

MEETING: CABINET MEMBER - TECHNICAL SERVICES
DATE: Wednesday 26 January 2011
TIME: 10.00 am
VENUE: Town Hall, Bootle (This meeting will also be video conferenced to the Town Hall, Southport)

Councillor

DECISION MAKER: Fairclough
SUBSTITUTE: Maher

SPOKESPERSONS: Jones Tonkiss

SUBSTITUTES: Dorgan Fenton

COMMITTEE OFFICER: Paul Fraser
Telephone: 0151 934 2068
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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 Previous Meeting Minutes of the Meeting held on 15 December 2010		(Pages 5 - 8)
* 4.	REECH (Renewable Energy and Energy Efficiency in Community Housing) Project Joint report of the Planning and Economic Development Director and Neighbourhood and Investment Programmes Director	Church; Derby; Linacre; Litherland; Netherton and Orrell;	(Pages 9 - 24)
5.	Winter Service Interim Report Report of the Environmental and Technical Services Director	All Wards;	(Pages 25 - 52)
6.	Local Flood Risk Management Report of the Environmental and Technical Services Director	All Wards;	(Pages 53 - 58)
7.	Crosby Car Parks - Increase in Parking Charges Report of the Planning and Economic Development Director	All Wards;	(Pages 59 - 64)

8. Parking Enforcement Contract

All Wards;

(Pages 65 -
68)

Report of the Planning and Economic
Development Director

THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON WEDNESDAY, 22 DECEMBER 2010. MINUTE NOS. 120 AND 122 ARE NOT SUBJECT TO "CALL-IN"

CABINET MEMBER - TECHNICAL SERVICES

MEETING HELD AT THE TOWN HALL, BOOTLE ON WEDNESDAY 15 DECEMBER 2010

PRESENT: Councillor Fairclough

ALSO PRESENT: Councillors Jones and Tonkiss

117. APOLOGIES FOR ABSENCE

No apologies for absence were received.

118. DECLARATIONS OF INTEREST

No declarations of interest were received.

119. MINUTES OF THE MEETING HELD ON 1 DECEMBER 2010

RESOLVED:

That the Minutes of the meeting held on 1 December 2010 be confirmed as a correct record.

120. THORNTON SWITCH ISLAND LINK - BEST AND FINAL FUNDING BID

The Cabinet Member considered the report of the Planning and Economic Development Director indicating that in October 2010 the Department for Transport (DfT) advised the Council that the Thornton Switch Island Link, that had previously been granted Programme Entry within the Department's Major Scheme Funding Programme, had further to the Comprehensive Spending Review, been prioritised in the Supported Pool of schemes; that the Supported Pool status meant that the DfT were prepared to find funding support for the scheme subject to agreeing a 'best and final funding bid'; and that the purpose of the report was to seek approval to the Council's 'best and final funding bid' prior to submission to the DfT by the deadline of 4 January 2011.

The report concluded that the funding package set out in the report and the required DfT form was considered deliverable within the current allocation in the Council's Capital Programme, with an allowance for additional units that were the scheme promoter's responsibility.

RESOLVED: That

- (1) the report on the Thornton Switch Island Link be noted;

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DECEMBER 2010

- (2) the Cabinet be recommended to approve the funding proposals included in the report, including the Council's contribution for submission to the Department for Transport as the Council's 'best and final funding bid' for apportioning funding commitment for the scheme; and
- (3) it be noted that the proposal was a Key Decision but, unfortunately, had not been included in the Council's Forward Plan of Key Decisions. Consequently, the Chair of the Overview and Scrutiny Committee (Performance and Corporate Services) had been consulted under Rule 15 of the Access to Information Procedure Rules of the Constitution, to the decision being made by the Cabinet as a matter of urgency on the basis that it was impracticable to defer the decision until the commencement of the next Forward Plan because to do so would result in a failure to meet the required deadline for action.

121. 52 CHURCH ROAD SEAFORTH - REFUSAL OF PLANNING APPLICATION S/2010/1408 FOR THE CONSTRUCTION OF A VEHICULAR ACCESS TO A CLASSIFIED ROAD

The Cabinet Member considered the report of the Planning and Economic Development Director on Application No. S/2010/1408 for planning permission for the construction of a vehicular access at 52 Church Road, Seaforth to a classified road; and indicating that a decision on this matter was required as the Cabinet Member had delegated powers in respect of such matters where highway grounds were the sole reason for planning refusal.

The report indicated that the Traffic Services Manager had concerns over the application and detailed the reasons why he considered that the application should be refused.

RESOLVED:

That the Planning Committee be requested to refuse Application No. S/2010/1408 for the construction of a vehicular access at 52 Church Road, Seaforth on the grounds that the development would lead to conditions which are considered to be detrimental to highway safety.

122. MERSEYSIDE ENGINEERS LABORATORY SERVICE (MELS)

The Cabinet Member considered the report of the Planning and Economic Director advising of the current situation with regard to the support and funding for the Merseyside Engineers Laboratory Service (MELS) for which Sefton Council was the lead authority and accountable body on behalf of the five Merseyside Districts; and highlighting the current and future budget situation that impacted on the viability of the Business Unit and hence staff resources.

The report indicated that over recent financial years the volume of commissions placed with MELS by Constituent Authorities had declined; that the Constituent Authorities were all concerned about the increasing demand to cover deficits in the operational budget from revenue budgets at a time when substantial cuts were under consideration and that as a consequence, the future of the service had been reviewed and a number of options considered; and that it was now recommended that taking into account the views of the Constituent Authorities, Sefton Council as lead Authority should give notice to withdraw its consent to be Designated Council and to terminate the formal Agreement.

The report concluded that the proposed termination of the Agreement was considered the appropriate way forward to reduce the unsustainable demands on revenue budgets; and that it should be noted that this would involve a reduction in staff, to be achieved through the Council's normal personnel procedures and if necessary compulsory redundancies. Under the terms of the Agreement all the Merseyside District Authorities would be responsible for considering redeployment opportunities and to share any costs.

