co-ordination is needed so an area is done all at one time rather than contractors coming and going at different times – gives the appearance it is being done ad hoc

## 13. Church Ward.

- **Map 4** – End of Great Georges Road, the path that runs to the centre of Marine Gardens always looks unkempt. This will soon be a busy area due to the Water Centre
- **Map 4** – General standard of pruning around the Town Hall is poor. The window boxes need replenishing and weeding on a regular basis

- **Map 4** – Greenbank and Park Terrace need to be maintained more often – ideally fortnightly. Residents are regularly dissatisfied
- **Map 14** – Sandy Road – poor maintenance of green area opposite the Claremont Pub. It would good to make this a pleasant feature – few plants etc as an entrance into Seaforth

## 14. Victoria Ward

- **Map 9** – Ascot Park (corner of Northern Road). Small trees being strangled by ivy. DR stated that whilst this was on the contract there is no budget available to deal with trees and he will see if Jerry McConkey can assist.
- **Map 18** – Victoria Park/ Somerville Road (opposite the park). There is a large section of land that is not being maintained and is currently overgrown. No ownership is indicated on the map – DR to investigate further.
- **Map 18** - Sefton View/ Brownmoor Close. There is a footpath leading to a school that is used by a large number of pedestrians, the grass verge and shrubs near the footpath are not being maintained.

## 15. Manor Ward

### General

- Grass cut every 3 weeks residential areas and 6 weeks rural areas
- Grass cuttings collected around school areas to prevent students throwing grass
- Look at planting wild flowers in areas where the grass can be left to grow

### Page 6

- Formby by Pass - is this area the responsibility of Lancashire City Council or Sefton's to maintain, as area is not being maintained to a high standard

### Page 7

- Kerslake Way (blue area) on roundabout near St Stephens Church and the bank – think there may be volunteers who maintain these two areas
- The Roundway – there is a pathway just off The Roundway which is overgrown with shrubs
- Westway – Large area not being maintained but should be included in contract
- St Georges Road – Mersey Travel land near train station not maintained, need to speak to Mersey Travel about tidying area up

### Page 10

- Sandy Lane (blue area) - area which runs along Sandy Lane this area is okay to stay as it is

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- Moorhouses (blue area) –residents are trying to get a tree on this area of land
- Sandhills (blue area) – not sure if this area is grassed or concrete needs to be checked out
- Whitefield Close (blue area) –ownership of this area needs to be investigated further as Councillors think it may belong to the residents

## Page 12

- Richmond Close (blue area) – think this area is maintained by residents but need to check
- Langley Close (blue area) – think this area is maintained by residents but need to check

## Page 13

- Sandy Lane (yellow area) outside Cricket Club – this area is not being maintained but could be taken out of the contract
- Elmcroft Lane (blue area) at end of lane - leave this area as it is, does not need to be included in contract

## Page 18

- Moss Lane, Little Crosby – Hedges overhang the walkway on the left hand side, need to be cut back also an issue with farmer not maintaining his hedges. Grass cutting needs to be on a 3 weekly cycle. Community Payback to possibly litter pick this area.

## Page 20

- Little Crosby Road - area outside pensioner's bungalows, ownership needs to be investigated but area is not being maintained properly

## Page 24

- Southport Road (blue area) – needs to be included in maintenance contract every 3 weeks
- Southport Road (yellow areas) – these areas are in the contract but are not cut very well - defective contractor issue
- Rothwells Lane/Lydiat Lane (yellow area) – these areas are in the contract but are not cut very well – defective contractor issue
- Virgins Lane (blue area) – ownership of this area needs to be investigated as think it may belong to the school
- Sefton Drive (blue area) – ownership of this area needs to be investigated as think this is a mistake and area may be owned by the resident

## Page 25

- Long Lane – at the end of this lane near Homer Green Farm there is a grassed area which is overgrown, need to investigate ownership

## Page 31

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- Juniper Gardens / Bretlands Road (unadopted area) – needs to be added to contract, every 3 weeks
- OVH areas are not being maintained properly e.g Field Walk, Tanhouse Road, Stannyfield Road

## **Page 32**

- Buckley Hill / Lydiate Lane (end of Brickwall Lane) – area privately owned but is untidy needs an order putting on it

## **Page 34**

- Ormskirk Lodge (yellow area) - think this may be a mistake, think it may belong to the lodge not Sefton
- Virgins Lane opposite Moor Hey Plantation (yellow area) – this area is cut but badly, especially around the bench

## **Page 36**

- Moor Lane outside Ramblers Society (blue area) – this area needs to be included in the schedule
- White Meadow Drive (yellow area) – look into possibility of OVH taking on this area as its in the middle of OVH housing

## **Page 40**

- Hillary Drive (unadopted area) - needs to be added to contract, every 3 weeks
- Hillary Drive next to no. 47 – there is a grassed area which is missing from map which needs to be added

## **Page 41**

- Runnels Lane (unadopted area) – ‘L’ shaped area needs to be added to contract, every 3 weeks

## **Page 50**

- Redgate Avenue (unadopted area) – area needs to be added to contract, every 3 weeks
- Drummond Road (blue area) – footpath through to Rimrose Valley not maintained, bushes overhang. Needs to be added to contract.

## **Flytipping Issues**

Long Lane / Homer Green

Lunt Road

Broad Lane

Gorsey Lane

Hightown Bends

Holgate

Masefield Road

Rothwells Lane

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## LITHERLAND AND FORD AREA COMMITTEE

### 16. Ford Ward

- **Map 12 Purple areas** These are tarmac and so do not need maintenance but may require weed spraying
- **Map 14 Yellow area from William Wall Road to Green Lane** This is a pathway and so does not need to be under grounds maintenance but more likely to be highways maintenance
- **Map 14 Farm View (White Area)** Part tarmac with shrubs and trees
- **Map 14 White areas (Estate – Pankhurst Road / Richard Martin Road / Ebenezer Howard Road)** These are being maintained but ownership needs to be established. Need to identify what thick black line represents; some are marked purple and others are not – these are communal grassed areas
- **Map 14 White areas Kirkstone Road North** These areas are being maintained – responsibility needs to be established
- **Map 15 Field Lane Yellow areas** These verges are being used for parking (this is due to necessity), Could look at alternative surfacing options as verges being cut up (concrete / tarmac?)
- **Map 16 Sefton Road between roundabout and School Lane** Footway includes a grassed area which is maintained and there are no complaints – this is not marked on the map
- **Map 16 Church Road** Responsibility of Highways Agency but need to check who is responsible for the service road
- **Map 16 Roundabout Moss Lane / Kirkstone Road North** Need to identify why this is marked purple. Issues with the roundabout are the stone blocks on the roundabout that come loose – these need to be strengthened
- **Map 16 Purple areas Kirkstone Road North** Verges get parked on and get destroyed, need to look at alternative surfacing options
- **Map 16 Sefton Road / Gorse Lane** Verges along the road are being parked on and get churned up – need to look at options for alternative surfacing

### 17. Litherland Ward

- Bushes by the bowling green seem well maintained, but do face residential properties so should be regularly maintained.
- Bushes/ Shrubs on land by the Old Johnson site/ Pacific Pub is untidy and problems with litter (I will report litter to cleansing).
- Road with David Clegg Funeral Directors on the corner the grass verge and steps leading up to the dual carriageway, looked untidy.
- Verge near Bridge Road underpass (Beach Motors) looked ok in terms of grass length. There is an ongoing issues with the business owner parking cars on the verge but this should be resolved when a new bollard is installed in the near future.

- Verge just as you come out of the underpass into Beach Road – lots of dead leaves. Also some litter problems, which will forward to cleansing. The verge is close to housing and should be maintained regularly.
- Green space facing bungalows on Tattersall Road, looked fine but needs to be maintained regularly as the bungalows overlook the site.
- Jubilee Road (just after the underpass leading from Tattersall Road- back of the Red Lion Pub) a patch of wasteland with lots of weeds and litter (will report the litter to cleansing). The area facing this is also grassed and looks reasonably maintained, however, there has been a fire on the verge at some point and this has destroyed a large section of the grass. The area is not around houses but is passed by motorists and pedestrians.
- Verge just outside of the underpass on Sefton Street looked fine, but needs to be maintained regularly as it is directly opposite bungalows.
- Old Methodist Church Site Marina Avenue – the site is private and is currently being maintained to a satisfactory standard. D E has contact details should there be any future issues.
- Verge near houses facing St. Philips vicarage needs to be maintained to a good standard as close to properties.
- Verges by Walker Drive close to residential properties and will need to be maintained regularly.
- Melville/Springwell Road - large green space with grass and shrubs. This area is close to residential properties and will need to be maintained regularly.
- Captains Green at junction with Galsworthy Ave – grassed section that residents have to look at every day. This should be maintained to a high standard as it is overlooked by residents.

## **St OSWALD, NETHERTON AND ORRELL AREA COMMITTEE**

### **18. St Oswald and Netherton and Orrell Wards**

- Old Roan Estate – area opposite ASDA needs to be in a regular maintenance contract
- 3 traffic islands in Netherton and Orrell ward – edging needs to be done (as is done elsewhere)
- Grass verge edging is not done – in relation to highways grass would not push to increase frequency and would potentially be open to lengthening the frequency if edging could be done in compensation
- Issues around One Vision owned grassed areas
- Biggest source of complaints arises from Dunningsbridge Road – Highways Agency responsibility
- Sefton Estate – need to ensure co-ordination of contracts or passing over pieces of land to the contractor who offers best value for money and quality service. Edges of grass have been cut back and need to be maintained.

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## LINACRE AND DERBY AREA COMMITTEE

### 19. Linacre Ward

- **Map 8 Seaforth Road (area through to Vine Place)** This area needs better maintenance
- **Map 11 Blue Area Marsh Lane** This was a grass verge that people used to park on so Area Committee paid for a small fence to protect it but now it is not being maintained. Resident next to the piece of land has complained a number of times – needs to be included in a contract
- **Map 11 White area corner of Marsh Lane and Rimrose Road** This is not maintained
- **Map 11 Blue Area Chaucer Street** This may be Highway Land
- **Map 11 Atlas Road** This has had planting of bushes and shrubs but these have been left and now look shabby
- **Map 11 Small Blue Areas** Area has various ownership (OVH / Private / Riverside) and so blue areas may be in various ownership
- **Map 12 Marsh Lane High Rise** Grassed areas are being left – OVH ownership?
- **Map 12 Irlam Road** Grassed area by Community Centre (OVH) has been tidied a bit but needs to be properly maintained. OVH supposed to be progressing a playbuilder grant for the site – this needs to be confirmed
- **Map 12 (plus others) – Various sites** Embankments around railway bridges are never maintained, are always untidy and full of rubbish (Network Rail?)
- **Map 12 White area corner of Capricorn Way and Marsh Lane (corner by housing)** This is never maintained
- **Map 12 Blue Areas around Chestnut Grove** This is Pier Head Housing – are the blue areas their responsibility?
- **Map 12 Blue Areas around Peter Mahon Way** This may be OVH responsibility
- **Map 12 Grassed area next to Asda** This area is unkempt and needs maintaining
- **Map 12 Carolina Street by bridge** Area needs maintaining (embankment – Network Rail?)
- **Map 12 Irlam Road White area between Strand Road and Marsh Lane** Piece of land next to Muncaster Pub (now derelict) which is not maintained and looks unkempt. There is a piece of land slightly further up which is maintained and so makes this look worse
- **Map 12 Area around Bank Road (area under the bridge)** This area is untidy
- **Map 13 Area between St Mary's School and Canal (at Back of Little Merton Pub) – U shaped green area backing on to Canal** This area is really badly maintained – needs looking at and tidying up
- **Map 13 Balliol Road between Pembroke Road and Oriel Road (outside baths)** Area is overgrown and full of litter – this needs tidying up as area is outside listed building and is main road so very noticeable to passing traffic



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- **Map 13 Purple area corner of Exeter Road and Stanley Road** This land was bought privately with intention of turning it into temporary car park, however, when this wasn't allowed area was fenced and has been left
- **Map 13 Car park opposite Hugh Baird (corner of Balliol and Pembroke Road)** This has trees and shrubs around perimeter which have been left unkempt – need tidying up
- **Map 13 Purple area corner of Derby Road and Millers Bridge** Need to clarify the ownership of this and ensure it is maintained as it is a highly visible area
- **Map 18/20 William Henry Street / Douglas Place** Grassed areas are not maintained well (OVH land)
- **Map 20 Yellow area on Derby Road at corner of Douglas Place** This area is not maintained but is within the contract – this needs to be picked up

## **General Comment**

- Would be happy for residential areas to be better maintained where these have a daily impact upon residents. Outlying areas could be left for a bit longer

## **20. Derby Ward**

- No member comments received. However, officer assessment would be that Southport Road needs regular maintenance.

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

**DATE:** 17<sup>th</sup> February 2010  
24<sup>th</sup> February 2010  
4<sup>th</sup> March 2010

**SUBJECT:** Sefton Business Village Partnership Reports  
(20<sup>th</sup> January 2010 Meeting)

**WARDS  
AFFECTED:** All

**REPORT OF:** Andy Wallis – Planning and Economic Regeneration  
Director

**CONTACT  
OFFICER:** Mo Kundi  
0151 934 3447

**EXEMPT/  
CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To inform Members of the activities undertaken by Sefton Business Village Partnerships

**REASON WHY DECISION REQUIRED:**

To comply with standard portfolio reporting procedures.

**RECOMMENDATION(S):**

It is recommended that:-

1. The content of report be noted, and that
2. When appropriate further reports on activities undertaken by Sefton Business Village Partnerships be presented.

**KEY DECISION:**

No

**FORWARD PLAN:**

No

**IMPLEMENTATION DATE:**

N/A

**ALTERNATIVE OPTIONS:**

Sefton Business Village Partnerships have been operating since 2002, with funding from the Regional Development Agency, Sefton Council, relevant Parish Councils, and the private sector, and have proved to be very successful vehicle for partnership working between the public sector, the local business community, and

# Agenda Item 9

the voluntary sector for developing and delivering projects that benefit the business community and the public realm. The alternative option of not continuing Sefton Business Village Partnerships, would lead to loss of business engagement, the loss of valuable and free expertise that the business and the voluntary sectors bring to the table, and critically Sefton Council's ability to demonstrate business sector involvement as part of the Comprehensive Area Assessment regulations.

## IMPLICATIONS:

### Budget/Policy Framework:

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

<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				
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:** N/A

**Asset Management:** N/A

### **CONSULTATION UNDERTAKEN/VIEWS:-**

Legal  
FD 317  
Technical Services

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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**

Report to Cabinet Member (Regeneration) 23<sup>rd</sup> November 2009, and the Cabinet 25<sup>th</sup> November 2009 entitled 'Sefton Business Village Partnership Reports (27<sup>th</sup> October 2009 Meeting)'.

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## **1.0 Background**

- 1.1 The Cabinet Member for Regeneration at his meeting on 23<sup>rd</sup> November 2009, and the Cabinet at its meeting on 25<sup>th</sup> November 2009 considered a report entitled 'Sefton Business Village Partnership Reports, (27<sup>th</sup> October 2009 Meeting)'. The report provided an update on the current projects and activities being developed and delivered by Business Village Partnerships in Southport, Birkdale, Formby, Crosby, Waterloo, Bootle, and Altside, which covers the four Town/Parish Councils of Maghull, Aintree, Lydiate and Melling.
- 1.2 The Report also provided information on the work of Sefton Business Against Crime Partnerships operating in Southport, and Bootle.
- 1.3 Members consider the Report and requested that when appropriate further reports on activities undertaken by Sefton Business Village Partnerships be presented.

## **2.0 Further Update**

- 2.1 The overarching Sefton Business Village Partnership Board met on 20<sup>th</sup> January 2010 to consider the latest reports submitted by each of the local partnerships, copies of which are attached as Annex A to this report.

## **3.0 Proposal**

- 3.1 It is proposed that:-
  - The content of the report be noted, and
  - Further reports on activities undertaken by Sefton Business Village Partnerships be presented.

# Sefton Business Village Partnership

**20<sup>th</sup> January 2010**

**Bootle Town Hall (Committee Room 1)**

**Starting at 3.00pm**



# Agenda Item 9

## Agenda

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1. Introductions & Apologies

2. Reports

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4. Formby Business Village Partnership .....	23
5. Crosby Business Village Partnership .....	25
6. Waterloo Traders Association .....	26
7. Bootle Town Centre Management.....	45
8. Altside Business Village Partnership .....	47
9. Sefton Business Against Crime Partnership .....	51
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3. Any Other Business

4. Dates and Venues of future meetings:

- 21<sup>st</sup> April 2010 Southport Town Hall (Birkdale Room) @ 3.00pm
- 21<sup>st</sup> July 2010 Bootle Town Hall (Committee Room 1) @ 3.00pm
- 20<sup>th</sup> October 2010 Southport Town Hall (Birkdale Room) @ 3.00pm



## **Sefton Business Village Partnership**

**Notes of meeting held on 27<sup>th</sup> October 2009 at**

**Southport Town Hall**

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### **Present:**

Mo Kundi	Manager, Sefton BVP, Sefton MBC
Stuart Roberts	Chair, SBE/Specsavers
Jim Breen	Manager, SBE
Catherine Caddick	Chair, Crosby BVP/Caddick Jewellers
Derek Sarath	Manager, Waterloo BVP
Bob Greenhalgh	Chair, BTCM/Strand Shopping Centre
Steve Booth	Manager, SBAC and Birkdale BVP
John Keogh	Manager, Altside BVP
Valaina Bowker	Representing the Chair of SBE

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### **Apologies:**

Margaret Carney	Chair, CEO Sefton MBC
Councillor Robertson	Sefton MBC
Rob Uffendell	Chair, Birkdale BVP
Nicky Owen	Manager, Formby and Crosby BVPs
Gill Fell	Chair, Formby Partnership
Sue Dare	Chair, SBE
Les French	Chair, Altside BVP
Janet Barnet	Chair, Waterloo Traders Association
Chris White	Manager, BTCM
Steve Dickson	Sefton Chamber of Commerce

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## 1. Minutes of meeting held on 27th October 2009

---

### 1.1 Southport Business Enterprise

#### **SBE Meeting**

At its expanded SBE Board meeting in August, the Board considered the adverse impact of the recession on the town centre and agreed to focus on the following core activities to address this:-

- Marketing activity for the retail sector – “get customers into shops”
- Fill empty shops with quality retailers
- Attract new shops to Southport
- Share trading information, sales statistics, and other relevant data amongst retailers via a quarterly newsletter
- Expand SBE board to include more retailers

A newsletter capturing the above information will be issued in the 3<sup>rd</sup> quarter.

#### **Business and Retail Strategy**

Retail consultant White Young Green has been appointed to undertake a detailed Study of the current retail position and to assess future need, including the identification of potential sites. This study is expected to be completed in April/May 2010.

The former Woolworth site is to be occupied by H&M and New Look in early 2010. H&M is a welcome new addition to the Southport retail offer, and New Look is moving from Marble Place to larger premises.

#### **Marketing**

SBE conducted a survey of the 40 retailers who participated in the “**I Love Southport**” promotion in Spring 2009. The results show that whilst there was no significant increase in the customer numbers, the impact of the £1,000 prize draw was generally positive. Similarly, whilst the impact of free weekend Park and Ride was marginal in terms of new customers using the facility, however the impact of having the facility free was considered to be very positive.

As a result of the above the “I Love Southport” Campaign will now continue throughout the year with the aim of keeping shoppers royal and

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attracting new customers from within the 30 mile radius. Discussions are also underway with Technical Services to provide some form of incentives for motorist leading up to Christmas period.

**Action – Jim Breen**

## **1.2 Birkdale Business Village Partnership**

### **Britain in Bloom**

The Partnership has been instrumental in Birkdale Village being in the finalist in the Britain in Bloom competition, with a decision regarding awards being declared in late October 2009. This is a significant achievement, which has led to increased footfall and increased local pride in the village.

### **Events**

The Partnership held a successful Arts and Crafts Day on Saturday 19<sup>th</sup> September, which attracted some 12 traders, and led to local business deciding to stay open for the afternoon because of significant number of additional customers in the village.

The Partnership will be undertaking the Christmas Lights event on Thursday 3<sup>rd</sup> December, which will feature Children's Rides, Christmas related stalls, and live entertainment.

