

MEETING: CABINET MEMBER - TECHNICAL SERVICES
DATE: Wednesday 3 November 2010
TIME: 10.00 am
VENUE: Town Hall, Bootle (This meeting will also be video conferenced at the Town Hall, Southport)

Councillor

DECISION MAKER: Fairclough
SUBSTITUTE: Maher

SPOKESPERSONS: Jones Tonkiss

SUBSTITUTES: Dorgan Fenton

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

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

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

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

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AGENDA

Items marked with an * involve key decisions

<u>Item No.</u>	<u>Subject/Author(s)</u>	<u>Wards Affected</u>	
1.	Apologies for Absence		
2.	Declarations of Interest Members and Officers are requested to give notice of any personal or prejudicial interest and the nature of that interest, relating to any item on the agenda in accordance with the relevant Code of Conduct.		
3.	Minutes Of The Meeting Held On 20 October 2010		(Pages 5 - 8)
4.	Sefton Surface Water Management Plan Proposals Report of the Environmental and Technical Services Director	All Wards;	(Pages 9 - 18)
5.	Local Flood Risk Management Report of the Environmental and Technical Services Director	All Wards;	(Pages 19 - 30)
6.	Southport Cycle Town - East West Link Report of the Planning and Economic Development Director	Dukes; Kew;	(Pages 31 - 48)
7.	Crosby Civic Hall/Library, Hougoumont Avenue, Crosby Coastal Park, Blucher Street And Burbo Bank Car Parks - Proposed Car Park Charging Order Report of the Planning and Economic Development Director	Blundellsands; Church; Victoria;	(Pages 49 - 58)

THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON WEDNESDAY, 27 OCTOBER 2010. MINUTE NO. 92 IS NOT SUBJECT TO "CALL-IN".

CABINET MEMBER - TECHNICAL SERVICES

MEETING HELD AT THE TOWN HALL, BOOTLE ON WEDNESDAY 20 OCTOBER 2010

PRESENT: Councillor Fairclough

ALSO PRESENT: Councillors Jones, Porter, Preece, Tonkiss and Weavers

87. APOLOGIES FOR ABSENCE

No apologies for absence were received.

88. DECLARATIONS OF INTEREST

No declarations of interest were received.

89. MINUTES OF THE MEETING HELD ON 6 OCTOBER 2010

RESOLVED:

That the Minutes of the meeting held on 6 October 2010 be confirmed as a correct record.

90. SOUTHPORT CYCLE TOWN - PROPOSED CYCLE TRACK - BIRKDALE TO AINSDALE

The Cabinet Member considered the report of the Planning and Economic Development Director on the outcome of the recently completed consultation exercise in respect of the proposed cycle track - Birkdale to Ainsdale (the Cycle Track); and advising of the decision of the Southport Area Committee in respect of the Cycle Track.

The report indicated that at the end of the consultation exercise, 956 responses had been received and produced the following result:

Those in favour of the Cycle Track 604 (63%)

Those not in favour of the Cycle Track 352 (37%)

A number of respondents also made comments on their consultation returns and their comments were detailed in Annex C to the report.

The Southport Area Committee considered a report on the Cycle Track at its meeting held on 6 October 2010, a copy of which was attached as Annex A to the report. The Area Committee resolved that:

"The Cabinet Member - Technical Services be recommended to not proceed with the proposal."

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OCTOBER 2010

Prior to the meeting the Planning and Economic Development Director had provided the Cabinet Member and Spokespersons with a copy of Minute No. 88 of the Southport Area Committee.

In accordance with Rule 27 of the Council and Committee Procedure Rules of the Constitution, two petitions had been submitted in the following terms:

"We object to any plans to create a 3m wide cycle highway across the Sefton Coast SSSI, one of the most highly designated coastlines in the UK and a site of considerable international importance.

We believe there are more suitable options for a cycle path, which avoid the destruction of the SSSI areas, maintain the amenity value of the Dunes for the interest of the diverse users current and future. The proposed scheme through the Dunes is not sustainable, is not an effective use of money, will add to the annual maintenance budget of the Council over many years.

In addition, we are opposed to any other plan that would impact on the natural beauty of the landscape or wildlife that inhabits the Ainsdale and Birkdale Nature Reserve."

One petition contained 678 signatures whilst the other contained 537 signatures.

Mrs. L. Hilton and Mr. M. Nelson, on behalf of the petitioners, addressed the Cabinet Member in support of the terms of the petitions.

The Cabinet Member also heard representations from Councillors Porter, Preece and Weavers on the proposal.

RESOLVED: That

- (1) the report of the Planning and Economic Development Director, the two petitions and the resolution (Minute No. 88) of the Southport Area Committee be noted;
- (2) the Birkdale to Ainsdale Cycle Track scheme be progressed to the planning application stage and should the planning application be successful, the scheme be referred back to the Cabinet Member - Technical Services seeking authorisation for the scheme to be constructed; and
- (3) the views of the Cabinet Member - Leisure and Tourism, as portfolio holder with responsibility for the land, be sought on the proposal.

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91. ENVIRONMENTAL AND TECHNICAL SERVICES - SERVICE PLAN 2010/11

The Cabinet Member considered the report of the Environmental and Technical Services Director on the Environmental and Technical Services Service Plan for 2010/11.

The report indicated that following corporate re-organisation resulting from the Major Service Review a new Department had been formed involving the merger of parts of the former Environmental Protection Departments and parts of the former Technical Services functions. The Environmental and Technical Services Department Service Plan was appended to the report and Action Plans 4, 5, 6, 7 and 8 in respect of Flood and Coastline Management; Improve the Condition and Safety of Local Roads; Support Regeneration in Sefton; Asset Management and Capita Client functions of the former Environmental Protection Department, fell specifically under the portfolio of the Cabinet Member - Technical Services.

RESOLVED:

That the elements of the Environmental and Technical Services Service Plan 2010/11 that fell within the Technical Services Portfolio be approved.

92. TOWARDS A LOW CARBON AND RENEWABLE ENERGY NETWORK FOR THE LIVERPOOL CITY REGION

The Cabinet Member considered the report of the Strategic Director - Communities providing details for developing a Low Carbon and Renewable Energy Network for the Liverpool City Region and seeking consent for Sefton Council to be the accountable body for the sub-regional bid.

The report indicated that funding had been offered through the Department of Communities and Local Government to support the Climate Change Local Area Support Programme (CLASP), inviting sub-regional bids by 30 September 2010. The programme would conclude in June 2011 so all necessary outputs and outcomes would need to be delivered within that period. Agreement had been reached across the Liverpool City Region (LCR) that there should be a single co-ordinated bid.

The project would build community, Member and officer ability in/support for renewables installations/climate adaptation through co-learning and shared services that allowed LCR to do more with less through joint action to reduce costs whilst improving performance. The concept behind this work was to build the LCR ability to make progress on the substantial opportunities the low carbon economy offered but to do it in a way that developed an efficient approach and use of the capacity available.

It was proposed that Sefton Council act as the accountable body, given that the LCR Board for Environment and Waste would like the Merseyside Environmental Advisory Service (MEAS) (who are hosted by Sefton) to be

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the project manager. The project would simply be added to the existing partnership arrangements between MEAS/Sefton and the other 5 Districts by identifying this specific project as a priority within the work programmes.

RESOLVED:

That Cabinet be recommended to:

- (1) support the proposal to begin to develop a Low Carbon and Renewable Energy Network for the Liverpool City Region funded through the DCLG; and
- (2) agree to Sefton Council being the accountable body for this sub-regional approach, to be hosted and project managed by MEAS.