RESOLVED: That Cabinet be recommended to:

- (1) note the Merseyside Districts Authorities' view that sufficient funding and hence commissions will not be available in the foreseeable future to maintain the Merseyside Engineers Laboratory Services as a viable Business Unit;
- (2) in accordance with the Service Agreement with the Merseyside Districts Authorities, the withdrawal of Sefton Council's consent to act as Designated Council and the termination of the MELS Agreement be approved; and
- (3) officers continue to seek the full co-operation of the partner District Authorities to seek redeployment of the staff and to explore opportunities for the potential future utilisation of these specialist skills and equipment, including by private sector interests.

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REPORT TO: Cabinet Member – Regeneration
Cabinet Member – Technical Services
Cabinet
Council
Cabinet Member – Environment

DATE: 19th January 2011
26th January 2011
27th January 2011
27th January 2011
9th February 2011

SUBJECT: REECH (Renewable Energy and Energy Efficiency in Community Housing) Project

WARDS AFFECTED: Linacre, Derby, Litherland, Netherton & Orrell, Church,

REPORT OF: Andy Wallis – Planning and Economic Development Director
Alan Lunt – Neighbourhood & Investment Programmes Director

CONTACT OFFICER: Mo Kundi Tele: 0151 934 3447

EXEMPT/ CONFIDENTIAL: No

PURPOSE/SUMMARY:

To inform Members that the REECH Project has now been approved by the North West Development Agency. Subject to the agreement of arrangements for the delivery of Economic Development activity presented elsewhere on the agenda, to seek Members' approval to accept the Offer letter and also to agree the Revenue and Capital financial implications of the project.

REASON WHY DECISION REQUIRED:

Cabinet approval is required for Sefton Council to accept the REECH Project Offer letter.

RECOMMENDATION(S):

1. Members note that the REECH Project was approved by the North West Development Agency on 16th December 2010.
2. Cabinet Members for Regeneration, Technical Services, and Environment note the content of the report and request further progress reports.
3. That subject to the agreement of arrangements for future delivery of Economic Development, tabled elsewhere on this agenda, **Cabinet:** -
 - (a) accept the Offer Letter from the North West Development Agency in relation to the REECH Project, and approve a start date of 1st January 2011.
 - (b) request the Council to give approval to the inclusion of the REECH Project in the Capital Programme as set out in Annex A in the sum of £7,170,624 to be fully funded from ERDF grant, and
 - (c) agree the Revenue budget as set out in Annex A which requires that the Council provides revenue funding amounting to £413,862 over 3

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calendar years.

4. **Council** be requested to give approval to the inclusion of the REECH Project in the Capital Programme as set out in Annex A in the sum of £7,170,624 to be fully funded from ERDF grant

KEY DECISION: Yes

FORWARD PLAN: Yes – Published on 12th May 2010

IMPLEMENTATION DATE: After the call in period

ALTERNATIVE OPTIONS:

Not to accept the Offer letter from the Regional Development Agency would mean that both Sefton and the rest of the sub-region would lose the opportunity to progress both the climate change, and the low carbon economy agenda, particularly during this financially constrained period.

IMPLICATIONS:

Budget/Policy Framework:

Financial:

The Council is required to provide revenue match funding of £413,862 over 3 calendar years as set out in Annex A.

As regards the Capital element of the project there are no financial implications for the Council. Sefton's role will be to release ERDF grant on receipt of detailed evidence of spend by the Delivery Partners. The Council's Capital Programme will therefore reflect the 50% ERDF element of the project amounting to £7,170,624 as detailed in the following table. The Capital match funding will be provided in total by each of the Delivery Partners as set out in Annex B.

<u>CAPITAL EXPENDITURE</u>	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £	2013/ 2014 £
Gross Increase in Capital Expenditure		3,515,888	3,570,480	84,256
Funded by:				
Sefton Capital Resources				
Specific Capital Resources(ERDF)		3,515,888	3,570,480	84,256
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure	55,231	198,136	195,110	165,385
Funded by:				
Sefton funded Resources				

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External Resources (ERDF)	55,231	198,136	195,110	165,385
Does the External Funding have an expiry date? Yes	31/12/13			
How will the service be funded post expiry?	Project ceases on 31/12/13			

Legal: N/A

Risk Assessment: Council has already accepted that in taking on responsibility as the Accountable Body for this scheme, the Council would potentially be liable if specific conditions are not met in the spending of this grant. See attached risk analysis at Annex C.

Asset Management: N/A

CONSULTATION UNDERTAKEN/VIEWS

LD 00018/10 – The Acting Head of Corporate Legal Services has been consulted and his comments have been incorporated into this report

FD603 – The Interim Head of Corporate Finance & IS 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

Report to Cabinet dated 10th June 2010 entitled 'REECH (Renewable Energy and Energy Efficiency in Community Housing) Programme'

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1.0 Background

1.1 The Cabinet at its meeting on 10th June 2010 considered a report entitled 'REECH (Renewable Energy and Energy Efficiency in Community Housing) Programme' which provided detailed information on the bid submitted to the Regional Development Agency for £7,170,624 ERDF funding. The aim of this sub-regional (including Halton) Programme is to directly stimulate the market for low carbon and environmental technologies and renewable energies via their application within existing social and low income housing.

1.2 The report of 10th June 2010 also provided information on the setting up of the REECH Steering Group, the proposed Programme delivery team, and on financial implications. The Cabinet noted the submission of the REECH Programme bid, and:-

1. Approved the establishment of a REECH Steering Group as outlined in paragraph 3.0 of that report,
2. Agreed that Cabinet Member for Regeneration be appointed Chair of the REECH Steering Group, and that
3. Subject to the REECH Programme bid being successful and a final offer having been made by the Regional Development Agency, requested that a further report be submitted with a view to accepting that offer, and the report to include any financial and operational implications, and
4. Subject to 3 above, agreed to the inclusion of the REECH Programme in the Capital Programme for 2010/11

1.3 Members at their earlier meeting on 17th December 2009 had already agreed to Sefton Council being the accountable body for this sub-regional bid.

