

MEETING: CABINET MEMBER - TECHNICAL SERVICES  
DATE: Wednesday 22 September 2010  
TIME: 10.00 am  
VENUE: Town Hall, Bootle (video conferenced Town Hall, Southport)

Councillor

DECISION MAKER: Fairclough  
SUBSTITUTE: Maher

SPOKESPERSONS: Jones Tonkiss

SUBSTITUTES: Dorgan Fenton

COMMITTEE OFFICER: Paul Fraser  
Telephone: 0151 934 2068  
Fax: 0151 934 2034  
E-mail: paul.fraser@sefton.gov.uk

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

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

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

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

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# A G E N D A

Items marked with an \* involve key decisions

<u>Item No.</u>	<u>Subject/Author(s)</u>	<u>Wards Affected</u>	
1.	<b>Apologies for Absence</b>		
2.	<b>Declarations of Interest</b>  Members and Officers are requested to give notice of any personal or prejudicial interest and the nature of that interest, relating to any item on the agenda in accordance with the relevant Code of Conduct.		
3.	<b>Minutes Of The Meeting Held On 25 August 2010</b>		(Pages 5 - 8)
4.	<b>Petition - Request For Resident's Privileged Parking Scheme In York Road Crosby</b>  To consider, in accordance with Rule 27 of the Council and Committee Procedure Rules of the Constitution, a petition signed by 89 residents of York Road, Crosby requesting the introduction of a resident's privileged parking scheme in York Road.  A copy of the petition is attached.	Victoria;	(Pages 9 - 12)
5.	<b>Revenue Expenditure, Capital Programme And Performance - 2009/10 Portfolio Final Accounts</b>  Joint report of the Environmental and Technical Services Director, the Planning and Economic Development Director and the Interim Head of Corporate Finance and ICT Strategy	All Wards;	(Pages 13 - 28)
* 6.	<b>Proposed A565 Route Management Strategy And Action Plan</b>  Report of the Planning and Economic Development Director	Church; Manor; Victoria;	(Pages 29 - 46)
7.	<b>Proposed Car Park Charging Order - Crosby Civic Hall/Library, Hougoumont Avenue, Crosby Coastal Park, Blucher Street and Burbo Bank Car Parks</b>  Report of the Planning and Economic Development Director	Blundellsands; Church; Victoria;	(Pages 47 - 56)

- |     |   |            |                 |
|-----|---|------------|-----------------|
| 8.  | <b>Plugged-in-Places Programme - An Update</b>  | All Wards; | (Pages 57 - 64) |
|     | Joint report of the Planning and Economic Development Director and Environmental and Technical Services Director                                      |            |                 |
| 9.  | <b>DfT Consultation On Local Transport Funding</b>  | All Wards; | (Pages 65 - 78) |
|     | Report of the Planning and Economic Development Director  |            |                 |
| 10. | <b>Southport Indoor Market Public Realm Works, King Street, Market Street And Queen Anne Street Southport - Request For Temporary Footway Closure</b> | Dukes;     | (Pages 79 - 84) |
|     | Report of the Planning and Economic Development Director  |            |                 |

**THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON FRIDAY 3 SEPTEMBER 2010.**

## **CABINET MEMBER - TECHNICAL SERVICES**

### **MEETING HELD AT THE TOWN HALL, BOOTLE ON WEDNESDAY 25 AUGUST 2010**

PRESENT: Councillor Fairclough

ALSO PRESENT: Councillors Dorgan and Fenton.

#### **62. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Jones and Tonkiss.

#### **63. DECLARATIONS OF INTEREST**

No declarations of interest were received.

#### **64. MINUTES OF THE MEETING HELD ON 11 AUGUST 2010**

RESOLVED:

That the Minutes of the meeting held on 11 August 2010 be confirmed as a correct record.

#### **65. SCHOOL CROSSING SERVICE REVIEW**

The Cabinet Member considered the report of the Operational Services Director that provided information on the School Crossing Service in Sefton. Appendix A to the report detailed the assessment procedure for the establishment of school crossing patrol sites; all crossings in Sefton had been categorised based on danger levels and had been given A, B, C or D status and Appendix B provided a breakdown of all crossings and their category; whilst Appendix C provided a description of the different types of pedestrian crossing facilities.

The Cabinet Member requested that the services provided by the School Crossing Service be taken into account in the review of Local Transport Plan Capital Programmes, which was approved by Cabinet on the 5th August 2010.

RESOLVED: That

- (1) the report on the School Crossing Service be noted; and
- (2) the Cabinet Members request that the services provided by the School Crossing Service be taken into account in the review of Local Transport Plan Capital Programmes, approved by Cabinet on the 5th August 2010 be noted.

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CABINET MEMBER - TECHNICAL SERVICES- WEDNESDAY 25  
AUGUST 2010

## **66. SEFTON COAST LANDSCAPE PARTNERSHIP SCHEME - PROJECT 1.1 RECONNECTING MARSHSIDE WITH ITS COASTAL HERITAGE**

The Cabinet Member considered the report of the Planning and Economic Development Director that provided an appropriate assessment as to whether the project to provide a new cycling and walking path along Marshside Road would adversely affect the integrity of the Ribble and Alt Estuaries Special Protection Area (SPA) and Ribble Alt and Estuaries Ramsar, in accordance with the Habitat Regulations 1994.

The report indicated that the commissioned report "Reconnecting Marshside with its Coastal Heritage" concluded that "all significant adverse effects on the Ribble and Alt Estuaries SPA and Ramsar site and the features for which they are designated are adequately mitigated by the proposed routeing, building, managing and maintaining approaches"; and therefore would not adversely affect the area.

RESOLVED: That

- (1) it be concluded that the proposed new cycling and walking path along Marshside Road does not adversely affect the integrity of the Ribble and Alt Estuaries SPA and Ramsar site; and
- (2) the report be sent to Natural England as a record of a Habitat Regulations Assessment.

## **67. HEYSHAM ROAD, NETHERTON - HIGHWAYS ACT 1980 SECTION 184 LICENCE**

The Cabinet Member considered the report of the Planning and Economic Development Director seeking approval in conjunction with the Head of Corporate Legal Services to issue a licence pursuant to Section 184 of the Highways Act 1980 as detailed within the report and indicating that a decision on this matter was required in order to allow the constriction of vehicle crossings to access a development as work progressed.

RESOLVED: That

- (1) That the Head of Corporate Legal Services be authorised, in conjunction with the Planning and Economic Development Director, to issue a Section 184 Highways Act 1980 highway licence to the undermentioned applicant as shown on the plan numbered DC0664 and as detailed in the report subject to the applicant bearing all costs associated with the proposal and indemnifying Sefton Council against all claims, disbursements and actions arising from the proposed works.

Applicant	Location	Plan No.
PDR Construction	Heysham Road, Netherton	DC0664

- (2) with regard to ongoing traffic management, parking and access issues in this area and particularly on the A5036 Dunnings Bridge Road slip roads between Heysham Road and Park Lane, the Cabinet Member – Technical Services agreed to write to the Highways Agency seeking immediate action to address ongoing issues relating to the heavy goods vehicle parking issues, this to include the consideration of the introduction of traffic regulation orders /road closures etc. If a response was not received within three weeks of the letter being sent the Chief Executive be requested to make contact with the Chief Executive of the Highways Agency requiring an immediate response.

**68. ADOPTION OF HIGHWAYS - AGREEMENTS UNDER SECTION 38 AND 278 OF THE HIGHWAYS ACT 1980 AND ISSUE OF CERTIFICATES**

The Cabinet Member considered the report of the Planning and Economic Development Director seeking approval for the Head of Corporate Legal Services, in conjunction with the Planning and Economic Development Director, to enter into agreements under Section 38/278 of the Highways Act 1980 with various organisations and to issue certificates of adoption for highways constructed in accordance with such agreements at the locations referred to below:

Area	Applicant	Plan No.
Virginia Street, Southport	Bellway Homes	DV6060
Scarisbrick New Road, Southport	Bellway Homes	DV6070
Orrell Lane, Bootle	Bellway Homes	DV6080
Queens Road/Balliol Road, Bootle	Keepmoat Homes	DV6090

RESOLVED: That

- (1) the Head of Corporate Legal Services be authorised, in conjunction with the Planning and Economic Development Director to enter into agreements with the applicants referred to above, under Section 38/278 of the Highways Act 1980 for the dedication and eventual adoption of the roads and footways as detailed on plan numbers DV6060, DV6070, DV6080 and DV6090; and
- (2) subject to the works being undertaken to the satisfaction of the Traffic Services Manager, he be authorised to issue Part 1 Certificates, Part 2 Certificates and Final Certificates of Adoption respectively, to the developer at the appropriate time.

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We the undersigned residents of York Road, Crosby request that urgent consideration be given to the introduction of a residents parking scheme in our road.

The parking of cars by owners that do not live in the road makes it particularly difficult for existing residents to find space to park, as very few houses have drives or designated space to park. Most of the houses are terraced, whilst the road width makes parking on both sides hazardous, with many cars parked partly on the pavement.

At the entrance to York Road is the Crosby Hotel a public house that frequently has televised football bringing excessive parking to our road. School pupils from Merchant Taylor Girl's school also park their cars in our road together with shoppers and shop staffs that are not prepared to pay the parking charges in Crosby Village that is just a short walk away.

There is also an ongoing problem for the collection of refuse and recycling, which is often delayed, as Council Vehicles are not able to pass down the road, and there could possibly be a problem, if A Fire Engine required access.

We accept the current charging policy of £20 as a one off charge for each permit, which is rechargeable when a vehicle is changed.

Signed	Address	No of Vehicles at this address
<del>W. Anderson</del>	YORK RD	2
V. James	"	2
A. Swain	"	2
M. Mustafa	YORK RD	2
R. McManus	"	2
K. Al Tayeb	3 -11	2
B. D.	YORK RD	1
B. D.	YORK ROAD	1
B. D.	YORK ROAD	1
B. D.	YORK ROAD	2
B. D.	"	1
B. D.	YORK ROAD	1
B. D.	YORK RD	2
B. D.	YORK RD	2
B. D.	YORK RD	2
B. D.	YORK RD	1
B. D.	YORK RD	0 (visitors)
B. D.	YORK ROAD	1
B. D.	YORK RD	1
B. D.	YORK RD	1
B. D.	YORK RD	0 (visitors)
B. D.	YORK RD	0 (visitors)
B. D.	YORK RD	1
B. D.	YORK RD	1
B. D.	YORK RD	1 (+ visitor)
B. D.	YORK RD	1 (+ visitor)
B. D.	YORK RD	1 (+ visitor)
B. D.	YORK RD	0
B. D.	YORK RD	0

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Signature	Address	No of Vehicles at Address
M. W. Winstanley	-York Rd	1
Brian Todd	York Rd	2
Ben Todd	York Rd	-
Peter Thompson	" "	-
Rebecca Todd	" "	-
H. Lyle	" "	2
WINDYFILL WUTH	" "	-
Ma Bissett	" "	1
Hugh. Tom. Dillon.	" "	1
<del>STOPP</del>	" "	1
Shah Stopp	" "	1
Shereen Contini	York Rd	1
Simon Contini	York Rd	-
<del>Cavan</del>	York Rd	} 3
<del>Stewart</del>	York Rd	
Michael Tom	" "	
2 James Tom	York Rd	1
<del>Walter</del>	York Rd	-
<del>Neil</del>	YORK RD	1
M. Roberts	YORK RD	1
W. K. Roberts	" "	-
BRENDA LUSTE	YORK RD	2
ALR Hunter	York Rd	3
A Hunter	York Rd	-
A Hunter	York Road	-
<del>K Hunter</del>	YORK RD	-
<del>W. Jones</del>	-"-	1
W. Jones	YORK RD	1
W. Jones	YORK RD	1
<del>W. Jones</del>	York Rd	1
E. V. Jones	York Road	1
Paul Jones	YORK RD	1
B. Allpage	York Rd	2
A. Blount	YORK RD	1
N. E. Supton	YORK RD	1
M. Morgan	York Rd	2
Dawn Brown	York Rd	1
Cathy Brown	York Rd	1
K. Edwards	YORK RD	1
A. A. Smith	York Rd	1
<del>W. A. Smith</del>	York Road	2
Z. Smith	York Road	1
S. Abel	York Road	1
L. J. Shalbourne	YORK ROAD	1
C. Shalbourne	York Road	1
W. Elliott	YORK Rd	1
W. A. Allen	York Rd	1
V. Calvert	YORK Rd	1
P. J. Mason	YORK RD	1