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REPORT TO: Cabinet Member - Environmental Committee
Cabinet Member – Technical Services Committee

DATE: 20th October 2010
3 November 2010

SUBJECT: **SEFTON SURFACE WATER MANAGEMENT PLAN PROPOSALS**

WARDS AFFECTED: All

REPORT OF: Peter Moore, Environmental and Technical Services Director

CONTACT OFFICER: Graham Lymbery - Project Leader, Coastal Defence
0151 934 2960

**EXEMPT/
CONFIDENTIAL:** N/A

PURPOSE/SUMMARY:

To inform Members of the current work being undertaken in regard to the Surface Water Management Plan for Sefton. The report identifies the strategic objectives, processes and parties involved in the preparation of the Plan

REASON WHY DECISION REQUIRED:

To allow for development of the plan.

RECOMMENDATION(S):

It is recommended that the:

Cabinet Member – Technical Services agrees to the development and implementation of a communications plan for the surface water management proposals, and the

Cabinet Member – Environmental notes the report.

KEY DECISION: No

FORWARD PLAN: No

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

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ALTERNATIVE OPTIONS:

None

IMPLICATIONS:**Budget/Policy Framework:****Financial:**

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

Legal: Issues identified in the report

Risk Assessment:

Asset Management: N/A

CONSULTATION UNDERTAKEN/VIEWS

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CORPORATE OBJECTIVE MONITORING:

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

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

None

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Introduction

1. This report has been prepared to inform Members of the proposals for the undertaking of a study for the preparation of the Surface Water Management Plan for Sefton, and to broadly outline the proposals for the stakeholder engagement.
2. A key action from the Pitt Review was the implementation by all Local Authorities of Surface Water Management Plans.
3. Sefton Council bid for £100,000 funding through the Surface Water Early Action Grant scheme for the development of a Surface Water Management Plan.
4. In March 2010 the grant allocation notification was received from the Department for Environment, Food and Rural Affairs (DEFRA) confirming £100,000 of funding for Sefton Council to undertake a study and to develop a Surface Water Management Plan (SWMP) for the Borough. Sefton Council is also contributing £20,000 to the costs of the study.
5. The preparation of the SWMP is to be undertaken in accordance with technical guidance provided by DEFRA. This identifies four key stages of the preparation of the plan including Preparation, Risk Assessment, Option Selection and Implementation and Review.

Background

6. The SWMP study is undertaken in consultation with key local partners who are responsible for surface water management and drainage in their area. The Plan is developed based on a detailed analysis of flood risk data held by the Key Partners and other appropriate sources. Through close liaison with the Key Partners throughout the study process, the purpose of the SWMP is to establish a long-term Action Plan for the Borough. The Key Partners are Sefton Council, The Environment Agency and United Utilities.
7. A SWMP is a Plan which outlines the preferred surface water management strategy for a given area to address surface water flooding. In this context, surface water flooding includes flooding from sewers, drains, groundwater, and run-off from land, small watercourses and ditches that occurs as a result of heavy rainfall. This plan is prepared following a detailed assessment of flood risk data to assess current and potential future areas of flooding within the Borough. The assessment also identifies solution options and their respective costs for dealing with the various flood risks. This is subsequently developed into the Action Plan, or strategy, for dealing with flood risks.
8. The SWMP will provide appropriate guidance for future investments and developments, drainage maintenance strategies, land-use planning and emergency planning issues.

9. Sefton Council has appointed Capita Symonds as the agent responsible for undertaking the study and the preparation of the Plan. A Steering Group has been established comprising the Key Partners to manage and guide the decisions to be made during the study process.
10. The SWMP Steering Group comprises officers from Sefton Council, the Environment Agency, United Utilities and Capita Symonds. It is intended that this Steering Group will meet on a monthly basis to consider the ongoing study work being undertaken and to input information and viewpoints as required. Existing drainage data held by all of the Key Partners has been gathered and incorporated into the work undertaken to date.
11. The strategic objectives for the SWMP, as agreed by the Steering Group, are attached at Annex A.

Communications Plan

12. A draft Communications / Engagement Plan is being prepared and includes a list of potential 'stakeholders' who may have an interest in flooding problems and flood risk areas in the Borough. Such stakeholders may also have an interest in the potential solution to the problems identified during the assessment process. The stakeholders to be consulted include Area Committee and Parish Council members, Government bodies, statutory bodies and undertakers, relevant local interest groups and associations, riparian owners, developers etc. Following agreement by Cabinet Member of this report, the external stakeholders will initially be notified by letter of the outline proposals and objectives for the SWMP study, and directed to the Sefton website where more details will be available. Due to time constraints it may not be possible to bring the detailed Communications / Engagement Plan to the Cabinet Member – Technical Services for approval prior to implementation. Details of the engagement plan will however be shared as soon as it is available.
13. It is proposed to report to the Area Committees as soon as practicable following agreement of this report by the Cabinet Member – Technical Services.
14. Information regarding the undertaking of the study will be provided on the Sefton Council website. The opportunity will be given to stakeholders to liaise with officers undertaking the study regarding any concerns that they may have, or provide information to assist in the compilation of the study data and preparation of the Plan.
15. It is proposed that the Surface Water Management Plan, once completed and approved by Cabinet Member – Technical Services will be made available on the Council's website.

Programme for the SWMP

16. A programme for the undertaking of the study and development of the Plan has been prepared. In accordance with the requirements of DEFRA, it is

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intended to complete the SWMP work, up to and including the preparation of the Action Plan, by April 2011. The work undertaken to date includes the establishing of the Key Partners, objective setting, establishing governance arrangements, data gathering and mapping, and the technical analysis required for the Strategic Risk Assessment. This Assessment has identified the sites which are to be further assessed in the next stage.

17. The results of the Strategic Assessment work to date have been summarised in a preliminary report, and the areas for further consideration have been identified on a plan. These areas will then be prioritised to identify those which warrant detailed assessment and may ultimately be included in the Action Plan.
18. It is intended that the SWMP programme will be regularly updated to reflect the progress made which will be largely influenced by the number of sites which require a detailed level of assessment.

Action Plan

19. The output of the study is to produce detailed evidence of the procedures and the technical basis of the work undertaken in carrying out the study, and to produce an Action Plan. This Action Plan will identify :
 - a) the preferred options for dealing with flood risk issues,
 - b) the actions required by each partner, and possibly stakeholders,
 - c) who will be the appropriate contributory funding parties for the actions, and
 - d) The timetable for implementation of the Plan.
20. The Action Plan will also serve to inform officers of the Planning Department, and provide guidance on Emergency Planning arrangements.
21. A draft Action Plan will be reported to Members in the New Year for approval prior to being finalised and published.

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SEFTON SURFACE WATER MANAGEMENT PLAN STEERING GROUP OBJECTIVES

The following revised list of Objectives for the Sefton Surface Water Management Plan were agreed following discussion at the Steering Group Meeting No.2 held on 6th August 2010 .