**Action – Steve Booth**

## **1.3 Formby Partnership**

The Formby Partnership held its first "Formby Live!" event, and was considered an enormous success. All bars in the village participated in the Saturday night live entertainment, and the Sunday live music show featuring local performers attracted some 800 people. The Partnership having evaluated the event has agreed to repeat this event in 2010, and to make it even bigger and better.

**Action – Nicky Owen**

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## **1.4 Crosby Business Village Partnership**

### **Events**

The Crosby Summer Food and Fun Festival, comprising Farmer's Market, Children's Rides, Musical acts, and other activities took place on Saturday 22<sup>nd</sup> August. The event was very successful attracting increased footfall, and trade.

The Partnership will be holding its annual Christmas event on Friday 27<sup>th</sup> November 2009, with Christmas lights being switched on by Marina Dalglish and Dunes FM providing live entertainment.

A "Winter Classic" event is also being considered by the Partnership for March 2010, with classical music, classic winter food and drink, and art and craft activities.

### **Parking**

An evaluation of the 12 week long free Saturday parking scheme in Sefton Council operated car parks in Crosby was considered a major success, and the Partnership is exploring possible similar incentives leading up to Christmas.

**Action – Nicky Owen**

## **1.5 Waterloo Business Village Partnership**

### **Shopwaterloo.co.uk website**

The website has details of some 160 businesses on the site, but because of the limited number of hits the Partnership is looking at promoting the site by linking it with other websites, including Crosby Herald, and Sefton Council

### **Car Parking Survey**

The business community feels that car-parking problems as experienced by their customers is a significant factor in deterring trade. Consequently a detailed car parking survey will be undertaken, the results of which will be used to explore possible solutions via the Church Ward Forum. The Partnership has also agreed to send a representative to this Forum.

## **Business Rates**

There are concerns amongst local businesses regarding business rates. The business community feels that these are too high when compared with other areas in Sefton and Merseyside. A sub-group has been set up to explore this issue further, and information is also being sought from Federation of Small Businesses.

## **Event**

Local businesses are very supportive of the proposed Christmas event, lead by Crosby Housing Association, and are expected to contribute to a fund which would allow the area to purchase and retain its own lights.

**Action – Derek Sarath**

## **1.6 Bootle Town Centre Management Partnership**

### **Shopbootle.com website**

Businesses have signed up to use the pilot website to promote their goods and offer potential customers discounts and downloadable vouchers. Proposals are to go live in time for Christmas.

### **Events**

The Partnership is planning for the Bootle Festival, based around the Strand. Activities will include, A Tea Dance, and Dance Extravaganza, a Treasure Hunt, A Wii Sports competition, and rocket building competition, and live music and comedy acts.

Christmas Lights switch is also planned, with Jospice Santa Dash in the North Park. In addition 15m Ski Slope in the Strand for three days from 26<sup>th</sup> November is also being planned, together with Bluetooth treasure hunt around the Strand.

The Partnership is proposing to undertake a Spring event in the Town, which will include a Market, Rides and related activities.

**Action – Chris White**

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## **1.7 Altside BVP**

### **Tourism**

After lengthy negotiations with the interested land owner the developer is having difficulties securing the site for the Camping and Caravanning Club, and is now exploring alternative sites.

Further public consultation exercise took place with regard to the proposed Marina, with a majority expressing support for it.

An online pre-application has been lodged with Heritage Lottery Fund for funding for fit out works for the Hornby Centre, and discussions have also been held with an officer from the Heritage Lottery Fund.

### **Business & Retail**

The Partnership, together with Sefton Officers have held discussions with owners of Central Square, to explore ways to make this key shopping area more viable.

With the opening of the Next and Marks & Spencer stores at the Racecourse Retail Park, traffic congestion has become a major issue on the A59 leading into/out of the two retail parks. A traffic survey has been carried out and further meetings are planned to explore possible solutions.

**Action –John Keogh**

## **1.8 Sefton Business Against Crime Partnership (SBAC)**

Since July 2009, the Southport BAC scheme has increased its membership by six, and the Bootle BAC scheme by three. The Merseyside's Police Anti-terrorism Unit will be giving a presentation at the next meeting of Southport BAC (3<sup>rd</sup> November) and the Bootle BAC (4<sup>th</sup> November) with the aim of raising awareness of terrorism in shopping and retail centres.

The passageway between 275 and 281 Lord Street has now been gated, which has helped to remove anti-social activities. A similar gating order is now being considered for a passageway between Hulme Street and West Street, Southport.

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The Partnership has secured 19 radios for use within the night-time economy to combat night-time disorder and anti-social behaviour.

**Action – Steve Booth**

## **1.9 Sefton BVP**

### **Supporting Town Centres**

Sefton Council along with 57 other local authorities has been allocated £52,631.58 by DCLG to help town centres address the adverse impact of the current economic climate. In addition Arts Council England is also inviting bids from those authorities in receipt of the above funding to support artists and arts organisation that wish to develop projects, which animate spaces in town centres. In order to help market and promote themselves leading up to the Christmas period, £500 is being made available to the following centres:-

- Southport,
- Birkdale
- Ainsdale
- Formby
- Crosby
- Waterloo
- Seaforth
- Bootle
- Maghull

### **Rural Development Programme for England and Rural Economy**

#### **Action Plan**

The consultants, 'Rural Innovation' have now completed their second draft of the Merseyside Rural Strategy. This lengthy report is available on request.

#### **Funding Opportunities**

The report also provided a detailed breakdown of the current funding opportunities from the various European Programmes as well as national funding sources such as the Regional development Agency and the Lottery.

**Action – Mo Kundi**

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## 2. Southport Business Enterprise

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20<sup>th</sup> January 2010

### **Title of Report:**

Southport Business Enterprise - Progress Report No. 33

### **Author of Report:**

Jim Breen - Southport Business Enterprise Manager

### **Purpose of Report:**

The purpose of this report is to advise the Sefton Business Village Partnership of the progress made to date by Southport Business Enterprise.

### **Recommendations:**

It is recommended that the Partnership:-

Note the content of the report.

Note the current progress of projects

Note the proposals in the Delivery Plan for year 2009/10

### **CURRENT ACTIVE PROJECTS FOR 2009/10**

#### **2.1 Current Active Projects for 2009/2010**

Southport Business Enterprise Working Groups meet regularly. SBE outputs are to increase numbers of businesses, jobs, visitors, visitor spend, and enhance the environment and safety of Southport's town centre.

SBE Working Groups contain members from the public and private sectors and are focused on achieving the above outputs through the project activities described in this report.

#### **2.2 Management and Admin**

As previously reported, stakeholder feedback to SBE was that it should concentrate on its core activities of retail support and to provide a newsletter to retailers and also to expand the SBE board to include more retailers.

SBE is currently developing its work focus to reflect the above aims and will issue the above mentioned newsletter in early January. The release date of the



newsletter was delayed in order to reflect Christmas season sales statistics, which are not available until January. The newsletter will be available at the Sefton BVP meeting.

SBE has added two new retail board members. They are the store managers of Lakeland and Edinburgh Woollen Mill.

## **2.3 BUSINESS AND RETAIL STRATEGY WORKING GROUP**

### Southport Investment Strategy (SIS)

Retail consultants White Young Green have been appointed to identify potential sites for retail expansion and development and determine their suitability for meeting the demand for future floor space. SBE is a member of the steering group along with representatives of Planning, Southport Partnership, Transport Strategy, Regeneration, and Tourism.

An inception meeting was held in November 2009 and the next phase will be for WYG to deliver a draft report. The aims of the report are to:

- 1) help identify an appropriate strategy to meet the demand for additional comparison retail floor space in Southport Town Centre.
- 2) Identify suitable potential sites and strategic advice to bring them forward.

A draft report will be produced in about three months and SBE will provide further updates at that time.

### Other Retail Developments

Overall, vacant retail floorspace in Southport is being let and returning to use. While there are some sites that remain vacant, most of these are smaller sites. It is encouraging to note the following:

- Former Woolworths, 41-45 Chapel Street, is currently being renovated for new tenants, New Look and H&M, who are expected to occupy the site in March 2010.
- Old Bank Building, 253-254 Lord Street is now an ASK Italian Restaurant.
- Cambridge Walks will shortly be rebranded and relaunched by owners Threadneedle Asset Management, as part of a programme to recruit new retailers.

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- Former Yorkshire Bank property on Eastbank Street is very close to having new tenants, however the identity of the tenants is confidential at this stage.

## **2.4 MARKETING WORKING GROUP**

### Christmas Marketing Campaign

Almost all SBE activity and resources over the previous quarter was directed at delivering the Christmas Marketing campaign, as the Christmas season is critically important to retailers.

The key elements of the campaign were;

Marketing activity in local media targeted towns in the region, e.g. Ormskirk, Chorley, St Helens, Warrington, specifically areas without large shopping centres. This was supported by over £1000 worth of shopping vouchers from Southport's retailers.

The "I Love Southport at Christmas" prize draw, which encouraged residents to shop locally, support local retailers, and sustain the retail offer in Southport. The campaign is supported by local press and radio, and over £1,000 cash prize donated by the retailers. Of the 39 retailers and restaurants participating in the prize draw promotion, 61% were locally owned and operated businesses.

For the first time, a Christmas Festival was held on Chapel Street for the three weekends prior to Christmas. This featured a range of traditional and modern musical entertainment, childrens' rides and six food stalls, each featuring a different local restaurant's specialty dishes in small, snack-sized portions. The aim was to provide a vibrant and entertaining street scene for shoppers of all ages. It also aimed at promoting the restaurant offer to shoppers who may not be aware of the range and diversity of the food offer available in Southport's town centre from locally owned and operated businesses. This festival received very positive feedback from both shoppers and retailers on Chapel Street. The SBE Marketing Group is now working with Tourism and Events to determine the feasibility of a larger Christmas Festival for 2010, which would take place in appropriate locations throughout the town centre.

The Christmas Street Market on Lord Street, 10<sup>th</sup> to 13<sup>th</sup> December, featured a number of northwest food products among the international range on offer.

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A Parking promotion permitted parking after 3 00 pm on the Southport Park and Ride Scheme on Thursdays and Fridays in December 2009.

Parking permits were issued, from specific outlets (local newspaper offices/retailers, libraries etc. that permitted free parking for Southport residents after 3.00 pm on Thursdays and Fridays in December 2009.

The actual usage of the Parking promotion is difficult to assess. There were about 150 permits issued across the various outlets. However, a town centre survey by SBE on one of the promotion days (Thursday, 11<sup>th</sup> December, approx. 4:00 pm) did not record any permits in use at that time. While that is not a conclusive survey, the promotion created strong interest among residents, based on enquiries and requests for permits.

SBE is planning to work with Technical Services to enhance and improve this year's Christmas promotion.

## SBE Newsletter

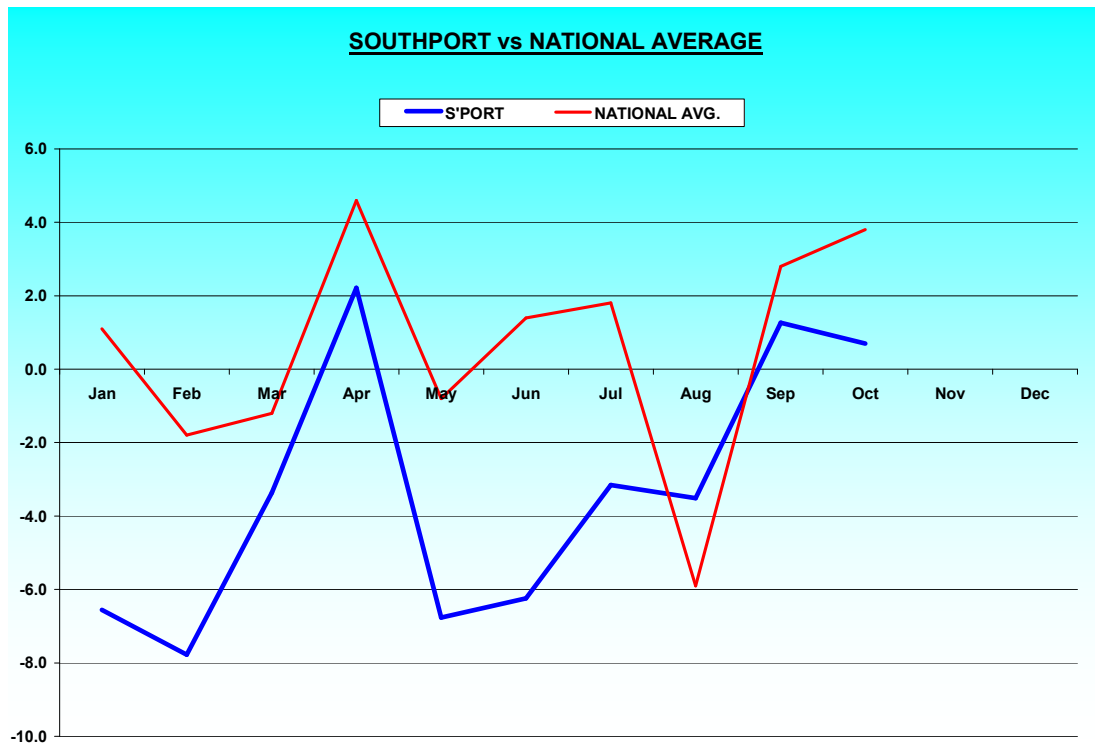
The SBE Newsletter contains information relevant to the town's retailers, such as sales performance, new store openings, marketing activity and events, environment and safety issues, etc. As mentioned earlier the newsletter is being finalised to include November and December sales figures and will be available for distribution at the Sefton BVP meeting.

At the time of writing this report we have the Southport monthly sales percentage increase/decrease compared to the national average shows figures up to October 2009. Up to October 2009, Southport fell below the national average except during August.

- Sales figures are the monthly percentage increase or decrease from the same month the previous year.
- SBE has collected monthly sales data from 12 small, medium and large town centre retailers. This data represents about 10% of the retail square footage in Southport's Town Centre.
- UK figures are provided by BRC-KPMG Retail Sales Monitor, and highlight Southport's performance in relation to the rest of the UK.

# Agenda Item 9

## Retail Sales Monitoring Report: Southport January – October 2009



### **Southport Farmers Market relocation**

As previously reported, SBE has relocated the Farmers Market to Chapel Street, where it is now enjoying higher footfall levels than its previous location. As a result SBE has been able to expand the market to 19 stallholders, which is an increase of over 70% from its previous location in Town Hall Gardens. Several of these stallholders are local businesses and at least one is a recent start-up.

## 3. Birkdale Business Village Partnership

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20<sup>th</sup> January 2010

**Title of Report:**

Birkdale Business Village Partnership - Progress Report

**Author of Report:**

Steve Booth - Birkdale Business Village Manager

**Purpose of Report:**

The purpose of this report is to advise the Sefton Business Village Partnership of the progress made to date by Birkdale Business Village Partnership.

**Recommendations:**

It is recommended that the Partnership:-

Note the content of the report.

Note the current progress of projects

Note the proposals in the Delivery Plan for year 2009/10

### 3.1 Current Status

Birkdale Business Village held it's annual Xmas Light Switch on 3<sup>rd</sup> December with local businesses participating. This event was attended by approximately 1000 persons during the course of the event. The lights were switched on by two school children who won a painting competition organised by the partnership and who were also presented with a prize at the time.

A raffle was held with prizes donated by the businesses. This raffle has raised £569 in total. Arts and Crafts traders were encouraged to participate by renting stalls. These stalls proved to be a welcome addition to the evening and complimented the retail offer of the village. A full breakdown of income and expenditure relating to the event is enclosed in 2.2

The event was well attended, in spite of the weather and most of the food sellers sold out on the night and the restaurants reported a brisk trade. There were no major problems or issues with regard to road closures, diversions etc: and the overall feedback has been positive.

A detailed post event consultation carried out show that 84% of that responded were happy with the event, with 89% saying that they were aware of the event, and 74% of their customers also being aware of the event taking place. When asked if their customers enjoyed the event 84% of the traders responded positively, and 50% of the traders indicating that their customer numbers increased as a result of this event. Whilst there were some suggestions about making changes to the event, however 100% of those that responded would like to see more events in the village. The attached questionnaire below provides more information on traders' responses and comments.

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## Birkdale Business Village Questionnaire

### Christmas Event

1	Did you think that the Christmas Event went well?	Yes <b>16</b> No <b>2</b> N/K <b>1</b>		
2	If not what were the issues? 1. "Didn't seem to be as busy as previous ones mainly due to the weather" 2. Not enough attractions outside shop, Bad weather, Late shopping in Town 3. Bad weather – did not stay open as trade is non existent 4. Bad weather 5. Road Closed too early 6. Weather Not Good 7. Far less people came to the event and far less people making purchases			
3	Were you aware of the Christmas Event	Yes <b>17</b>	No <b>1</b>	
4	Were your customers aware of the Event?	Yes <b>14</b>	No <b>3</b> N/K <b>1</b>	
5	Did your customers enjoy the Christmas Event?	Yes <b>16</b>	No <b>0</b> N/K <b>1</b>	
6	If no, did your customers say why not? 1. Wrong time of day 2. Customers didn't stop long especially those with Youngsters due to the cold 3. Not ideal as it was a school night would prefer Sat P.M.			
7	As a result of the Christmas Event would you say that your customer numbers: -	Increased <b>9</b>	Remained the same <b>3</b>	Decreased <b>6</b>
8	If increased, would you say these customers were from:-	Birkdale <b>6</b>	Merseyside <b>3</b>	Other areas
9	If possible would you like to see more events in the Village?	Yes <b>18</b>		No
10	Are there any other comments that you would like to make about the event? 1. More on the other side of the Railway 2. Re- vamp the Victorian Evening 3. Depends on type of event and whether Road closure is needed 4. Bad for trade, had to arrange delivery to next day, bad access for cars 5. Space out attractions – more pro shopping than just entertainment 6. Move to Saturday – <i>(This suggestion was mentioned 3 times)</i> 7. Road closure led to slow afternoon 8. Having a stall makes a big impact 9. More car parking, more advertising			
Would you be interested in joining the Birkdale Business Village:		Yes <b>4</b>	No <b>4</b>	Not sure <b>4</b>

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3.2

## CHRISTMAS FESTIVAL INCOME & EXPENDITURE

**SURPLUS B/F** **927.00**

### **INCOME:-**

Additional Contribution From Local Wards	500.00
Neil Pont Amusement Rides	400.00
Stall Holders	100.00
Raffle Ticket Income	569.00
	<b>1,569.00</b>
	-----
	<b>2,496.00</b>

### **LESS EXPENSES:-**

Temporary Events Licence	21.00
Road Closure	350.00
St John's Ambulance	75.00
"Xmas Belles"	123.00
"Elfina the Elf"	75.00
Steve Wright – Sound/Lighting	300.00
Dowhigh – Road Closure Signs	375.00
Hire of Tables	45.00
Christmas Banners	189.00
Advertising – Champion	50.00
Raffle Ticket Books	20.51
	<b>1,923.51</b>
	-----

**SURPLUS C/F** **572.49**

# Agenda Item 9

## **3.3 Hillside/ Birkdale**

Over the Christmas period there were 18 solar powered Xmas trees erected in Birkdale/Hillside around the Hillside Bridge area and the Birkdale Library area. These trees were erected on 3<sup>rd</sup> December and removed by 7<sup>th</sup> January. This is the first time that solar trees have been placed in these locations and they were well received. There were one or two minor teething problems, however, these were resolved within 48 hours.

## **3.4 Future Events**

There is to be an Arts and Craft fair in the spring and another summer event, similar to the successful one held last year. The provisional date for this event is 17<sup>th</sup> July 2010.



## 4. Formby Business Village Partnership

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20<sup>th</sup> January 2010

### **Title of Report:**

Formby Business Village Partnership - Progress Report No. 4

### **Author of Report:**

Nicky Owen - Formby Business Village Manager

### **Purpose of Report:**

The purpose of this report is to advise the Sefton Business Village Partnership of the progress made to date by Formby Business Village partnership.

### **Recommendations:**

It is recommended that the Partnership:-

Note the content of the report.

Note the current progress of projects

### **4.1 Partnership**

This Group consists of local Traders, the Parish Council, the Police and Sefton Council. The Group currently meets bi-monthly. The current Chair, Gill Fell, has expressed a wish to resign from the position due to work commitments, so a new Chair is currently being sought. Gill will continue in the role until a new Chair is found.

### **4.2 Events**

Christmas Event: the Partnership has agreed to take over the organisation of the Formby Christmas event from 2011. Key members of the Partnership will be involved in the 2010 event to learn the ropes and will then takeover the event for 2011.