Signature

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Pauline Kieran  
 MARTIN FISHER  
 VICKY GUNN  
 MICHAEL FALKRATHEN  
 WARREN JONES  
 Marie Jones  
 Paul Coffey  
 merice d'aves

reser	No of
York Road	1
York Rd	1
York Rd	1
YORK RD.	1
YORK RD	1
York Rd	2
York Road.	1
York Road	2

Unable to obtain signatures from 10 Hener  
 although we've been 4 times

so 86% all agree

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# Agenda Item 5

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

**DATE:** 22 September 2010

**SUBJECT:** Revenue Expenditure, Capital Programme and Performance – 2009/10 Portfolio Final Accounts

**WARDS AFFECTED:** None directly

**REPORT OF:** Peter Moore  
Environment & Technical Services Director  
Andy Wallis  
Planning and Economic Development Director  
John Farrell  
Interim Head of Corporate Finance & Information Services

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

**EXEMPT/CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To notify the Cabinet Member of the final 2009/10 outturn position for the Technical Services Portfolio.

**REASON WHY DECISION REQUIRED:**

To allow the Cabinet Member to consider whether there are any issues arising from the 2009/10 accounts for the portfolio which should be referred to the Overview and Scrutiny Committee (Regeneration and Environmental).

**RECOMMENDATIONS:**

The Cabinet Member is asked to:

- i) Note the Portfolio's revenue expenditure outturn for 2009/10;
- ii) Note the impact of the Portfolio's capital expenditure outturn for 2009/10;
- iii) Note the Portfolio's actual performance indicators and data for 2009/10; and
- iv) Consider whether any issues should be referred to the Overview and Scrutiny Committee (Regeneration and Environmental) for consideration.

**KEY DECISION:** No

**FORWARD PLAN:** Not appropriate

**IMPLEMENTATION DATE:**

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**ALTERNATIVE OPTIONS:**

None

**IMPLICATIONS:**

**Budget/Policy Framework:**

**Financial:**

This report identifies a revenue budget overspend of £0.324m for 2009/10 for this Portfolio, which has been met from general balances of the Council. Actual capital expenditure against the Capital Programme has resulted in a rephasing of £0.940m of expenditure into 2010/11.

<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				
Funded from External 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:** Not appropriate

**Asset Management:** Not appropriate

**CONSULTATION UNDERTAKEN/VIEWS**

FD 492 - The Interim Head of Corporate Finance and Information Services Finance has been consulted and his comments have been incorporated into this report.

**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**

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## 1 Introduction

- 1.1 The Audit and Governance Committee considered, and approved for audit, the Council's full Statement of Accounts on 30 June 2010. This report outlines the 2009/10 revenue and capital outturn for the Technical Services Portfolio and identifies the major variations. The report also contains details of the Portfolio's operational performance in 2009/10 against its relevant indicators, together with comments by the Technical Services Director, highlighting any issues that have ongoing implications for future years.
- 1.2 A separate report will be presented to the appropriate Overview and Scrutiny Committee to allow an independent to allow an independent review of all Portfolios' outturn positions.

## 2 Revenue Expenditure 2009/10

- 2.1 The closure of the 2009/10 Revenue Accounts has now been completed, however the detail is still subject to examination by the auditors PricewaterhouseCoopers. The outturn for the Council indicates that General Fund Balances will increase (when compared to the budgeted position) to £3.661m, owing to an overall net underspend of £0.021m. This net position has been achieved via the utilisation of one-off resources in order to minimize the impact of significant spending pressures experienced during the year,
- 2.2 The final outturn position for this portfolio, when compared to the 2009/10 Revenue Budget, indicates a net overspend of £0.324m. The key issues were reported in detail to Members during the course of the year.
- 2.3 **Annex A** summarises the divisions of service provided by this Portfolio and compares the adjusted original estimates with provisional outturn figures. The main variations within the net over spend are analysed below.

	<b>Budget Variations</b>
	<b>£ m</b>
a) Winter Maintenance	0.213
b) Car Parking Income	0.429
c) Highways Maintenance	-0.750
d) Residual Income Budgets	0.382
e) Other Net Variations	0.050
<b>NET OVERSPEND FOR THE PORTFOLIO</b>	<b><u>0.324</u></b>

This overspend of £0.324m represents 1.86% of the Portfolio's 2009/10 Revenue Budget to help mitigate the overspend one off reserves of £0.289m were utilised.



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2.4 The Environment & Technical Services Director and the Planning and Economic Regeneration Director comment on the above, as follows:

- a) In respect of the Winter Maintenance Overspend (£0.213m) 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 were more than offset by severe weather throughout December and at the start of 2010.
- b) Car Parking Income has underachieved against budget (£0.429m) for a number of reasons mainly due to reduced demand for parking due to the extremely severe weather conditions experienced in the final quarter of the financial year and the continued impact of the recession as a result of which free parking promotions have been provided to encourage the use of local shopping areas. Parking levels were over 30% lower than the norm during this period. Action to address this has been taken and the Kew Park and Ride Service ceased in late February 2010 and the site was mothballed.
- c) Reductions of -£0.750m were achieved in general spending on highways maintenance due to the Council's spending freeze and also to contribute to reducing the potential overspend.
- d) 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 budget allowed for significant growth to address this but finalising the budgets to take account of the Major Service Review has resulted in a shortfall of income against budget of £382k, the Department had transferred its main income generating service to Capita Symonds it was not possible to generate further income to offset the expected shortfall. Management of this issue in the longer term is currently being considered. (See paragraph 5.1.iii)

## 3 Capital Expenditure 2009/10

- 3.1 The Technical Services Portfolio Capital Programme for 2009/10 was £7.681m compared to an estimate of £8.621m, resulting in a net re-phasing of expenditure of £0.940m into later years. The schemes managed by this portfolio are shown in **Annex B**
- 3.2 The Environment and Technical Services Director comments on the variations are as follows: - the Integrated Transport Programme (£0.766m) The slippage in 2009/10 was due to spend changes, where works planned for 2009/10 will now be delivered in 2010/11, in respect of schemes including: - Pear Tree junction, Southport Parking signage, UTC upgrades, and Local Safety schemes.

## 4 Performance in 2009/10

- 4.1 Technical Services performance is shown in Annex C & D. Annex C shows old scheme Best Value Performance indicators 2007/8 to 2009/10, although there is no longer formal reporting of the national Best Value Performance Indicators (BVPIs), it

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was agreed that the Department will continue to report and monitor on them as “local indicators”, as there are already processes and procedures in place to collect and collate the required data. Annex D This consists of the new National Performance Indicators relating to this Department for 2009/10 compared with a regional and national performance average where available.

## **5 On-going issues for later financial years**

5.1 The Environment & Technical Services Directors and Planning and Economic Regeneration Director have identified a number of ongoing issues as a result of this Portfolio’s outturn position for 2009/10 as follows:

- i) The experiences of 2008/09 and 2009/10 fully demonstrated the susceptibility of parking income to external factors. The extremely poor weather over the tourist season and winter months as well as the impact of the economic recession resulted in reduced income levels compared to previous years. The Parking Service is continuing to provide reduced car parking charges as part of promotions to support a number of retail campaigns in the Borough. This is having an impact on income and there is now an expectation this will continue to support key retail periods throughout the year. Progress of this will be subject to the full evaluation of existing promotions with regard to the impact of increasing visitors to the centres, impact on parking income and any affects on delivering the transport policies of the Council. 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. If adverse weather conditions arise again in 2010/11 this will result in a further reduction in income. Such variations will be reported regularly through the budget monitoring process.
- ii) The progression of Traffic Regulation Orders is a key element of the service provided to maintain the Council’s Traffic Management Duty, i.e. to reduce delay and congestion on the highway, promote safety and improve access to businesses, public facilities etc. A key requirement is to advertise proposals in the local press. The move to a corporate approach to advertising has resulted in at least a doubling of cost, hence reducing the available funding to deliver traffic management improvements.
- iii) Following the Major Service Review the Department transferred its main income generating services to Capita Symonds. However a residual income target of £0.355m remains within the budget and cannot be achieved. This issue is currently being considered along with other items as part of a budget review and Members will be advised of this work in due course
- iv) An exercise was undertaken during 2009/10 to identify and reformat all Network Management income. As a result of this exercise Network Management achieved £309k income against a Budget Book target of £227k. Consequently it was agreed that the income target/prediction for Network Management could be raised to £320k. Within the 2010/11 Budget however this income target/prediction is now shown as £370k. Every effort will be made to maximise income, but as most of the income is generated by 3rd party activity entirely outside the Council’s control there is a risk that this over-prediction of income will result in a budget shortfall

- v) Inflation has been allowed to cover the contractual increase due in the grounds maintenance contract but this does not take into account additional areas, which have been added to the contract as part of housing stock transfer for example. Certain landscaped areas were transferred back to the Council and now need to be maintained within the Grounds Maintenance Contract however no additional financial provision was made for this work. Whilst some Budget re-formatting has been possible there is still a shortfall in the region of £100k, further reformatting work is being investigated to attempt to reduce this shortfall further.
- vi) Works carried out by Client Team relating to Capital Works are levied against the Capital Programme. A reduction in Capital Programme results a reduced "levy" and under resourcing of Client Team. The actual shortfall in 2009/10 was £50k and with a further reduction in Capital schemes a shortfall in 2010/11 of at least £100k is anticipated. Likewise part of the revenue cost for work carried out in respect of Design, Drainage, Maintenance and Electrical Services is recovered by a levy against the Capital Programme - in 2009/10 this led to a £30k shortfall but with reduced activity in 2010/11 a £90k shortfall is now anticipated
- vii) The cold winters of 2008/9 and 2009/10 resulted in the annual budget for gritting of the highway, both carriageways and footways, to be overspent. The service is a statutory duty hence expenditure has to be incurred as required. A full review of the service will be completed prior to next winter, to assess the effectiveness of the service and take account of the latest conditions and needs.

## **6 Recommendations**

### **6.1 The Cabinet Member is asked to:**

- i) Note the Portfolio's revenue expenditure outturn for 2009/10;
- ii) Note the impact of the Portfolio's capital expenditure outturn for 2009/10;
- iii) Note the Portfolio's performance indicators and data for 2009/10; and
- iv) Consider whether, in the light of the comments made by the Technical Services Director, any issues should be referred to the Overview and Scrutiny Committee (Regeneration and Environmental) for consideration.