2.0 Current Position

2.1 After prolonged discussions and consultations with the Regional Development Agency the REECH Programme bid was finally submitted to the Agency on 2nd September 2010. As Members may be aware with the proposed demise of the Agency, there has been a significant turn around of staff dealing with ERDF funded projects. During this period a new officer within the Agency indicated that the REECH bid as submitted can not be progressed any further unless the Action Plan approach suggested in the bid was changed. The Agency insisted that the existing bid must be revised and should be based on identification of individual eligible projects (across the sub-region, and over the life of the bid), including their aims, objectives and costing. This was a major change of direction by the Agency, particularly as the Agency had approved the Action Plan based approach clearly articulated within the REECH bid during the earlier Expression of Interest stage, and the Concept stage.

2.2 The Agency also indicated that the end date of December 2013 (by which time all ERDF expenditure must be defrayed) can not be changed. This means, given the size and scale, the project needs to officially start no later than **Page 12** January 2011. The Agency's revised timetable is as follows:-

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- Final revised bid to NWDA 2nd November 2010
- Responding to issues raised by the Agency 5th November 2010
- Project Review Group 22nd November 2010
- Programme Monitoring Sub Committee 30th November 2010
- NWDA Board 16th December 2010
- Offer Letter/Contract issued 21st December 2010

2.3 Delivery of the REECH programme is dependent upon Cabinet agreeing to the revised arrangements for the delivery of Economic Development activity presented elsewhere on this agenda.

3.0 Individual Projects

3.1 In line with the Agency's request, Officers have worked with Registered Social Landlord (RSL) delivery partners to identify all those projects that would be eligible for ERDF grant, can be delivered within the bid timetable and critically, will lead to outputs required as part of the funding condition. Not surprisingly the request for ERDF support by delivery partners far exceeds the amount the Agency has allocated to the Merseyside sub-region. The allocation for Halton is coming from the budget earmarked for the rest of the North West region, and therefore cannot be spent within the sub-region. The reverse also applies.

3.2 The attached Annex B shows the following elements:-

- RSL delivery partners
- RSLs' proposed geographical delivery areas
- Start and end date of individual RSL projects
- Number of properties involved, their borough wide locations, and the nature of work proposed
- Original ERDF request and revised ERDF allocation

3.3 The total original request for ERDF resources from RSLs came to some £18,775,893, compared to £7,170,624 that is available from the Regional Development Agency. The request therefore, has been scaled back based on the ability to deliver within the bid time scale, the type and number of energy measures proposed and the outputs produced and match provided. As set out in Annex B, the ERDF allocation in terms of geographical spread is now as follows; Liverpool (£526,157), Wirral (£688,237), Knowsley (£2,002,144), Sefton (£1,958,606), St Helens (£1,692,900). In the case of Halton (£302,580) the allocation has gone up as the amount available is ring fenced.

4.0 Financial Implications

As a result of the revised approach suggested by the Agency, and the fact that the project start date has changed from October 2010 to 1st January 2011, there have been changes to the financial tables provided in the previous Cabinet report. The tables in Annex A have been revised to reflect these changes.

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4.1 Revenue

The total revenue cost of managing the project over the 3 calendar years is estimated to be £1,227,724. ERDF grant amounting to £613,862 will be received based on a 50% intervention rate.

This will leave the same amount to be found as match funding. Sefton Council will provide the largest share of the match funding in the sum of £413,862 over the 3 calendar years. This is based on the fact that Sefton needs to have maximum control of the REECH Project, which in turn allows Sefton to benefit directly from receiving 50% of the ERDF (£613,862) revenue match, and more critically allows Sefton to develop expertise in this particular field, which is likely to offer significant future opportunities. Each of the 5 other Local Authorities will contribute £40,000 in staff time over the 3 calendar years.

The Council would need to employ seven full time staff to manage the project. It has been agreed with the Regional Development Agency, given the current budget situation, that these posts will be restricted in the first instance, to those staff currently at risk within the Council, and will be dealt with in accordance with current policies and procedures. By agreeing to this method of recruitment, Sefton would save circa £337,000 over 3 calendar years.

4.2 Capital

As regards the Capital element of the project, there are no financial implications for the Council. Sefton's role will be to release ERDF grant on receipt of detailed evidence of spend by the Delivery Partners. As set out in Annex A, the Council's Capital Programme will therefore reflect the 50% ERDF element of the project amounting to £7,170,624. The Capital match funding will be provided in total by each of the Delivery Partners.

5.0 Comments

5.1 This is the first time that the European Commission has allowed the use of ERDF grant for housing related activities that were excluded from previous Objective 1 Programmes. Because of different rules and regulations pertaining to the housing sector, it has been a major learning curve for both the Regional Development Agency and Sefton Officers. However, I am please to report that after this lengthy application process the REECH Project was finally approved by the NWDA's Board at it's meeting on 16th December 2010.

6.0 Recommendations

6.1 It is recommended that:-

- Members note that the REECH Project has been approved by the North West Development Agency on 16th December 2010.

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- Cabinet Members for Regeneration, Technical Services, and Environment note the content of the report and request further progress reports.
- That subject to the agreement of arrangements for future delivery of Economic Development, tabled elsewhere on this agenda, **Cabinet:** -
 - (a) accept the Offer Letter from the North West Development Agency in relation to the REECH Project, and approve a start date of 1st January 2011.
 - (b) request the Council to give approval to the inclusion of the REECH Project in the Capital Programme as set out in Annex A in the sum of £7,170,624 to be fully funded from ERDF grant, and
 - (c) agree the Revenue budget for the project as set out in Annex A which requires that the Council provides revenue match funding amounting to £413,862 over 3 calendar years.
- **Council** be requested to give approval to the inclusion of the REECH Project in the Capital Programme as set out in Annex A in the sum of £7,170,624 to be fully funded from ERDF grant

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ANNEX A

FUNDING OF REVENUE COSTS

Revenue Budget Head	Estimated Cost	Funding						
		ERDF	Sefton	Liverpool	Knowsley	St Helens	Wirral	Halton
	£	£	£	£	£	£	£	£
Staff costs	959,450	479,725	279,725	40,000	40,000	40,000	40,000	40,000
Accommodation costs	49,500	24,750	24,750					
Evaluation & Audit fees	85,000	42,500	42,500					
Running costs	30,000	15,000	15,000					
Research & technical support	30,000	15,000	15,000					
Events & Complementary support	73,774	36,887	36,887					
Total	1,227,724	613,862	413,862	40,000	40,000	40,000	40,000	40,000