1. **To determine and map current and potential surface water flood risk areas across the Sefton MBC area, irrespective of source.**
2. **To determine the consequences of surface water flooding on people, property, infrastructure and the environment, now and in the future.**
3. **To identify an effective, affordable and achievable strategy with sustainable and cost-beneficial measures to mitigate surface water flood risk, which achieve multiple benefits where possible, and which make the most of opportunities for economic, social and environmental enhancement.**
4. **To improve co-operation and co-ordination for better working relationships between Key Partners to the Surface Water Management Plan (SWMP) comprising Sefton Council, the Environment Agency, United Utilities and other stakeholders influencing surface water management, including establishment of a standing liaison requirement for subsequent delivery of the SWMP measures and any review of the SWMP.**
5. **To assess potential flood risk management measures to Critical and Vulnerable Infrastructure within Sefton.**
6. **To inform and advise spatial planning so that new development is directed away from areas at greatest risk of actual and potential surface water and other flooding so that appropriate surface water mitigation measures are promoted.**
7. **To assess the likely impact of potential flood risk management measures including their contribution to eco-hydrological benefit (ie WFD compliance) and to specific locations identified for potential development and thereby seek to inform future spatial planning policy and site guidance briefs.**
8. **To contribute to meeting the requirements of the Flood Risk Management Regulations, 2009 and the Flood and Water Management Act, 2010, and inform emergency planning decisions.**
9. **To develop an Action Plan for the delivery of SWMP measures showing how partners and stakeholders will work together to finance and implement the preferred measures.**
10. **To periodically review the appropriateness of SWMP datasets and modelling, the delivery of the Action Plan, the means of implementation and to monitor the effectiveness of the enacted SWMP measures, and to update the SWMP where resources allow.**
11. **To develop and implement an effective communications strategy involving all Partners that engages the affected communities and all stakeholders and helps their understanding of surface water flooding issues in Sefton.**

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REPORT TO: Cabinet Member - Environmental
Cabinet Member – Technical Services

DATE: 20th October 2010
20th October 2010

SUBJECT: **LOCAL FLOOD RISK MANAGEMENT**

WARDS AFFECTED: All

REPORT OF: Peter Moore
Environmental & Technical Services Director

CONTACT OFFICER: Graham Lymbery – Project Leader - Coastal defence
0151 934 2959

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

The purpose of this report is to advise the Cabinet Members for Environmental and Technical Services of new duties in relation to local flood risk management.

REASON WHY DECISION REQUIRED:

The new duties are being placed on the Council at the present time with all new duties expected to be in place by April 2011.

RECOMMENDATION(S):

The Cabinet Members for Environmental and Technical Services are recommended to:

- (i) Note the Government's intention to place additional duties on the Council as a Lead Local Flood Authority;
- (ii) Note the Government's intention to fund these additional burdens via Area Based Grant;
- (iii) Note the need for resources to be included in future budgets to deliver these new burdens and for the provision of a Client function.

KEY DECISION: No

FORWARD PLAN: No

IMPLEMENTATION DATE: Following the expiry of the "call-in" period for the Minutes of the Cabinet Meeting

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ALTERNATIVE OPTIONS:

The Council could choose not to undertake the additional duties. This would not require additional funding but would mean that the Council would fail to discharge its duties under the Flood Risk Regulations 2009 and the Flood and Water Management Act 2010. Failure to comply could result in Infraction Proceedings under the European Commission Floods Directive.

IMPLICATIONS:

Budget/Policy Framework:

Financial:

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

Legal:

Risk Assessment:

The new duties placed upon the Council set out a clear approach to the management of flood risk and the development of plans to address this risk.

Asset Management:

The new duties placed upon the Council set out a clear approach to the management of flood risk which includes the assessment and maintenance of flood defence assets.

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

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Background

1. The Flood Risk Regulations 2009 came into force on the 10th December 2009 and have placed new duties on the Council as a Lead Local Flood Authority. These regulations transpose into domestic law the provisions of the European Commission Floods Directive (Directive 2007/60/EC) on the assessment and management of flood risks across European Union Member States. They aim to reduce the likelihood and consequence of flooding through the identification of areas at risk of flooding (from all sources) and the development of Flood Risk Management Plans.
2. The Flood and Water Management Act 2010 was passed by Government this spring and it will have a phased commencement. It will place a number of new duties on Local Authorities along with a general duty to provide a leadership role in relation to Flooding from all sources (details attached). It should be noted in the details that other relevant authorities such as Water Companies will have a duty to cooperate with the Council as we discharge this leadership role. DEFRA (Department for Environment Food and Rural Affairs) wrote to all Councils on the 16th of September 2010 to advise them that various elements were commencing on the 1st of September and 1st of October and that the Government was working towards commencing most other parts of the Act by April 2011.
3. The Council's drainage function was transferred over to Capita Symonds as part of the externalisation of Engineering Services on the 1st October 2008; at this time it was not thought necessary to retain any in-house expertise in this function to act as the Client. It has since been recognised that a Client function is required and the Coastal Defence team has been providing this function in the interim (since September 2009) until resources can be put in place to formalise the arrangement.
4. Local Authorities currently receive funding for flood and coastal erosion risk management through Formula Grant as well as through other sources such as Capital Grants from the Environment Agency. The Government is currently consulting on the basis for the Formula Grant with a view to changing its basis for flood and coastal erosion from being based on past expenditure to a Relative Needs Formula.
5. The Government is also consulting on the mechanism for the distribution of funding for the new burdens arising from the Flood and Water Management Act 2010 with their proposed method being the use of Area Based Grant, as it would include a clear indication of the amount that each Lead Local Flood Authority would get. Early results from research undertaken on behalf of the Government indicate that, for Sefton, this funding would be in the order of £100,000 to £165,000 per year (equivalent to 1.5 to 2.3 full time posts).
6. Flood Risk Management is a significant risk for Sefton given its long coast and extensive areas of low lying land, with approximately 90% of its area relying on pumped drainage. Whilst mechanisms are well established for the management of flood risk from the sea and rivers, the Act aims to manage flood risk from all

sources including sewers, surface and ground water. Members will be aware of recent incidents such as the flooding in Bootle this summer and the breach in the River Alt embankment at Lunt Meadows; compliance with the Act will improve our understanding, management and response to such risks.

Financial Implications

7. It has not been possible at this time to determine the financial implications arising from the new burdens (other than the broad indication by Government) under the Flood and Water Management Act 2010 in relation to staff resources; the Government has, however, made it clear that they will be providing revenue funding through Area based Grant, or similar, as the new burdens are introduced.
8. The Government has provided some financial resource to support delivery of specific burdens. This includes a £100,000 grant for the development of a Surface Water Management Plan (as referred to in the Surface Water Management Plan report of 20 October 2010) and an allocation of £10,000 towards the costs expected to be incurred in this financial year for development of Preliminary Flood Risk Assessments.
9. The Government has made it clear that Local Authorities will need to *'think now about what is necessary to make sure the skills and capacity are in place for their strategy preparation processes to take advantage of funding and guidance when it is made available from April 2011.'*

Discussion

10. Whilst it is clear that at this time we are not in a position to determine what resource we will need, or what funding we will receive, we can be certain that the Council will have new burdens to deliver and that some funding will be provided by the Government to deliver these burdens. We know that these new duties under the Flood and Water Management Act will be substantially in place by April 2011 and we can assume that the timing of the funding from Government will match this.
11. We also know that there is currently no Council resource for the management of the Drainage function currently being delivered by Capita Symonds and that there is a need for a Client function in relation to drainage and that this will require resources to be put in place for the Client function.
12. We are currently reviewing all Council Services in the light of proposed budget cuts and any consideration of the delivery of new duties needs to be considered in the light of these budget cuts and potential restructuring.
13. Given the uncertainty relating to resource need, funding allocation from Government and future structures for Council Services, it is not appropriate at this time to request formal inclusion in the Council's budget process, but it is appropriate to ask the Cabinet Member to:

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- Note the Government's intention to place additional duties on the Council as a Lead Local Flood Authority;
- Note the Government's intention to fund these additional burdens via Area based Grant;
- Note the need for resources to be included in future budgets to deliver these new burdens and for the provision of a Client function.

Flood and Water Management Act 2010

What does the Flood and Water Management Act mean for Local Authorities?

This factsheet summarises flood management provisions in the Act that affect local authorities in England.