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Annex A

## Technical Services Final Accounts 2009/10 – Revenue Expenditure

Ref. No.		ACTUALS 2008/09	REVISED ESTIMATE 2009/10	ACTUALS 2009/10
		£	£	£
	<b><u>SUMMARY</u></b>			
	Technical Services Department (Admin / Transport Development)	1,546,797	1,556,250	2,018,219
	Highways Management	17,616,073	15,337,400	14,462,874
	Agency Capita Symonds		1,289,950	1,404,693
	Tourism & Attractions Car Parking	0	1,550	0
	On - Street Parking	-703,526	-1,012,300	-774,740
	Off - Street Parking	91,668	-118,300	104,540
	School Crossing Patrols	438,663	502,450	491,547
	Merseyside Engineers Laboratory Service	15,782	0	4,866
	Vehicle Fleet Management/maintenance	-1,520	0	0
	TSD Front Page		-168,850	
	CPRS	69,167		
	<b>Total Net Expenditure</b>	<b>19,073,104</b>	<b>17,388,150</b>	<b>17,711,999</b>
	Section 74	-417,021		-289,116
	Car Parking Reserve	-90,000		
	<b>Total Net Expenditure</b>	<b>18,566,083</b>	<b>17,388,150</b>	<b>17,422,883</b>

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## METROPOLITAN BOROUGH OF SEFTON

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

#### TECHNICAL SERVICES

	2	3	4	5	6
REF. D.O.	PROJECT DESCRIPTION	TOTAL COST	REVISED ESTIMATE 2009/10	OUTTURN 2009/10	REPHASING TO 2010/11
		£'000	£'000	£'000	£'000
	<b>New Construction</b>				
	Thornton Switch Island Link Scheme (Council Contribution)	5,912.00	1,121.89	1,097.82	24.07
	Asset Management Development	69.10	0.00	0.00	0.00
	<b>Carriageways / Priority Maintenance</b>				
	A5090 Hawthorne Rd	1,995.58	206.63	209.41	-2.78
	Old & Completing Schemes	20.19	20.19	20.64	-0.45
	<b>Carriageway Resurfacing</b>				
	Islington, Crosby	109.00	109.00	109.79	-0.79
	Park Lane, Netherton	30.50	30.50	28.64	1.86
	Kirkstone Rd South, Litherland	70.50	70.50	71.46	-0.96
	Marine Drive, Southport	53.70	53.70	59.36	-5.66
	Sterrix Lane - Litherland	74.70	74.70	72.83	1.87
	Kendal Drive - Maghull	57.40	57.40	57.21	0.19
	Fairways - Crosby	15.20	15.20	15.15	0.05
	Mayfair Avenue - Crosby	33.70	33.70	33.64	0.06
	Bulwer Street - Bootle	48.60	48.60	48.61	-0.01
	Banastre Road - Southport	67.10	67.10	66.14	0.96
	2	3	4	5	6

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REF. NO.	PROJECT DESCRIPTION	TOTAL COST	REVISED ESTIMATE 2009/10	OUTTURN 2009/10	REPHASING TO 2010/11
		£'000	£'000	£'000	£'000
5	Applbey Drive - Netherton	18.90	18.90	18.13	0.77
6	Greenheys Drive - Netherton	23.20	23.20	23.13	0.07
7	Harrowby Road - Seaforth	24.20	24.20	23.17	1.03
8	Woodlands Road - Seaforth	22.60	22.60	22.60	0.00
9	St Georges Grove - Netherton	11.70	11.70	11.78	-0.08
0	Altcar Lane - Formby 09/10 Schemes	64.20	64.20	64.01	0.19
1	Thackery Gardens - Litherland	39.20	39.20	57.46	-18.26
2	Prescot Road - Melling	39.00	39.00	38.82	0.18
3	Parkfield Avenue - Aintree	34.40	34.40	34.78	-0.38
4	Raymond Avenue - Aintree	22.50	22.50	23.67	-1.17
5	Abbeystead Avenue - Aintree	29.90	29.90	30.13	-0.23
6	Gately Drive - Maghull	9.90	9.90	9.92	-0.02
7	Yew Tree Green - Melling	9.70	9.70	9.51	0.19
8	Gregsons Avenue - Formby	10.80	10.80	10.69	0.11
9	Ecclesall Avenue - Litherland	30.30	30.30	30.28	0.02
0	Northway - Maghull	14.30	14.30	14.38	-0.08
1	Ridgeway Drive - Lydiate	19.30	19.30	19.63	-0.33
2	Matlock Avenue - Southport	12.60	12.60	12.53	0.07
3	Third Avenue - Crosby	8.80	8.80	8.50	0.30
4	Shellfield Rd, Southport	80.74	51.00	50.26	0.74

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TOTAL

REVISED

OUTTURN

REPHASING

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REF. NO.	PROJECT DESCRIPTION	COST	ESTIMATE	2009/10	TO
		£'000	2009/10	£'000	2010/11
		£'000	£'000	£'000	£'000
<b>UTC Maintenance</b>					
5	Manchester Rd / Queens Rd Junction	50.00	50.00	71.95	-21.95
<b>De Trunking</b>					
6	A59 Damfield Lane to Northway	128.83	128.83	128.83	0.00
7	A565 Crosby Rd Sth/Princess Way/Cambridge Rd	463.96	463.96	445.30	18.66
8	A59 Switch Island / Kenyons Lane / The Alt	125.00	125.00	125.00	0.00
9	A570 Boundary to Kew	99.00	99.00	78.47	20.53
0	Capita Fees / Client Service Costs	134.53	134.53	135.59	-1.06
<b>Street Lighting</b>					
1	Marine Terrace, Waterloo	46.00	46.00	29.14	16.86
2	Aylward Place, Bootle	41.00	41.00	29.28	11.72
<b>Drainage</b>					
3	Scarisbrick New Rd Southport	60.00	60.00	58.42	1.58
4	A565 Liverpool Rd	218.00	218.00	236.29	-18.29
5	Wango Lane	83.70	83.70	91.48	-7.78
6	Capita Fees / Client Service Costs	55.00	55.00	28.72	26.28
<b>Total Carriageways / Priority Maintenance</b>		<b>4,607.43</b>	<b>2,788.74</b>	<b>2,764.73</b>	<b>24.01</b>

## Bridges and Structures

### Bridge Strengthening

7	Principal Bridge Inspections	66.00	33.00	63.77	-30.77
8	Assessment - Retaining Walls	1.00	1.00	0.00	1.00
9	Parapet Strengthening	105.00	30.00	29.51	0.49

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REF. NO.	PROJECT	TOTAL COST	REVISED ESTIMATE	OUTTURN	REPHASING
		2009/10	2009/10	2009/10	TO

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D.	DESCRIPTION	2009/10		2010/11	
		£'000	£'000	£'000	£'000
0	Network Rail Structures	6.00	6.00	0.00	6.00
1	Poverty Lane	153.40	110.02	110.04	-0.02
2	St. Lukes Rd Bridge Strengthening	1,190.44	630.00	635.28	-5.28
3	Millers Bridge	24.00	24.00	24.00	0.00
4	Old and Completing Schemes	586.59	6.09	4.09	2.00
5	Capita Fees / Client Service Costs	67.48	34.48	5.38	29.10
	<b>Total Bridges and Structures</b>	<b>2,199.91</b>	<b>874.59</b>	<b>872.07</b>	<b>2.52</b>
<b>Integrated Transport Programme</b>					
6	Current Schemes	<b>21,890.13</b>	<b>2,942.31</b>	<b>2,176.35</b>	<b>765.96</b>
<b>Other Schemes</b>					
7	Southport Cycle Town	823.00	636.43	645.72	-9.29
8	Southport Cycle Town - Coastal Rd to Ainsdale	250.00	250.00	124.18	125.82
9	Old and Completing Schemes	6.66	6.66	0.00	6.66
	<b>Total Other Technical Services Schemes</b>	<b>1,079.66</b>	<b>893.09</b>	<b>769.90</b>	<b>123.19</b>
<b>Provision for New Starts - Subject to Report</b>					
0	Block Allocations	1,760.31	0.00	0.00	0.00
	<b>TOTAL TECHNICAL SERVICES SCHEMES</b>	<b>37,518.54</b>	<b>8,620.62</b>	<b>7,680.87</b>	<b>939.75</b>



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REF. NO.	PROJECT DESCRIPTION	TOTAL COST	REVISED ESTIMATE 2009/10	OUTTURN 2009/10	REPHASING TO 2010/11
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## Bridges and Structures

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	2	3	4	5	6
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	<b>TOTAL TECHNICAL SERVICES SCHEMES</b>	<b>37,518.54</b>	<b>8,620.62</b>	<b>7,680.87</b>	<b>939.75</b>

### Performance Indicators for the Technical Services Portfolio

#### OLD SCHEME BEST VALUE PERFORMANCE INDICATORS 2007/8 TO 2009/10

PI Ref.	Description	Sefton Actual 2007/8	Sefton Actual 2008/9	Sefton Actual 2009/10
99ai	Road accident casualties: KSI all people	100	87	100
99aai	Road accident casualties: KSI all people (% change over previous period)	6.4%	-13.0%	14.9
99aiii	Road accident casualties: KSI all people (% change over 1994-98 average)	-15.3%	-26.3%	-15.3%
99bi	Road accident casualties: KSI children	11	15	17
99bii	Road accident casualties: KSI children (% change over previous period)	-35.3%	36.4%	13.3%
99biii	Road accident casualties: KSI children (% change over 1994-98 average)	-54.2%	-37.5%	-29.2%
99ci	Road accident casualties: Slight injuries	979	887	829
99cii	Road accident casualties: Slight injuries (% change over previous period)	-12%	-9.4%	-6.5%
99ciii	Road accident casualties: Slight injuries (% change over 1994-98 average)	-32.5%	-38.9%	-42.99%
165	Pedestrian Crossings with Facilities for Disabled People	82.2%	62%	N/a
178	Footpaths and Rights of Way Easy to Use by Public	83.3%	64.1%	74.8%
187a	Condition of Surface Footway	8%	na	26%
215a	Rectification of Street Lighting Faults (non-DNO)	3.09 days	3.04 Days	2.87
215b	Rectification of Street Lighting Faults (DNO)	19.21 days	17.31 Days	16.5 Days
223	Condition of Principal Roads	5%	NI168	
224a	Condition of Non-Principal Roads	5%	NI169	
224b	Condition of unclassified roads	5%	na	6%

Although there is no longer formal reporting of the national Best Value Performance Indicators (BVPIs), it was agreed that the Department will continue to report and monitor on them as “local indicators”, as there are already processes and procedures in place to collect and collate the required data. While it may no longer be possible to compare results nationally, as there is no requirement for authorities to continue to report on any of the original set of BVPIs, the data may be adopted by future benchmarking groups, and could prove to be a useful gauge for historical comparisons. The table above shows the last 3 years of BVPI indicators relating to this Department.

FINAL ACCOUNT 2009/10 TECHNICAL SERVICES PORTFOLIO									
Data Taken From the Places Analysis Tool (PAT)									
Code	Name	Polarity	Actual 2009/10	PAT Regional Average	10% Variance	PAT National Average	10% Variance		
NI 048	Children killed or seriously injured in road traffic accidents DfT DSO	Positive % change	-2.30 P						
NI 168	Principal roads where maintenance should be considered	Lower %	6	5	60.00%	5	60.00%		
NI 169	Non-principal classified roads where maintenance should be considered	Lower %	5	6	16.67%	8	-12.50%		
NI 176	Working age people with access to employment by public transport (and other specified modes)	Higher %		82	0.00%	82	0.00%		
NI 186	Per capita reduction in CO2 emissions in the LA area	Lower %		4.4	-68.18%	3.9	-64.10%		
NI 187A	Tackling fuel poverty – people receiving income based benefits living in homes with a low energy efficiency rating Defra DSO	Lower %	10	5	40.00%	10	-30.00%		

Note: The above list of National Indicators may not include all indicators relevant to this Department, as items with 'Nil' actual values 2009/10 have been excluded

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

**DATE:** 22 September 2010

**SUBJECT:** Proposed A565 Route Management Strategy and Action Plan

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

**REPORT OF:** A.Wallis – Planning and Economic Development 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 seek approval for the A565 Route Management Strategy and draft Action Plan

**REASON WHY DECISION REQUIRED:**

The A565 Route Management Strategy and Action Plan provides the basis for delivering improvements in traffic management, safety and accessibility along the A565 in Crosby and Waterloo. The adoption of the Strategy and Action Plan is a key decision identified in the Forward Plan.