REVENUE CALENDAR YEARS

Revenue Budget Head	Estimated Cost	2,011	2,012	2,013	2,014
		£	£	£	£
Staff costs	959,449	317,312	319,200	322,937	0
Accommodation costs	49,500	16,500	16,500	16,500	0
Evaluation & Audit fees	85,000	30,000	9,000	9,000	37,000
Running costs	30,000	10,000	10,000	10,000	0
Research & technical support	30,000	10,000	10,000	10,000	0
Events & Complementary support	73,775	24,000	24,000	25,775	0
Total	1,227,724	407,812	388,700	394,212	37,000

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REVENUE – FINANCIAL YEARS

ANNEX A

Revenue Budget Head	Estimated Cost	2010/11	2011/12	2012/13	2013/14 & later
	£	£	£	£	£
Staff costs	959,449	80,337	316,772	320,720	241,620
Accommodation costs	49,500	4,125	16,500	16,500	12,375
Evaluation & Audit fees	85,000	15,000	19,000	9,000	42,000
Running costs	30,000	2,500	10,000	10,000	7,500
Research & technical support	30,000	2,500	10,000	10,000	7,500
Events & Complementary support	73,775	6,000	24,000	24,000	19,775
Total	1,227,724	110,462	396,272	390,220	330,770

CAPITAL CALENDAR YEARS

Capital	2,011	2,012	2,013	2,014	Total
	£	£	£	£	£
Delivery Partners match Funding	2,220,696	4,745,425	204,504	0	7,170,625
ERDF grant	2,220,696	4,745,424	204,504	0	7,170,624
Total forecast capital spend	4,441,392	9,490,849	409,008	0	14,341,249

CAPITAL FINANCIAL YEARS

Capital	2010/11	2011/12	2012/13	2013/14	Total
	£	£	£	£	£
Delivery Partners match Funding	0	3,515,889	3,570,480	84,256	7,170,625
ERDF grant	0	3,515,888	3,570,480	84,256	7,170,624
Total forecast capital spend	0	7,031,777	7,140,960	168,512	14,341,249

ANNEX B

Msida ERDF Capital Allocation	6868044
Halton ERDF Capital Allocation	£302,580
Total ERDF Capital Allocation	£7,170,624

Technologies								
SWI	SWH	Gas savers	Air source	MHRV	Passive Vent	LED Lighting	Dry Lining	Triple Glazing

Technology Unit Cost	6586	3500	750	5669	450	450	160	3581	4297
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Applicant	Scheme	Sub Region Allocation	ERDF	Total Project Cost	No. Properties	SWI	SWH	Gas savers	Air source	MHRV	Passive Vent	Led	Dry lining	Triple Glazing
Knowsley		£2,002,144												
Warrington	Stockbridge		£2,002,144	£4,004,288	608	608								
Wirral		£526,157		£0										
Wirral	Energy Eff a		£171,317	£342,635	85					85			85	
Wirral	Neigh Solar		£144,500	£289,000	68		68	68						
Wirral	Demo		£51,335	£102,670	5	5	5		5		5	1		5
Wirral	Everton Energy		£43,750	£87,500	25		25							
Wirral	L8		£115,255	£230,510	35	35								
Sefton		£1,958,606												
Sefton	Peel Rd		£829,836	£1,659,672	252	252								
Sefton	Lowton Cubitt		£492,520	£985,040	140	140					140			
Sefton	Roof Scheme		£592,500	£1,185,000	300		300				300			
Sefton	Bootle Solar		£43,750	£87,500	25		25							
St. Helens		£1,692,900												
St. Helens	Acre Green		£1,692,900	£3,385,800	300	300	300	300			300			
Wirral		£688,237												
Wirral	Woodward		£688,237	£1,376,474	209	209								
Halton		£302,580												
Halton	Castlefields		£302,580	£605,160	60	60	60							
Totals		£7,170,624	£7,170,624	14,341,249	2112	1609	783	368	5	85	745	1	85	

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		Total Project Cost	ERDF	Match
Knowsley				
Villages	Stockbridge	8,686,802	3,474,721	5,212,081
Liverpool				
Plus Dane	Everton 4 Bed	150,000	75,000	75,000
Plus Dane	Everton Energy	125,000	62,500	62,500
Plus Dane	Kensington	312000	156000	156000
Plus Dane	L8	280000	140000	140000
Good Neighbour	Neighbourhood Solar	477495	238495	239000
Liverpool Hsg Trust	Energy Efficiency	612400	306200	306200
Liverpool Mutual	Demo	95050	47525	47525
Merseyside				
Plus Dane	Bootle Solar	125000	62500	62500
Merseyside	Peel Road	4072000	2036000	2036000
Merseyside Vision	Oxford/Irlam	4950400	2475200	2475200
One Vision	Lowton Cubitt	1366400	683200	683200
One Vision	Roof Scheme	3467800	1733900	1733900
One Vision	LED Programme	5580000	2790000	2790000
St Helens				
Helena	Acre Green	6000000	3000000	3000000
St Helens Council	External Wall Insul	115000	57500	57500
Wirral				
Wirral Partnership	Woodward Estate	2524304	1262152	1262152
Other				
Plus Dane	Castlefields	350000	175000	175000
Grand Total		39289651	18775893	20513758

ERDF Capital Requests

	ERDF Requested	ERDF Allocated	%
Knowsley	3,474,721	£2,002,144	28
Liverpool	1,025,720	£526,157	7
Sefton	9,780,800	£1,958,606	27
St Helens	3,057,500	£1,692,900	24
Wirral	1,262,152	£688,237	10
Halton £300k Allocation	175,000	£302,580	4
	£ 18,775,893.00	£7,170,624	

NB Plus Dane submitted a draft ERDF Revenue request (£350k) for Smart Grid this was ineligible for funding.