Lead local flood authority

Sir Michael Pitt's review of the flooding in 2007 stated that "the role of local authorities should be enhanced so that they take on responsibility for leading the co-ordination of flood risk management in their areas". The Act provides for this through the new role of the lead local flood authority.

As set out in the Government's response to Sir Michael's Review, the Act defines the lead local flood authority for an area as the unitary authority or the county council. This will avoid any delay or confusion about who is responsible, but in no way prevents partnership arrangements to make full use of all capabilities and experience locally. The Act enables lead local authorities to delegate flood or coastal erosion functions to another risk management authority by agreement.

Local Partnerships

Sir Michael Pitt's Review recommended that the lead local flood authority should bring together all relevant bodies to help manage local flood risk. The important roles played by district councils, internal drainage boards, highways authorities and water companies are also recognised in the Act and these bodies, together with the Environment Agency, are identified as risk management authorities.

The Act enables effective partnerships to be formed between the lead local flood authority and the other relevant authorities who retain their existing powers (with some enhancement), but it does not say what any local arrangements should look like. It requires the relevant authorities to co-operate with each other in exercising functions under the Act and they can delegate to each other. It also empowers a lead local flood authority or the Environment Agency to require information from others needed for their flood and coastal erosion risk management functions.

Guidance and examples of best practice arrangements for local partnerships will be made available to local authorities and, as recommended by the EFRA Select Committee, different bodies' roles can be varied if necessary.

Flood risk management strategies

The Environment Agency will be required to develop a national strategy for the management of coastal erosion and all sources of flood risk for England. This will need to be consulted on publicly before being approved by the Secretary of State and laid before Parliament.

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The Act also requires a lead local flood authority to develop, maintain, apply and monitor a strategy for local flood risk management in its area. The lead local flood authority will be responsible for ensuring the strategy is put in place but the local partners can agree how to develop it in the way that suits them best. The Act sets out the minimum that a local strategy must contain, and the lead local flood authority is required to consult on the strategy with risk management authorities and the public.

Local flood risk includes surface runoff, groundwater, and ordinary watercourses (including lakes and ponds). Guidance may, amongst other things, set out in more detail how the national strategy and local strategies should interact and how local strategies will need to take account of plans to manage other sources of risk.

Local authorities will need to consider the full range of measures consistent with a risk management approach in developing their local flood risk strategy. Resilience and other approaches which minimise the impact of flooding are expected to be a key aspect of the measures proposed.

Duty to act consistently with local and national strategies

The Act will require local flood risk management strategies to be consistent with the national strategy. The local strategies will build on information such as national risk assessments and will use consistent risk based approaches across different local authority areas and catchments. The local strategy will not be secondary to the national strategy; rather it will have distinct objectives to manage local flood risks important to local communities.

Duty to investigate and to maintain a register

To ensure greater co-ordination of information and avoid situations where bodies do not accept responsibility, the lead local flood authority will:

- investigate flooding incidents in its area (where appropriate or necessary) to identify which authorities have relevant flood risk management functions and what they have done or intend to do. The lead local flood authority will then be required to publish the results of any investigation, and notify any relevant authorities.
- maintain a register of structures or features which they consider have a significant effect on flood risk in their area, at a minimum recording ownership and state of repair. The register must be available for inspection and the Secretary of State will be able to make regulations about the content of the register and records.

Ensuring progress

To avoid administrative burdens, the Act does not require routine reporting on performance, but allows information to be requested where necessary. Local authorities can bring matters to the Government's attention and if a risk management authority fails to exercise a flood or coastal erosion risk management function, the Secretary of State can direct another authority to carry out that function.

In addition, the Act will enable overview and scrutiny committees in lead local flood authorities to hold all the risk management authorities to account. In this way, the public can be actively involved in ensuring authorities perform.

Works powers

The Act provides the lead local flood authority with powers to do works to manage flood risk from surface runoff and groundwater. Powers to do works on ordinary watercourses remain with either district or unitary authorities, or internal drainage boards. All works must be consistent with the local flood risk management strategy for the area.

Designation of third party assets

The Act provides lead local flood authorities, district councils, internal drainage boards and the Environment Agency with powers to designate structures and features that affect flooding or coastal erosion. The powers are intended to overcome the risk of a person damaging or removing a structure or feature that is on private land and which is relied on for flood or coastal erosion risk management.

Once a feature is designated, the owner must seek consent from the authority to alter, remove, or replace it. If someone does make a change to a designated feature, then the authority may issue an "enforcement notice" which will set out any steps that must be taken to restore a feature. An individual may appeal against a designation notice, refusal of consent, conditions placed on a consent or an enforcement notice.

Sustainable drainage systems

The Act establishes a SuDS Approving Body (the "SAB") at county or unitary local authority levels. The SAB would have responsibility for the approval of proposed drainage systems in new developments and redevelopments, subject to exemptions and thresholds. Approval must be given before the developer can commence construction.

In order to be approved, the proposed drainage system would have to meet new national standards for sustainable drainage. Where planning permission is required applications for drainage approval and planning permission can be lodged jointly with the planning authority but the Approving Body will determine the drainage application. Regulations will set a timeframe for the decision so as not to hold up the planning process.

The SuDS Approving Body (SAB) would also be responsible for adopting and maintaining SuDS which serve more than one property, where they have been approved. Highways authorities will be responsible for maintain SuDS in public roads, to National Standards.

Sustainable drainage systems on private property, whether they are private or adopted, must be designated by the SAB under Schedule 1 to the Act as features that affect flooding risk. The SAB will also be required to place all approved sustainable drainage systems on the register of structures and features (as a separate category).

The National Standards will set out the criteria by which the form of drainage appropriate to any particular site or development can be determined, as well as requirements for the design, construction, operation and maintenance of SuDS. Local authorities are represented on the Project Advisory Board for the development of these National Standards.

The Act, in response to Sir Michael Pitt's Review, also makes the right to connect surface water drainage from new development to the public sewerage system conditional on the surface water drainage system being approved by the Approving Body.

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Further information on sustainable drainage systems and drainage is covered in a separate factsheet for property developers.

Other powers

Local authorities will be able to use all their normal powers (in planning, regeneration, local investment, highways and to provide information and guidance) to support their new roles under the Act.

They will take over the Environment Agency's role in deciding whether to allow works by third parties that may affect water flows to take place. They will also continue to be members of Regional Flood and Coastal Committees. These Committees will decide on the local levy raised and how this is spent and will be consulted on all relevant Environment Agency proposals.

Sustainable development duty and environmental works

The Act includes a duty for local authorities, highways authorities, and internal drainage boards to contribute to sustainable development in discharging their flood and coastal erosion risk management (FCERM) functions. This is similar, to the existing duty that the Environment Agency already has.

The Act also provides environmental powers for works that a) have a net beneficial impact, b) are consistent with the national FCERM Strategy and, c) are deemed by the relevant authority to be desirable for the natural environment, the historic environment, landscape, or have amenity or leisure benefits.

Levies

The Act will enable the Environment Agency to issue levies to the lead local flood authority for an area in accordance with section 74 of the Local Government Finance Act in the same way that they could previously raise levies under Section 133 of the Water Resources Act 1991, which will be repealed.

Funding

Defra is committed to funding all net new burdens on local authorities resulting from the new Act, and will monitor the situation as implementation proceeds.

There is a separate factsheet on funding.

The EU Floods Directive

Alongside the Act, the Flood Risk Regulations 2009 have been made to implement the Floods Directive in England and Wales. These regulations outline the roles and responsibilities of the various authorities consistent with the Flood and Water Management Act and provide for the delivery of the outputs required by the Directive:

- Preliminary Flood Risk Assessments (PFRAs), which will allow the identification of areas of potential significant risk.
- Maps showing impact and extent of possible future significant flood events.
- Flood risk management plans, identifying how significant flood risks are to be mitigated.