**RECOMMENDATION(S):**

It is recommended that Cabinet Member – Technical Services:

- 1) Approves the proposed A565 Route Management Strategy and draft Action Plan
- 2) Notes the proposal to carry out public consultation on the proposed A565 Route Management Strategy and draft Action Plan

**KEY DECISION:** Yes

**FORWARD PLAN:** Published

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

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**ALTERNATIVE OPTIONS:**

The adoption 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:** The development of scheme designs for the delivery of the action plan is included in the Local Transport Plan capital programme. No specific scheme costs are proposed at this stage.

<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

## 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		√	

## CONSULTATION UNDERTAKEN/VIEWS

### 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  
 Report to Cabinet Member – Technical Services of 24<sup>th</sup> February 2010 – A565 Route Management Strategy Progress Report  
 Report to Crosby Area Committee of 8<sup>th</sup> September 2010 – A565 Route Management Strategy and Action Plan

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## **1.0 Background**

- 1.1 Cabinet Member will be aware that Sefton Council's Strategic Transportation Planning Unit has been developing a Route Management Strategy for the A565 through Crosby and Waterloo.
- 1.2 The A565 Route Management Strategy covers 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.

## **2.0 The Development of the Strategy and Action Plan**

- 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 were essential in developing the Route Management Strategy. The proposed A565 Route Management Strategy is included in a summarised form as Annex A of this report.
- 2.3 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
- 2.4 The completed feasibility report identified a range of potential improvements along the A565 that justified further consideration.
- 2.5 Government funding specifically aimed at supporting measures to reduce congestion has been made available to the Merseyside Transport Partnership. The Merseyside Congestion Group consisting of the five district authorities and Merseytravel was set up to appraise potential schemes and distribute the funding. 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.
- 2.6 The Merseyside Congestion Group 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 then commissioned MIS Mott MacDonald to test a range of proposals for improvements along the A565. The most feasible proposals developed as part of the feasibility study were tested using the model so that their impacts on journey times and traffic speeds could be assessed. The model uses a multi modal approach, which can model the effects for all users of the A565, including public transport.
- 3.0 Consultation**
- 3.1 Discussions were held with Ward Councillors in March 2010 and again in July 2010 at Member Officer Working Parties in respect to the developing A565 Route Management Strategy and Action Plan. The proposed A565 Route Management Strategy and draft Action Plan was reported to the Crosby Area Committee on 8

# Agenda Item 6

September 2010 for comment. The Area Committee endorsed the Route Management Strategy and noted the draft Action Plan, with a request that additional details are provided and that further specific consideration is given to the proposals for the College Road/Kingsway junction.

- 3.2 All the issues raised by Ward Members and the Crosby Area Committee have been carefully considered in developing the final proposals for the A565 Route Management Strategy and the contents of the draft Action Plan. The Strategy and Action Plan will be made widely available to the public and stakeholders for comment following approval of the Strategy by Cabinet Member. The Strategy and draft Action Plan will be reviewed and updated to take account of any comments received. Individual schemes within the Action Plan will also be subject to public consultation in respect to the detail of those schemes.

## **4.0 The Proposed Action Plan**

- 4.1 Schemes for inclusion in the draft Action Plan were developed from proposals identified in the Feasibility Study and tested by the traffic modelling. Each option has been fully appraised and indicative cost estimates have been provided for each proposal. The draft Action Plan includes a combination of short, medium and long term proposals to deliver the A565 Route Management Strategy.
- 4.2 The proposed Action Plan is provided in detail as Annex B of this report. The Crosby Area Committee will be asked to approve the details of any specific schemes contained within the Action Plan as they are developed in the future.
- 4.3 The delivery of the Action Plan will be subject to sufficient funding being available from the Merseyside Local Transport Plan and developer contributions through Section 106 Agreements.

## **5.0 Conclusions**

- 5.1 The proposed Route Management Strategy and Action Plan is expected to deliver significant benefits to all users of the A565 corridor.

## **6.0 Recommendations**

- 6.1 It is recommended that Cabinet Member – Technical Services approves the A565 Route Management Strategy and draft Action Plan and notes the proposal to carry out public consultation on the proposed A565 Route Management Strategy and draft Action Plan.

### **Proposed 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.

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- 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 May 2006 to April 2009 found that 89 traffic related personal injury accidents occurred on the A565 within the Route Management Strategy area. These accidents resulted in 10 serious injury casualties and 133 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 the potential to further develop the local cycle network creating alternative routes for cyclists on less highly trafficked roads.

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- 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 :

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- 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. The details of these measures are included in the proposed Action Plan. However, the plan will include:

- 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

### A565 ROUTE MANAGEMENT STRATEGY – PROPOSED ACTION PLAN

	Description	Delivery timetable	Progress and comments
<b>A : Traffic Management, Information and Monitoring</b>			
A1 : CCTV cameras	Provision of additional traffic monitoring cameras at key junctions along the route to enable faster and more targeted adjustments to traffic signal systems in response to traffic congestion.	2009-10	Three cameras installed in 2009. Further camera proposed for installation in 2010.
A2 : Variable Message Signs	Roadside message signs at the northern and southern ends of the route corridor to provide drivers with real time information about traffic conditions and journey times along the route.	2009-10	Signs installed in Thornton and Seaforth in 2010. Complaints about sign in Thornton have resulted in an alternative location being investigated although funds are not currently available to relocate the sign.
A3: ANPR cameras	Installation of Automatic Number Plate Recognition (ANPR) cameras to enable the provision of accurate journey time information along the route.	2009-10	Four cameras installed in 2010 after delay due to issues with the telecommunications connections.
<b>B : Junction Improvements</b>			
B1 : Cambridge Road	Improved pedestrian facilities – signal control and tactile paving  Facilities for cyclists – advanced stop lines	On hold – subject to status of Radar Tower proposals  Possibly 2011-12	Although pedestrian facilities would be desirable, it is not clear what demand exists. The alternative of providing an uncontrolled crossing with physical improvements through dropped kerbs etc would need to be reviewed in terms of

	Description	Delivery timetable	Progress and comments
			<p>balancing access improvements against safety risk.</p> <p>The status of Radar Tower proposals also needs to be considered as improvements to this junction are likely to be required in association with that development.</p>
<p>B2 : Great Georges Road/Bramhall Road</p>	<p>Improved pedestrian facilities – signal control and tactile paving</p> <p>Introduction of central reserve prohibits right turn into and out of Bramhall Road</p> <p>Facilities for cyclists – crossing upgraded to Toucan and advanced stop lines</p> <p>Pedestrian crossing across Great Georges Road remains uncontrolled</p>	<p>Design work to commence in 2010/11</p>	<p>Proposals at this location must be linked with any proposals for the South Road junction and need to be delivered as a package. Proposals are intended to reduce congestion and improve safety and accessibility.</p> <p>An alternative option that includes a designated lane to allow right turners into and from Bramhall Road has been investigated. However, this option reduces capacity for straight on traffic through the junction.</p>
<p>B3 : South Road/ Haigh Road</p>	<p>Improved pedestrian facilities – signal control and tactile paving on all legs</p> <p>Designated lanes to accommodate right turners into South Road and Haigh Road</p> <p>All manoeuvres allowed into and out of Haigh Road</p>	<p>Design work to commence in 2010-11</p>	<p>This junction is both the most important and most problematic junction along the route. Provisions for right turn into South Road and inclusion of pedestrian phases in signals are important for both safety and accessibility reasons. The option permitting all turning movements has been proposed, even though it would require landtake to enable widening of the</p>



	Description	Delivery timetable	Progress and comments
	Facilities for cyclists – advanced stop lines on all legs		<p>junction.</p> <p>An alternative option that bans right turns into Haigh Road has been investigated. That option provides greater capacity for straight on traffic at the junction. However, that option cannot be introduced in combination with the Great Georges Road option that also includes a right turn ban.</p>
B4 : Hicks Road	<p>Introduction of new signal control junction</p> <p>Designated lane to accommodate right turners into Hicks Road</p> <p>Two way traffic retained on Hicks Road</p> <p>Improved pedestrian facilities – signal control and tactile paving all 3 legs</p> <p>Existing pelican crossing to be removed</p> <p>Improved cycling facilities – advance stop lines on 3 legs</p>	2010-11	<p>Improvements at Hicks Road can be introduced independently of any scheme at South Road and will deliver benefits in terms of safety, accessibility and traffic flows.</p> <p>Scheme design and consultation can be taken forward in autumn 2010.</p>
B5 : College Road	Improved pedestrian facilities – signal control and tactile paving on 3 legs	2010	This is perceived to be a busier junction for pedestrian movements than either Cambridge Road or Chesterfield Road junctions and this scheme is therefore proposed for early delivery as part of the Action Plan.
B6 : Moor Lane	Two options remain in consideration.	No additional works planned at present,	The roundabout functions reasonably well at the moment and does not have a high

	Description	Delivery timetable	Progress and comments
roundabout	Provision of lane markings on roundabout and approaches; or Re-design of roundabout layout to give priority for A565 movements	subject to impacts of Sainsbury's proposals	accident rate, so additional works may not be needed. In addition, the impacts of Sainsbury's proposals for Crosby town centre are currently being assessed. Any works required as a result would be the subject of discussions with Sainsbury's as part of finalising the development proposals.
B7 : Chesterfield Road	Improved pedestrian facilities – signal control and tactile paving  Facilities for cyclists – advanced stop lines	No additional works planned at present	There is not a particular accident or access problem at this junction and there is a nearby existing crossing, so no additional works are currently proposed.
B8 : Edge Lane	Two options still under consideration. <u>Option 1</u> Improved pedestrian facilities – signal control and tactile paving on further 2 legs Facilities for cyclists – advanced stop lines on all 4 legs  <u>Option 2</u> Improved pedestrian facilities – signal control and tactile paving on further 2 legs Facilities for cyclists – advanced stop lines on all 4 legs Make The Crescent one-way from Edge Lane to Moor Lane	Works subject to progress of Aldi development and linked with proposed Thornton to Switch Island Link.	The proximity of the school, supermarket and shops mean that at certain times, there are very substantial pedestrian movements through and across the junction, so there would be substantial value in incorporating additional pedestrian facilities. Issues of traffic on The Crescent are also a subject of concern.  Some works may be implemented in association with the Aldi supermarket development. Other works will be reviewed subject to the progress of the Thornton to Switch Island Link proposals because they will influence the

	Description	Delivery timetable	Progress and comments
			performance of the junction.
B9: Green Lane	Improved pedestrian facilities – signal control and tactile paving on all legs Facilities for cyclists – advanced stop lines on 3 legs	Works subject to development of proposed Thornton to Switch Island Link.	Existing pedestrian facilities at this junction are poor, so there would be value in installing pedestrian facilities at the junction, although it may introduce additional delay.  The works will be reviewed subject to the progress of the Thornton to Switch Island Link proposals because they will influence the performance of the junction.
B10 : Additional junctions	Coronation Road/The Bypass  Kingsway (linked with College Road)  Handfield Road & St John's Road (linked with Waterloo Primary School)	2010/11	Review and further investigation of safety, access and traffic issues at these junctions to be carried out in 2010-11.
<b>C: Highway markings and parking management</b>			
C1 : Lane markings	Additional lane markings, could be used to improve lane discipline and facilitate two lanes of traffic along certain parts of the route between Seaforth Flyover and Coronation Road, but primarily between Cambridge Road and Great Georges Road.	2010	This low-cost proposal would potentially improve use of the available carriageway width and assist traffic flow. The works need to be linked with parking management measures so that inappropriate parking does not prevent the use of two lanes of traffic.