Knowsley	3474721
Liverpool	1025720
Sefton	9780800
St Helens	3057500
Wirral	1262152
	<u>£ 18600893</u>
Halton	175000
Grand Total	<u>£ 18775893</u>

Key

Solid Wall Insulation (SWI), Solar Water Heat (SWH), Mechanical Heat Recovery (MHRV)

RISK ASSESSMENT

ANNEX C

Risk Description	(a) Probability (Score 1-5)	(b)Impa ct (Score 1-5)	(c) Over all Risk (a x b)	Review Date	Risk Owner	Mitigation: What can be done to reduce risk or what contingency plans will be in place?	Residual Risk	
							Likelihood	IMPACT
Financial and Legal risk	1	5	5	On going	Sefton Council	Sefton would be undertaking the role of Programme management. Tendering exercise will be undertaken in accordance with ERDF regulations and successful tenderer will be legally and financially duty-bound to deliver the agreed out puts and out comes. Also payments will only be made on defrayed eligible expenditure.	0	0
Project not approved by the RDA	2	1	2	On going	Sefton Council	In the event the project is not approved, there are no cost implications to Sefton or to other delivery partners involved in the programme.	0	0
Project approved but ERDF grant reduced	3	2	6	On going	Sefton Council & Delivery Partners	In the event the ERDF allocation is reduced, the works programme will also be reduced accordingly. Depending on the reduction in the allocation, the delivery team may need to be reduced, and the nature and geographical spread of activity may also be curtailed.	0	0

	2	2	4	On going	RSL Delivery Partners/Sefton Council	Successful delivery contracts would be with the RSLs, who will then engage contractors to undertake the work. It will be the RSL who having signed the conditional offer letter legally and contractually obliged to complete agreed works. Failure to do so mean that they will not get paid, and Sefton would be in a position to claw back any money for non achievement of out puts.	0	0
RSL goes into Administration	1	5	5	On going	Sefton Council	Sefton Council will undertake financial credit rating of RSLs during the tendering exercise.	0	0
Individual Project cost overruns	3	2	6	On going	Delivery Partners & Sefton Council	Sefton Council will monitor RSLs, and their contracts very closely, and where necessary will ask RSLs to take corrective actions. Council will have no legal or contractual agreement to pay for any cost overruns incurred by the RSL or their contractors. This risk will lie entirely with the relevant RSL	0	0
Overall Programme cost overruns	1	5	5	On going	Sefton Council	Regular monitoring of contracts with delivery partners, and Management delivery costs will be undertaken, and reported both to the Steering Group and the Cabinet.	0	0
Delays/time constraints	3	2	6	On going	Sefton Council & Delivery Partners	At the start of the project, a reserve list of schemes would be produced and if some projects do not materialise, schemes could be brought forward from the reserve list	0	0

Local Supply Capacity problems	2	2	4	On going	Sefton Council & Delivery Partners	The Sefton Delivery Team is already engaging organisations such as Fusion 21(local supply chain company set up to work with RSLs) and Envirolink NW in order to raise awareness of the opportunities arising from this programme and help to find solutions for capacity development.	0	0
Skilled labour constraints	2	2	4	On going	Sefton Council & Delivery Partners	Working with other partners in the sub region/region in order to anticipate labour constraints and jointly work with them in order to address them	0	0
Funding problems	3	2	6	On going	Sefton Council & Delivery Partners	Increase the contribution from alternative sources of funding or seek extended timescales on the delivery of the project. As part of this development stage Sefton has sourced and collated Expressions Of Interest for more than double the bid amount so we have many potential projects in reserve	0	0
Technical barriers	3	1	3	Approval Stage and start of works	Sefton Council & Delivery Partners	This is will be addressed as part of the tendering exercise, where detailed appraisal and assessment will be undertaken of each tenderer.	0	0
During and post project responsibilities include safeguarding, and archiving of information	5	1	5	On going	Sefton Council & Delivery Partners	Steps will be undertaken at the start of the project to ensure that all relevant information is labelled, safely secured and archived and readily available should it become necessary in the event of audit work.	5	1

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REPORT TO: Cabinet Member Technical Services
Cabinet

DATE: 26th January 2011
27th January 2011

SUBJECT: Winter Service Interim Report

**WARDS
AFFECTED:** All

REPORT OF: Peter Moore
Environmental & Technical Services Director

**CONTACT
OFFICER:** Jeremy McConkey
Network Manager
0151 934 4222

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To provide Cabinet Member Technical Services and Cabinet with an interim report on the recent extreme weather event and to identify initial opportunities for consideration

REASON WHY DECISION REQUIRED:

Cabinet Member Technical Services has requested a report on the response to the recent extreme weather event and a re-evaluation of the effectiveness of the existing Winter Service Policy in light of that event. Many of the options for changing or increasing service provision have cost implications that would require Member approval.

RECOMMENDATION(S):

That Cabinet Member Technical Services:

1. Notes the interim report; and
2. Confirms his recommendation(s) to Cabinet

That Cabinet:

1. Notes the interim report;
2. Considers the recommendations of the Cabinet Member; and
3. Determines what action should be taken to change or enhance the existing Winter Service Policy and Winter Maintenance service provision.

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KEY DECISION: No

FORWARD PLAN: No

IMPLEMENTATION DATE: At the end of the 'call-in' period

ALTERNATIVE OPTIONS:

Maintain the existing Winter Service Policy and Winter Maintenance service provision in its current form and at its current level

IMPLICATIONS:

Budget/Policy Framework: A number of the recommendations have a budgetary implication as identified within the report

Financial:

The current Winter Maintenance budget within Highways Management is £0.440m (including Trunk Roads). This resource is generally sufficient to cover a typical foreseeable winter season. However, with the exceptionally severe weather conditions experienced during December, it is considered that this budget will be overspent this year.

The proposals contained within this report are offered as suggestions for consideration by Members, to enhance and improve the level of service for winter gritting given the experiences of this year so far. However, the additional costs of providing such enhancements would not only be dependent upon the priorities agreed with Members, but the need to find additional funding, since it is felt that such costs could not be contained within existing resources.