Formby Live: the 2010 Music Festival will take place on 19<sup>th</sup>/20<sup>th</sup> June. The Working Group is now chaired by Pat Wordsley from Café D'Art. The Group is currently meeting on a monthly basis to organise the event.

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## **4.3 Communications**

Festive Activities: posters and fliers listing festive activities in bars and restaurants were produced and distributed in December.

Press Advert: a 'Visit Formby' advert will appear in Trinity Group newspapers in mid-January.

Branding: a logo and strapline for the Partnership have been developed.

Formby First: the formbyfirst.info community blog has been developed and is being accessed by a range of people. The Partnership are currently looking at the costs for the design and construction of a website. This website will link into the existing blog.

Networking: Partnership members attend both the Range Forum and the Formby Business Forum. Links with the Christmas event committee have been strengthened.

Email: Partners use their own contact lists to distribute information electronically. A new database of pubs and restaurants is being collated to share further information.

## **4.4 Other Issues**

Low Carbon Pilot: Formby Parish Council, together with Sefton MBC, have applied for funding to reduce carbon emissions across the area. 2 members of the Partnership are involved with this project. The result of the application will be known by 25<sup>th</sup> January

## 5. Crosby Business Village Partnership

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January 2010

### **Title of Report:**

Crosby Business Village Partnership - Progress Report No. 33

### **Author of Report:**

Nicky Owen - Crosby Business Village Manager

### **Purpose of Report:**

The purpose of this report is to advise the Sefton Business Village Partnership of the progress made to date by Crosby Business Village Partnership.

### **Recommendations:**

It is recommended that the Partnership:-

Note the content of the report.

Note the current progress of projects

### **5.1 Partnership**

There is a range of traders involved in the Partnership, along with Officers and Councillors from Sefton MBC. The Traders Association meets bi-monthly.

### **5.2 Events**

**Christmas Event:** the Christmas event took place on 27<sup>th</sup> November. Despite some minor hiccups the event went very well. An evaluation meeting will take place later this month to look at changes that need implementing for the 2010 event.

**Winter Classics:** the traders had considered an event in early February. However, they have decided to hold an event in the Spring instead.

### **5.3 Parking**

After complaints from Traders the 'Free after 3' scheme for Crosby Village in December was cancelled. Instead there was free parking after 10.30am on Saturday 12<sup>th</sup> and Saturday 19<sup>th</sup> December. Feedback from this scheme has not yet been collected.

### **5.4 Other Activity**

Hoardings: Cllr Jones arranged for an art competition for locals schools to be displayed on the boards in the run-up to Christmas.

Sainsbury's: the second round of consultation took place in November 2009. No further consultation is planned before a planning application is submitted.

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## 6. Waterloo Traders Association

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20<sup>th</sup> January 2010

**Title of Report:**

Waterloo Traders Association - Progress Report

**Author of Report:**

Derek Sarath – Waterloo Traders Association Manager

**Purpose of Report:**

The purpose of this report is to advise the Sefton Business Village Partnership of the progress made to date by Waterloo Traders Association.

**Recommendations:**

It is recommended that the Partnership:-

Note the content of the report.

Note the current progress of projects

Note the proposals in the Delivery Plan for year 2009/10

### 6.1 Car Parking Survey

Two car-parking surveys have been undertaken which highlight the need for changes in the local car parking arrangements for shoppers. The first survey, copy attached as Appendix A, was of local traders and their views of local shopper car parking arrangements.

This survey showed that most traders had not been consulted about car parking in the area locally, that most traders rely on on-street car parking for their business and believe that there is a lack of spaces. This means it's recognised as a problem most of the day for almost every trading day. This is compounded by the parking restrictions and the enforcement. Traders feel there should be more on-street parking spaces. A significant proportion of traders also feel that the residents parking scheme causes problems for customers wishing to park. The single item most suggested as a means to provide additional parking was to make use of the terminus.

The second survey (Appendix B) was of the Hougoumont Car Park, which traders' felt it was difficult for shoppers to find a space in. The survey confirmed this and that the spaces appear to be taken by commuters who arrive early and stay all day.

The intention was to discuss the conclusions with the Traffic Services Manager of Sefton MBC and then to take the recommendations to the Area Committee. However, the Area Committee is to consider a recommendation on 20 January 2010 to introduce a charge for parking, without discussing this with the Traders in advance.

## **6.2 Rateable Values**

The traders have been concerned for some time that the business rates they are too high, both in comparison to other areas and within the area. As a result of this the traders' group was considering making an appeal to the Valuation Office contending that their valuations are too high. However, work has been done to provide an analysis of rateable values in Waterloo and for comparable areas. This has been supplemented by a "hot mapping" exercise of the South Road and St Johns Road areas. The outcome of this appears to be that the traders who are aware of the presentation recognise that rateable values overall in South Road and St Johns' Road are reasonable. However, the detailed information suggests that there are outstanding queries that relate to one or two properties only. Contact has been made with the Valuation Office and we have agreed to meet to clarify these.

At the end of this there may be an appeal made. But it will not be a large, blanket appeal. It would be a small, targeted appeal based upon sound information.

## **6.3 Action Plan**

The Waterloo Traders' Partnership has been running for a few years and while attendance can be good, it seems likely that the group would be better off if it was able to agree an Action Plan for the year, which set out the priorities and encouraged members of the Partnership to become more actively involved. A draft action plan has been prepared (Appendix C) to be discussed with the Traders at their next meeting. It is hoped that this will form the basis of the Actions of the Partnership in 2010.

The South Road,  
Waterloo  
Car Parking Survey  
2009

## The South Road, Waterloo Car Parking Survey 2009

### **Background**

The survey was commissioned by the Waterloo Traders' Partnership because of concerns expressed by members of the Partnership at meetings in the summer of 2009, that the lack of suitable car parking spaces for shoppers was proving to be a hindrance to trade.

The traders formed a small working group that discussed how to address the concerns and agreed to undertake a survey of traders on South Road in October 2009. The survey was undertaken on behalf of the group and the purpose was to establish what problems were being experienced and to use this as a basis for identifying possible solutions.

In addition to the survey, a search was conducted to establish what other surveys had been undertaken to determine the car parking problems faced by traders in the area and this produced no materials.

### **The Conduct of the Survey**

The survey was conducted in the week commencing 26 October 2009. It involved a survey form hand-delivered to almost every business premise on South Road and Lorne Road. A small number did not have a letterbox and forms therefore could not be left. The larger stores (Boots, Iceland, Home and Bargain and Post Office) were sent a survey form and a pre paid envelope. All the others received a minimum of two daytime return visits to collect their survey form.

### **The Findings of the Survey**

#### **i) The Response Rate**

A total of 64 survey forms were issued. 27 were returned. This produced a response rate of 42%.

#### **ii) The Responses**

A percentages summary of the responses to the survey is set out on Appendix A.

#### **iii) Key Findings**

96 percent of traders who responded advised that they have never been consulted about car parking. (Q1)

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81% of traders believe that the current car parking arrangements are having a negative impact on their business. Only 4% disagreed.

## **iv) On-Street Parking**

Most traders feel that on-street parking is the preferred choice from local shoppers. Over 90% believe that it's very difficult to find an on-street space every day of the week. The most difficult times identified were lunchtime and afternoon. The main problem identified is the lack of on-street parking spaces (40%). When traders were asked for their suggestion as to how to improve car parking the most popular suggestion (5 suggestions from a total of 15) was to turn the terminus into a car park.

## **v) Hougoumont Avenue Car Park**

44% believe that the car park is difficult or very difficult to find. 63% of traders think it is difficult or very difficult to find a parking space. 48% think the car park is conveniently placed. 67% of traders think it's poor or very poorly maintained. When asked which single item should be addressed the main issues appear to be concerns for security (29%), the lack of spaces (25%) with a further 14% feeling that commuter parking should be reduced. 21% felt that signage needed to be improved.

## **vi) Civic Hall Car Park**

44% believe that the car park is difficult or very difficult to find. Most traders have no opinion on how easy it is to find a space in the car park. 48% of traders felt that the car park was a poor or very poor location relative to their business. Only 15% thought it was conveniently located. 52% of the traders had no opinion as to the comfort of the car park although 34% thought it was good or very good. Only 4% of traders thought commuter parking needed to be reduced. The single improvement most requested was to improve signage (37%).

## **vii) Public Transport.**

55% of traders feel that the public transport is either very good or good. 63% of businesses recognise that either some or all of their customers already use public transport to access South Road businesses.



## **Conclusions**

### **Lack of Consultation**

Traders on South Road have not been consulted about car parking. The Traffic Services Manager, Sefton MBC has been asked for details of previous consultation with traders in South Road and has not been able to confirm what consultation, if any, has taken place in the past.

### **On-Street Parking**

Most traders rely on on-street car parking for their business and believe that there is a lack of spaces. The lunchtimes and afternoons Monday to Saturday are the worst times. This means it's recognised as a problem most of the day for almost every trading day. This is compounded by the parking restrictions and the enforcement. Traders feel there should be more on-street parking spaces. A significant proportion of traders also feel that the residents parking scheme causes problems for customers wishing to park. The single item most suggested as a means to provide additional parking was to make use of the terminus.

### **Hougoumont Avenue Car Park**

Hougoumont Car Park is regarded as difficult to find and most traders think it is difficult to find a space there. Commuter parking is recognised as one of the causes of poor space availability. Almost half the traders think the car park is conveniently located but most believe it is poorly maintained with a need for extra security and signage.

### **Civic Hall Car Park**

Civic Hall Car Park is regarded as difficult to find but a significant proportion have no opinion as to how easy it is to find a space. Almost half the traders think that the Civic Hall Car Park is not conveniently located for their business. While over half the traders had no opinion on the security of the car park a third rated it good or very good. The one improvement most requested was to improve signage. Commuter parking was not regarded as a problem.

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## **Suggested Actions for the Waterloo Traders' Group**

These are draft solutions, to be discussed further by the Waterloo Traders' Group

### **Consultation**

The Traders should seek to get the agreement of the Area Committee that there should be no further changes to car parking in the South Road area without consulting with traders, due to the importance of car parking to the prosperity of businesses in the area. This should also apply to changes to the residents' car parking scheme.

### **On-Street Car Parking**

While the importance of on-street parking is recognised and valued by the traders, there is only a finite amount of space available to provide parking spaces.

It is suggested that the traders identify a list of possible sites in the South Road area where additional spaces could be provided and discuss these being made available with the Traffic Services Manager at Sefton MBC. However this will be difficult as South Road is already built up and local authority budgets are already tight.

The terminus is not the property of Sefton MBC and therefore cannot be used to provide further parking. Mersey Travel owns the terminus site.

The residents' parking scheme is recognised as a problem for traders in that it restricts the area in which customers can park on-street. The traders should undertake discussions with Sefton MBC to determine if there is scope to modify the residents' parking scheme (without a negative impact upon residents) to make further spaces available for customer car parking.

### **Hougoumont Avenue Car Park**

The traders should focus on improving this car park as it is recognised by traders as being the car park best located for their businesses.

The traders should explore with Sefton MBC how to increase drivers' awareness of the car park. This may be based upon improved signage. However, there is no point in increasing the awareness of the car park if there are no spaces in the car park and if the concerns over safety remain. The car park occupies a site which

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cannot be increased in size, therefore the car park cannot be made any larger. Therefore the traders should work with Sefton MBC to determine if actions can be taken to increase the turnover of spaces in the car park, this may reduce the amount of commuter parking. Further action would also be needed to improve the condition of the car park. There currently exists a programme of community improvements that could be used to clean up the car park. The different options for improving the car park should be explored.

## **Civic Hall Car Park**

The traders think that the Civic Hall Car Park is not conveniently located for their business. The strongest opinion appears to be that there is a lack of signage and this should be addressed with Sefton MBC.

## **The Way Ahead**

The Crosby Area Committee is the committee of Sefton Council which has most influence on the local car parking facilities and implementation. Once the traders have discussed their ideas and suggestions with the officers of Sefton MBC including the Traffic Services Manager, with a view to developing the most effective suggestions, these proposals should be discussed with local councillors to seek their support. The final proposals need the support of the Crosby Area Committee and therefore need to be raised there.



## The Hougoumont Avenue Car Park Survey

December 2009

**Waterloo Traders Partnership is a partnership between Sefton MBC and  
the traders of Waterloo**

## The Hougoumont Avenue Car Park Survey

### **Date and Time of the Survey**

The survey was conducted between 7.30 am and 3pm on Tuesday 8 December 2009 by Derek Sarath of the Planning and Economic Regeneration Department, Sefton MBC.

### **Aim of the Survey**

The overall aim of the survey was to respond to the concerns of the Waterloo Traders Partnership. It was their concern that it is difficult for shoppers to find a car park space in the Hougoumont Avenue Car Park, and that this is in part caused by commuters. Recommendations as to how to make improvements would then be considered.

The survey had three different elements to it.

- A) To determine if there were sufficient spaces;
- B) To identify any patterns of usage; and
- C) To monitor the two disabled bays to determine if patterns of usage could be identified.

### **Key Conclusions**

- i) The Hougoumont Car park is very busy. There are only 119 identified spaces, but at its busiest there were 139 cars parked. Occupancy of the identified spaces was at 99% for long periods.
- ii) Early arrivals in the car park tend to be long-stay car parking staying on average for more than 8 hours each. This form of parking is blocking use of most parking spaces. Two thirds of the 15 sampled spaces were occupied by just one car each. This form of parking is consistent with commuter usage.
- iii) The two disabled parking spaces are being misused. A total of 4 cars occupied the two spaces on the day, but only one of these displayed a blue badge.

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The key conclusions confirm the concerns of traders.

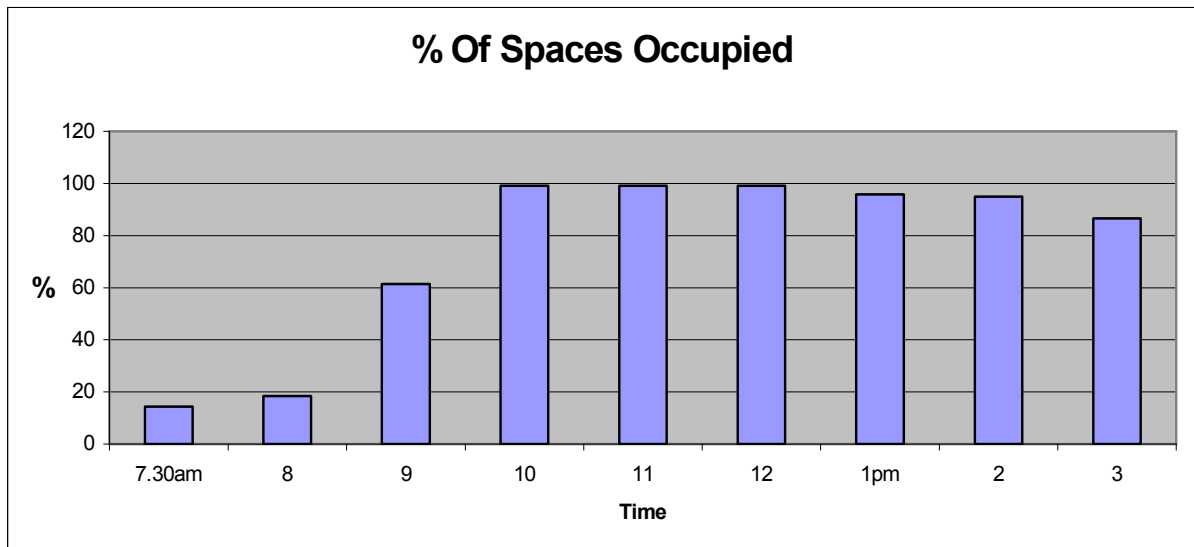
## **The Total Number of Spaces**

There are 119 identified spaces in Hougomont Car Park. This is made up of 27 spaces immediately behind Home and Bargain on South Road. In addition, there are a further 92 marked out spaces in three rows. Finally, there is room for parking in unmarked spaces at the back of the houses on Hougomont Road. The number of spaces this provides is not known.

## **Identified Spaces**

As part of the survey the 119 identified spaces were monitored from 7.30am and on the hour until 3pm on 8 December 2009. The total number of these spaces occupied is recorded on the attached chart (Appendix A). From this it can be seen that at 7.30am (the start of the survey), 17 (14%) identified spaces were already in use. Usage continued to rise so that by 8am 18% of identified spaces were occupied. By 9am occupancy had reached 61%. Between 9 and 10am occupancy reached its highest level with 118 of the 119 spaces (99%) being occupied. This very high level of occupancy (99%) continued until at least 12 noon. It was only after 1pm that the occupancy rates started to come down a little to 96% (between 1 and 2pm) and 95% between (2 and 3pm). After 3pm the occupancy rate, although lower, was still very high at 87%. Chart 1 below summarises the occupancy rates of the car park.

**Chart 1 – Percentage of Spaces Occupied**



### **Additional Parking (Not in an Identified Space)**

As well as the 119 identified spaces; there was additional parking in unmarked spaces in the car park. The total number of the additional cars parked is recorded on the attached chart (Appendix A). From this it can be seen that from 7.30am at the start of the survey, there was already 1 additional car. This form of usage continued to rise to 10 cars by 9am. Between 11am and 1pm this form of parking reached its peak with 21 additional cars present. It was only after 1pm that this form of parking started to come down. Additional parking decreased to 15 cars (between 1 and 2pm) and 10 cars (between 2 and 3pm). After 3pm this form of usage was at 8 cars.

This meant at times that a car park with 119 identified spaces contained 139 cars.

The additional cars that could not find a space, had to park:

- at the rear of the houses in Hougoumont Avenue
- at the end of the car park, half on the pavement and half on the road.
- in between the bays.

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## **Conclusion**

The number of spaces in the car park appears to be insufficient to meet demand with more cars parked than spaces, occupancy rates at 99% for identified spaces, With up to 21 additional cars parked including on the pavement. However, it is recognised that there is no further space available to provide more parking spaces. Therefore it will be impossible to increase parking opportunities on site, increased parking will only be able to be facilitated through better management of the existing spaces.

## **The Way the Car Parking Spaces are used**

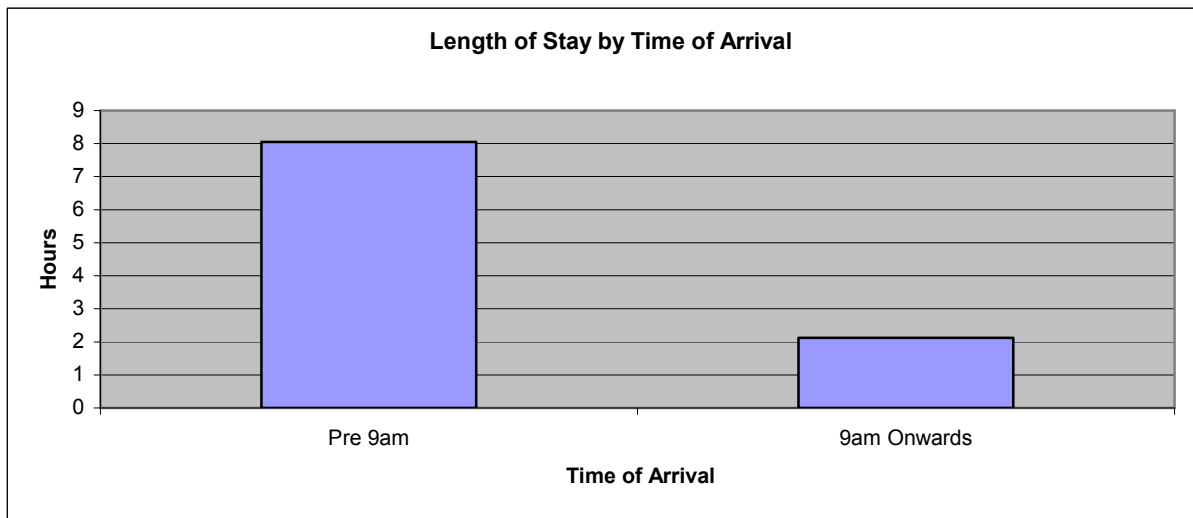
Of the 119 identified spaces in the car park, 15 spaces were selected in advance of the survey date to be monitored more closely. These spaces were chosen from across the whole car park, all rows, the middle and all ends. How car parkers used these spaces is represented on Appendix B.