	Description	Delivery timetable	Progress and comments
C2 : Parking restrictions and enforcement	Review of existing parking permissions and restrictions along the route, especially in the Waterloo area. The potential to introduce additional restrictions in this area as a way of assisting traffic flow and the impacts of doing so would be investigated. Proposals for improved parking management and enforcement in the area would be developed.	2010-11	Proposals for the Waterloo section of the route to be pursued in conjunction with the plans for additional lane markings, so that maximum benefit can be obtained from the lane markings.
C3 : Delivery arrangements	Review of existing provisions for commercial deliveries to properties along A565 and evaluation of the scope to accommodate delivery provisions whilst assisting traffic flows along the route.	2011-12	Impact of parked cars is perceived to be more significant than delivery vehicles at present, but the provisions for delivery vehicles can be examined after the parking and lane marking proposals have been completed.
<u>D : New developments</u>			
D1 : Ensuring Choice of Travel SPD	Application of the Ensuring Choice of Travel Supplementary Planning Document to new developments, which requires an assessment of accessibility and, depending on the development, may also require a transport assessment and the development of a travel plan.	Ongoing	The SPD provides a valuable mechanism for ensuring that the transport impacts of new developments are properly considered and addressed. It also provides the basis for requesting contributions to fund infrastructure improvements or other measures to support sustainable travel options.
D2 : Securing contributions	Where new developments are proposed and there are anticipated impacts on the existing transport network, contributions will be requested from developers towards the	Ongoing	Contributions have been secured from Aldi (Thornton) and are expected from Sainsbury (Crosby).

	Description	Delivery timetable	Progress and comments
	delivery of the route management action plan.		
<u>E : Supporting sustainable travel behaviour and active lifestyles</u>			
E1 : Walking and cycling	Promotion and support for walking and cycling, through marketing and communication, the Merseyside TravelWise programme and the Sefton programme of led walks, cycle rides and other activities. Sefton activities are delivered in conjunction with Active Sefton and NHS Sefton.	Ongoing	There is an active programme throughout the Borough to promote and support walking and cycling and to encourage people to make short journeys on foot or by bicycle. The programme is not specifically targeted at the A565 corridor.
E2 : Public transport	Support for existing public transport services and provision of improved facilities along the route and in associated local centres.	2012-13 ?	There is no specific programme for public transport improvements at present, although some proposals in Waterloo have been considered in conjunction with Merseytravel. Primary responsibility for delivery of public transport schemes will rest with Merseytravel
E3 : School travel plans	Provision of support and assistance for schools in the development and implementation of travel plans, which encourage safer and more sustainable travel to schools for both staff and pupils. Programme may also include infrastructure improvements in the vicinity of schools.	Ongoing	There are limited resources available to support this activity, although the Council is working with local schools and is seeking greater involvement with Waterloo Primary School.
E4 : Workplace travel plans	Provision of support and assistance for businesses in the development and implementation of travel plans, which encourage safer and more sustainable travel to	Currently on hold due to lack of staff resources	Due to staff vacancies, the resources to support this activity are very limited and there is no scope at present to actively

	Description	Delivery timetable	Progress and comments
	work for employees and customers. Travel plans are a requirement for many new developments.		seek engagement with local employers.
<u>F : Reducing emissions from transport</u>			
F1 : Low Emissions Strategy	Sefton is developing a Low Emissions Strategy which will be applied across the Borough and is aimed at reducing emissions of carbon and air pollutants through application of new technologies and better management of commercial and domestic travel, including deliveries.	Under development – potential adoption in 2010-11	Part of the A565 route is within the Waterloo Air Quality Management Area, so measures to reduce emissions from transport will make an important contribution to achieving the objectives of the Air Quality Action Plan. In addition, Sefton is committed to reducing carbon emissions and the implementation of a successful low emissions strategy will contribute both to reductions in carbon and pollution emissions.

# Agenda Item 7

**REPORT TO:** Cabinet Member Technical Services  
Cabinet Member – Leisure & Tourism

**DATE:** 22nd September 2010  
6<sup>th</sup> October 2010

**SUBJECT:** Proposed Car Park Charging Order – Crosby Civic Hall/Library,  
Hougoumont Avenue, Crosby Coastal Park, Blucher Street and Burbo  
Bank Car Parks

**WARDS  
AFFECTED:** Blundellsands/Church/Victoria

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

**CONTACT  
OFFICER:** Stuart Waldron Assistant Director Transport & Spatial Planning  
0151 934 4006

**EXEMPT/  
CONFIDENTIAL:** No

## **PURPOSE/SUMMARY:**

For Cabinet Member Technical Services to consider how to proceed with regards to the proposals to introduce Pay and Display Parking in the Waterloo and Crosby Coastal off-street car parks. As referred by the Crosby Area Committee.

To inform Cabinet Member Leisure and Tourism of the current position regarding Leisure facilities.

## **REASON WHY DECISION REQUIRED:**

Council on the 17<sup>th</sup> December 2009 approved for inclusion in 2010/11 and future Council budgets income of £77,000 to be generated from the introduction of Pay and Display Parking in the Waterloo and Crosby Coastal area off-street car parks. The decision on the detail of the parking scheme and hence necessary Traffic Regulation Order for how this is to be achieved is delegated to the Crosby Area Committee. However, at their meeting on the 20<sup>th</sup> January 2010, the Crosby Area Committee referred the matter to Cabinet Member Technical Services. Hence a decision of the Cabinet Member Technical Services is now required to achieve Council's budget approvals.

## **RECOMMENDATION(S):**

It is recommended that:

Cabinet Member Technical Services:

- i) The proposed Traffic Regulation Orders for the introduction of a Pay & Display Car Parking scheme for the Waterloo and Crosby coastal off-street car parks, as detailed in the report be approved.
- ii) The necessary legal procedures, including those of public consultation and advertising the Councils intention to implement the orders be approved.
- iii) The report be referred to Cabinet Member Leisure and Tourism for information.

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**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 to the making of a Traffic Regulation Order

## **IMPLICATIONS:**

**Budget/Policy Framework:** Council on the 17<sup>th</sup> December 2009, considered a report on the Transformational Programme Update – Strategic Budget Review and approved savings that included:

- Introduction of pay and display charges to the Crosby Civic Hall/Library Car Park
- Establish pay and display parking on the Coastal car parks in Crosby

**Financial:** The Council resolution of the 17<sup>th</sup> December 2009 introduced a need to generate a surplus of £77,000 from the operation of pay and display on these car parks from 2010/11 onwards. This was subsequently amended by Council on the 4 March 2010, to £39,000 in 2010/11 reverting to £77,000 from 2011/12 onwards.



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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				
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:** The Council approved the budget implication of the proposal on the 17<sup>th</sup> December 2009. Approving the detail of the necessary Traffic Regulation Order to achieve this is delegated within the constitution to the relevant Area Committee. The Area Committee have referred the matter to Cabinet Member Technical Services for determination.

**Risk Assessment:** Failure to progress the proposed will mean a shortfall of income to the Council budget in 2010/11 and future years.

**Asset Management:**

## **CONSULTATION UNDERTAKEN/VIEWS**

FD 500 – The Interim Head of Corporate Finance & Information Services has been consulted and his comments have been incorporated into this report.

LEGAL SERVICES DEPARTMENT  
LEISURE AND TOURISM DEPARTMENT

# 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**

Report to Crosby Area Committee – 20<sup>th</sup> January 2010, Proposed Car Park Charging Order – Crosby Civil Hall/Library, Hougoumont Avenue, Crosby Marina, Blucher Street and Burbo Bank Car Parks

# Agenda Item 7

## 1.0 Background

1.1 Council on the 17<sup>th</sup> December 2009, considered a report on the Transformational Programme Update – Strategic Budget Review and approved savings that included:

- Introduction of Pay and Display charges to the Crosby Civic Hall/Library Car Parks.
- Establish most of Pay and Display parking on the Coastal Car Parks in Crosby.

1.2 The Council approved the proposals anticipate a surplus of £77,000 for inclusion in the Council budget from 2010/11 onwards.

1.3 Under the Council's Constitution approval of the Traffic Regulation Orders (TRO) required to implement these measures is delegated to the Area Committee.

1.4 Crosby Area Committee on the 20<sup>th</sup> January 2010, considered a report seeking approval for a pay and display scheme on the following off-street car parks including details for the proposed scale of charges:

- Civic Centre/Library Car Park
- Hougoumont Avenue Car Park
- Crosby Coastal Park Car Park
- Blucher Street Car Park
- Crosby Leisure Centre Car Park
- Burbo Bank Car Park

1.5 The Crosby Area Committee resolved to refer the matter to the Cabinet Member Technical Services with a request that the car parks and car parking charges, including a possible subsidy for residents, in the Crosby Area be re-examined.

1.6 During consideration of the report a number of issues were raised with the request that Cabinet Member Technical Services take this into consideration.

1.7 In view of the request by the Area Committee and subsequent delay in progressing the scheme Cabinet and Council on the 4<sup>th</sup> March 2010 resolved to amend the income targets as follows:

	Total Revised £m
2010/11	0.039
2011/12	0.077
2012/13 onwards	0.077

## 2.0 Issues raised by Crosby Area Committee

2.1 The main issues raised can be summarised as follows:

- i) Consultation with local businesses and residents

Issues raised by the Waterloo Traders Association in January 2010 and by the

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Waterloo Business Village Partnership at a joint meeting of the Sefton Business Village/Enterprises in February 2010, raised the following issues:

- To reduce impact on local businesses in Waterloo 2 hour free parking is required (i.e. charges only to apply to longer stay parking)
- Annual permits required
- Leisure car parks to have reduced hours – say 10.00a.m to 5.00p.m
- On-street parking on South Road area to be reviewed to increase availability of short-term parking.

ii) Condition of Car parks

A number of these car parks, particularly Burbo Bank, require investment to bring facilities up to an acceptable standard.

## 3.0 Cabinet Member Proposals

3.1 Cabinet Member has reviewed the Area Committee and local traders requests and considered the detailed implications on the Parking and Leisure Services and proposes the following:

i) Free Short Stay parking

A free first half hour period is currently being provided at Crosby Town Centre off-street car parks to aid short-stay visits to shops, banks etc.

This is under review due to the high demands on resources to enforce and administer. To increase to a 2 hour period would further exacerbate this situation and based on existing use of the Waterloo Car Parks reduce potential income to levels that would affect the viability of the scheme.

ii) Residents Permits

The administration and enforcement of permits would place significant demands on existing resources where efficiencies are already being sought to meet budget demands. Consequently, it is not proposed to include this request in the scheme.

iii) Operational Times – Leisure Car Parks

This is noted and agreed would be beneficial to local residents, hence operation times on the Coastal Leisure car parks will be 10.00a.m to 5.00p.m

iv) Review of On-street Parking – South Road Area

There is an ongoing review of parking in the South Road Area considering day time and evening demands. Consultation will initially be undertaken with Ward Councillors in the near future.

v) Rebates for Library/Crosby Leisure Centre users

Visitors to the Crosby Leisure Centre currently pay a charge to use the facilities, in consultation with the private company that operates the facility, a rebate to cover the parking charge will be provided, a similar system operates across other leisure car parks throughout the borough.

However, as the library does not make a charge for use of the facility, to introduce a rebate system would place high administrative demands on limited resource and is therefore not proposed to be included in the scheme.

Further consideration has been given to the proposals at Crosby Coastal Park Car Park and how this will operate in relation to parking at the Lakeside Adventure Centre. It is now proposed for the pay and display system to include this facilities car park and the Centre will administer a rebate system.

vi) Consultation

The Council in December 2009 approved the implementation of a scheme and the budget implications. The views of business, as represented by Local Traders and the Village Partnership, have been taken into consideration. As the car parks are for visitors to the areas there is no direct impact on residents parking that in the case of Waterloo is extensively covered by Residents Privileged Parking Schemes. Any transfer of parking to adjacent areas as a result of introducing the charges will be addressed when this can be quantified. In accordance with statutory requirements the draft traffic regulation orders will be published and advertised for receipt of objectives.

vii) Improvement to the Car Parks

The scope and scale of necessary improvement will be assessed and programmed for implementation as financial resources permit.