<u>CAPITAL EXPENDITURE</u>	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £	2013/ 2014 £
Gross Increase in Capital Expenditure	TBC	TBC	TBC	TBC
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure	TBC	TBC	TBC	TBC

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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 existing policy is considered sufficient to discharge the Council's legal requirement to ensure, as far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

Risk Assessment: The policy is being re-evaluated in light of the most severe weather in Sefton in perhaps 50 years.

Asset Management: The highway network is a major asset to the Council and its communities that needs to be maintained.

CONSULTATION UNDERTAKEN/VIEWS

FD618 – the Acting Head of Corporate 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		√	

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

Winter Service Policy and Operational Plan, www.sefton.gov.uk/default.aspx?page=2794

Report to Cabinet Member Technical Services, 28th January 2009, *Winter Service 2008/09 – Progress Report*

Report to all Area Committees, 1st - 16th July 2009, *Winter Service*

Report to Party Group Leaders and Area Committee Chairs Meeting, 13th August 2009, *Winter Service*

Report to Southport Area Committee, 28th July 2010, *Winter Service*

Report to Southport Area Committee, 6th October 2010, *Winter Service*

BACKGROUND

1. The Cabinet Member will be aware that the Environmental & Technical Services Department provides a Winter Service to the borough in accordance with the Council's Winter Service Policy and Operational Plan. Officers monitor the weather conditions 24 hours a day throughout the winter season and enact the plan when weather conditions dictate. A local contractor who has secured the contract twice consecutively in open competitive tendering provides the actual gritting operation.
2. The Railways and Transport Safety Act 2003 (section 111) inserted an additional section (41(1)) to the Highways Act 1980 which placed a duty on Highway Authorities in respect of winter conditions, as follows:-

"In particular, a Highway Authority is under a duty to ensure, as far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice"

3. The Council operates to a Winter Service Policy and operational plan that has been approved by the Council and is reviewed each summer to ensure that it remains "fit for purpose". During the summer of 2009 extensive consultation was undertaken on the policy via all Area Committees and in July and October 2010 further reports were requested by and submitted to Southport Area Committee addressing the potential and costs of enhancing the current policy to include: gritting roads and footways on approaches to schools not already on the established gritting routes; and the provision of additional Grit Bins outside schools funded from Ward Budgets. In light of the technical limitations of normal gritting methods in areas with lower levels of traffic movement and the resources required these reports were noted but did not result in any change to Council Policy. The Southport Area Committee did request that the Council approach Schools to offer the provision of Grit Bins outside their premises at their cost, this was done but no school has requested such provision to date. The Committee further requested that due to the technical limitations of normal gritting methods in areas with lower levels of traffic movement that alternative ice prevention/clearance methods be investigated for such areas and a small-scale trial of an alternative method is currently being undertaken.
4. The Winter Service Policy is based on managing typical winter conditions in the borough and reasonably foreseeable/likely "worst-case" situations. Typical winter conditions in Sefton may see temperatures fall below zero during the night and on the coldest days, usually recovering to above freezing during the day, with occasional limited snowfall. Subject to regular revision this policy has generally served Sefton well for a number of years in dealing with the winter conditions experienced.
5. At present, there are 8 specific gritting routes identified for the borough's roads that treat 209 miles (35%) of Sefton's total highway network. These routes are gritted routinely when icy conditions are forecast or evident. Latest Audit

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Commission guidelines suggest that primary gritting routes should treat between 12% and 25% of the carriageway network. At 35% of the total highway Sefton easily exceeds these guidelines. Three of the nine Gritting Vehicles are also fitted with Snow Ploughs and ploughing routinely occurs on the gritting routes whenever necessary, practical and safe to do so.

6. We also grit footways in main town centres across the borough (i.e., Southport, Formby, Maghull, Crosby and Bootle), provide Grit Bins at 58 locations such as slopes and sharp bends across the borough and where possible re-deploy staff available to assist with snow and ice removal at priority footway locations.
7. So far this winter the current Winter Service Policy has resulted in the gritting of Highway and Footway Gritting Routes on 24 occasions prior to 17th December 2010 and 45 occasions in total to date. It is further understood that necessary refilling of the 58 Grit Bins has been undertaken on 4 occasions so far this winter.

EXTREME WEATHER EVENT COMMENCING ON 17TH DECEMBER 2010

8. The extreme weather event that commenced on 17th December 2010 resulted in the most severe weather experienced in Sefton for many years, certainly the most severe in the last 20 years with some personal/anecdotal accounts suggesting it might even have been 40-50 years since such conditions were experienced.
9. Whilst the original forecast for the Friday 17th December suggested a snowfall of between 2 and 5 centimetres (1-2 inches) the reality saw a fall of up to 30 centimetres (8-12 inches) in places with the central and northern parts of the borough most severely affected. In addition temperatures were recorded as low as minus 17 degrees Celsius over a number of nights, with Crosby officially designated as the coldest location in the country, and remained below freezing for 10 consecutive days and nights (approximately 240 consecutive hours) preventing any significant thaw and turning much of the snow to ice, compacted-ice where it had been subject to pressure from vehicular or pedestrian traffic.

RESPONSE DURING THE EXTREME WEATHER EVENT

Winter Service Policy/Highways

10. In anticipation of ice and snow the Gritters were sent out on 17th December to initially grit the roads at double the normal rate of spread and those vehicles fitted with a plough also ploughed where possible/necessary. The Gritters were then deployed on all 8 gritting routes twice more on that night, but even their efforts were hampered by the amount of snow that actually fell and even some fallen trees in places.
11. The Gritters are fitted with C-Track GPS tracking which captures location data and provides a record of the routes taken. The data provided is extensive and an example showing the movements of Highway Gritting Vehicle P123 KWB on 17th December 2010 is attached as Annex A. Similar information is recorded for all

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Gritters. The data provided confirms when the vehicle left the Depot at Damfield Lane, Maghull (approximately 17.55hrs), the route it followed and when it returned to the Depot (approximately 20.20hrs). This “snapshot” of the data also confirms the two further deployments at approximately 22.00-02.20hrs and 03.00-05.40hrs, together with the further deployment to undertake additional ploughing at approximately 07.45-10.18hrs. Maps confirming the routes taken on all 8 gritting routes are included at Annex B for illustrative purposes. The C-Track information currently does not indicate that salt is being dispersed or the plough deployed, however the salt usage is measured by means of a weighbridge with each Gritter weighed before and after each gritting run.