These spaces were monitored continuously from 7.30am to 3pm and the usage is recorded on Appendix B. Several observations can be made.

- i) Of the 15 monitored spaces, 9 (60%) were occupied by one car only until 3pm.
- ii) Of the 9 all were occupied by no later than 9.08am.
- iii) Of the 9, 5 of these spaces were occupied before 7.30am.
- iv) The average length of stay of these 9 spaces was 8 hrs 5 minutes. (This would have been longer but the survey ended at 3pm) Of the 9, only one was occupied after 9am (9.08am).
- v) Of the 6 spaces not occupied by just one car, all of these were occupied for the first time after 9am. Some of these spaces were occupied by as many as four cars.
- vi) The average length of stay for these spaces was 2hours 12 minutes.



**Chart 2 – Average Length of Stay**



## **Conclusions**

People who park early (before 9am) occupy a substantial proportion (60%), of the parking spaces sampled. These people stay all day. These are more likely to be workers or commuters rather than shoppers.

The average length of stay for the early arrival (8 hours 5 minutes) is almost four times longer than the person who arrives after 9am (2 hours 12 minutes).

## **The Use of Disabled Spaces**

The Hougoumont Car Park has two disabled spaces. How these spaces were used is represented on Appendix B. From this some observations can be made:

- a. A total of 4 cars parked in the 2 spaces
- b. Of the 4 cars, only one displayed a blue badge.
- c. The first car in each space arrived pre 7.30am and stayed until at least 1pm.
- d. The average length of stay was 3.75 hours.

## **Conclusions**

Like the other spaces, the disabled spaces do not appear to be used by shoppers. Instead they appear to be used mainly by people who are commuting.

75% of the users of these spaces do not display a blue badge.

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## **Recommendations**

The car park is clearly very popular and attracts more cars than identified spaces for much of the day. Spaces are hard to find and there is no space for new spaces to be provided. Early parkers (occupying 60% of the spaces) bring about this situation and stay on average 8 hours and five minutes. The disabled spaces appear to be misused with only 1 in 4 users displaying a blue badge. These spaces also appear to be used by workers or commuters.

Based upon this the recommendations are as follows:

- i) The Council needs to explore a way of restricting the long stay car parking. As this originates with the early morning car parking this might be achievable through the introduction of restriction limiting the maximum length of stay on cars parked before 10am.
  
- ii) More disabled spaces need to be provided, and these need to be enforced. Traffic wardens patrol South Road and they could extend their remit to include the disabled spaces.

## **Further Information**

Further information is available from Derek Sarath, Sefton MBC 0151 934 4094

<b>Appendix A</b>												
<b>Hougoumont Avenue Car Park Survey - 8 December 2009</b>												
<b>Spaces Taken</b>												
<b>7.30am 8 9 10 11 12 1pm 2 3</b>												
<b>Total No of spaces</b>	119	119	119	119	119	119	119	119	119	119	119	119
<b>Spaces Taken</b>	17	22	73	118	118	118	118	114	113	103		
<b>Spaces Available</b>	102	97	46	1	1	1	1	5	6	16		
<b>Additional Parking</b>	1	1	10	12	21	21	21	15	10	8		
<b>Total Cars Parked</b>	18	23	83	130	139	139	129	123	111			

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## Appendix B

Hougoumont Avenue Car Park Survey 2009																		
Location Code	Location	Space	Time of first car arrived	Time of Day												Total No of Cars		
				7.30am	8	9	10	11	12	1	2	3						
A	Slide Row	1	Pre 7.30															1
A	Slide Row	2	Pre 7.30															1
A	Slide Row	3	Pre 7.30															1
B	Row 1	4	Pre 7.30															1
B	Row 1	5	Pre 7.30															1
B	Row 1	6	9.00am															1
C	Row 3	7	9.00am															4
C	Row 3	8	9.40am															4
C	Row 3	9	9.40am															2
D	Row 2	10	9.05am															2
D	Row 2	11	8.45am															1
D	Row 2	12	8.30am															1
E	Row 3	13	9.00am															4
E	Row 3	14	9.25am															3
E	Row 3	15	9.00am															3
F	Disabled space off car 1	16	Pre 7.30															3
F	Disabled space off car 1	17	Pre 7.30															1

Key
A clear square means there was no car present in that car
A red square means that in that hour the first car of the day parked
A gold square means that in that hour the second car of the day parked
A green square means that in that hour the third car of the day parked
A blue square means that in that hour the fourth car of the day parked

Waterloo Traders' Action Plan 2010

	Key Issue	What Needs to Be Done	Date	Lead
1	Car Parking Target: To get an improvement in the shopper parking availability and conditions for South Road.	Agree what the Partnership wants. Discuss it with the Traffic Services Manager. Draw up a plan/list of priorities. Discuss these with the Church Ward Forum. Agree these with the Crosby Area Committee.	March 2010	Derek Sarath
2	Improved Environment Target: To improve the shopping environment in the South Road., St Johns Road and Crosby Road North.	Identify issues of concern (Possibly Trees/cleansing/derelict & empty properties) Agree a plan of action to achieve these Agree priorities Cost this plan Identify sources of funding		
3	Increase Attendance at Meetings Target: To make the Waterloo Traders' Partnership a more relevant group for Traders.	Set a target for increased attendance by December 2010. Agree a set of activities to be undertaken to achieve this. (Invite neighbouring shops, check it's a convenient time/place/etc) Improve the website	December 2010	

4	<p>Christmas Event</p> <p>Target: To make the Waterloo Shopping Experience better in 2010.</p>	<p>Agree to attend the Waterloo Christmas Group.</p> <p>Decide by May 2010 whether traders want to contribute to Xmas lights in St Johns Road/South Road.</p> <p>Decide what other actions could be taken.</p> <p>Link to the Liverpool Biennial project.</p>		
5	<p>Improve the Usage Rate of the Website</p> <p>Target: To increase the number of hits on the WaterlooShopping website.</p>	<p>To agree a strategy for increasing hits on the website (Publicity/links/etc)</p> <p>Implement the strategy</p>		
6	<p>Events</p> <p>Target: To provide events in South Road, St Johns Road and Crosby Road North to provide a better shopping atmosphere.</p>	<p>To link to the Liverpool Biennial project.</p> <p>To support the Christmas event</p> <p>To examine what can be done to support Waterloo 2015</p> <p>To consider what other activities could be provided/supported</p>		
7	<p>Rates</p> <p>Target: To provide quality information to allow traders to determine if they wish to making a Valuation Appeal, and if so to do so on an informed basis.</p>	<p>To provide presentations on the rates of shops in Waterloo, to groups of Waterloo Traders</p> <p>To meet with the Valuation Office to discuss with them selected South Road properties, to allow the businesses to determine whether an appeal is viable.</p>	March 2010	DS

## 7. Bootle Town Centre Management

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January 2010

**Title of Report:**

Bootle Town Centre Management - Progress Report No. 6

**Author of Report:**

Chris White - Bootle Town Centre Manager

**Purpose of Report:**

The purpose of this report is to advise the Sefton Business Village Partnership of the progress made to date by Bootle Town Centre Management.

**Recommendations:**

It is recommended that the Partnership:-

Note the content of the report.

Note the current progress of projects

Note the proposals in the Delivery Plan for year 2009/10

### 7.1 Events in Last Quarter

The Bootle Festival Events on Friday 23<sup>rd</sup> and Saturday 24<sup>th</sup> October were a great success. The T Dance, Sponsored by Sayers, saw over 100 people dancing and Sayers saw an increase in Sales despite giving away free tea and coffee.

Saturday's Family day was also well attended and crowds drew to watch the talented dancers from Central dancing school and other performers throughout the day. Footfall was up in the Strand 2% on the previous week.

It was decided that for the Festival to continue it would have to adopt a new format, similar to this years, and that sponsorship from local companies would be sought to finance the event in the future.

The Christmas Event on 26<sup>th</sup> November was packed with activities. The junior Ski slope was erected in the Strand. It ran for two full days and saw over 100 people take advantage of the facility. The Ski Slope generated a great amount of publicity across the local media including the Bootle Times, Crosby Herald and the Liverpool Echo and Real Radio North West.

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The Christmas Tree Lights were switched on by Real Radio's Breakfast presenters Ditchy and Salty, who had been talking about the event for two weeks on their radio programme, supported by "Another Place" Gospel Choir.

The evening was rounded off with the launch of the new Bootle shopping website, [www.shopbootle.com](http://www.shopbootle.com) and two chances to win bicycles given from Wilkinsons, via a Bluetooth treasure hunt and a raffle at The Bike Shed.

There was a much better attendance this year at the event thanks to the heightened publicity.

The first Bootle Santa Dash, in association with The Jospice, took place in North Park and had 40 entrants, final sponsorship figures are still being collected but funds in the region of £1000 are expected to be raised.

There is still disappointment at the number of retailers who take part in the event, to stay open after 5.30pm and for members of the public to attend.

Planning for next year will look at moving the event into daylight hours and be focused in the Shopping centre itself.

## **7.2 Current Activity**

Planning is underway to deliver three events in the next quarter.

These will be: -

1. A focus on Fitness promotion at the end of January
2. A Valentines promotion across the Shops In the Town Centre
3. A spring Festival/ Market on Stanley Road in March
4. The Altogether Better Bootle Awards planned for July.

Work is continuing with the Vacant Premises working party.

Planning has commenced for a joint respect/ business community event in the Town.

I continue to support businesses in the town offering business advice, signposting services and funding from the local authority and marketing via both [visitbootle.com](http://visitbootle.com) and [shopbootle.com](http://shopbootle.com) websites.

## **7.3 Other Activity**

The current term of Stepclever funding comes to an end in March 2010. Sefton Chamber of Commerce has expressed 100% commitment to continue the programme and awaits a response from Stepclever/ Business Neighbourhoods.



## 8. Altside Business Village Partnership

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20<sup>th</sup> January 2010

**Title of Report:**

Altside Business Village Partnership - Progress Report No.33

**Author of Report:**

John Keogh - Altside Business Village Manager

**Purpose of Report:**

The purpose of this report is to advise the Sefton Business Village Partnership of the progress made to date by Altside Business Village Partnership.

**Recommendations:**

It is recommended that the Partnership:-

Note the content of the report.

Note the current progress of projects

Note the proposals in the Delivery Plan for year 2009/10

### 8.1 Tourism

Camping & Caravanning Club site – Following the breakdown in negotiations with the owners of Berrys Farm an approach was made to the agents for the Leverhulme Trust who own Lydiate Hall Farm. Initial talks appeared very positive and the site benefited from being well screened, having good access and its close proximity to a farm shop, café and site of historical interest. Unfortunately neither the agent nor the tenant who is close to retirement appear very interested in progressing further. Rather than waste time on a project which is unlikely to bear fruit the committee have decided instead to identify all plots of land which fit within the C&CC requirements, shortlist those plots which fit within planning policy & guidance and only then approach the landowners to determine whether there is a genuine interest in taking matters to the next stage.

Marina – A verbal update will be provided at the meeting.

Hornby Visitor Centre – Preparations are in hand for a Stage one HLF bid to be submitted by the end of February. To meet the criteria for a successful bid the trust have begun to develop a collection with donations from collectors, ex-employees and other individuals, letters are being sent to various experts and

# Agenda Item 9

academics asking for written support to demonstrate that a Hornby collection is worth conserving, and the manager is meeting with local schools and history societies for their view on how the Heritage centre should develop.

It was originally hoped that someone would take on the role of curator, however this role has been split amongst three trustees who will each take on separate responsibility for Meccano, Hornby Trains and Dinky.

Hornby Experience exhibition – A third exhibition was held on 14<sup>th</sup> & 15<sup>th</sup> November which once again proved very popular and successful, previous exhibitions focussed purely on products produced while Frank Hornby was alive and running the company, however to add more interest this years event featured exhibits of Bayko and Scalextric which were bought by the company following Hornbys' death.

The purpose of these events was to raise awareness of Frank Hornbys' link with Maghull and to gauge interest for a permanent Hornby Heritage Centre. As this goal has been achieved, and because the events are not self funding and need to be subsidised, it has been decided to hold future events that focus on building a collection, raise funds and encourage community participation. It has been suggested that for November 2010 we hold some sort of Meccano Challenge involving all 16 local schools with local business sponsoring a team each. The manager is speaking with local school heads of department and Meccano for ideas and support. (*event budget – see appendix B*)

Maghull Music Festival – A verbal update will be provided at the meeting

## **8.2 Community & Environment**

Britain in Bloom – The manager is in discussion with Maghull in Bloom chairman George Baker about building on last years successful Britain in Bloom entry.

Central Square & Aintree Village Christmas Illuminations – Additional Christmas illuminations were installed at Maghull Central Square this year to further extend the lighting first installed for Christmas 2008. The lights were funded three ways by the Maghull Group, Sefton Tourism and Sefton East Parishes Area Committee and have received a very positive response from local residents. The success of last years illuminations led to similar lights being installed at the three shopping parades in Aintree Village with funding from, Sefton Tourism, the Bleasdale Group and Aintree Village Parish Council who contributed £3600.

## **8.3 Business & Retail Support**

Central Square – A meeting between Sefton MBC officers and the Maghull Group management will be taking place late January/early February to discuss the Maghull Groups proposals for Central Square. Their plans are well progressed and they intend to submit a full planning application by the beginning of March. At the same meeting it is intended to discuss other developments taking place around Morrisons store, the Health Centre and the vacant library building as this will impact on changes to Central Square.

Altside Business Club – Update following meeting of 15<sup>th</sup> January

## **8.4 Marketing**

Information Card & Website - The websites and marketing material produced to promote Altside Business Village and the area are now several years old and largely out of date. Estimates are being sort to redesign a single Altside BVP website and small colour information card prior to a campaign to recruit more members.

Ringmaster - The ringmaster database is regularly updated when new members wish to join and is provided as a tangible benefit to Altside BVP membership.

Greenpages - The Greenpages document is regularly updated as and when new members join the Business Village and is sent out to all members every three months.

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## Appendix B

### Frank Hornby Experience 2009 - Budget minus cases and leaflets

#### Income:

Rental of tables	485	
Sponsorship	0	
Express Sefton Grant	1000	
Maghull Town Council contribution	3209	
Total income	<u>4694</u>	<u>4694</u>

#### Expenses:

Poster design	80	
Storyboards 2 @ £72ea	0	
Barriers (MMRC loan)	0	
Display cases - 1 6x3' & 3 600 x 600	0	
Insurance - see note 1	410	
Exhibitor expenses	621.27	
Lunches 29 x 2 days - see note 2	189	
Scalextric Roadshow	750	
Bayko expenses	500	
Overnight accommodation - see note 3	272	
Hire of Town Hall - see note 4	2610	
Total expenses	<u>5432.27</u>	<u>5432.27</u>
Net Profit/ Loss		<u><u>-738.27</u></u>

Note 1

Door to door insurance for exhibitors

Note 2

£3.50 x 27 people x 2 days

Note 3

Premier Travel Inn at Aintree 1 single for 1 nights & 1 double for 3 nights  
(Thurs, Fri & Sat) @ £56 per room per night + plus breakfast @ £7.50

Note 4

Activities room - 8 hours @ £20/hr x 4 days  
Function room - 8 hours @ £35/hr x 4 days  
Security and extra staffing @ £850.00

## 9. Sefton Business Against Crime Partnership

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20<sup>th</sup> January 2010

**Title of Report:**

Sefton Business Against Crime Partnership - Progress Report No. 5

**Author of Report:**

Steve Booth - Sefton Business Against Crime Manager

**Purpose of Report:**

The purpose of this report is to advise the Sefton Business Village Partnership of the progress made to date by Sefton Business Against Crime Partnership.

**Recommendations:**

It is recommended that the Partnership:-

Note the content of the report.

Note the current progress of projects

Note the proposals in the Delivery Plan for year 2009/10

### 9.1 Current Position

Since the last report there have been meetings for the Southport and Bootle Shopwatch and the Southport Pubwatch group.

Both Shopwatch meetings have involved a presentation by the Anti Terrorist team of Merseyside Police who delivered a video outlining the outcome of a terrorist attack in a crowded area and the preventative measures than can be taken by both public and private sector workers.

This presentation has been well received by the attendees and has proved beneficial in raising awareness. The same presentation has been organised for the Bootle Town Centre partnership group on Jan 20<sup>th</sup>

New target files of current offenders were produced for both the Southport and Bootle areas and have been distributed to all member businesses. Both Southport and Bootle police have reported a decrease in store related crime.

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## **9.2 Graffiti**

A Southport wide graffiti audit was carried out in November in partnership with Environmental Protection and Community Safety Departments. This audit revealed many areas of concern which have since been fed into the Community payback team for action it is envisaged that this will be an ongoing program

Fly tipping at the rear of Mc Donald's on Eastbank st has also been raised as an issue; again this was referred to Environmental Protection as the refuse was originating from the flats above Superdrug (North House) Notices have been served on the residents and the rubbish has now been removed but will be monitored to prevent large scale build up.

## **9.3 Alley gates**

The gating process for the passageway between West Street and Hulme has been given the go –ahead and funding secured.

This has been an area of concern, in relation to night time anti social behaviour issues for some time and it is envisaged that this problem will cease once the alleyway is gated. The community payback team will remove graffiti from the sides of the two buildings that adjoin the alleyway, once the gate is erected

The costs associated with the gates are as follows

Cost of gates	= £1,525 +VAT
Cost of Gating Order	= £1,105
Planning Application	=£170
Total	= £2,800

## **9.4 Nightsafe Radios**

Additional funding to provide radios to the pubs and clubs in Waterloo and Crosby areas has been obtained and radios have been purchased and are awaiting rollout. This will help these areas to combat crime and anti social behaviour associated with the night-time economy, particularly along South Road, Waterloo.

## **9.5 Bogus Charity Collectors**

There was an incident on Chapel Street Southport shortly before Christmas when two males were selling leaflets and claiming that the money was going to a charity to purchase incubators for sick babies.

When questioned the males admitted that none of the money raised would be given to any charity and that all monies raised was for personal use only. The males also admitted that the contact number, relating to the charities on the leaflets, was fictitious

With the assistance of Sefton Security and Trading Standards, the males were moved off Chapel Street and told not to return and Trading Standards will liaise with Blackpool Trading Standards (where the males originated from) to inform them about their scam.

This has been an ongoing problem throughout the North West during 2009, with tourist orientated areas being particularly affected.

## **9.6 Street Traders**

During December there had been an increase in the number of Street Traders setting up in Southport during the Christmas period and offering goods for sale. Two of these traders were moved on during December and issued with warning notices and this practice seems to have ceased.

## **9.7 Police Training**

SBAC has been approached by Merseyside Police to assist in the training of its new recruits. This will involve 2 or 3 recruits being assigned to SBAC for one day during their training process.

This will help new recruits gain a greater understanding of problems faced by businesses and will also allow the recruits to establish relationships within the businesses.

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## **10.Sefton Business Village Partnership**

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**20<sup>th</sup> January 2010**

**Title of Report:**

Sefton Business Village Partnership - Progress Report No. 33

**Author of Report:**

Mo Kundi - Sefton Business Village Manager

**Purpose of Report:**

The purpose of this report is to advise members of the current position with regard to Sefton Business Village related issues.

**Recommendations:**

It is recommended that the Partnership:-

Note the content of the report.

Note the current progress of projects

Note the proposals in the Delivery Plan for year 2009/10

### **10.1 Lydiate Village Centre**

The contractor is currently reporting that the project will be completed 6 weeks behind programme, in late February.

The contractor has submitted a prolongation claim of 4 weeks due to higher than expected ground water levels and the impact that this has had on the sub-structure construction works. A site investigation was carried out prior to the works but this indicated water would be at a lower level. The changed circumstances is perceived to have been due to the higher than normal Spring /Summer rainfall.

The higher than normal rainfall and other adverse weather conditions has continued throughout the course of the works has delayed the contractor in their general progress and is the reason for the further 2 week delay.

It is anticipated that costs will be contained within the original contract sum.



The proposed wind turbine installation is the subject of ongoing discussions with Planning.

## **10.2 Low Carbon Communities Challenge 2010-2012**

Under the Low Carbon Communities Challenge Programme the Government is making available financial support of up to £500,000 for mainly capital expenditure. As part of the programme the Government will introduce successful bidders to partners who are offering free training, advice or support, and then evaluate the progress by gathering data and perspectives of what is and what is not successful.