## **4.0 Proposal**

4.1 Further to consideration of the issues raised by Crosby Area Committee and the Business Partnership as outlined above the revised proposed scheme is as follows:

### Scale of Charges

In November 2009, Cabinet approved a 5 year programme of charges for Council parking throughout the borough. This included a general increase to Pay and Display charges from the 1<sup>st</sup> April 2011. Although the charges in Waterloo/Crosby may be introduced prior to April 2011, to avoid additional cost by requiring changes to machines to accept new charges soon after installation the April 2011 charges will apply from the date of implementation.

To maintain continuity of charges in the Crosby Area proposed charges accord with those in the off-street car parks in Crosby Town Centre.

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## Hougoumont Avenue off-street car park

Times of operation: 8.00a.m – 6.00p.m – Monday to Saturday (6 days)

Charges: up to 30 minutes- free with ticket  
Up to 2 hours - 80p  
Up to 4 hours - £1.50  
Over 4 hours - £3.00

## Crosby Civic Hall/Library

Times of operation: 8.00a.m – 6.00p.m – Monday to Saturday (6 days)  
Free Parking on Sunday

Charges: up to 30 minutes- 20p  
Up to 2 hours - 80p  
Up to 4 hours - £1.50  
Over 4 hours - £3.00

## Crosby Coastal Park/Blucher Street/Crosby Leisure Centre/Burbo Bank (7 days)

Times of operation: 10.00a.m – 5.00p.m – Monday to Sunday

Charges: up to 30 minutes- 20p  
Up to 2 hours - 80p  
Up to 4 hours - £1.50  
Over 4 hours - £3.00

Crosby Leisure Centre/Crosby Coastal Park – Pay and Display machines will issue a dual ticket to enable a system of rebates for visitors paying to use facilities at the Crosby Leisure Centre and Crosby Lakeside Adventure Centre.

### **5.0 Timescale/Procedure for Making Traffic Regulation Order**

- 5.1 Once the Traffic Regulation Order has been initially approved, the proposal will have to be advertised to permit the receipt of objections.
- 5.2 Consequently, subject to the approval of this report, a notice would be placed in the Crosby Herald in early October 2010. A period of 21 days must be allowed for written submissions.
- 5.3 If objections are submitted they will be considered by Cabinet Member Technical Services. Consequently, objections would be formally considered in mid November 2010.
- 5.4 It will take a minimum of 10 weeks to produce the delivery and installation of the Pay and Display machines; hence if no objections are received the scheme could be implemented in January 2011. If objections are received subject to the outcome of Cabinet Member's consideration of these objections the earliest a scheme could become optional would be mid February 2011. Further delays could occur should the

'call in' procedure be involved at either formal stage.

## **6.0 Financial Implications**

### **6.1 Income**

The estimated full year income from the total scheme is £140,000, with annual operational costs of £30,000 leaving a surplus of £110,000.

The detailed accounting of this income and costs will be agreed between the Technical Services and Leisure & Tourism portfolios.

Subject to the progress of the Traffic Regulation Orders, as discussed in 5.0 above, income in 2010/11 could be at least in the order of £10,000. This is below the Council budget requirement of £38,000.

### **6.2 Implementation Costs**

The overall cost for introducing the scheme at the 6 sites is £145,000. Previous practice with the introduction of Pay and Display schemes has been to have an implementation date early in the financial year and to recover implementation costs from first year income. The prudential borrowing cost of this equates to £16,400pa over 10 years.. This will be offset against the surplus of £110,000 shown in 6.1 above, to leave a net projected surplus of £93,600. This will enable the budget target of £77,000 to be achieved.for 2011/12 onwards.

## **7.0 Recommendation**

7.1 It is recommended that Cabinet Member Technical Services proceed with the necessary Traffic Regulation Orders to introduce a scheme of pay and display charges on the Waterloo and Crosby Coastal Car parks as detailed in the report.

7.2 The report be referred to Cabinet Member Leisure and Tourism for information.

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# Agenda Item 8

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

**DATE:** 22<sup>nd</sup> September 2010  
22<sup>nd</sup> September 2010  
29<sup>th</sup> September 2010  
30<sup>th</sup> September 2010

**SUBJECT:** Plugged-in-Places Programme – An Update

**WARDS AFFECTED:** All Wards

**REPORT OF:** Andy Wallis– Planning and Economic Development Director  
Peter Moore – Environmental and Technical Services Director

**CONTACT OFFICER:** Mo Kundi - 3447  
Gary Mahoney – 4300

**EXEMPT/  
CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**  
To provide Members with an update on the Plugged in Places Programme, and to seek Members consent for Sefton Council to be the Accountable Body for the sub-regional bid.

**REASON WHY DECISION REQUIRED:**  
To comply with reporting procedures

**RECOMMENDATION(S):**  
It is recommended that:-

Cabinet:-

1. Agree in principle to Sefton Council being the accountable body for the sub-regional project to facilitate the submission of the bid in October 2010, and note that
2. A further report be presented detailing all financial, legal, and operational implications prior to accepting the Offer letter should the bid be successful.

Cabinet Member for Regeneration, Environment, and Technical Services:-

3. Note the content of this report

**KEY DECISION:** No

**FORWARD PLAN:** No

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

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**ALTERNATIVE OPTIONS:** Sefton Council has agreed to progress the Low Carbon Economy and CO2 emissions reduction agenda, and has taken a number pro-active and positive steps towards this goal, including the development of projects such as CLASP, and REECH, for which the Council has agreed to be the accountable body, and is currently exploring the opportunities available from the Feed In Tariff concept. The Plugged in Places Project will add to the critical mass being created and would help to explore future funding opportunities. Not to agree to being an accountable body risks the bid not progressing beyond the current stage.

**IMPLICATIONS:**

**Budget/Policy Framework:**

**Financial:**

It should be noted that Sefton Council has the option not to accept the Offer letter should the bid be successful. Members at their previous meeting have already agreed to cap Sefton's cash contribution towards this project to £15,000 spread over three years, and which it is proposed could be met out of future Local Transport Plan Capital Programme allocations. There may also be some small revenue implications relating to a possible loss of car parking income as a result of the placing of electric charging points in some car parks. However, all cost implications would be brought back to Members once the bid has been fully developed.

<b><u>CAPITAL EXPENDITURE</u></b>	<b>2010/ 2011 £</b>	<b>2011/ 2012 £</b>	<b>2012/ 2013 £</b>	<b>2014/ 2015 £</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:** No

**Risk Assessment:** No

**Asset Management:** No

**CONSULTATION UNDERTAKEN/VIEWS**

FINANCE FD 494 - The Interim Head of Corporate Finance & Information Services has been consulted and his comments have been incorporated into this report

LEGAL

ENVIRONMENTAL AND 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**

Plugged-in-Places Programme – A sub-regional bid to introduce Electric Car Charging Points report to CMs for Environment and Technical Services (30<sup>th</sup> June 2010), and CM Regeneration (7<sup>th</sup> July 2010).

# Agenda Item 8

## 1.0 BACKGROUND:

- 1.1 Members at their meetings on 30<sup>th</sup> June 2010, and 7<sup>th</sup> July 2010 consider the report on 'Plugged-in-Places Project – A sub-regional bid to introduce Electric Car Charging Points', which provided background information on the Plugged-in-Places national Programme to support the installation of an electric vehicle charging infrastructure (EVCI). The report made reference to the fact that the Programme pulls together £30 million from the Department for Transport (DfT), Department for Business Innovation & Skills (BIS) and the Department for Environment & Climate Change (DECC), and that interests were invited from sub-regions for projects that would deliver the aims and objectives of the Programme.
- 1.2 Members considered the information provided in the report on the proposals being developed for the Merseyside sub-regional bid, and endorsed the:-
  1. Submission of Expression of Interest by The Merseyside Transport Partnership for the sub-regional Plugged in Places project, and
  2. Requested that further consideration to be given to the capital and revenue implications should a full bid be progressed.

## 2.0 Current Position

- 2.1 The sub-region's Expression of Interest was formally submitted in July 2010, and officers were invited to attend an informal meeting with senior officials from the Office for Low Emission Vehicles (OLEV) in the Department for Transport to receive feed-back on the submission.
- 2.2 In total there were 15 applications for funding in the second round of Plugged in Places Programme requesting some £20 million from an allocation of only £10 million. OLEV officials indicated that they are looking to take forward between 3 to 6 projects in this round, and that Merseyside's bid is likely to be one of them, subjecting to addressing the following key issues:-
  1. Whilst the bid had a lot of strategic fit, it lacked clear principle driver. The bid needs to be clear as to whether the key driver is economic development, the link with Vauxhall, low carbon economy, transport etc. OLEV is looking for a key driver for the bid from sub-region's point of view.
  2. A clear evidence of a market for electric vehicles. A letter from say public sector fleet operators, community services and/or private business fleet operators would be acceptable.
  3. A clear understanding of why the suggested charging point sites were selected, and how the development of charging infrastructure will be taken forward post Plugged in Places Programme funding.

4. Need to reconcile the aims of the Plugged in Places Programme, which is concerned with stimulating the market for electric vehicles, where as the sub-regions agenda includes addressing air quality, climate change, low carbon economy, equity, economic development etc.
5. To strengthen the region's bid further, OLEV officials suggested the two separate bids submitted from Merseyside sub-region, and Halton, Chester West and Cheshire should be amalgamated.

2.3 Sefton officers are of the view that the issues raised by OLEV officials can be satisfactorily addressed, and that a full bid submitted by the 29th October 2010 deadline.

### **3.0 Accountable Body Status**

3.1 Members may recall that all work associated with the development and submission of the Plugged In Places bid is being undertaken by the Merseyside Transport Partnership, which is a partnership between Knowsley, Liverpool, Sefton, St. Helens, and Wirral Councils, and Merseytravel.

3.1 Initially the Mersey Transport Partnership was of the view that Merseytravel should be the Accountable Body for this project, should the funding be approved. Merseytravel have now indicated that as this project covers a wide range of non public transport related activities it would not be possible for them to assume the Accountable Body status. Without a public body taking up the Accountable Body status it would not be possible to submit the final bid.

3.2 Given that Sefton Council has agreed to become the accountable body for the sub-regional REECH Project, and the fact that associated activities are all related to addressing CO2 emissions reduction, helping local SMEs, creating local employment opportunities, and the development of the low carbon economy, Members are requested to agree to Sefton Council becoming the Accountable Body for the Plugged In Places project, subject to the bid being successful.

3.3 This would fit well and would also complement with the work being done by Sefton on the Low Carbon Emissions Strategy Regional Group Initiative (LES RGI) whereby polices are being developed to support the take up electric vehicles and the provision of charging points infrastructure. In addition Low Emissions Partnership has provided £2,900 to commission consultants Mott McDonalds to undertake research on the most effective location to provide charging infrastructure. The study is expected to be completed in late September 2010, and would be used to support the Plugged in Places bid.

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## 4.0 Project Costs

4.1 Members at their previous meeting have already agreed to cap Sefton's cash contribution towards this project to £15,000 spread over three years, and which it is proposed could be met out of future Local Transport Plan Capital Programme allocations. There may also be some small revenue implications relating to a possible loss of car parking income as a result of the placing of electric charging points in some car parks.

4.2 Similar contributions are also being sought from the five sub-regional local authorities, with Mersytravel agreeing in principle to contributing £50,000. With the amalgamation of the bids contributions from Halton, and Cheshire West & Chester have also been agreed in principle.