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It is envisaged that initially the local and national strategies (which will take on board work to date in putting together catchment flood management plans, shoreline management plans, and surface water management plans amongst other things) will help to shape the work to be done on the Floods Directive outputs. Over time the maps and plans under the Directive will in turn shape the national strategy and the local strategies.

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Agenda Item 6

/REPORT TO: CABINET MEMBER – TECHNICAL SERVICES

DATE: 3 NOVEMBER 2010

SUBJECT: Southport Cycle Town, East West Link

WARDS AFFECTED: Dukes / Kew

REPORT OF: Andy Wallis Director of Planning & Economic Development

CONTACT OFFICER: R S Waldron – Assistant Director Transport and Spatial Planning
Peter Hillsdon, Senior Assistant Transport Policy Officer, 0151 934 4808
Dave Marrin, Traffic Services Manager
0151 934 4295

EXEMPT/CONFIDENTIAL: No

PURPOSE/SUMMARY:

To seek Cabinet Member's approval for the proposed East – West cycle route along Portland Street, Southport.

REASON WHY DECISION REQUIRED:

Elected Members of Southport Area Committee were unable to agree to the proposal made by officers and in accordance with delegations approved within the Council's Constitution and the protocol agreed with Cabinet Member Technical Services and Area Committee Chairs in Spring 2002 for the progression of Capital Schemes, the decision has now been referred to the Cabinet Member.

RECOMMENDATION(S):

It is recommended that

- (i) Cabinet Member note the response to the consultation
- (ii) Cabinet Member approve the introduction of the 20mph zone, speed tables, mini roundabout and opening of gaps of the road closure on Lord Street for cyclists.
- (iii) The proposed build outs containing trees be omitted from the proposals due to the difficulties in introducing trees along Portland St.

Agenda Item 6

KEY DECISION: No

FORWARD PLAN: Not applicable

IMPLEMENTATION DATE: None

ALTERNATIVE OPTIONS:

None available

IMPLICATIONS:

Budget/Policy Framework: None

<u>CAPITAL EXPENDITURE</u>	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £	2013/ 2014 £
Gross Increase in Capital Expenditure	460,00 0			
Funded by:				
Sefton Capital Resources (LTP)	150,00 0			
Specific Capital Resources (Cycle Town)	310,00 0			
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y	31 st March 2011			
How will the service be funded post expiry?				

Legal: None.

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:

Cabinet Member Technical services – Report of 11th August 2010 entitled Southport Cycle Town, East West Link
Southport Area Committee – Report of 26th May 2010 entitled: Southport Cycle Town, East West Link.

Agenda Item 6

1.0 Background

- 1.1 Cabinet Member will be aware that a key element of the Southport Cycle Town project is to develop an East – West link which would link the Business Park, Hospital and housing at Kew to the town centre and seafront area.
- 1.2 Through funding secured as part of the project, routes have already been developed on Benthams Way, across the Newlands Country Park and across Portland Street playing fields. Traffic signals have also been provided at the junction of Portland Street and Cemetery Road.
- 1.3 The final part of the route is to further improve the route along Portland Street itself between the playing fields and Lord Street.
- 1.4 This section of Portland Street has been identified through the Urban Safety Management Programme as in need of safety improvements with a significant number of accidents occurring along its length. Many of these accidents are concentrated at the junctions along the road.
- 1.5 At the Cabinet Member Technical services meeting of 11 August 2010, Cabinet Member approved the further consultation for the East West link along Portland Street and authorised the undertaking of the necessary legal procedures.

2.0 Proposal

- 2.1 Following a previous consultation in September 2009 the scheme proposals have been amended to remove the proposed road closures and traffic calming features in the side roads.
- 2.2 Consequently, it is now proposed to progress the scheme as detailed in paragraph 8.4 of the report to the Area Committee of the 26th May but excluding the closure of Portland Street. To summarise the scheme would consist of:
 - 20mph zone between Duke Street and Eastbank Street/Soutbank Road including Portland. (There would be no physical measures introduced on the side streets)
 - Speed tables on Portland Street at the junctions with each of the minor side roads, with pinch points placed between each of the junctions, planted with trees/ shrubs to reduce traffic speeds and improve the environment.
 - Mini roundabout on speed table at junction of Portland Street/Shakespeare Street.
 - Opening up of gaps in central reserve of Lord Street to allow cyclists to cross from Portland Street to Coronation Walk.

3.0 Consultation Process

3.1 Consultation materials were distributed to 2221 residential and business properties within the area bounded by Duke St and Southbank Road/ Eastbank Street. These materials were distributed by PDC distribution during the week commencing 11 September to allow a minimum 3 week consultation period, ending 8 October 2010. The consultation materials are attached as Annex A for information. Concurrently with process, Traffic Regulation Orders were advertised to seek authorisation to introduce the 20mph zone and speed tables. As no properties are directly affected by the proposal to open up gaps on the central reserve, this was omitted from the consultation.

4.0 Results of Consultation

4.1 528 were returned from within the consultation area. This represents a response rate of 23.8 %, which is average for a consultation of this nature.

4.2 A further 93 responses were received from outside the area. These have been analysed separately

4.3 The responses of the 528 responses from within the consultation area are outlined below.

	Y	N
Q1 Are you in favour of the introduction of a 20mph speed limit across the area to reduce vehicle speeds	361	172
Q2 Are you in favour of the introduction of speed tables on Portland St to reinforce the 20mph speed limit	283	245
Q3 Are you in favour of the introduction of build outs and tress along Portland St	275	253
Q4 Are you in favour of the introduction of a mini roundabout at the junction of Shakespeare Street/ Portland St.	357	173

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4.4 The responses of the from outside out outlined below

	Y	N
Q1 Are you in favour of the introduction of a 20mph speed limit across the area to reduce vehicle speeds	79	14
Q2 Are you in favour of the introduction of speed tables on Portland St to reinforce the 20mph speed limit	73	19
Q3 Are you in favour of the introduction of build outs and tress along Portland St	76	17
Q4 Are you in favour of the introduction of a mini roundabout at the junction of Shakespeare Street/ Portland St.	80	13

4.3 As the residents from Portland Street are those most directly affected by the proposals, the results from Portland Street have been analysed separately. The results of these are outlined below.

	Y	N
Q1 Are you in favour of the introduction of a 20mph speed limit across the area to reduce vehicle speeds	90	21
Q2 Are you in favour of the introduction of speed tables on Portland St to reinforce the 20mph speed limit	73	41
Q3 Are you in favour of the introduction of build outs and tress along Portland St	61	53
Q4 Are you in favour of the introduction of a mini roundabout at the junction of Shakespeare Street/ Portland St.	80	31

4.4 A number of comments were made by respondents. These included

- Speeding a major issue
- Road is a race track
- Tables not needed
- Will put more traffic on Duke Street / Eastbank Street / Southbank Road
- Waste of Money
- About time too
- Build outs will cause conflict
- Would affect businesses

- Loss of Parking around build outs
- Close the road
- Good Scheme

4.5 During the Public Consultation process the statutory advertising of the 20mph speed limit and speed tables has also been undertaken. These proposals have been advertised separately to the consultation on the overall scheme. The end of the 21-day objection period for the proposed restrictions was 13th October 2010. There have been no formal objections as part of this consultation process. However it should be noted that there were a number of responses to the public consultation which were against the introduction of these features as outlined above.

5.0 Emergency Services / Bus Operators Response

5.1 The Emergency Services, (Fire, Police, Ambulance) were consulted and they were provided with details of the local safety scheme. None raised any objections to the proposals.