The Government is looking to work with 20 'test-bed' communities already facing change in the area as a result of green or low carbon infrastructure or behavioural measures, with an interest in using this to spur the development of broader plans for cutting carbon emissions in their area.

The Challenge is about involving a broad section of people living and working in communities to develop plans for their area that integrate technology or infrastructure – such as wind farms, electric cars or home energy refurbishment – with financial and behavioural measures to create a broader low carbon area or zone.

Within Sefton only Formby stands out as an area where there are currently some 'low carbon infrastructures', and these include wind turbines at Range High School, and St. Jerome's School. The latter also features photovoltaic panels, grey water systems etc.

Discussions have been held with Formby Parish Councillors, and at their meeting on 3<sup>rd</sup> November 2009, Formby Parish Council formally agreed to submit a bid under the Low Carbon Communities Challenge Programme, and requested Sefton Council's assistance.

In order to progress the development of the bid a small working group was established, consisting of two Formby Parish Councillors, a Sefton Ward Councillor and two officers from the Planning and Economic Regeneration. In addition, Sefton Council's retained energy efficiency specialist consultant also assisted with the development of the bid.

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One of the main requirements of this Challenge is the engagement and active involvement of community groups, as well as the wider local community. The Parish Council is keen to ensure that it has the full support of all interested groups, and are willing to participate in developing and delivering the project.

Initial indications are that over 200 interests have lodged with the Department of Energy and Climate Change, who are managing this programme, suggesting that competition for these funds is going to be very strong. This is recognised by the working group, and every effort has been made to ensure that Formby bid stands out both in terms of added value, and community backing.

A successful Formby bid offers the opportunity to progress the Climate Reduction, and Low Carbon Economy agenda, particularly at community level, and the opportunity to replicate the project not only in other parts of the Borough, but also beyond. The outcome of the submitted bid is expected to be announced in late January 2010.

## **10.3 Energy Efficiency & Renewable Energies in Social & Low Income Housing**

The UK Government is committed to reducing carbon emissions by 34% on 1990 levels by 2020, and 80% by 2050. In order to meet these targets the Government has already introduced a number of legislation and regulations that imposes statutory duties and obligations on local authorities to tackle climate change by introducing low carbon policies and practices in housing, transport, regeneration, environmental protection, planning and other key services. Local authorities are also expected to play an important role in raising awareness and influencing change more widely by working with its partners and stakeholders.

Any carbon reduction commitment must lead to a reduction in CO<sub>2</sub> from buildings within the Council, workplaces, and the domestic housing stock across social and private rented sectors plus owner occupied. Energy efficiency measures will be extremely important as they can account for up to 40% of the required CO<sub>2</sub> reduction targets.

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Central Government has recognised this and is currently making available £7 billion between 2008-11 through the following energy efficiency programmes:-

- Energy supplier/generator obligations of the Carbon Emissions Reduction Target (£2.8 billion)
- Community Energy Saving Programme (CESP) (£350 million)
- Additional Energy Efficiency Obligation (£560 million)
- Warm Front (£874 million)
- Decent Homes (£2.2 billion)
- Social Housing Energy Saving Programme (£84 million)
- Winter Fuel Payments for older people (£2.7 billion per year).

In addition to the above, and as part of the European Economic Recovery Plan, the European Commission has also agreed to allow up to 4% (£29 million) of ERDF Programme resources to be devoted to domestic energy efficiency and renewable actions. In August 2009, the Department for Communities and Local Government issued the guidance that measures should be directed at existing social housing as defined in Articles 68 – 70 of the Housing and Regeneration Act 2008.

In response to the above, the Regional Development Agency, had issued a call for the submission of a sub-regional bid that seeks to directly stimulate the market for low carbon and environmental technologies and renewable energies via their application within existing social and low income housing. As the deadline for the submission of Expression of Interest was 9<sup>th</sup> November 2009, officers from the five local authorities, plus Halton, and representatives from local universities, RSLs, and Utilities have submitted a proposal, which intends to address the following:-

1. Physical housing improvement works to reduce CO2 emissions:
  - ◆ Partners will be commissioned to deliver elements of the targets to ensure complementarity and reduced risk on programme delivery
  - ◆ Large scale innovative programmes of work to tackle hard to treat properties all across Merseyside will be funded (e.g. external wall insulation and ground or air source heat pumps as appropriate to upgrade “No fines Wimpey” housing stock)

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- Diversity of tenures will be tackled although most will be targeted at reaching the private rented and social landlord sector
  - Diversity of measures (including all appropriate microgeneration technologies, upgrading low carbon emission heating technologies and a variety of solid wall insulation technologies). Particular consideration will be given here to measures that have the best chance of success in the North West given the current or potential regional strengths, e.g. high efficiency lighting, solar thermal or biomass as evidenced by the NWDA and Envirolink Northwest.
2. Developing small-to-medium sized enterprises (SMEs) and the local supply chain:
- ◆ Development programmes for upskilling existing trades people to future-proof them to changing markets for safeguarding jobs
  - ◆ Developing capacity of existing SMEs through awareness and guidance of required public sector standards. Additionally opportunity will be through greater markets and generating opportunities for long-term employment and business growth.
  - ◆ Integration with other schemes with particular reference to Future Jobs Fund
3. Growing the market for a low carbon economy through renewables and energy efficiency:
- ◆ Raising awareness of and demand for technologies among the public, commissioners and designers will raise demand for Low Carbon and Environmental Goods and Services (LCEGS)
  - ◆ Pump priming the market with these hard to treat technologies will create a local industry base and legislature in the sub-region ready to deliver forthcoming agendas such a Home Energy Saving Strategy (due to start in 2013)
  - ◆ Stimulating the existing low carbon economy will attract more investment and interest in this area for new and emerging SMEs as this funding will attract an estimated £15 million of which up to a possible £11 million will be submitted as match funding from the utilities such as that proposed in the partnership between British Gas and Knowsley Council under the CESP

4. Evaluation and local learning:
  - ◆ Use of local universities and local enterprises for both new research and evaluation of programmes
5. Engage with the private landlord sector to complement the ongoing work on a sub-regional accreditation scheme.

I am pleased to report that on 1<sup>st</sup> October 2009, the Regional Development Agency approved the Expression of Interest, and requested that completed Concept Form be submitted by 29<sup>th</sup> January 2010 deadline. Whilst the Agency has indicated that at this stage it cannot guarantee that the project will ultimately be awarded funding, however subject to addressing the issues raised by the Agency we should stand a reasonable chance of being successful.

If successful, Sefton Council will be the accountable body for this sub-regional project. Being the accountable body would allow the authority to develop expertise and experience in areas, which are likely to offer significant economic and social benefits as well as address the climate change, and low carbon economy agenda.

## **9.4 Merseyside Rural Economy Strategy and Action Plan**

The external Consultants, 'Rural Innovation' undertaking the Merseyside Rural Economy Strategy presented their final findings on 3<sup>rd</sup> December 2009 at Bootle Town Hall. A copy of the final report is available on request. The Consultants will now be holding a number of meetings with interested organisations, and stakeholders with the aim of developing Action Plans for each of the Boroughs within the Merseyside region. The Regional Development Agency has given an undertaking that some funding will be made available to deliver these Action Plans.

## **9.5 Supporting Town Centres**

At the last meeting members were informed that £500 was being made available to each of the nine centres to help them market and promote their retail areas leading up to the Christmas period in order to retain local customers, and to increase footfall. In addition officers were exploring a number of potential ideas that could be implemented using the balance of the £52,631.58 DCLG money.

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Discussions have been held with a number of empty shop owners with the aim of using them to showcase activities that could attract shoppers and visitors to retail centres. Unfortunately the cost of using empty shops is such that it becomes financially unsustainable. Officers are therefore exploring the possibility of entering into a partnership with Liverpool Biennial, who is amongst the most successful art commissioning agencies in the UK, and best known for presenting the UK's largest festival of contemporary art.

The intention is to submit a bid to Arts Council England in partnership with Liverpool Biennial, and assuming we are successful, use this additional funding of £10,000 to £30,000 in conjunction with the balance of the DCLG money to build on the arts for places work in Sefton and use creative approaches to stimulate activity within retail centres.

## **9.6 Scarisbrick Avenue Building, Southport**

Members may recall that Blythe's Development, who were responsible for refurbishing this building with funding from the Southport Action Plan, went into liquidation. Sefton Council has been working with new owner Thomas Barnes, and agreement has been reached to use the ground floor for an Independent Living Centre, which would also house the Shopmobility facility currently operating from Tulketh Street Car Park. The top floors of the building would be used for social housing operated by Cosmopolitan Housing Association.

I am pleased to report that Thomas Barnes has given an undertaking that work will restart on site later this month, and will be completed in June/July 2010.

## **9.7 New Funding Opportunity**

The attached Annexes A and B below provide an update on the various funding streams, and for which Expressions of Interest have either been submitted or are pending.

## Financial Details of Expressions of Interest Submitted.

Expressions of Interest Submitted to date	Fund Type	Total Project Cost £	ERDF/RDA Funding Sought £	Other External Funding Source £	Contribution from Sefton			Comments
					LTP Budget £	Capital Programme £	Others £	
Dunningsbridge Road Corridor	Public Realm (ERDF/RDA)	1,200,000	600,000 (ERDF) 200,000 (RDA)				400,000	Waiting for RDA decision
REECH Project	ERDF	£22,800,000	£11,400,000	£11,400,000				Concept form to be submitted by 29 <sup>th</sup> January 2010
Formby Acts on CO2	Low Carbon Communities Challenge	£500,000		£500,000				Bid Submitted on 29 <sup>th</sup> December 2009
Demolition of Balliol House and (Connley House)	Demolition and remediation works	£1,415,000	£707,500 (ERDF)			£707,500		Concept form to be in by 15 <sup>th</sup> February 2010
Frank Hornby Trust	Big Lottery – Heritage Grant	£175,000 - £200,000	-	£175,000 - £200,000 (Big Lottery)	-	-	£5,000 (WNF)	1st Stage bid by 28 <sup>th</sup> February 2010
Arts in Empty Spaces	Arts Council England	£30,000						Bid to be in by 13 <sup>th</sup> January 2010

**ANNEX B**

**CURRENT FUNDNG OPPORTUNTIES**

Funding Name	Funding Body	Amount Available	Deadline for EOI Submission	Date by which project must start	Date by which project must finish	Key Criteria
Rural Development Programme	National/European Grant	Total Budget for the sub-region £2m	On going	ASAP		<ul style="list-style-type: none"> <li>A range Interventions, including Farm diversification, Rural tourism, supporting rural economy, access etc.</li> </ul>
Heritage Grants	Big Lottery	£50,000 to over £5m	Any time	N/A	N/A	<ul style="list-style-type: none"> <li>To conserve and enhance nation's diverse heritage</li> <li>To encourage more people to be involved in their heritage</li> </ul>
Future Jobs Fund	Dept. for Works and Pensions	£1.0 billion	Any time	N/A	N/A	<ul style="list-style-type: none"> <li>To create 150,000 new jobs</li> <li>Looking for Partnership bids</li> <li>Must be linked to locally agreed work and skills strategies</li> </ul>



Access To Nature	Big Lottery	Total Budget £25m, and grants available between £50,000, and £500,000	Stage 1 closes 1 <sup>st</sup> February 2010, and stage 2 closes 4 <sup>th</sup> May 2010	N/A	N/A	Access to Nature aims to encourage more people to enjoy the outdoors, particularly those who face social exclusion or those that currently have little or no contact with the natural environment - perhaps because they lack the confidence to get out and enjoy natural places or have few opportunities to do so.
Arts in Empty Spaces	Arts Council England	Total Budget £500,000	Starts from 1 <sup>st</sup> April 2010	N/A	N/A	Priority given to those local authorities in receipt of Empty Shops Revival Fund, which Sefton is.
Contaminated Land Capital Projects Programme 2010/11	DEFRA	Yet to be determined		April 2010	March 2011.	fund intrusive investigation projects on land which is potentially contaminated, and remediation projects on sites which are contaminated. Money paid under the Programme is for capital expenditure. The Programme exists to help authorities carry out duties under contaminated land legislation (Part 2A of the Environmental Protection Act 1990).

<p>E.ON Sustainable Energy Fund</p>	<p>E.ON</p>	<p>£20,000</p>	<p>Any time</p>	<p>N/A</p>	<p>N/A</p>	<p>Grants of up to £20,000 to community groups and not for profit for:-</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> the purchase and installation of one or more renewable energy technologies (e.g. wind, solar thermal, PV, wood etc)</li> <li><input type="checkbox"/> the renovation of existing facilities to incorporate micro-generation technology (e.g. the reinstatement of a watermill and the purchase of a turbine to produce hydro-electricity)</li> <li><input type="checkbox"/> an energy efficiency makeover for building that could demonstrate significant energy savings and also behavioural change amongst users</li> <li><input type="checkbox"/> the use of new or innovative technology to deliver either energy savings or micro-generation capacity.</li> </ul> <p>To be eligible for support from the Sustainable Energy Fund, organisations must benefit specific groups namely: Education, vulnerable people; and people in fuel poverty.</p>
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<p>European Commission and European Investment Bank launch European Local Energy Assistance (ELENA) facility</p>	<p>European Local Energy Assistance Grant (UK)</p>	<p>€15 million grant aid</p>	<p>Any time</p>			<p>The European Commission and the European Investment Bank (EIB), the bank of the EU Member States, have launched a grant aid initiative to help local and regional authorities make investments in energy efficiency and renewable energy.</p> <p>The ELENA facility aims at helping cities and regions implement viable investment projects in the areas of energy efficiency; renewable energy sources and sustainable urban transport</p>

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# Agenda Item 10

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

**DATE:** 24 February 2010

**SUBJECT:** A565 Route Management Strategy Progress Report

**WARDS  
AFFECTED:** Manor, Victoria, Church

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

**CONTACT  
OFFICER:** R S Waldron, Assistant Director – Transport and Spatial  
Planning  
0151 934 4235  
S Birch, Team Leader – Strategic Transportation Planning  
Unit  
0151 934 4225  
K Davies, Principal Officer – LTP Co-ordination  
0151 934 4260

**EXEMPT/  
CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To update Cabinet Member – Technical Services on progress in developing the A565 Route Management Strategy and to seek approval for the proposed timetable for its completion.

**REASON WHY DECISION REQUIRED:**

The adoption of the A565 Route Management Strategy and Action Plan is a key decision identified in the Forward Plan. The approval of a proposed timetable for its completion will facilitate the process.

**RECOMMENDATION(S):**

It is recommended that Cabinet Member – Technical Services:

- 1) notes progress in the development of A565 Route Management Strategy; and
- 2) approves the proposed timetable to complete the development of the Strategy.

**KEY DECISION:** Yes

**FORWARD PLAN:** Published

**IMPLEMENTATION DATE:** Following call-in period

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**ALTERNATIVE OPTIONS:**

The development of a Route Management Strategy and Action Plan is seen as the best mechanism to deliver a co-ordinated package of measures aimed at reducing congestion and improving safety for the A565. The alternative is to allow things to remain as they are, resulting in existing problems not being addressed and potentially getting worse.

**IMPLICATIONS:**

**Budget/Policy Framework:**

**Financial:** None

<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				
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:** None

**Risk Assessment:** N/A

**Asset Management:** N/A

**CONSULTATION UNDERTAKEN/VIEWS**

Officers of the Planning Department

## 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		√	
8	Children and Young People		√	

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

Report to Crosby Area Committee of 20<sup>th</sup> February 2008 – A565 Route Management Strategy Update  
 Report to Crosby Area Committee of 5<sup>th</sup> November 2008 – A565 Route Management Strategy Progress Report

# Agenda Item 10

## **1.0 Background**

- 1.1 Cabinet Member – Technical Services will be aware that Sefton Council's Strategic Transportation Planning Unit is currently developing a Route Management Strategy for the A565 through Crosby and Waterloo.
- 1.2 The A565 Route Management Strategy will cover the section of A565 from the Seaforth Flyover to the junction with the A5207 (Green Lane, Thornton). This section of the A565 is approximately 3.2 miles long. This incorporates the section between Seaforth Flyover and Crosby Village identified in the Merseyside Congestion Target Delivery Plan as a corridor requiring action to combat congestion and its associated problems.
- 1.3 In 2005, the Government identified four shared priorities in its guidance on developing local transport plans, these being congestion, accessibility, safety and air quality. In 2009, the Government published a set of five key goals to replace these priorities. These goals are:
  - Support economic growth
  - Reduce carbon emissions
  - Promote equality of opportunity
  - Contribute to better safety, security, and health
  - Improve quality of life and a healthy natural environment
- 1.4 There are significant concerns about the A565 in respect to the original four priorities and more latterly the five key goals, hence the reason why the Route Management Strategy is being developed. In addition, under the Traffic Management Act 2004, local highway authorities have a statutory duty to manage their road networks so that congestion and disruption are minimised and reduced.

## **2.0 The Development of the Strategy**

- 2.1 Following discussions with Members at the meeting of the Member Officer Working Party on 22<sup>nd</sup> June 2007, a staged approach was adopted for the development of the A565 Route Management Strategy. This approach included the development of an evidence base and the review of key issues identified in addition to carrying out a public consultation exercise. Existing information about conditions along the A565 in terms of traffic congestion, safety, accessibility and environmental conditions was collected and compiled in 2007-2008. A wide-ranging consultation was undertaken in 2008 to identify and confirm the key issues that need to be addressed as part of the strategy.
- 2.2 The results of the public consultation carried out in 2008 have been essential in developing the Route Management Strategy and the preparation of the Strategy is now well advanced. A draft summarised A565 Route Management Strategy is



included as Annex A of this report. It is proposed that this draft strategy will form the basis of consultations planned to be held with Ward Councillors in March 2010.

## **3.0 Further Progress**

3.1 In 2009, Sefton Council commissioned its design consultants Capita Symonds to carry out a feasibility study to consider a range of potential improvements along A565. The study included:

- A review of road markings along the route to assess whether there is potential to improve traffic flow by altering these.
- A review of options for improving traffic flow through Great Georges Road/Crosby Road North Junction
- A review of options for improving traffic flow and the introduction of a pedestrian crossing phase at Crosby Road North/South Road Junction
- A review of provision and enforcement of parking and drop off points around shops and schools on route
- A review of potential improvements to other junctions along the route

In undertaking the different elements of work, Capita Symonds took account of the following issues:

- The impact and effectiveness in improving traffic flows / speeds / highway capacity,
- The impact on other modes – public transport / walking / cycling,
- The impact on safety of all users,
- The impact on air quality,
- Deliverability – in terms of possible disruption / land issues / etc
- The cost of each option

3.2 The completed feasibility report identified a range of potential improvements along the A565 that justified further consideration.

3.3 As previously reported, the Merseyside Congestion Group consisting of the five district authorities and Merseytravel commissioned consultants MIS Mott Macdonald to build microsimulation computer traffic models of the three priority congestion corridors in Merseyside, the A565 being one of these. The base model for the A565 was completed in November 2009 and Sefton Council have now commissioned MIS Mott MacDonald to test a range of proposals for improvements along the A565. Some of the proposals developed as part of the feasibility study will be tested using the model so that their impacts on traffic volumes and speeds can be assessed. The model uses a multi modal approach, which can model the effects for all users of the A565, including public transport. This study is expected to be completed by April 2010 and the outcomes will be used to develop the detailed proposals for the A565.

3.4 Government funding specifically aimed at supporting measures to reduce congestion has been made available to the Merseyside Transport Partnership.

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Sefton Council has been successful with a number of funding bids to the Merseyside Congestion Group for the implementation of traffic management measures. These included:

- The installation of two traffic monitoring cameras to improve real time monitoring of junctions along the A565 route. These will enable Sefton Council to respond more quickly to problems of traffic congestion as they occur.
- The installation of four Automatic Number Plate Recognition (ANPR) cameras along the A565 route. These cameras will be used to provide journey time data for the route, which is important in monitoring any potential changes in traffic resulting from the implementation of the strategy.
- The installation of Variable Message Signs (VMS) on Crosby Road South and on Southport Road that will provide drivers with real time information in respect to traffic conditions and journey times as they enter the sections of the A565 covered by the Route Management Strategy.

## **4.0 The Development of an Action Plan**

- 4.1 The route management strategy will include a detailed action plan that will be developed using proposals identified in the Feasibility Study and tested by the traffic modelling. Each option will be fully appraised and the action plan will include cost estimates and timescales for each proposal. The action plan will include all the proposals to deliver the A565 Route Management Strategy including measures that can be delivered in the medium and longer term as well as the short term.
- 4.2 Ward Councillors will be consulted about the options to be included in the action plan as the plan is being developed. Area Committee will also be consulted about the Strategy and Action Plan and asked to approve the details of any specific schemes contained in the Action Plan.