4.3 In addition non cash contributions are also being promised from:-

1. Mersey Transport Partnership – behaviour change programmes including promotion of electric vehicles, supporting web pages, promotional events etc.
2. Scottish Power – cost of research on impacts on grid
3. General Motors – support to households wishing to purchase electric vehicles
4. Energy Saving Trust – fleet advice, driver training and vehicle choice information

4.4 It is anticipated that the total cost of the bid is likely to be in the region of £1 million spread over two years. The balance of the money will come from the private sector, planning process and OLEV grant.

4.5 Whilst a significant amount of work will be undertaken by the Mersey Transport Partnership in delivering the successful bid, however there will be a need to engage a Project Manager by Sefton Council as the Accountable Body to ensure that the project is being delivered successfully and that all legal and financial obligations are being met. The full cost of this will be met from the bid. In addition it may be possible to recover costs associated with work that would need to be undertaken by Council's Finance and Legal Departments. A full breakdown of costs will be presented once the bid is fully developed.

## 5.0 Project Risks

5.1 There are a number of risks associated with this project, ranging from lack of funding support from other organisation, particularly the private sector, the scale and size of the final bid, to the delivery of the bid, if successful and the implication to Sefton Council as the accountable body. At this stage it is too early to assess these risks in any detail as the project is currently being developed and discussions are taking place with a number of interested private sector

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organisation, which would influence the outcome of the final bid. Clearly if there is not sufficient private sector support the bid will not be submitted.

5.2 In relation to risks to Sefton Council as the accountable body, these will be identified, assessed and quantified in more detail once the bid is fully developed, and will form part of the report to Members before any offer letter is accepted.

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# Agenda Item 9

**REPORT TO:** Cabinet Member Technical Services

**DATE:** 22 September 2010

**SUBJECT:** DfT Consultation on Local Transport Funding

**WARDS AFFECTED:** All

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

**CONTACT OFFICER:** Stuart Waldron – Assistant Director Transport & Spatial Planning  
0151 934 4006  
Stephen Birch – Team Leader STPU  
0151 934 4225

**EXEMPT/  
CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To permit Cabinet Member Technical Services to approve a Council response to the Department for Transport Consultation regarding local transport funding.

**REASON WHY DECISION REQUIRED:**

Cabinet Member Technical Services is delegated to consider consultative documents relating to the Technical Services Portfolio.

**RECOMMENDATION(S):**

Cabinet Member Technical Services

Note the report

Approves the content of the Council's response to the Department for Transport Consultation.

**KEY DECISION:** No

**FORWARD PLAN:** No

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

# Agenda Item 9

## ALTERNATIVE OPTIONS:

None – the Council should make representation to proposals that may affect future funding.

## 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

**FD 507** - The Interim Head of Corporate Finance & Information Services has been consulted and has no comments on this report.

**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**

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## 1.0 Background

1.1 The Department for Transport, (DfT) are consulting on changes to the Government's Local Transport Plan Funding regime. This consultation can be accessed at [www.dft.gov.uk/consultations/open/2010-32/](http://www.dft.gov.uk/consultations/open/2010-32/)

1.2 ***Responses have to be submitted to DfT by 6<sup>th</sup> October 2010***

## 2.0 Context and summary of the consultation

2.1 The Local Transport Plan (LTP) process provided a mechanism for drawing down capital funding from central government, to support the plan's delivery. This funding is made up of two principal grants, *the Integrated Transport Block (capital funding for small transport improvement schemes) and the Highways Maintenance Block – (capital funding for maintenance schemes)*.

2.2 Ahead of the second LTP period (2006-2011), the Department confirmed that it would allocate funding over a longer timescale and on a formulaic basis. LTPs thus ceased to be bidding documents, though DfT made provision to reward or penalise local transport authorities, based on the quality of delivery during the first phase of LTPs and also on the quality of draft second LTPs. Merseyside and Halton both received a 25% financial uplift on the indicative 5-year settlement as a result of the DfT's "excellent" rating.

2.3 The approach to LTP3 is expected to be similar to LTP2 in respect of a formulaic funding allocation, though without any element of reward funding.

2.4 The DfT consultation sets out the government's proposed approach to the calculation and distribution of the LTP funding.

### Main points

- A significant element of the consultation concerns the precise formulae that affect the distribution of the funding between English local transport authorities. This includes seeking views on amendments to the criteria used and how data is refreshed.
- It also asks whether capital funding for the maintenance of carriageway and bridges on the Primary Route Network and for detrunked roads should be merged into the maintenance block formula from 2011/12. These are currently provided for maintenance based on length of detrunked road passed to Local Authority responsibility and for bridges on specific bids supported by condition survey results
- Questions are also posed around whether the block funding should be paid out as grant or supported borrowing.

- One of the most significant issues concerns the arrangements *for funding in the six Metropolitan Areas*, and in joint Local Transport Plan areas. At present, Integrated Transport Block funding is awarded to the Integrated Transport Authority (ITA) and to the five Merseyside Local Authorities by Government Office for the North West, based on a locally-agreed (largely population-based) formula. Merseytravel receives some 50% of the overall Merseyside settlement. The Highways Maintenance Block is paid directly to the five district councils in their capacity as local highway authorities.
- The consultation asks for consultees' views on whether both Integrated Transport and Maintenance blocks should be paid solely to Integrated Transport Authorities in Metropolitan Areas. It also asks about whether existing flexibilities for distributing funding in Joint Local Transport Plan Areas should be retained.

### **3.0 Future Funding**

- 3.1 In advance of the Comprehensive *Spending Review*, all of the Department's local transport funding is under consideration. It can be expected that the level of local transport funding will be greatly reduced for LTP3. *Merseyside authorities have suffered an £8 million reduction to the current year's LTP settlement in June, as a result of the government's in-year savings*, along with a further £2.2m cuts in areas such as road safety and congestion management.
- 3.2 After the Spending Review, Government will publish a Local Government Finance Settlement in early December. It is expected to include the two transport block grants for each authority.
- 3.3 *This consultation does not affect funding for Major Schemes*, which are transport schemes costing more than £5 million. Until the change in government in May, these schemes were funded through the Regional Funding Allocation (RFA) process. The RFA process has been wound-up, and no new major schemes can be pursued at present. The government will determine the future of many existing major schemes as part of October's Spending Review.

### **4.0 Key Issues for consideration**

- 4.1 At the time of drafting this report, internal discussions and assessments, plus consultation with the Merseyside Transport Partnership are ongoing. Hence a full response for consideration by Cabinet Member has not been included in the report, but will be circulated prior to the meeting. Response will be based around consultation questions provided in the consultation documents as set out in Annex A.
- 4.2 Key issues to be considered are:

The LTP Capital Programme provides funding support for workstreams undertaken under contract with Capita Symonds, provides a fee basis for supporting Client functions and directly funds posts that manage and develop the

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Council's transport programmes. These have developed through previous LTP arrangements based on priorities agreed within the partnership of Merseyside Authorities. To maintain progress and continuity to protect the Council's assets funding streams need to be maximised to meet the needs and demands of the Borough. Any significant changes will require detail management of resources.

The Local Government Act 2008 requires a review of Transport Governance within the City Region and is being progressed, also the Government's proposed 'Localism' Bill is being widely heralded as a new way forward. The impacts of these will need to be taken into consideration.

- 4.3 As the proposals affect funding directly received by the Council, a Council response will be provided, recognising discussions with City Region partners and guidance from the City Region Cabinet to be taken into account.
- 4.4 The Council's views will be advised to the Integrated Transport Authority (ITA) in advance of their meeting on the 5<sup>th</sup> October 2010, when an ITA response will be agreed.

## **5.0 Conclusion**

- 5.1 Capital funding through the Local Transport Plan process since 2000 has enabled major progress to be made within the Borough to the development and maintenance of the highway network.
- 5.2 The Council seeks to ensure proposed Government changes do not adversely affect the ability to continue this progress, recognising the impact of current financial restraint.

## ANNEX A

### **DfT - Optional template for consultation responses**

The consultation period closes on Wednesday 6th October 2010. We do not require every question to be answered.

Name of Authority:

Contact details in case of queries:

**Question 1 - The only change that the Department is considering in either of the two formulae in advance of this year's Local Government Finance Settlement is the option to disregard road condition in the maintenance block formula. What are consultees' views on this approach?**

**Question 2 – What are consultees' views on possible longer term changes to the formulae, in particular on the comments above on potential developments to the IT Block?**

**Question 3 – Do consultees agree that there should be a data refresh?**

**Question 4 – Do consultees have any comments on the refreshed data as set out in Annex G?**

**Question 5 – Do consultees wish to see transitional arrangements to mitigate the impact of the data refresh, and if so, what should these be?**

**Question 6 – Do consultees agree with the Department's approach for merging funding for structures on the Primary Route Network and for detrunked roads within the maintenance block formula from 2011/12?**

**Question 7 – Would local authorities prefer to receive funding as grant or supported borrowing, and what are consultees' views on the priorities for paying out grant if there is a mix of grant and supported borrowing?**

**Question 8 – What are consultees' views on the option to allocate the IT and maintenance blocks solely to Integrated Transport Authorities in the six Metropolitan Areas?**

**Question 9 – Should Metropolitan Areas and other areas producing Joint Local Transport Plans be allowed to retain the flexibility to vire IT Block funding between authorities as permitted in the last funding settlement?**

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**Question 10 – Do consultees have any other issues they would like to raise about the calculation or distribution of the integrated transport or highways maintenance blocks, including on the overall size of the blocks relative to other capital funding and relative to each other?**

Please send consultation responses to:

[LT.PLANS@dft.gsi.gov.uk](mailto:LT.PLANS@dft.gsi.gov.uk)

or

Local Transport Funding Consultation  
Department for Transport  
Great Minster House, Zone 3/14  
76 Marsham Street  
London SW1P 4DR



## Department for Transport Consultation on Local Transport Funding August 2010

### Addendum – Cabinet Member Technical Services Report – 22<sup>nd</sup> September 2010

Proposed response has been set out in the format of the questions included in the consultation documentation.

#### Formulae for Integrated Transport and Highway Maintenance Blocks

- 1 The only change that the Department is considering in either of the two formulae in advance of this year's Local Government Finance Settlement is the option to disregard road condition in the maintenance block formula. What are consultees' views on this approach?**

Response:

Sefton Council would support the exclusion of the road condition data from the formula. To apportion funding based on carriageway lengths would provide a consistent national approach.

- 2 What are consultees' views on possible longer term changes to the formulae, in particular on the comments above on potential developments to the IT Block?**

Response:

The Integrated Transport Block Formula already contains 25 variables, some of which are already linked to the twin goals of carbon reduction and supporting the economy. Including further indicators would introduce additional complexity to an already complex formula.

Whilst the twin goals will be key objectives of the future Merseyside Local Transport Plan (LTP3), there are also key local objectives for health, safety and quality of life issues in accordance with Delivering a Sustainable Transport System.

There is significant concern how robust consistent data can be collected, particularly for cycling and walking, and cannot see how these will be delivered given the movement to local indicators.

Sefton Council considers this matter requires much more detailed consideration and would be willing to participate in a future review of the options.

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**3 Do consultees agree that there should be a data refresh?**

Response:

Sefton Council consider there should be an identified programme for updating the required information so that the allocation of funding is made against up to date information.

**4 Do consultees have any comments on the refreshed data as set out in Annex G?**

Response:

In accordance with the DfT letter of the 1<sup>st</sup> September 2010 entitled Local Highway Assets, the Council has provided a response by the deadline of 30<sup>th</sup> September 2010.

**5 Do consultees wish to see transitional arrangements to mitigate the impact of the data refresh, and if so, what should these be?**

Response:

To provide a fair approach and enable the effective management of resources and the continuity of services, transitional arrangements should be put in place over a period of years ie. minimum of 3 years.