5.2 Merseytravel was also contacted and they also raised no objections.

6.0 Amendments to the Proposals

6.1 During the public consultation process, the preliminary design of the scheme has been undertaken in parallel. Trial holes on site and discussions with statutory undertakers have raised issues with regard to the tree planting in the proposed built outs between the junction on Portland St. Due to the location of gas and water mains lying either side of Portland St, it would only be possible to introduce trees within the build outs at one location on Portland Street.

6.2 The proposed build outs have proven to be the least popular elements of the scheme with only 53.6% of the respondents being in favour of the introduction of the build outs containing trees. One of the main considerations behind the introduction of the build outs was in order to plant trees to green the street, break up sight lines and change the feel of Portland Street. Without the trees the build outs alone will not bring these benefits and the introduction of trees appears to be one of the main reasons why respondents to the consultation favoured the introduction of the build outs. Many of those residents, who were against their introduction, stated the removal of parking to be their main objection.

6.3 As it would appear that the presence of trees was the main reason residents were in favour of the build outs and due to the small majority of respondents in favour of their introduction, it is felt that if we were to re-consult on these features without trees, it is unlikely that there would still be a positive response. Due to this, their effect on parking and the fact that without trees the build outs do not fulfill their original purpose, it is proposed to omit these features from the planned works.

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7.0 **Recommendation**

- 7.1 It is recommended that Cabinet Member approve the introduction of the 20mph zone, speed tables, mini roundabout and opening of gaps of the road closure on Lord Street for cyclists.
- 7.2 The proposed build outs containing trees be omitted from the proposals due to the difficulties in introducing trees along Portland St.



Planning & Economic Development

1st Floor, Magdalen House
30 Trinity Road,
Bootle,
Merseyside, L20 3NJ

Date: 13th September 2010
Our Ref: TSU/0010DM
Your Ref:
Please contact: Peter Hillsdon
Contact Number: 0151 934 4808
Fax No: 0151 934 4532
e-mail: transport.planning@sefton.gov.uk

Dear Resident,

Re: Proposed East West Cycle Route and Associated Speed Management Measures

As you may recall in September 2009, Sefton Council consulted on proposals to develop an East / West cycle route along Portland Street together with accident reduction measures across the wider area. Following the consultation, Southport Area Committee rejected the overall proposals, primarily due to objections to the proposed road closures and the amount of traffic calming proposed in the wider area. Revised proposals have since been developed and these form the basis of this consultation.

The attached information and plans outline the revised proposals with the aim of improving safety for all road users. Attached is a proforma and pre-paid envelope for you to submit your comments and suggestions on the proposals by Friday 8th October 2010.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'D. Marrin', is written over a faint, illegible printed name.

Dave Marrin
Traffic Services Manager

Enc.

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PROPOSED EAST WEST CYCLE ROUTE AND ASSOCIATED SPEED MANAGEMENT MEASURES SOUTHPORT

BACKGROUND

One of the key features of the Cycle Town proposals is to develop an East West Link across Southport, linking the Business Park, Housing, Hospital and schools at Kew, across the Newlands Community Woodland and into the town centre and seafront.

As you may recall in September 2009 Sefton Council consulted on proposals to develop this East / West Cycle route along Portland Street together with accident reduction measures across the wider area. At the time these proposals included the introduction of a signal controlled junction at Portland Street / Cemetery Road, including the closure of Portland Street on the North West side of the junction towards the town centre, together with further road closures and traffic calming within a 20mph zone.

Following this consultation Southport area committee rejected the proposals at a meeting on 18th November 2009, primarily due to objections to the proposed road closures and amount of traffic calming proposed in the wider area. Following this, revised proposals have been developed and these form the basis of this consultation. Permission was granted by the area committee to construct the proposed signal controlled junction of Portland Street / Cemetery Road, without the proposed road closure of Portland Street and this was completed in April 2010.

The aim of the East – West Link is to improve the environment within the area and to reduce the speed and amount of traffic. These improvements will provide all the residents within this corridor from Kew to the town centre with a pleasant route which will allow them to safely cycle and walk on many of their key journeys to shops, school, work, hospital, the town centre and leisure activities.

In addition to the cycle route proposals, over the last 3 years there have been 22 recorded injury accidents within the area between Duke Street and Eastbank Street / Southbank Road, resulting in injuries to 33 people, including seven pedestrians and one cyclist. The majority of these accidents are clustered at junctions along the length of Portland Street, making the area a high priority within the council's Urban Safety Management programme.

It is proposed to introduce measures which reduce traffic speeds and volumes across the whole area to reduce the number of accidents and encourage cyclists to use Portland Street as a key route between Kew and the town centre.

In order to reduce the number of accidents and reinforce the effect of the Cycle route along Portland Street, it is proposed to introduce a 20mph zone across the whole area, supported by speed management measures at the junctions along Portland Street. Along with this, a gap in the central reserve on Lord Street will be introduced

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to allow cyclists to cross. There will be no road closures along Portland Street, or traffic calming measures along any of the side roads as previously proposed.

The enclosed plans show the measures to be introduced which directly affect your property, together with a plan outlining the overall proposals. There are further more detailed plans showing details of each of the individual elements along Portland Street and these can be viewed online at www.sefton.gov.uk/trafficschemeconsultations, or alternatively if you Email transport.planning@sefton.gov.uk with your name and address, we will send you a plan.

The purpose of this consultation is to seek your comments on the proposals.

The measures to be included within the proposed Cycle Route / Speed Management Scheme include :

- The reduction in the speed limit from 30 mph to 20 mph across the whole area between Duke Street in the South and Eastbank Street / Southbank Road to the north, with the exception of Cemetery Road.
- Speed tables at each junction along Portland Street, to reduce vehicle speeds and reduce accidents at junctions along the route.
- Pinch points consisting of build outs between each junction on Portland Street, planted with trees to reduce vehicle speeds and improve the local environment.
- Provision of a mini roundabout at the junction of Shakespeare Street and Portland Street to reduce the number of accidents at this location and make it easier for cyclists to cross Shakespeare Street.

Please complete the enclosed questionnaire and return it in the pre-paid envelope provided to reach us no later than Friday 8th October 2010.

Should you require any further information or more detailed plans, please contact Peter Hillsdon on 0151 934 4808 or email transport.planning@sefton.gov.uk. Minicom 0151 934 4218. Please telephone if you require this information in large print, or in any other format.

**Many Thanks,
Andy Wallis
Director of Planning & Economic Development**

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PROPOSED EAST WEST CYCLE ROUTE AND ACCIDENT REDUCTION MEASURES

PORTLAND STREET, SOUTHPORT

QUESTIONNAIRE

Are you in favour of the following measures, as shown on the enclosed plans?
(Place a tick (✓) in the appropriate box):

	Yes	No
Introduction of a 20mph speed limit across the area to reduce vehicle speeds.	<input type="checkbox"/>	<input type="checkbox"/>
Introduction of speed tables on Portland Street to reinforce the 20 mph speed limit.	<input type="checkbox"/>	<input type="checkbox"/>
Introduction of build outs and trees along Portland Street to improve the local environment and reduce vehicle speeds.	<input type="checkbox"/>	<input type="checkbox"/>
Introduction of a mini roundabout at the junction of Shakespeare Street/ Portland Street.	<input type="checkbox"/>	<input type="checkbox"/>

Comments (continue overleaf if necessary):

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

Name:

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

Please complete and return in the pre-paid envelope provided, to reach us no later than **Friday 8th October 2010.**

If you prefer to complete this form on-line please log onto
www.sefton.gov.uk/trafficschemeconsultations

Andy Wallis
Director of Planning & Economic Development



KEY

1. PROPOSED SPEED TABLE IN ASPHALT CONCRETE AT JUNCTIONS



2. PROPOSED SPEED TABLE IN PATTERN IMPRINTED ASPHALT



3. BOUNDARY OF PROPOSED 20mph ZONE



4. PROPOSED ONE-WAY STREET BUILD-OUT WITH TREE FEATURE



4. PROPOSED NON-ILLUMINATED SIGN TO BE SWITCHED AT ANEWAY OUTTHROUSE TO 20mph ZONE. SIGNS TO BE SWITCHED BACK TO BACK ON SINGLE POINT.