12. The Gritters with Snow Ploughs were deployed all day on 18th and 19th December. In addition, the routes were gritted on 18th, 19th, twice on 20th and every night during the period of extreme weather. In addition to the normal gritting runs, officers responded to requests from the Police and Merseytravel to undertake additional ‘spot’ gritting at key identified locations that were causing particular problems.
13. Sefton has 2 road sensors (one in Thornton and one in Maghull) which measure the conditions at those locations on an hourly basis and at all times during the ten day period the sensors showed evidence of salt present on the road. An example of the data provided is attached as Annex C, similar information is recorded throughout the winter.
14. Early indications suggested a thaw by the end of the week however this was repeatedly delayed as the extreme conditions persisted. The 10 consecutive days and nights of sub-zero temperatures prevented any significant thawing effect resulting in the snow on the ground quickly turning to compacted ice and remaining in place for a prolonged period despite the amount of gritting undertaken.
15. As a result of this changing weather information and evidence that the normal methods could not make the impact desired a decision was taken to trial more aggressive methods to physically remove packed ice in particularly problematic areas using JCB diggers, albeit with a recognised risk of lasting damage to the highway. The resources that could be identified in a short timescale were deployed to a number of locations including:
 - Rose Hill/Ash Street Southport
 - Coast Road
 - Cambridge Road Southport
 - Station Road Ainsdale
 - Liverpool Road Ainsdale
 - Northway A59 Maghull
 - Formby By pass A565
 - Gorse Lane/Fleetwoods Lane Netherton

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The operation of ice removal (which involved both highway maintenance and Leisure Services contractors) was supplemented by additional gritting at those locations and took place on 23rd and 24th December 2010.

16. Footway Gritting was undertaken throughout the period and staff from the Operational Services Department were re-deployed where possible to undertake snow and ice removal at priority footway locations. Despite this the effect of these activities was limited because of the severity of the weather conditions referred to above, the number of available staff and the difficulties of undertaking that work (i.e. the manual removal of compacted ice and snow in sub-zero conditions).
17. Under current arrangements staff, typically staff in other key front-line services such as street cleansing & refuse collection, are generally only re-deployed when they are unable to undertake their primary role because that service can't operate and then only after any necessary action to ensure that when that service can resume it is ready to resume (e.g. that the vehicles are free of snow, that there are no breakdown issues, that the vehicles will be able to leave the depot etc.). This approach is necessary to ensure a swift "catch-up" following the disruption to those services, delays to which, particularly in the case of refuse collection, would cause further problems, dissatisfaction and reputational damage.

Schools

18. The recent adverse weather occurred when the schools were closed. The Council has worked with schools to prepare for severe weather conditions and in November 2010 the Council issued a revised Schools Emergency Management Guidance document to all Sefton schools. This document provides advice on pre planning, risk assessment, holding supplies of grit, clearing snow and communication with staff, parents and the local authority. In addition as referred to in paragraph 3 above, the Council has offered to provide Grit Bins to schools at their cost.

Health and Social Care

19. An annual Winter Plan is in place with Sefton NHS. This covers hospital admissions and discharge policies, which are monitored by senior staff in the acute sector, Sefton NHS and Health & Social Care Department on a daily basis. During the adverse weather conditions Bed Management meetings were held daily across the acute hospitals with Health and Social Care to ensure timely discharges.
20. The Adult Social Care Customer Access Team reported that there were no extraneous circumstances reported.
21. Domiciliary Care Services were in operation but calls prioritised depending on levels of need. Vulnerable adults who were known to the department were contacted by telephone to ensure they were safe and warm if carers could not

access their properties. Service users were extremely co-operative during the adverse weather.

22. Day centres remained open if service users could access them, although Community Transport was cancelled.
23. Community Meals service suffered some disruption but frozen meals were delivered to service users if necessary.

Communication and Co-ordination

24. A corporate Severe Weather Group meeting of senior officers from across the Council was convened on the afternoon of Monday 20th December and that group continued to meet as necessary throughout the period. Following this meeting, a significant amount of information was posted on the Council website. This was also sent out as a press release to local and regional media, including radio. A system of daily email messages, with updated information, was also set up for all Elected Members as well as partners of the council including; the voluntary sector, faith sector, police, NHS, Fire Service, Ambulance Service, MPs, parish councils, the Chamber of Commerce and others.
25. Further senior management meetings were held at 10.00 am daily throughout the period to enable operational updates and decision making along with information updates that were circulated as widely as possible. Information was therefore updated on a daily basis by the Communications Department from that original starting point. A total of nine separate press releases were issued about the severe weather and the impact on council services. A significant amount of verbal briefings were also given to individual media throughout.
26. The varied conditions across the region, with parts of Sefton being more severely hit than other locations, resulted in a number of enquiries both direct to the Council but also through media channels which questioned the Council's response to the weather event. Much of the media attention came through a daily phone-in show on BBC Radio Merseyside with numerous callers taking part in the show for a number of days running. Information was provided to the station throughout the severe weather and a number of enquiries were dealt with directly. Officers carried out two interviews and also some elected members took part in the debate, however the questions raised over the council's actions persisted. Information was also provided to BBC North West Tonight, which resulted in a balanced report, and an offer was made of an interview with an officer.
27. From Monday, 20th December, accurate and timely information was posted on the council's website and shared with Elected Members, partners and the media. This information was also inclusive of cleansing, refuse collection and other Council services. It also featured general advice for people about the severe weather including "community awareness" advice for people to "look out for their neighbours" etc as well as contact details for anyone with concerns about

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vulnerable people or questions about council services. Information about frozen pipes and other practical advice was also supplied.

28. Following their contacts with residents, several Elected Members also made requests for other details to be posted/released. These included specific contact details and general advice on certain issues. All of these requests were dealt with.