## **5.0 The Next Steps**

- 5.1 It is proposed to complete the development of the A565 Route Management Strategy within the timescales indicated below.

### Proposed Timetable

March 2010 - Consultation with Ward Councillors

April 2010 - Traffic Modelling Complete

June/July 2010 – Further consultation with Ward Councillors

July 2010 - Area Committee approval of Strategy and Action Plan

Sept 2010 – Official launch of Strategy

2010-2011 - Implementation of the Action Plan

- 5.2 In order to ensure progress in delivering the Strategy, a funding package is currently being developed. Initially, the funding will come mainly from the Merseyside Local Transport Plan Capital Programme but other possible sources of funding are also being explored.

## **6.0 Conclusions**

- 6.1 The A565 Route Management Strategy is now in the final stages of development. A costed Action Plan is also being developed.
- 6.2 The completed Route Management Strategy is expected to deliver significant benefits to all users of the A565 corridor.

## **7.0 Recommendations**

- 7.1 It is recommended that Cabinet Member – Technical Services notes progress in the development of the A565 Route Management Strategy and approves the proposed timetable to complete the development of the Strategy.

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## Annex A

### **Draft A565 Route Management Strategy**

#### **Executive Summary**

##### **Introduction**

The A565 is a key strategic route in Sefton linking Southport and Liverpool, and passing through Formby, Crosby and Bootle. Following the de-trunking of the road in 2004, the ownership and responsibility for the management of the A565 was transferred to Sefton Council. In recognition of the importance of the A565 to the borough of Sefton, the Council has developed a Route Management Strategy (RMS) for the route.

A Route Management Strategy provides a framework for managing a key highway route as part of the wider transport network. The A565 Route Management Strategy is focused on the 3.2 mile long section of the A565 between the Seaforth Flyover and its junction with the A5207 (Green Lane) in Thornton. The A565 Route Management Strategy is intended to improve traffic management and safety along the route by the introduction of measures that have the support of local people and business.

##### **The Development of a Route Management Strategy for the A565**

The development of the strategy involved a number of important stages including:

- Collecting evidence/information
- Identifying the key issues
- Involving the public
- Examining what can be done and what will work (identifying and assessing options)
- Agreeing the strategy
- Developing an action plan

##### **What are the Key Issues ?**

The key issues that the Strategy needs to address have been identified. These are :

- Traffic congestion
- Safety
- Accessibility – including public transport, walking and cycling
- Air quality
- Quality of life

These issues are discussed in more detail below.

## Traffic Congestion

- The A565 is now carrying substantially more traffic than it was originally designed to carry.
- Congestion on the A565 frequently occurs at peak times. This congestion is most evident at signalised traffic junctions and crossings along the route.
- The traffic congestion is often made worse by vehicles illegally parked in prohibited areas and outside schools. The provision of dedicated right turns at some junctions along the route can also create traffic congestion by restricting traffic not turning right to one lane at the junctions concerned.
- The building of new developments along the route has the potential to exacerbate existing traffic congestion problems.
- In the past few years technological advances in urban traffic control have meant that improvements have been made at signalised junctions without the need for physical changes to the existing highway. However, it is clear that the use of technology alone with no other changes cannot continue to reduce the impact of congestion along the A565.
- Sefton has adopted a target for tackling congestion on the A565 as part of the Borough's Local Area Agreement.

## Safety

- Sefton Council monitors all traffic related accidents where injuries have occurred. A borough-wide review carried out for the three year period from August 2005 to July 2008 found that 107 traffic related personal injury accidents occurred on the A565 within the Route Management Strategy area. Of these accidents, one involved a fatal injury, seven involved serious injury and 99 involved slight injury. These accidents resulted in one fatal injury casualty, 8 serious injury casualties and 146 slight injury casualties.
- Many other collisions, in which no one is injured or killed, also occur along the A565. As these only result in damage to vehicles, most will be unreported.

## Accessibility

- The area surrounding the A565 has good links to the Northern Line rail network with stations at Blundellsands and Crosby, Waterloo and Seaforth and Litherland. The local bus network is also extensive and provides several high frequency services. Bus services may be further improved if Waterloo Interchange is enhanced in future years.
- Congestion along the route results in delays for bus services.
- The low number of trips by bus, rail, and cycle compared to those by car within the A565 area suggests that there is potential to encourage the use of more sustainable forms of transport.
- The heavy traffic flows of mixed vehicles that regularly occur on the A565 particularly at peak times do have the potential to deter cycle use. However, there is

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the potential to further develop the local cycle network creating alternative routes for cyclists on less highly trafficked roads.

- The estimated future increases in the numbers of people of 60 years of age or older living in the area suggests that there will be increased opportunities for public transport to address the needs of this section of the local population in the future.

## Air Quality

- There are national objectives set for Air Quality. These objectives represent the government's view of achievable air quality and include standards and targets for individual pollutants. Locations where these objectives are not being met must be declared as Air Quality Management Areas (AQMA) and an action plan that works towards achieving the objectives must be developed.
- Monitoring of air quality and computer predictions of future air quality have indicated that the national objectives are not being met along part of the A565. As a result, an Air Quality Management Area (AQMA) has been declared on the A565, Crosby Road North between South Road and Kingsway. Emissions from traffic have been identified as the main source of air pollution in the AQMA.

## Quality of Life

- The A565 has a vibrant mix of residential, retail, leisure, office and educational facilities situated along it. The public realm along the route varies with the northern section between Kingsway/College Road and Green Lane being more residential with more green spaces overall than the southern section.
- The low car ownership data for households in the southern section of the A565 between Princess Way and Kingsway/College Road indicates that a significant proportion of the congestion that occurs along this section of the A565 is not caused by local people but rather by people residing outside the area.
- There are two conservation areas that border the section of the A565 covered by the Route Management Strategy. The northernmost conservation area borders the A565 along Moor Lane, whilst to the south of the South Road junction the route passes through another conservation area.
- Transport related noise is related to the amount and speed of traffic and the condition of the road surface. Continuing increases in traffic will have a negative effect on people's quality of life because of the noise it creates. Measures that reduce congestion and queues of standing traffic will have beneficial impacts in respect to noise.

## **What are the Strategy Objectives ?**

Based on the evidence relating to these key issues, a series of objectives have been developed for the A565 Route Management Strategy. These objectives address not only the new national goals, but also reflect the issues that have been identified as priorities for Sefton in the future. The overall aim of the A565 Route Management

Strategy is to improve conditions along the route both for people travelling along it and for residents by the introduction of effective measures that have the support of local people and business. Specifically, this is expressed in the following objectives :

- Tackle traffic congestion and improve journey times along the route for both private vehicles and public transport, thereby meeting the Council's commitment in the Local Area Agreement.
- Create a safer environment for all users of the route, specifically by reducing the number and severity of traffic accidents.
- Improve conditions for pedestrians and cyclists, making it both easier and safer for people to get around on foot or by bicycle.
- Reduce overall traffic emissions and improve air quality by reducing congestion and improving traffic flow.
- Develop an Action Plan that is evidence based, deliverable, accurately costed and that will be effective in meeting the objectives of the strategy.
- Ensure that local residents, businesses and users of the route are given the opportunity to influence the Strategy and the Action Plan.

## **What will the Strategy deliver ?**

No single measure or initiative will be sufficient to achieve the objectives of the Route Management Strategy. It will require a coordinated package of different measures. Details of these measures will emerge as the Action Plan is developed, but they are expected to include the following :

- Improvements to traffic management and monitoring systems
  - CCTV cameras
  - Variable Message Signage
- Junction improvements
  - Increasing capacity for traffic
  - Improving pedestrian access
  - Safety improvements
- Transport assessments for new developments
  - Measures to minimise traffic impacts
  - Ensuring choice of travel
- Support for more sustainable modes of transport
  - Public transport (rail and bus)
  - Walking and cycling
  - School and workplace travel plans
- Considered approach to parking/deliveries

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

**DATE:** 17<sup>th</sup> February 2010  
24<sup>th</sup> February 2010  
4<sup>th</sup> March 2010

**SUBJECT:** Dunnings Bridge Road Corridor  
Public Realm Improvements

**WARDS  
AFFECTED:** St Oswald, Netherton and Orrell, Ford, Litherland, Church and  
Linacre.

**REPORT OF:** Alan Moore, Strategic Director Communities

**CONTACT  
OFFICER:** Mo Kundi – 3447  
Nick Yates - 2767

**EXEMPT/  
CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To inform Members of the need to include the Dunnings Bridge Road Corridor Project within the Capital Programme for 2010/11

**REASON WHY DECISION REQUIRED:**

The decision to include the project within the Capital Programme can only be approved by the Cabinet.

**RECOMMENDATION(S):**

It is recommended that:-

Cabinet Member for Regeneration, and Cabinet Member for Technical Services

1. Note the content of the report, and

The Cabinet

2. Approve the inclusion of the Dunnings Bridge Road Corridor Project within Sefton's Capital Programme 2010/11, subject to ERDF, RDA and LTP funding being confirmed.
3. Note that no further expenditure commitment will be entered into until all resources for the project are secured.
4. Request further progress reports

**KEY DECISION:** Yes

**FORWARD PLAN:** Yes

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**IMPLEMENTATION DATE:** Immediately after the call in period.

**ALTERNATIVE OPTIONS:**

The Dunnings Bridge Road Corridor Public Realm Improvements is awaiting final NWDA/ERDF approval, which will lead to the Agency contributing £800,000 towards £1,200,000 cost of the scheme. The balance of the cost is being met from Section 106 (£300,000) and Sefton LTP (£100,000).

Without the external funding the alternative option is not to progress the scheme, which means some significant road safety and regeneration improvements will not take place along this corridor.

**IMPLICATIONS:**

**Budget/Policy Framework:** N/A

**Financial:** The total estimated cost of the project is £1,200,000, which is being met from NWDA (£600,000 ERDF, £200,000 SP), Tesco Employment S106 (£300,000) and Sefton LTP (£100,000)

<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		£1,200,000		
Funded by:				
Sefton Capital Resources (LTP)		£100,000		
Specific Capital Resources				
ERDF		£600,000		
RDA		£200,000		
Tesco s106		£300,000		
<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	Yes - currently to the end of 2010			
How will the service be funded post expiry?	This is a Capital Project. A decision on the external			

	funding deadline extension is awaited.
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**Legal:** N/A

**Risk Assessment:** The project will only progress subject to all funding being secured , and will be managed by Sefton Council

**Asset Management:** N/A

**CONSULTATION UNDERTAKEN/VIEWS**

FD322 – The Acting Finance and Information Services Director has been consulted and his comments have been incorporated into the report.  
Legal, Finance, Technical Services

**CORPORATE OBJECTIVE MONITORING:**

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

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

Report to Cabinet dated 4<sup>th</sup> February 2010 entitled 'Funding Opportunities – Progress Report 3'

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## **1.0 Background**

- 1.1 The Cabinet at its meeting on 4<sup>th</sup> February 2010 considered a report entitled 'Funding Opportunities – Progress Report 3', which inter alia stated that the Dunnings Bridge Road Corridor Public Realm Improvements was previously approved by the NWDA and inviting the authority to submit a more detailed Development and Appraisal form. A further report was to be presented on the scheme.
- 1.2 This report provides the additional information on the nature of the proposed scheme, and requests Members agree to the funding being included within the Capital Programme 2010/11, subject to this funding being approved by the NWDA/ERDF.

## **2.0 Proposed Scheme**

- 2.1 The scheme has been designed to reflect not only the requirements of improving pedestrian access and the outward appearance of the Corridor to the residents living along side it but also to recognise that the funding from both the RDA and the ERDF programme have specific requirements to improve the economic viability of the major employment sites and locations on and immediately adjacent to the corridor.
- 2.2 The key features within the project will be improved crossing points at some of the key junctions. This is intended to make pedestrian movements across these junctions and onto the corridor itself safer. It is proposed, at this stage, to install tactile paving where currently there is no provision and the upgrading to Toucan Crossings at certain points along the length of the road. Improved street lighting will be installed at these junctions not only for the benefit of pedestrians but also for vehicles travelling along Dunnings Bridge Road.
- 2.3 Where there are landscaped areas along the road these will be complemented by a programme of small scale landscape improvements and tree planting designed at providing a unified planting theme to the corridor.
- 2.4 The boundary fencing in certain locations will be replaced with more modern stylish railing in keeping with fencing installed to the likes of Atlantic Park. The railing will be painted in a similar colour to assist in providing a theme to the Corridor.
- 2.5 To aid accessibility for cyclists and encourage further opportunities for Green Travel on the development sites the project will be creating new and improving existing cycle ways by resurfacing at various locations through the length of the corridor.
- 2.6 It is also intended to make a visual enhancement to The Dunnings Bridge itself to create a feature of this bridge, which gives the corridor its title.

This would be in a similar fashion to the improvements made to the bridge on Hawthorn Road.

### **3.0 Delivery Time-scale**

- 3.1 The scheme has been designed by Capita to follow the requirements of the ERDF programming requirement of financial completion by the end of 2010. This funding was initially programmed to provide an offer letter to applicants by the 14<sup>th</sup> January 2010.
- 3.2 The project programme would then allow for the scheme to be designed and tendered by mid June, practical completion by mid November and financial completion by mid December.
- 3.3 These dates will now have slipped as a result of delays in the initiation of the ERDF appraisal and target dates for the relevant approvals are 8<sup>th</sup> and 9<sup>th</sup> March 2010 respectively. This will now have the effect of delaying a start on design by a number of months and a similar impact on completion dates.
- 3.4 The Council is aware that requests have been made for an extension on the timetable of spending by the project sponsor within the NWDA who are responsible for co-ordinating applications. To date no confirmation of this has been received.

### **4.0 Financial Implications**

- 4.1 The costs of the scheme are being met from the following:-

ERDF	= £600,000 (subject to approval)
RDA	= £200,000 (subject to approval)
Section 106	= £300,000
<u>Sefton LTP</u>	<u>= £100,000 (subject to approval)</u>
<b>Total</b>	<b>= £1,200,000</b>

- 4.2 The use of Sefton LTP (£100,000), which relates to cycle provision, will be considered when the Local Transport Plan 2010/11 is submitted to the Cabinet Member – Technical Services.
- 4.3 In relation to the Section 106 money (£300,000), this is from the Tesco Development in Litherland. Both the Cabinet Member for Regeneration and relevant local Ward Members have been consulted and they have given their agreement to supporting this project providing that it can offer significant benefit to local residents and can offer job opportunities through the development of the strategic sites and other locations along the corridor.

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- 4.4 Undertaking improvements along this corridor will have a significant benefit in attracting potential developers and end users on key strategic sites. This particular course of action is reinforced by Rob Currie Development Manager of Atlantic Park Liverpool, who states that 'the approach to the site and how it fits is an important factor in potential owner/occupiers decision to locate in view that the front of the site will over time further develop into a high proportion of grade A office accommodation with high profile businesses relocating and locating for the first time at Atlantic Park. The Industrial development sites will be developed to attract modern distribution and manufacturing facilities with suitable companies expecting high quality environmental works as one of the key factors.'
- 4.4 He goes on to say that 'an element of improvement works has already been completed and there is no doubt that these works have contributed to raising the Atlantic Park site and the Dunningsbridge Road profile. The site owners are poised to commence a major site infrastructure project which includes enhancements to on site landscaping, site signage, new utilities and spine road configuration; this will sit alongside any proposed environmental improvements and enhance the area as a result.'

## **5.0 Strategic Asset Management Group (SAMG)**

- 5.1 At its meeting on 2<sup>nd</sup> February 2010 the Strategic Asset Management Group considered this project and agreed its implementation subject to relevant NWDA/ERDF funds being approved.

# Agenda Item 12

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

**DATE:** 24 February 2010

**SUBJECT:** 2009/10 Local Transport Plan – Revised Transportation Capital Programme

**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 revise the funding allocations for individual schemes within the approved 2009/10 Local Transport Plan Transportation Capital Programme. The amended funding allocations will reflect the current financial and programme position for the 2009/10 Local Transport Plan Transportation Capital Programme.

**REASON WHY DECISION REQUIRED:**

Cabinet Member has delegated powers to approve the programme of schemes within the Local Transport Plan Transportation Capital Programme. The detail and funding profile of the programme has changed, due to changes to scheme cost estimates and project delivery timetables.

**RECOMMENDATION(S):**

It is recommended that:

- i) The revised 2009/10 Local Transport Plan Transportation Capital Programme be approved

**KEY DECISION:** No

**FORWARD PLAN:** Published

**IMPLEMENTATION DATE: i.e.** None

**ALTERNATIVE OPTIONS:**

There are no alternative options available.

**IMPLICATIONS:**

**Budget/Policy Framework: i.e.** None

**Financial:** The programmes of expenditure identified within this report will be contained within the Local Transport Plan Transportation Capital allocation for 2009/10 as approved by Cabinet on the 26 February 2009.

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<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 (subject to Cabinet approval)				
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:** None.

**Risk Assessment:** i.e. N/A

**Asset Management:** N/A

#### **CONSULTATION UNDERTAKEN/VIEWS**

- **Officers of the Planning Department**
- **FD - 309** - 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	√		
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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Report to Cabinet of 26<sup>th</sup> February 2009 – 2009/2010 – 20011/2012 Capital Programme  
Report to Cabinet Member – Technical Services of 25<sup>th</sup> March 2009 – “2009/10 Local  
Transport Plan – Technical Services Capital Programme”  
Report to Cabinet Member – Technical Services of 29<sup>th</sup> July 2009 – “2009/10 Local Transport  
Plan – Revised Transportation Capital Programme”  
Report to Cabinet Member – Technical Services of 2<sup>nd</sup> December 2009 – “2009/10 Local  
Transport Plan – Revised Transportation Capital Programme”

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## **1.0 Background**

- 1.1 The Second Merseyside Local Transport Plan (LTP2) for 2006-2011 sets out a 5 year programme of investment to further develop an integrated sustainable transport network.
- 1.2 The Three Year Local Transport Capital Settlement for 2008/09 – 2010/11 as advised by Government Office North West on 27 November 2007, is divided into block allocations for Integrated Transport, Maintenance (Carriageways, Drainage, Bridges and Street Lighting) and Supplementary Schemes.
- 1.3 Transportation Capital Funding is received through the Council's Single Capital Pot settlement and Government Office North West advised in November 2007, that the Authority's 2009/10 Transportation Settlement was £4,873,000. In February 2009, the Department for Transport advised that Sefton Council had been awarded £793,000 for maintenance on the detrunked A565 for 2009/10. The Cabinet on the 26<sup>th</sup> February 2009, approved this total allocation of £5,666,000 to the Transportation Capital Programme.
- 1.4 In March 2009, the Department informed Sefton Council that they had been awarded a grant of £89,000 for maintenance on the detrunked A570. Cabinet approved the inclusion of this funding into the 2009/10 Transportation Capital Programme on 6 August 2009.
- 1.5 In February 2009, the Department for Transport informed Sefton Council that they had been awarded funding for 2008/09 and 2009/10 totalling £69.10k to develop their asset management capability for their highway assets. Cabinet approved the inclusion of this funding into the 2009/10 Transportation Capital Programme on 17 December 2009.
- 1.6 On 17 December 2009, Cabinet approved the deletion of the Hawthorne Road Exceptional Maintenance scheme from the Capital Programme contained in the Council's Medium Term Financial Plan 2010/11–2012/13. This equates to a total loss in funding for the scheme from prudential borrowing of £1,104,430.
- 1.7 This report aims to clarify the current financial position of the 2009/10 Transportation Capital Programme and proposes amendments that will ensure that the Programme is balanced and on target to achieve the Single Capital Pot and direct grant allocations whilst taking account of an element of proposed carryover of funding into 2010/11. The revision in the spend profiles for a small number of schemes within the Integrated Transport Block will necessitate the carryover of an estimated £334.81k of funding into the 2010/11 programme. However, this will ensure that the schemes involved, which for the most part are contractually committed, are adequately funded in the 2010/11 programme and will be delivered early in the 2010/11 financial year.
- 1.8 The proposed revised Programme takes account of the latest cost estimates and makes provision for fees paid to Capita Symonds to carry out work within the partnership contract. The Programme also takes account of additional fee costs relating to Client Services.