SIGN TO CONFORM 20

SIGN TO CONFORM 30

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REV	DATE	BY	CHKD	APPROV
 Sefton Council CAPITA SYMONDS "Working In Partnership With Sefton Council" info@capitasymonds.co.uk 0151 466 4666				
PROJECT NAME PORTLAND STREET CYCLE IMPROVEMENTS				
PROJECT TYPE CONSULTATION PLAN				
PROJECT ID GENERAL LAYOUT				
DATE AR AR CJ AUG 10				
PROJECT NO. CS-036366-20				
DRAWN BY N.T.S.				



- KEY**
1. PROPOSED SPEED TABLE (W/SPALLS) CONCRETE AT JUNCTIONS

 2. EXTENT OF PROPOSED Speed ZONE

 3. PROPOSED ON STREET BUILD-OUT WITH TREE FEATURE (REFER TO DRAWING REC. CS-03688-10-01 FOR DETAILS)

 4. PROPOSED SIGN - 1. LIMBING SIGN TO BE INSTALLED AT JUNCTION ENTRANCE TO Speed ZONE. SIGN TO BE BUILT ON BACK TO BACK ON SINGLE POINT

- 

20
ZONE

MIN TO CORNER 20'



30
ZONE

MIN TO CORNER 30'

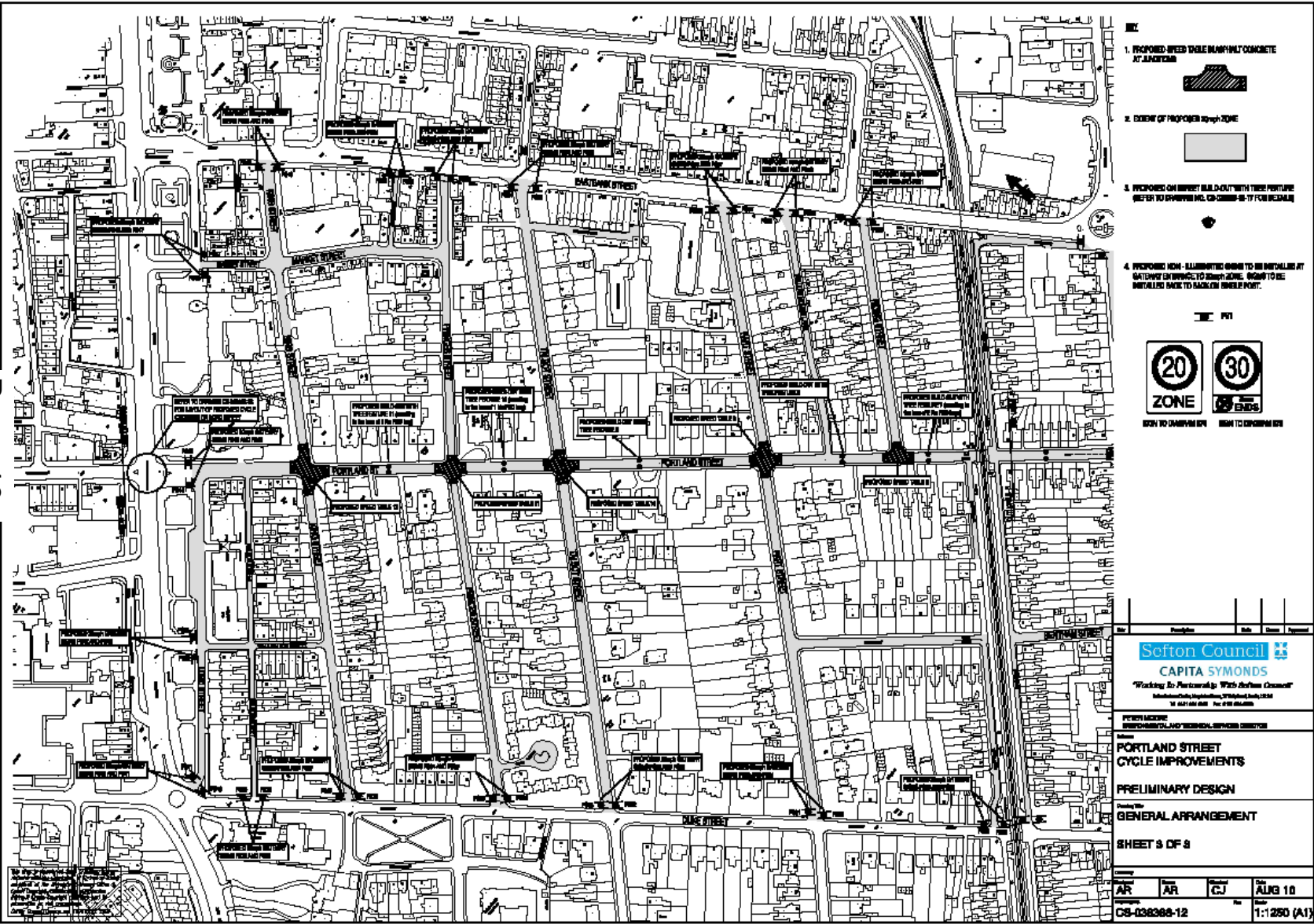
Sefton Council	CAPITA SYMONDS			
<i>"Working In Partnership With Sefton Council"</i>				
<small>Member of the Sefton Council Group of Companies</small>				
<small>10 Sefton Road, Sefton, Merseyside, L35 9EF</small>				
PERFORMANCE ENVIRONMENTAL AND TECHNICAL SERVICES DIRECTOR				
PROJECT				
PORTLAND STREET CYCLE IMPROVEMENTS				
PRELIMINARY DESIGN				
Showing the GENERAL ARRANGEMENT				
SHEET 1 OF 2				
<small>DESIGNED BY</small>				
AR	AR	CJ	AR	AUG 10
CS-03688-10			Scale: 1:1000 (A1)	

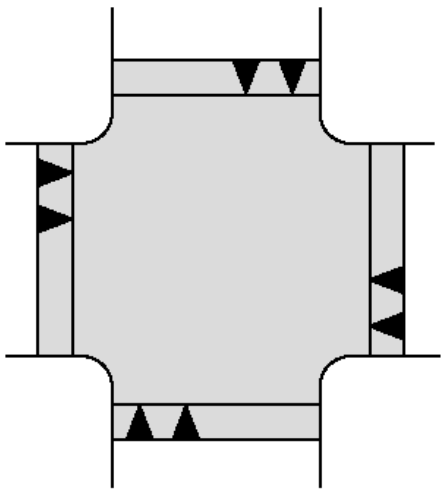
All work is prepared for Sefton Council and is the property of Sefton Council. It is not to be used for any other purpose without the written consent of Sefton Council. The copyright in this work is reserved by the author. Other than as may be otherwise stated.