**6 Do consultees agree with the Department's approach for merging funding for structures on the Primary Route Network and for detrunked roads within the maintenance block formula from 2011/12?**

Response:

In many instances this funding has been provided based on individual submissions to fund larger scale maintenance works on structures, carriageways and highway drainage. To include this funding in future maintenance block allocations would seriously disadvantage smaller authorities, who as a consequence will receive proportionally less, and hence to maintain the strategic highway in acceptable condition will have to allocate a major part of available funding to one particular project and hence compromise wider programmes.

Consequently Sefton Council do not support this proposal.

## **Principles for allocating supported borrowing and grant funding**

- 7 **Would local authorities prefer to receive funding as grant or supported borrowing, and what are consultees' views on the priorities for paying out grant if there is a mix of grant and supported borrowing?**

Response:

Sefton Council's preference is for the funding to be received as grant funding.

If a mix is required, the Integrated Transport Block should be grant funded with Maintenance supported borrowing.

## **Distribution of Funding in Metropolitan Area and Joint Plan Areas.**

- 8 **What are consultees' views on the option to allocate the IT and maintenance blocks solely to Integrated Transport Authorities in the six Metropolitan Areas?**

Response:

Sefton Council considers the following key issues need to be taken into account when considering the process for the future distribution of the Integrated Transport and Highway Maintenance Blocks:

- The Integrated Transport and Highway Maintenance Blocks are provided to facilitate the development and maintenance of the local transport networks and cover a wide range of activities.
- The District Authorities have statutory duties and hence the responsibility to deliver highway maintenance programmes and many of the Integrated Transport initiatives, with governance arrangements to ensure local priorities are being effectively addressed.
- Maintaining continuity within existing programmes is essential to permit the effective management of resources provided both internally and commissioned through commercial partnerships.
- Liverpool City Region governance arrangements are under review, particularly with regard to strategic transport policy and strategy development.

Taking these issues into account Sefton Council considers:

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- The Maintenance Block funding should continue to be allocated directly to the District Highway Authorities as at present based on the formula approach.
- The Merseyside Integrated Transport Block funding should continue to be allocated in accordance with the existing local agreement to the District Authorities and Integrated Transport Authority. The funding to be either distributed by the DfT directly to each Authority as at present, or possibly if grant funding through the ITA.
- The situation should be reviewed subject to the conclusion of the Liverpool City Region Transport Governance Review.

9 **Should Metropolitan Areas and other areas producing Joint Local Transport Plans be allowed to retain the flexibility to vire IT Block funding between authorities as permitted in the last funding settlement?**

Response;

Sefton Council considers that the flexibility should be retained within the Metropolitan Area as has proved beneficial in managing particularly larger schemes within our programmes during current and previous LTP periods.

10 **Do consultees have any other issues they would like to raise about the calculation or distribution of the integrated transport or highways maintenance blocks, including on the overall size of the blocks relative to other capital funding and relative to each other?**

Response:

The Council considers the following issues should be taken into consideration:

- There needs to be a mechanism to fund 'minor' major schemes (ie costing £2-3m) in smaller authorities to aid delivery of local goals and objectives. Otherwise in many authorities priorities may not be able to be delivered due to having to allocate a majority proportion/all funding to one project, compromising other objectives.
- With potential reductions of funding the Council considers that maintenance of our assets and promoting safety are key transport priorities. The Council would wish to see this reflected in the future split of funding between Integrated Transport and Maintenance blocks.

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- Developing the Smarter Choices agenda is seen as a key element to delivering the objectives of the Merseyside LTP3. To provide consistency and certainty in funding the required staff resources it is recommended a proportion of LTP funding be provided as revenue.

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# Agenda Item 10

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

**DATE:** 22 SEPTEMBER 2010

**SUBJECT:** REQUEST FOR TEMPORARY FOOTWAY CLOSURE –  
SOUTHPORT INDOOR MARKET, PUBLIC REALM  
WORKS, KING STREET, MARKET STREET AND QUEEN  
ANNE STREET, SOUTHPORT

**WARDS  
AFFECTED:** DUKES

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

**CONTACT  
OFFICER:** COLIN TAYLOR 0151-934-4189

**EXEMPT/  
CONFIDENTIAL:** NO

**PURPOSE/SUMMARY:**

To seek approval for the temporary closure of footways adjacent to Southport Indoor Market Hall in King Street, Market Street and Queen Anne Street to improve the public realm.

**REASON WHY DECISION REQUIRED:**

Cabinet Member has delegated powers to approve a temporary footway closure in excess of 21 days duration.

**RECOMMENDATION(S):**

It is recommended that:-

- (i) the Cabinet Member approve the introduction of temporary footway closures adjacent to Southport Indoor Market Hall in King Street, Market Street and Queen Anne Street, Southport as described in paragraph 2.1.1 of this report.
- (ii) the Director of Planning & Economic Development be authorised to execute the necessary legal procedures and to advertise the Council's intention

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**KEY DECISION:** No

**FORWARD PLAN:** Not appropriate

**IMPLEMENTATION DATE:** Monday 18 October 2010 (59 weeks duration)

**ALTERNATIVE OPTIONS:** None available

## IMPLICATIONS:

**Budget/Policy Framework:**

**Financial:**

<b><u>CAPITAL EXPENDITURE</u></b>	<b>2010/ 2011 £</b>	<b>2011/ 2012 £</b>	<b>2012/ 2013 £</b>	<b>2013/ 2014 £</b>
Gross Increase in Capital Expenditure	600			
Funded by:				
Sefton Capital Resources	600			
Specific Capital Resources				
<b><u>REVENUE IMPLICATIONS</u></b>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

**Legal:**

**Risk Assessment:** N/A

**Asset Management:** N/A

**CONSULTATION UNDERTAKEN/VIEWS**



**CORPORATE OBJECTIVE MONITORING:**

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

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

NIL

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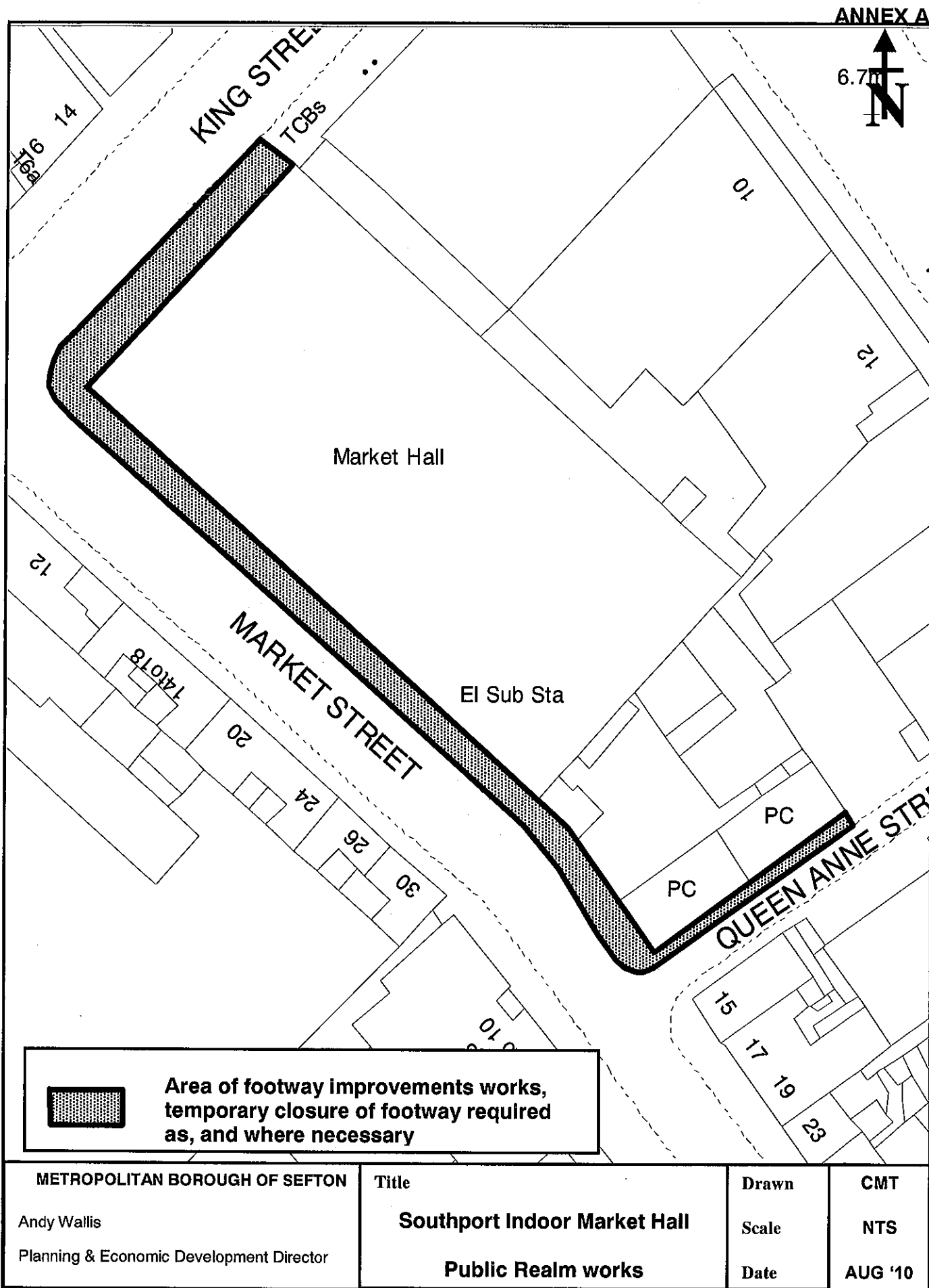
## 1.0 INTRODUCTION


- 1.1 As part of the Southport Indoor Market refurbishment works, various areas of public realm works will be carried out. Primarily this will involve the use of high quality footway and carriageway materials, to enhance the facade of the refurbished Market Hall building. Whilst this is being carried out, the opportunity will be taken to widen sections of footway, to improve the aesthetic appearance of the area, and cater for the anticipated increase in pedestrian footfall.
- 1.2 To enable the public realm works to be completed it will be necessary to initially close part of the footway on Market Street adjacent to the Market Hall to preserve the safety of the general public whilst the work takes place. The temporary footway closure will operate between the side entrance to the market hall on Market Street and the entrance to the rear service yard on Market Street.
- 1.3 The works were due to start on Monday September 27 and the temporary closure has been approved under a separate Chief Officers report, however, it will be necessary to continue works to the footways in continuation of the Chief Officers Report under this Cabinet Member report.
- 1.4 To enable completion of the public realm works to the footways surrounding the Indoor Market Hall site in King Street, Market Street and Queen Anne Street it will be necessary to temporarily close sections of the footways as shown bounded by the bold line on the plan shown in Annex A.
- 1.5 The start date for these works is Monday 18 October and it is estimated that the works will continue until 30 November 2011.

## 2.0 RECOMMENDATION

- 2.1 It is recommended that :
  - i) Footways adjacent to the Southport Indoor Market Hall on King Street, Market Street and Queen Anne Street be temporarily closed as, and where necessary from Monday 18 October until Wednesday 30 November 2011 or until the works are complete.
  - ii) The Director of Planning & Economic Development be authorised to execute the necessary legal procedures and to advertise the Council's intention.

**Andy Wallis**  
**Director of Planning & Economic Development**



 **Area of footway improvements works, temporary closure of footway required as, and where necessary**

<p><b>METROPOLITAN BOROUGH OF SEFTON</b></p> <p>Andy Wallis Planning &amp; Economic Development Director</p>	<p>Title</p> <p><b>Southport Indoor Market Hall</b></p> <p><b>Public Realm works</b></p>	<p>Drawn</p> <p>Scale</p> <p>Date</p>	<p><b>CMT</b></p> <p><b>NTS</b></p> <p><b>AUG '10</b></p>
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