## 2.0 2009/10 Transportation Capital Programme Allocation

2.1 Approval is sought for a revised 2009/10 Local Transport Plan Capital Programme based on approved funding:-

	<b>2009/10</b>	<b>2010/11</b>	<b>Total</b>
	<b>£</b>	<b>£</b>	<b>£</b>
<b><u>Integrated Transport</u></b>			
Block Allocation	2,768,000*		
2008/09 – carried forward	213,590		
<b>SubTotal</b>	<b>2,981,590</b>	<b>0</b>	<b>2,981,590</b>
<b><u>Maintenance</u></b>			
Carriageways	1,100,000*		1,100,000
Maintenance 2008/09 – carried forward	234,840		234,840
Maintenance – Detrunked A565	567,000*		567,000
Maintenance – Detrunked A570	89,000**		
Drainage – Detrunked A565	226,000*	226,000	452,000
Drainage Improvement	190,000*		190,000
Bridges	681,000*		681,000
Bridges 2008/09 – carried forward	96,560		96,560
Street Lighting	84,000*		84,000
Urban Traffic Control (UTC)	50,000*		50,000
Asset Management Funding	69,100***		69,100
<b>SubTotal</b>	<b>3,387,500</b>	<b>226,000</b>	<b>3,613,500</b>
<b><u>Hawthorne Rd</u></b>			
2008/09 – carried forward	206,620	192,119	<b>398,739</b>
<b>SubTotal</b>	<b>206,620</b>	<b>192,119</b>	<b>398,739</b>
<b>TOTAL</b>	<b><u>6,575,710</u></b>	<b><u>418,119</u></b>	<b><u>6,993,829</u></b>

\* Cabinet approved the total allocation of £5,666,000 to the Transportation Capital Programme on 26 February 2009.

\*\* Cabinet approved the inclusion of a maintenance grant of £89,000 for the detrunked A570 from the Department for Transport into the Transportation Capital Programme on 6 August 2009.

\*\*\* Cabinet approved the inclusion of funding of £69,100 from the Department for Transport into the 2009/10 Transportation Capital Programme on 17 December 2009.

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## 3.0 Hawthorne Road Supplementary Allocation

3.1 The proposed programme of spend for the Hawthorne Road scheme based on work programmes and the latest cost estimates is as shown below:

<b><u>05/06 Actual Expenditure</u></b>	£
Railway Bridge Improvements	236,800
<b>Sub Total</b>	<b>236,800</b>
<b><u>06/07 Actual Expenditure</u></b>	
Railway Bridge Improvements	636,190
<b>Sub Total</b>	<b>636,190</b>
<b><u>07/08 Actual Expenditure</u></b>	
Marsh Lane – Merton Road and Balliol Road to Borough Boundary (footway/carriageway maintenance)	281,150
<b>Sub Total</b>	<b>281,150</b>
<b><u>08/09 Actual Expenditure</u></b>	
Contribution to Canal Cycling Project	218,000
Railway Bridge – Harris Drive (footway/carriageway maintenance)	74,703
<b>Sub Total</b>	<b>292,703</b>
<b><u>09/10 Estimated Expenditure</u></b>	
Railway Bridge – Harris Drive (footway/carriageway maintenance)	137,951
Church Road to Railway Bridge (footway only)	68,669
<b>Sub Total</b>	<b>206,620</b>
<b><u>10/11 Programme</u></b>	
Sections of Harris Drive to Marsh Lane(footway/carriageway)	342,119
<b>Sub Total</b>	<b>342,119</b>
<b>TOTAL</b>	<b>£1,995,582</b>

3.2 At the meeting of 24 January 2008 Cabinet approved the release of £300,000 in 2008/09 and £1m in 2009/10 to the programme from prudential borrowing for the Hawthorne Road scheme. However, following a review of the Hawthorne Road Scheme, the release of the £1m from prudential borrowing intended in 2009/10 was delayed until 2010/11 when the funding would be required to complete the scheme. In 2009/10, significant progress has been made in delivering the planned maintenance work for the Railway Bridge to Harris Drive and the Church Road to the Railway Bridge sections and in designing the final elements of the Hawthorne Road scheme. However, on 17 December 2009, Cabinet considered the Council's Medium Term Financial Plan 2010/11–2012/13 and approved the

deletion of the Hawthorne Road scheme from the Capital Programme contained within it. This equates to a total loss in funding for the scheme from prudential borrowing of £1,104,430.

- 3.3 It is estimated that cost of delivering the sections of the scheme as identified above in 2009/10 will be £206,620 with an estimated £192,119 being carried forward into 2010/11. The replacement from the Maintenance Block in 2010/11 of £150k of Hawthorne Road Supplementary Allocation utilised for highway drainage in 2005/06 would leave a total available funding package of £342,119 to complete the Hawthorne Road Maintenance scheme. Whilst some limited maintenance work can still be completed on Hawthorne Road between Harris Drive and Marsh Lane in 2010/11, the funding now available will be insufficient to deliver all the final elements of the Hawthorne Road Exceptional Maintenance scheme as originally planned. The completion of this scheme will be dependant on Council funding in future years.
- 3.4 The limited funding now available to carry out maintenance work as part of the Hawthorne Road Supplementary scheme from 2010/11 onwards is shown below:

<b><u>Hawthorne Road Supplementary</u></b>	<b>2010/11</b>	<b>Subject to future reallocation</b>	<b>Total</b>
2008/09 – carried forward	192,119		192,119
Drainage Allocation for 2005/06 – (subject to reallocation from the Maintenance Block in future years)		150,000	150,000
<b>Total</b>	<b>192,119</b>	<b>£150,000</b>	<b>£342,119</b>

- 3.5 Surveys will be carried out along the section of Hawthorne Road between Harris Drive and Marsh Lane to determine priorities given the limited funding available to carry out this highway maintenance work.

#### **4.0 Thornton to Switch Island Link Scheme**

- 4.1 The Thornton to Switch Island Link received Programme Entry as a major scheme in the Local Transport Plan process on the 15<sup>th</sup> September 2008. As a result, the scheme is now being progressed with completion on site programmed to be early in 2013. The scheme is being delivered through an Early Contractor Involvement (ECI) contract. Balfour Beatty and their design partner Jacobs have been appointed to deliver the scheme following Cabinet approval of their tender on 14<sup>th</sup> May 2009.
- 4.2 On 23<sup>rd</sup> September 2009, Cabinet Member – Technical Services was advised of a revised spend profile for the scheme. The spend profile was developed in conjunction with a revised delivery programme for the scheme. Cabinet was also

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advised of this revision to the spend profile as indicated below on 1<sup>st</sup> October 2009.

<b>Year</b>	<b>Revised Spend Profile 1/10/09 £(m)</b>
2007/08	0.000
2008/09	0.114
2009/10	1.122
2010/2011	0.712
2011/2012	1.949
2012/2013	2.015
<b>Total</b>	<b>£5.912m</b>

Further refinement of the scheme costs and cost profile is ongoing and this will continue to be reported to Members as the project progresses. The allocation of funding for the scheme remains within the amount allocated by Cabinet on 17 May 2007.

- 4.3 On 17 December 2009, Cabinet approved a scheme layout for the link road. This layout will form the basis of the planning application to be submitted in April 2010. At the same meeting, Cabinet also approved a public exhibition of the proposals to be held in February 2010.

## **5.0 The 2009/10 Integrated Transport Programmes**

- 5.1 The proposed revised 2009/10 Integrated Transport Programme is set out in detail in Annex A. Explanations are alphabetically referenced and given in the table below.

### Scheme Explanations

#### **A Completing Schemes/Retentions**

At this stage in the financial year the final payments and retentions in respect to completing schemes have been identified and therefore it is proposed to now reduce this allocation in 2009/10 from £10k to £0.00k.

#### **B Prescot Road/Bank Lane (Pear Tree Junction)**

The development of the junction improvement scheme at Prescot Road/Bank Lane (Pear Tree Junction) is progressing well with work now programmed to begin on site in February 2010. In order to reflect the latest scheme delivery timetable, it is proposed to revise the spend profile for the scheme by reducing the allocation from £330k to £25k in 2009/10 and carrying forward £305k into 2010/11. The tender for contractors to deliver the junction improvement scheme was approved by Cabinet Member on 27 January 2010.

C Scarisbrick New Road, Southport – Route Action

It is proposed to increase the allocation to fund the delivery of improvements on Scarisbrick New Road between Town Lane and Eastbank Street and improvements to the Ash Street junction from £193k to £198k in 2009/10 based on the latest cost estimates. However, the need for additional funding of £52k from the UTC Upgrades Programme is no longer required as the cost of the entire scheme can be funded from the proposed revised allocation of £198k.

D Local Safety – Small Schemes

The allocation for these schemes was designed to enable 8 new pedestrian refuges to be introduced at locations throughout the Borough where although problems have been identified they do not justify the installation of a full signalised crossing facility. The proposed locations were:

Coastal Road, Ainsdale  
Damfield Lane, Maghull  
Liverpool Road North, Maghull  
Dodds Lane, Maghull  
Stuart Road, Crosby  
Bispham Road, Southport  
Gorsey Lane, Litherland  
Park Lane West, Netherton

It was originally planned to deliver all the pedestrian refuge schemes in 2009/10. However, the consultation and approval process has taken longer than planned which will result in the delivery of some of these schemes not being completed in this financial year. In addition, On 6 January 2010 the Southport Area Committee resolved to abandon the Bispham Road scheme. It is therefore proposed to revise the spend profiles for the small safety schemes block by reducing the allocation from £122.39k to £56.92k in 2009/10 and carrying forward £65.47k to 2010/11. This will ensure that the delivery of the seven remaining schemes, which are well progressed and for the most part contractually committed, can be completed by the early part of the next financial year.

E Education and Promotion

It is proposed to increase the allocation for education and promotion from £10k to £11.2k in 2009/10.

F Linacre Lane/Hawthorne Road Junction Improvements

It is proposed to increase the allocation to fund the design of the junction at Linacre Lane and Hawthorne Road and the Hawthorne Road maintenance scheme from £40k to £82k based on the latest cost estimates. On 17 December 2009 Cabinet approved the deletion of the Hawthorne Road scheme from the Medium Term Financial Plan 2010/11–2012/13 with the resultant loss of £1.104m of funding from prudential borrowing for the scheme. However, much design work has already been carried out in preparation to deliver both the Hawthorne Road maintenance scheme and

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the Linacre Lane/Hawthorne Road junction improvement scheme in 2010/11.

It is proposed to pursue the delivery of a revised improvement scheme for the junction at Linacre Lane and Hawthorne Road in 2010/11 subject to sufficient funding being available and the scheme being approved by the Linacre and Derby Area Committee. This is still a high priority due to safety and capacity issues in respect to the junction. It is proposed that the scheme will be financed by LTP funding identified for local safety and funding from Section 106 Agreements focused on increasing the capacity of the junction. An element of maintenance funding may be required to address the maintenance requirements in respect to the junction. The improvements to this junction will make a significant contribution both to the Housing Market Renewal Initiative (HMRI) and to pedestrian safety.

G Southport Parking Signage

It is proposed to revise the spend profile for the Southport Parking Signage scheme by reducing the allocation for 2009/10 from £352.05k to £300k and carrying forward the remaining £52k into 2010/11. This proposed revision is required to reflect the time required for the procurement of some of the equipment required. The scheme when complete will provide a new system of car park signage for Southport incorporating both the park and ride sites and car parking in the town.

H Monitoring/LTP Development/Research

It is proposed to reduce the allocation for Monitoring, LTP Development and Research from £77k to £67k in 2009/10.

I Demand Management – TRO Mapping

It is proposed to allocate £710 to fund demand management work carried out in 2008/09 but the cost not incurred until this financial year.

J Bootle Strategy Development

It is proposed to allocate £380 to fund work carried out in developing the Bootle Transport Strategy.

K Advanced Design

It is proposed to reduce the allocation for Forward Planning Advanced Design from £98.58k to £63.58k in 2009/10. As previously reported, the Forward Planning Advanced Design Block contains allocations for a range of projects including the final payments in respect to three completed feasibility studies involving the Sefton Lane/Liverpool Road junction in Maghull, the junctions on Sefton Lane providing access to the Industrial Estate and the Bootle to Aintree Rail Line. It also includes allocations to fund Sefton's commitment to a regional study considering multi modal access to the Port of Liverpool and a feasibility study into possible improvements to the northernmost junction of Aintree Retail Park with the A59 and funding to complete improved pedestrian links in Bootle Town Centre. It is proposed that an allocation be made from the Forward



Planning Advanced Design Block to fund a contribution to the development of the Southport Retail Strategy.

L UTC Upgrades

It is proposed to revise the spend profile for the Urban Traffic Control (UTC) Upgrades Block by reducing the allocation for 2009/10 from £400k to £343k and carrying forward the remaining £57k into 2010/11. This proposed revision is required to reflect the time required for the procurement of some of the equipment required. The scheme when complete will deliver important improvements to the UTC system throughout the Borough.

M A565 Route Management Strategy

It is proposed to increase the allocation for the A565 Route Management Strategy from £100k to £210k in 2009/10 based on the latest cost estimates for implementing some traffic management measures along the A565.

N Waterloo Interchange

It is proposed to increase the allocation for the Waterloo Interchange Study from £20k to £40k in 2009/10. Although not confirmed, it is expected that Merseytravel will make a contribution to this feasibility work in the future.

5.5 Delays to the progress of schemes are inevitable as detailed design and consultation is undertaken, and approvals sought. Consequently, as highlighted above, a small number of schemes were not able to progress as originally proposed in 2009/10. Revising the spend profiles for these schemes results in a planned estimated underspend in the 2009/10 Integrated Transport Programme of £334.81k. However, this proposed estimated carry over in the Integrated Transport Block of £334.81k from 2009/10 to 2010/11 will ensure that all the schemes involved are adequately funded in the 2010/11 programme and will be completed early in the 2010/11 financial year.

5.6 Ward Councillors and Area Committees will be consulted and requested to approve the detail design of all schemes in accordance with the Council's Constitution and approved protocols. Any necessary adjustment to the programme will be reported to future Cabinet Member meetings and all spend will be contained within the 2009/10 Transportation Capital Programme.

## **6.0 The 2009/10 Highway Structures Maintenance Programme**

6.1 The proposed revised 2009/10 Highway Structures Maintenance Programme is set out in detail in Annex A. Explanations are alphabetically referenced and given in the table below.

### Scheme Explanations

O Assessment (Retaining Walls)

It is proposed to reduce the allocation for the assessment of retaining walls in 2009/10 from £5k to £1k based on the latest cost estimates.

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- 6.2 This programme is subject to change if higher priorities are identified following inspections and Network Rail assessment results. A small element of under programming (£2,990) is proposed at this stage in the financial year. Any necessary adjustment to the programme will be reported to future Cabinet Member meetings and all spend will be contained within the 2009/10 Transportation Capital Programme.

## **7.0 Highway Maintenance and Street Lighting Maintenance Programmes**

- 7.1 The proposed revised 2009/10 Highway Maintenance and Street Lighting Maintenance Programme covering the whole Borough is set out in detail in Annex A. Explanations are alphabetically referenced and given in the table below.

### Scheme Explanations

P Islington, Crosby

It is proposed to reduce the allocation for highway maintenance work on Islington in Crosby from £129k to £109k in 2009/10 based on the latest cost estimate.

Q Park Lane, Netherton

It is proposed to increase the allocation for highway maintenance work on Park Lane in Netherton in 2009/10 from £26.24k to £30.50k based on the latest cost estimate.

R Marine Drive, Southport

It is proposed to reduce the allocation for highway maintenance work on Marine Drive in Southport in 2009/10 from £67k to £53.70k based on the latest cost estimate.

S Sterrix Lane, Litherland

It is proposed to reduce the allocation for highway maintenance work on Sterrix Lane in Litherland in 2009/10 from £85k to £74.70k based on the latest cost estimate.

T Mayfair Avenue, Crosby

It is proposed to reduce the allocation for highway maintenance work on Mayfair Avenue in Crosby in 2009/10 from £36k to £33.70k based on the latest cost estimate.

U Banastre Road, Southport

It is proposed to reduce the allocation for highway maintenance work on Banastre Road in Southport in 2009/10 from £85k to £67.10k based on the latest cost estimate.

- V Appleby Drive, Netherton  
It is proposed to reduce the allocation for highway maintenance work on Appleby Drive in Netherton in 2009/10 from £29k to £18.90k based on the latest cost estimate.
- W Greenheys Drive, Netherton  
It is proposed to reduce the allocation for highway maintenance work on Greenheys Drive in Netherton in 2009/10 from £40k to £23.20k based on the latest cost estimate.
- X Harrowby Road, Seaforth  
It is proposed to reduce the allocation for highway maintenance work on Harrowby Road in Seaforth in 2009/10 from £35k to £24.20k based on the latest cost estimate.
- Y St Georges Grove, Netherton  
It is proposed to reduce the allocation for highway maintenance work on St Georges Grove in Netherton in 2009/10 from £22k to £11.70k based on the latest cost estimate.
- Z Altcar Lane, Formby  
It is proposed to increase the allocation for highway maintenance work on Altcar Lane in Formby in 2009/10 from £56.53k to £64.20k based on the latest cost estimate.
- A1 Thackery Gardens, Litherland  
It is proposed to reduce the allocation for highway maintenance work on Thackery Gardens in Litherland in 2009/10 from £75k to £39.20k based on the latest cost estimate.
- A2 Prescot Road, Melling  
It is proposed to increase the allocation for highway maintenance work on Prescot Road in Melling in 2009/10 from £10k to £39k based on the latest cost estimate.
- A3 Raymond Drive, Aintree  
It is proposed to reduce the allocation for highway maintenance work on Raymond Drive in Aintree in 2009/10 from £50k to £22.50k based on the latest cost estimate.
- A4 Abbeystead Avenue, Aintree  
It is proposed to reduce the allocation for highway maintenance work on Abbeystead Avenue in Aintree in 2009/10 from £39k to £29.90k based on the latest cost estimate.
- A5 Gately Drive, Maghull  
It is proposed to reduce the allocation for highway maintenance work on Gately Drive in Maghull in 2009/10 from £14k to £9.90k based on the latest cost estimate.

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A6 Gregsons Avenue, Formby

It is proposed to reduce the allocation for highway maintenance work on Gregsons Avenue in Formby in 2009/10 from £28k to £10.80k based on the latest cost estimate.

A7 Ecclesall Avenue, Litherland

It is proposed to reduce the allocation for highway maintenance work on Ecclesall Avenue in Litherland in 2009/10 from £35k to £30.30k based on the latest cost estimate.

A8 Northway, Maghull

It is proposed to reduce the allocation for highway maintenance work on Northway in Maghull in 2009/10 from £17k to £14.30k based on the latest cost estimate.

A9 Ridgeway Drive, Lydiate

It is proposed to reduce the allocation for highway maintenance work on Ridgeway Drive in Lydiate in 2009/10 from £25k to £19.30k based on the latest cost estimate.

B1 Matlock Avenue, Southport

It is proposed to increase the allocation for highway maintenance work on Matlock Avenue in Southport in 2009/10 from £5k to £12.60k based on the latest cost estimate.

B2 Capita Fee – A565 Maintenance

It is proposed to allocate £45k to fund the fee for Capita in respect to highway maintenance work carried out on sections of the de-trunked A565 in 2009/10.

B3 Capita Fee – A570 Maintenance

It is proposed to allocate £10k to fund the fee for Capita in respect to highway maintenance work carried out on the de-trunked A570 in 2009/10.

B4 Client Services

It is proposed to adjust the allocation to fund additional fees relating to Client Services and reduce it from £21.37k to £20.76k in 2009/10.

7.2 Any necessary adjustment to the revised programme will be reported to future Cabinet Member meetings and all spend will be contained within the 2009/10 Transportation Capital Programme.

## **8.0 Drainage Programme**

8.1 The proposed revised Carriageway Drainage Works Programme is set out in detail in Annex A. Explanations are alphabetically referenced and given in the table below.

## Scheme Explanations

### B5 Capita Fee – Wango Lane and Scarisbrick New Road Drainage

It is proposed to allocate £3.70k to fund the fee for Capita in respect to carriageway drainage work carried out on Wango Lane and Scarisbrick New Road in 2009/10.

### B6 Capita Fee – A565 Drainage

It is proposed to allocate £25k to fund the fee for Capita in respect to carriageway drainage work carried out on the de-trunked A565 in 2009/10.