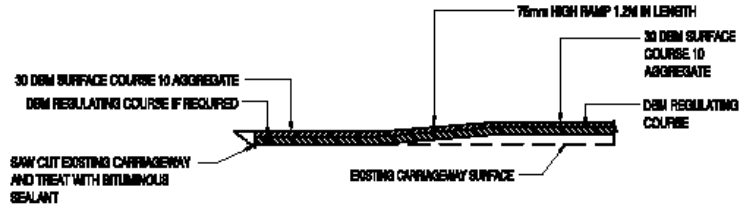
- KEY**
1. PROPOSED WED GABLE BRICK/PAT CONCRETE AT JUNCTION
 2. BOUNDARY OF PROPOSED 20mph ZONE
 3. PROPOSED SIGN FOUNDATION ON BUILT-OUT WITH TREE FORMING (REFER TO DRAWING NO. CB-02888-10-11 FOR DETAILS)
 4. PROPOSED SIGN - SIGNMOUNTING SHOWN TO BE INSTALLED AT GATEWAY ENTRANCE TO 20mph ZONE. SIGN TO BE INSTALLED BACK TO BACK ON SINGLE POST.
- 20 ZONE** **30 ZONE**
 SIGN TO OVERVIEW SIGN SIGN TO CONFORM SIGN

 Sefton Council CAPITA SYMONDS <i>"Working In Partnership With Sefton Council"</i> <small>Industrial Estate, Sefton, Merseyside, L35 9EF Tel: 0151 433 888 Fax: 0151 433 844</small>			
PROJECT LOCATION: PORTLAND STREET CYCLE IMPROVEMENTS			
DESIGN STAGE: PRELIMINARY DESIGN			
DRAWING TITLE: GENERAL ARRANGEMENT			
SHEET NO. OF NO. SHEET 2 OF 3			
AR	AR	CJ	AUG 10
DRAWING NO. CB-028368-11			SCALE 1:1000 (A1)



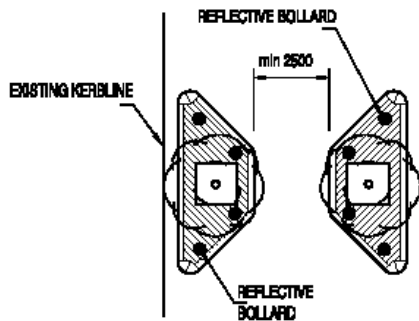


TYPICAL DETAIL
1:100

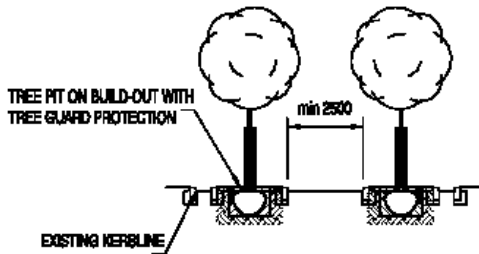


CROSS SECTION RAMP

TYPICAL SPEED TABLE FEATURE



TYPICAL PLAN
SCALE 1/100



TYPICAL ELEVATION
SCALE 1/100

ON-STREET TREE FEATURE

KEY

 FLAGGED CENTRAL RESERVE / ISLANDS

NOTES

1. FINAL LOCATION OF TREE FEATURES TO BE DETERMINED BY LOCATION OF ADJACENT OFF-STREET PARKING FACILITIES.

Rev	Description	Date	Drawn	Approved

Sefton Council
CAPITA SYMONDS
'Working In Partnership With Sefton Council'
 Sefton Business Centre, Magdalen Street, Sefton, Merseyside, L35 9EF

PETER MOORE
 ENVIRONMENTAL AND TECHNICAL SERVICES DIRECTOR

Phase
**PORTLAND STREET
 CYCLE IMPROVEMENTS**

CONSULTATION

Drawing Title
**TYPICAL SPEED TABLE AND
 BUILD-OUT FEATURES**

Revisory

Designed	Drawn	Checked	Date
AR	AR	CJ	SEP 10
Drawing No.	Rev	Scale	
CS/038386-19		N.T.S.	

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Agenda Item 7

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

DATE: 3rd November 2010
1st December 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 17th 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 20th 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) Approve 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.
- ii) Approve the progression of the necessary legal procedures, including those of public consultation and advertising the Councils intention to implement the orders.
- iii) Refer the report 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 17th 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 17th 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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<u>CAPITAL EXPENDITURE</u>	2009/ 2010 £	2010/ 2011 £	2011/ 2012 £	2012/ 2013
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

Legal: The Council approved the budget implication of the proposal on the 17th 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

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CORPORATE OBJECTIVE MONITORING:

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

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

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

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1.0 Background

1.1 Council on the 17th 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 20th 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 4th 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 that have been further discussed with Crosby Ward Councillors at Transportation Member Officer Working Party meetings in June and October 2010 can be summarised as follows:

- i) Consultation with local businesses and residents

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Issues raised by the Waterloo Traders Association in January 2010 and by the 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) Initial Free Period for 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. Due to the level of resources required to effectively manage and enforce this facility, the Parking Service Review in November 2008 proposed its removal and the introduction of a small initial charge. Cabinet on the 27th November 2008, resolved to defer the change until April 2010. The proposal is still subject to review linked to town centre development proposals.

The intention is still to progress this change and it is considered the Crosby Town centre and Waterloo off-street car parks should have consistent charging regimes. Consequently, to avoid abortive costs in having to change charges in Waterloo soon after implementation it is proposed not to include a free initial half hour period.

ii) Residents Permits

In accordance with similar schemes to access Council seafront car parking in Formby and Southport, it is proposed to offer a Sefton Residents Car Park Pass for the four Crosby Sea front car parks at an initial annual charge of £35. Discussions are ongoing between the Planning and Economic Development and Leisure and Tourism Departments on developing an efficient administrative system for the permit with applications being primarily through an online system or at Crosby Library. Details will be finalised prior to the Pay and Display charges being introduced.

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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

There is an ongoing review of parking in the South Road Area considering day time and evening demands. This will take account of Members requests that use of available parking capacity in roads that access onto South road be maximised, potentially through increased use of dual use parking bays for residents and businesses. Consultation will initially be undertaken with Ward Councillors in the near future

v) Refunds etc

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 refund 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 refund 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 refund 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. In accordance with statutory requirements the draft traffic regulation orders will be published and advertised for receipt of objectives

vii) Displaced Parking

Detailed on-street surveys in the vicinity of all the car parks will be undertaken prior to the commencement of the charges. Any transfer of parking to adjacent areas as a result of introducing the charges can then be quantified. If issues are identified appropriate traffic management measures will then be considered commensurate with the impact of the parking to the safe free flow of traffic and access to properties and services. Measures considered will range from provision of 'H' bracket markings to a range of waiting restrictions and possibly resident privilege parking in specific circumstances.

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viii) Improvements to Car Parks

The scope and scale of necessary improvement will be assessed and programmed for implementation as financial resources permit. It is currently recognised that improvements to the Burbo Bank Seafront Car Park requires early attention.

Administration/management of car parks

The responsibility for the six off-street car parks being considered for Pay & Display charges is split between the portfolios of the Cabinet Member technical Services and Cabinet member Leisure and Tourism. Proposals are being developed for one department, probably the Traffic Services Unit of the Planning and Economic Development Department who currently manage the council town Centre and on-street parking sites, to take responsibility for all Waterloo and Crosby seafront car parks. Arrangements will be put in place with regard to existing resources, and distribution of costs and income.

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 1st 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.

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-	20p
Up to 2 hours -	80p
Up to 4 hours -	£1.50
Over 4 hours -	£3.00

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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

Times of operation: 10.00a.m – 5.00p.m – Monday to Sunday (7 days)

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 refunds 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 mid November 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 December 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 February 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 April 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.

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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 It is recommended that Cabinet Member Technical Services approve the progression of the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the orders.
- 7.3 The report be referred to Cabinet Member Leisure and Tourism for information.