- 8.2 A small element of over programming (£33.22k) is proposed to assist with the management of the Highway Maintenance, Street Lighting and Drainage programmes. Both the Highway Maintenance and Drainage Programmes include provisions for fees for Capita to carry out work within the contract and for Client Services costs. Any necessary adjustment to the programmes will be reported to future Cabinet Member meetings and all spend will be contained within the 2009/10 Transportation Capital Programme.

## **9.0 Urban Traffic Control (UTC) Maintenance**

- 9.1 The proposed revised 2009/10 Urban Traffic Control Maintenance Programme is set out in detail in Annex A. Explanations are alphabetically referenced and given in the table below.

### B7 Manchester Road/Queens Road Junction

Based on the latest cost estimates it is proposed to increase the allocation for the Manchester Road/Queens Road junction scheme from £25k to £50k in this financial year. This will unfortunately result in no LTP funding for the Lulworth Rd/Weld Road junction in 2009/10. However, it will enable the higher priority Manchester Road/Queens Road junction scheme to be delivered in this financial year.

## **10.0 Conclusion**

- 10.1 The revised programmes identified for Integrated Transport, Highway Maintenance, Street Lighting, Highway Structures Maintenance, UTC and Drainage can be accommodated within the overall approved 2009/10 LTP Transportation Capital Programme.
- 10.2 All spend will be contained within the 2009/10 LTP Transportation Capital Programme.
- 10.3 The proposed estimated carry over in the Integrated Transport Block of £334.81k from 2009/10 to 2010/11 will ensure that all the schemes involved will be adequately funded in the 2010/11 programme and will be delivered early in the next financial year.

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## 2009/2010 LOCAL TRANSPORT PLAN CAPITAL PROGRAMME

### INTEGRATED TRANSPORT BLOCK

Notes	Project Description	2009/10 Approved Allocation Dec 2009 £000's	2009/10 Revised Allocation Feb 2010 £000's	Notes
<b>Previous Years</b>				
A	Completing Schemes/Retentions	10.00	0.00	
	<b>Total</b>	<b>10.00</b>	<b>0.00</b>	
<b>Safety Programme</b>				
	Mount Pleasant/Oxford Rd, Waterloo	2.00	2.00	
	Preston New Road – Speed Management and Cycling	1.00	1.00	
	Sefton Village – Speed Management	43.00	43.00	
B	Pear Tree Junction	330.00	25.00	
	Southport Rd/Bailey Drive, Bootle	55.00	55.00	
	Southport Rd, Lydiate	170.00	170.00	
C	Scarisbrick New Rd, Southport	193.00	198.00	
D	Local Safety – Small Schemes	122.39	56.92	
	Lamshear Lane/Kenyons Lane, Maghull	13.62	13.62	
	Portland Street Area, Southport	0.00	0.00	
	Cemetery Road, Eastbourne Road, Southport	12.00	12.00	
	Park Lane, Netherton – Route Action	12.00	12.00	
	<b>Safety Programme Total</b>	<b>954.01</b>	<b>588.54</b>	
<b>Pedestrian &amp; Access Programme</b>				
	Pedestrian Crossing Review Prog: Bridge Road/Devonshire Road, Crosby – ped crossing	3.00	3.00	
	Liverpool Road North, Maghull – ped crossing	2.50	2.50	
	Dropped Crossings Programme	30.00	30.00	
	Area Accessibility Improvements	50.00	50.00	
	Formby Bridleway No 2	41.00	41.00	
	Wicks Lane, Formby	15.00	15.00	
	Eight Acre Lane, Formby	17.50	17.50	
	Coastal Path – Hall Lane to Hightown	5.00	5.00	
	ROWIP	13.00	13.00	
	<b>Pedestrian &amp; Access Programme Total</b>	<b>177.00</b>	<b>177.00</b>	
<b>Cycling</b>				

# Agenda Item 12

	Contribution to Wennington Road scheme	0.00	0.00	
	TransPennine Trail – Pontins Diversion	30.00	30.00	
	Contribution to Southport Cycle Town Projects	25.00	25.00	
	<b>Cycling Block Total</b>	<b>55.00</b>	<b>55.00</b>	
<b><u>Travel Awareness &amp; Education</u></b>				
	Contribution to Merseyside Programme	30.00	30.00	
	Bike It Initiative (contribution)	8.00	8.00	
	Travel Awareness	8.00	8.00	
	Cycling and Health	30.00	30.00	
E	Education and Promotion	10.00	11.20	
	Walking Initiatives	12.00	12.00	
	School Travel Plans	80.00	80.00	
	<b>Travel Awareness &amp; Education Total</b>	<b>178.00</b>	<b>179.20</b>	
<b><u>Bootle</u></b>				
F	Linacre Lane/Hawthorne Road Junction Imps	40.00	82.00	
	<b>Bootle Total</b>	<b>40.00</b>	<b>82.00</b>	
<b><u>Southport</u></b>				
	Kew Park and Ride	38.00	38.00	
	Kew Park and Ride Bus Service Improvements	0.50	0.50	
	Chapel Street Pedestrianisation	50.00	50.00	
	Tulketh Street Public Realm Improvements	59.00	59.00	
	Town Centre to Seafront Linkages Neville Street	00.00	00.00	
	London St/Hoghton St	9.00	9.00	
G	Southport Parking Signage	352.05	300.00	
	Southport Pedestrian Signage	17.00	17.00	
	Southport Commerce Park Bus Link	120.00	120.00	
				Plus Contribution of £120k from Merseytravel
	<b>Total</b>	<b>645.55</b>	<b>593.50</b>	
<b><u>Forward Planning</u></b>				
H	Monitoring/LTP Development/Research	77.00	67.00	
	Liverpool City Region Model Development	15.00	15.00	
	AIP Investigations	40.00	40.00	
	LTP Co-ordination	40.00	40.00	
I	Demand Management – TRO Mapping	0.00	0.71	
J	Bootle Strategy Development	0.00	0.38	
K	Forward Planning Advanced Design	98.58	63.58	
L	UTC Upgrades Programme	400.00	343.00	
M	A565 Route Management Strategy	100.00	210.00	
N	Waterloo Interchange	20.00	40.00	

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Community Transport (contribution)	20.00	20.00
<b>Total</b>	<b>810.58</b>	<b>839.67</b>

## **St Lukes Road Bridge**

Contribution to St Lukes Road Bridge	100.00	100.00
<b>Total</b>	<b>100.00</b>	<b>100.00</b>

## **Provision for Client Services**

Client Services	31.87	31.87
<b>Total</b>	<b>31.87</b>	<b>31.87</b>

## **TOTAL INTEGRATED TRANSPORT PROGRAMME 2009/10**

<b>3002.01</b>	<b>2646.78</b>
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### **Integrated Transport Block Funding:**

2009/10 LTP Block Allocation		<b>2768.00</b>
2008/09 Carried forward		213.59
<b>Total</b>	<b>2981.59</b>	<b>2981.59</b>

### **BRIDGES PROGRAMME**

<b>Project Description</b>	<b>2009/10 Approved Allocation Dec 2009 £000's</b>	<b>2009/10 Revised Allocation Feb 2010 £000's</b>	<b>Notes</b>
<b><u>Assessment &amp; Inspections</u></b>			
O Principal Bridge Inspections	33.00	33.00	
O Assessment (Retaining Walls)	5.00	1.00	
<b><u>Structural Maintenance &amp; Strengthening</u></b>			
Parapet Strengthening	30.00	30.00	
Bedford Place Bridge Replacement	1.50	1.50	
Waterloo Railway Bridge – Strengthening/Refurbishment	2.00	2.00	
Everton View Footbridge Replacement	1.39	1.39	
Dunnings Bridge Culvert Repairs	0.00	0.00	
Hillside Station Bridge Painting	1.20	1.20	
Poverty Lane Footbridge Replacement	110.00	110.00	
Millers Bridge	24.00	24.00	
Network Rail Structures	6.00	6.00	
St Lukes Road Bridge	530.00	530.00	
Capita Fees	29.10	29.10	
Client Services Costs	5.38	5.38	
<b>TOTAL BRIDGES PROGRAMME 2009/10</b>	<b>778.57</b>	<b>774.57</b>	



**Bridges Block Funding:**

2009/10 LTP Block Allocation	681.00	681.00
2008/09 Carried forward	96.56	96.56
<b>Total</b>	<b>777.56</b>	<b>777.56</b>

**MAINTENANCE PROGRAMME**

Project Description	2009/10 Approved Allocation Dec 2009 £000's	2009/10 Revised Allocation Feb 2010 £000's
<b>Carriageway Resurfacing/Overlay)</b>		
	0.00	1.24
	0.80	0.72
	0.60	0.81
	51.00	51.00
P Islington, Crosby	129.00	109.00
Q Park Lane, Netherton	26.24	30.50
	72.00	70.50
R Kirkstone Road South, Litherland	72.00	70.50
	67.00	53.70
S Marine Drive, Southport	67.00	53.70
	85.00	74.70
S Sterrix Lane, Litherland	85.00	74.70
	58.00	57.40
	15.00	15.20
T Fairways, Crosby	15.00	15.20
	36.00	33.70
T Mayfair Avenue, Crosby	36.00	33.70
	47.20	48.60
	47.20	48.60
U Bulwer Street, Bootle	47.20	48.60
	85.00	67.10
U Banastre Road, Southport	85.00	67.10
	29.00	18.90
V Appleby Drive, Netherton	29.00	18.90
	40.00	23.20
W Greenheys Drive, Netherton	40.00	23.20
	35.00	24.20
X Harrowby Road, Seaforth	35.00	24.20
	23.00	22.60
	23.00	22.60
Y Woodlands Road, Seaforth	23.00	22.60
	22.00	11.70
Z St Georges Grove, Netherton	22.00	11.70
	56.53	64.20
A1 Altcar Lane, Formby	56.53	64.20
	75.00	39.20
A2 Thackery Gardens, Litherland	75.00	39.20
	10.00	39.00
A2 Prescot Road, Melling	10.00	39.00
	31.00	34.40
	31.00	34.40
A3 Parkfield Avenue, Aintree	31.00	34.40
	50.00	22.50
A3 Raymond Avenue, Aintree	50.00	22.50
	39.00	29.90
A4 Abbeystead Avenue, Aintree	39.00	29.90
	14.00	9.90
A5 Gately Drive, Maghull	14.00	9.90
	10.00	9.70
	10.00	9.70
A6 Yew Tree Green, Melling	10.00	9.70
	28.00	10.80
A6 Gregsons Avenue, Formby	28.00	10.80
	35.00	30.30
A7 Ecclesall Avenue, Litherland	35.00	30.30
	17.00	14.30
A8 Northway, Maghull	17.00	14.30
	25.00	19.30
A9 Ridgeway Drive, Lydiate	25.00	19.30
	5.00	12.60
B1 Matlock Avenue, Southport	5.00	12.60
	7.00	8.80
	7.00	8.80
	7.00	8.80
<b>Street Lighting</b>		
	46.00	46.00
Marine Terrace, Waterloo	46.00	46.00
	41.00	41.00
Aylward Place, Bootle	41.00	41.00
<b>De Trunked</b>		
	4.93	4.93
A565 Rimrose Road, Seaforth	4.93	4.93
	4.44	4.44
A565 Formby Bypass Tesco	4.44	4.44
	128.83	128.83
A59 Damfield Lane to Northway	128.83	128.83

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	A565 Knowsley Rd to Crosby Flyover	67.00	0.00
	A565 Crosby Flyover	180.00	0.00
	A565 Cambridge Road	73.00	0.00
	A565 Crosby Flyover to Knowsley Rd	76.00	0.00
	A565 Crosby Road South/Princess Way/Cambridge Road	0.00	418.96
B2	Capita Fee - A565	0.00	45.00
	A59 Switch Island/Kenyons Lane/The Alt	0.00	125.00
	A59 Switch Island	48.00	0.00
	A59 Kenyons Lane	46.00	0.00
	A59 The Alt	31.00	0.00
	A570 Boundary to Kew	89.00	89.00
B3	Capita Fee - A570	0.00	10.00
	Capita Fees	113.773	113.773
B4	Client Services Costs	21.377	20.757

**CARRIAGEWAY MAINTENANCE  
PROGRAMME 2009/10 - Figures  
shown in £ 000's**

**2194.72**

**2107.36**

**DRAINAGE PROGRAMME 2009/10**

Project Description	2009/10 Approved Allocation Dec 2009 £000's	2009/10 Revised Allocation Feb 2010 £000's
Scarisbrick New Road	60.00	60.00
Wango Lane	80.00	80.00
B5 Drainage Fees	0.00	3.70
<b>De Trunked</b>		
A565 Liverpool Road/Lady Green Lane/Moor Lane	193.00	193.00
B6 A565 Drainage Fees	0.00	25.00
Capita Fees	50.00	50.00
Client Services costs	5.00	5.00
<b>DRAINAGE PROGRAMME 2009/10 - Figures shown in £ 000's</b>	<b>388.00</b>	<b>416.70</b>

**UTC MAINTENANCE  
PROGRAMME 2009/10**

# Agenda Item 12

Project Description	2009/10 Approved Allocation Dec 2009 £000's	2009/10 Revised Allocation Feb 2010 £000's
B7 Manchester Road/Queens Road Junction	25.00	50.00
Lulworth Road/Weld Road Junction	25.00	0.00
<b>UTC MAINTENANCE PROGRAMME 2009/10</b>	<b>50.00</b>	<b>50.00</b>
<b>TOTAL HIGHWAY MAINTENANCE PROGRAMME 2009/10- Figures shown in £ 000's</b>	<b>2632.72</b>	<b>2574.06</b>
<b>Total Maintenance Block Funding:</b>	<b>2009/10</b>	<b>2009/10</b>
Carriageways	1100.00	1100.00
Carriageways (2008/09) – carried forward	234.84	234.84
Carriageways – Detrunked A565	567.00	567.00
Carriageways – Detrunked A570	89.00	89.00
Drainage – Detrunked A565	226.00	226.00
Drainage Improvement	190.00	190.00
Street Lighting	84.00	84.00
Urban Traffic Control	50.00	50.00
<b>Total</b>	<b>2540.84</b>	<b>2540.84</b>
<b><u>Other</u></b>		
Other Schemes	2009/10 Approved Allocation Dec 2009 £000's	2009/10 Revised Allocation Feb 2010 £000's
Thornton Switch Island Link	1122.00	1122.00
Supplementary – Hawthorne Road	206.620	206.620

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## **SOUTHPORT AREA COMMITTEE – 3 FEBRUARY 2010**

### **126. WINTER SERVICE**

Further to Minute No. 113(d) of 6 January 2010, the Committee considered the report of the Planning and Economic Regeneration Director on the winter service provision.

The report indicated that the current winter service policy was approved by Council in 2004; that there were set gritting routes for both footways and carriageways; that 209 miles of carriageway were on the gritting schedule, 35% of the total network whilst best practice suggested gritting a minimum of 20%; and that footway gritting was undertaken in the town centres of Bootle, Crosby, Formby, Maghull and Southport.

The report also detailed the problems experienced due to the extreme adverse weather conditions in winter 2009/10.

The report concluded by detailing that a highway authority had a statutory duty to maintain the highway and must take such care as in all the circumstances was reasonably required to secure that the highway was not dangerous; and that legal advice was such that by virtue of the fact that Sefton Council had published a Winter Service Policy and Operational Plan and had documentary proof that it had used its best endeavours to ensure compliance with and delivery of that policy it could demonstrate that it had complied with its statutory duties.

RESOLVED: That

- (1) the report on the winter service gritting provision be noted; and
- (2) the Cabinet Member - Technical Services be requested to explore the possibility of gritting roads and pavements on approaches to schools.

# Agenda Item 13

**Meeting:** Southport Area Committee  
Cabinet Member – Technical Services

**Date of Meeting:** 3 February 2010  
24 February 2010

**Title of Report:** WINTER SERVICE

**Report of:**  
Strategic Director Regeneration

**Contact Officer:**  
Jeremy McConkey Network Manager  
0151 934 4222

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

**Purpose of Report**

To respond to Area Committee request for a report on Winter Service Provision

**Recommendation(s)**

Area Committee are requested to:

1. Note the report

Cabinet Member requested to:

1. Explore the possibility of gritting roads and pavements on approaches to schools

## **Corporate Objective Monitoring**

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

## **Financial Implications**

	<b>2008/ 2009 £</b>	<b>2009/ 2010 £</b>	<b>2010/ 2011 £</b>	<b>2011/ 2012 £</b>
<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 – allocation requested from Southport Area Committee budget				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N			When?	
How will the service be funded post expiry?				

## **Departments consulted in the preparation of this Report**

None

# Agenda Item 13

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

Network Management Winter Service Policy and Operational Plan

### **1.0 BACKGROUND TO WINTER SERVICE POLICY**

- 1.1 Members will be aware that Sefton operates a Winter Service Policy and Operational Plan, copies of which have been provided previously to all Elected Members. The same information is available on the internet.
- 1.2 The current winter service policy was approved by Council in 2004 and the basic service is detailed below:
- 1.3 Trained officers are on duty 24 hours a day during the winter season, monitoring the weather through computer forecast models and actual data from two weather stations located within the borough plus further stations in neighbouring authorities. The consultant forecaster is also available for discussion and advise 24 hours a day
- 1.4 There are set gritting routes for both footways and carriageways
- 1.5 We currently grit 209 miles (335 kilometres) of carriageway representing 35% of the total network. Best practice suggests gritting a minimum of 20%. We put an additive in our rock salt which allows us to reduce the amount we whilst maintaining and even enhancing performance. We therefore grit at 8 grams per square metre at a spread width of 7.2 metres.
- 1.6 The gritting is undertaken by 8 gritters and the whole process takes 4 hours to complete.
- 1.7 Footway gritting covers the town centres of Bootle, Crosby, Maghull, Formby and Southport and is undertaken by 3 small tractors with gritting hoppers attached
- 1.8 55 grit bins are placed throughout the borough and are restocked as needed throughout the season
- 1.9 The policy clearly states that Sefton do not accede to requests for additional gritting at locations which do not form part of the approved gritting routes

### **2.0 WINTER 2009/10**

- 2.1 After a relatively mild start to the winter we have recently been subjected to an extended period of extreme weather conditions with road surface temperatures dropping lower than previously experienced in the borough. This has resulted in a substantial increase in gritting requirements to meet Sefton's



statutory duty. Officers have been vigilant in monitoring the weather 24 hours a day to provide as much help as possible to keep main roads throughout the borough accessible. The gritting operation has been enacted over 45 times during the present winter.

- 2.2 To be effective, the rock salt relies on the movement of traffic and many roads, although gritted, can still suffer due to reduced traffic flows, particularly over the recent period of limited movement. Sefton also puts an additive in the rock salt which makes it more effective than the standard product. As much as possible is done with the resources available to us to help to keep traffic and people moving throughout the borough.
- 2.3 Snow and freezing rain has been a major problem this winter with people experiencing difficulty as a result. Currently, the policy does not call for the removal of snow prior to the footway gritting operation however this issue has been raised by a number of Elected Members and is due to be discussed at Overview and Scrutiny Committee on 2nd February 2010. A verbal report on that meeting can be provided at Southport Area Committee meeting.
- 2.4 Salt supplies have been limited as Central Government has stepped in to limit the amount of salt provided to local authorities. Indeed, they are pressing local authorities to reduce their salt usage by 25%. Members should be aware, however, that the intervention has not resulted in any adverse effect on service delivery. Whilst we have not had as much salt in reserve as I would like, regular small deliveries have so far been sufficient for our needs. We are in daily contact with Government officials regarding our stocks and requirements.

### **3.0 LEGAL ISSUES**

- 3.1 The Highways Act 1980 Section 41 and 58 clearly state that the Highway Authorities have a statutory duty to maintain the highway and must take such care as in all the circumstances is reasonably required to secure that the highway is not dangerous.
- 3.2 The Railways and Transport Safety Act 2003 (section 111) has inserted an additional section 41[1][A] to the Highways Act 1980 which places a duty on Highway Authorities in respect of winter conditions, as follows:-  
  
'In particular, a Highway Authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice'.
- 3.3 "Legal advice" is such that by virtue of the fact that Sefton Council has a published Winter Service Policy and Operational Plan, and has documentary proof that it has used its best endeavours to ensure compliance with and delivery of that policy, it can demonstrate that it has complied with its statutory duties.

# Agenda Item 13