INITIAL FINDINGS AND OPTIONS FOR SERVICE ENHANCEMENT

29. It is clear that despite the efforts of staff and our contractor, the unprecedented conditions experienced over the 10 days from 17th December 2010 resulted in an outcome that was below the expectations of the Elected Members, residents and highway users. The level of impact achieved through application of the existing Winter Services Policy and other additional resources deployed was such that many people continue to believe that the Council failed to grit/plough or had not done so until it was too late.
30. The issues that require consideration are: what, if any, alterations/enhancements are required to the “routine” Winter Service to improve Sefton’s preparedness for this and future winters; and what, if any, additional “escalation” policy/resources should be provided/engaged in the event of a recurrence of out-of-the-ordinary extreme weather events similar to that experienced from 17th December 2010. Either type of enhancement will require additional resources and must therefore be very carefully considered, particularly at this time of significantly reducing local government funding.
31. **Snow Ploughing** - as reported, the Council owns three snow plough blade attachments for its nine Gritters. Whilst not all highways on all routes can be safely ploughed it is thought that some lengths of highway on the majority of routes could be ploughed in certain circumstances. Areas on the existing routes where it is thought ploughing would remain problematic include Churchtown village, Brooke Vale, Seaforth, Woodlands Avenue, Crosby, and a number of the smaller roads in Hightown. The number of problematic locations could increase in light of any practical experience. The success and safety of snow ploughing depends on the level of snowfall. As ploughing takes place the snow is relocated rather than removed, where the snow is ploughed to is therefore a matter of importance as the solution to one problem may lead to the creation of another. It is anticipated that a small amount of snow can be ploughed successfully so as not to create an obstruction on footways or block access to private drives or cars. However, a substantial fall such as we had recently could result in many obstructions being created and it is therefore a matter of judgement as to whether ploughing in very extreme falls of snow would be acceptable. Nevertheless, there is an option available to purchase up to a further six snow ploughs so that each Gritter (including the spare stand-by Gritter) could be fitted with a ploughing blade whenever necessary.
32. **Grit Bins** – There have been a number of suggestions that further Grit Bins should be provided at more locations in the borough, including in and around

shopping areas. It is suggested that this would allow traders to assist in the process of ice prevention/clearance by using grit from the bins in the vicinity of their business. It has also been suggested that as grit bin capacity is limited further salt could be deposited “loose” at town centre locations for use by businesses when conditions are particularly bad. There is however a concern that this latter response in particular could easily lead to the theft of the salt for private use (as is already the case on many occasions with the current Grit Bins). An initial exercise by officers has identified as many as 110 further locations that might be considered under the criteria suggested. It is suggested that if the Cabinet Member and Cabinet were inclined to pursue this approach further consultation could be undertaken with Elected Members, businesses, emergency services and other Council Departments to refine a list of possible locations.

33. **Additional Gritting** - There are a number of locations that may benefit from additional gritting in times of an extreme weather event. Typically these are roundabouts, bridges, sharp bends and key junctions. Rather than develop a list of these locations, instructions could be given to our experienced contractor at the appropriate time to increase the spread rate as necessary. This would increase salt usage and that would need to be taken into account when agreeing the restocking profile with our supplier. In addition, in order to improve the effectiveness of the use of Grit at Grit Box locations, staff could be deployed to undertake grit-spreading duties at those locations. If these were Council staff that would cause disruption of the services those staff are normally engaged in, if they were external staff there would be a financial cost to this.
34. **Gritter GPS-Tracking** - Whilst the location of the Gritters is GPS-tracked the equipment does not currently record whether or not the grit distributor is operating or the snowplough deployed. Additional equipment could be readily added to the Gritters to capture this information and provide evidence of when and where grit is actually being deposited or the snowplough deployed (it would still not measure the amount of grit spread).
35. **Salt** - We currently have a restocking agreement with our salt supplier, so that as we use salt we are restocked to agreed levels on a regular basis throughout the winter. This allows us to purchase salt at the appropriate level rather than going to the expense of buying large amounts that we may not need. At the start of the winter the salt dome (used to store the salt we use at optimum condition) is restocked to its capacity of 950 tonnes and is restocked throughout the season as described above. It should be noted that at no time during this current winter, including during the 10-day extreme weather event, has the Council run short of grit. If Members determine to increase the number of Grit Bins or implement other means of grit distribution this restocking profile would need to be revisited and increased. In addition, a further stock of salt could be sourced and held under temporary cover as an emergency supply for use in extreme situations, however, this would need to be purchased at the end of the winter season when demand is much less than at other times during the winter and there is a significant risk of salt wastage due to deterioration in the event that such additional stocks are not required in the following winter.

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36. **Additional Resources** - The availability of human resources to clear snow and ice is restricted, public expectation of the size of the Council's re-deployable workforce and the impact that they can have across the whole borough almost certainly exceeds the actual resource available/impact possible. An exercise is underway to identify and reassess the internal resources available and how they could/should be deployed, together with identifying other external resources that could be made available to assist further and the cost of deploying those resources.
37. **Winter Service Policy** – The current policy and operational plan has generally served the Authority well, each year officers undertake a risk-assessed review of the policy based on typical winter conditions in the borough, the severity of winters experienced and reasonably foreseeable/likely “worst-case” situations. Whilst it is still considered that the current policy would continue to be fit for purpose on the vast majority of occasions, in light of the severity of the latest extreme weather event there may now be a need to establish a further element of the policy to call upon in rare situations such as those which took place recently. It is therefore proposed to introduce a two-tier policy document consisting of Tier One that would be enacted in the majority of cases and a Tier Two “Escalation Policy” that would be enacted when conditions reach a sufficiently high level of severity that a Tier One response would be insufficient. This approach to the policy, along with protocols to determine how it would be enacted will be subject to a further report.
38. **Co-ordination and Escalation of the Council's Response** - The recent extreme weather event commenced on a Friday evening and whilst the highways related Winter Service operations continued throughout the weekend and the Council's existing emergency responses were in place (e.g. Emergency Duty Co-ordinator; Social care Emergency Duty Team etc.), there has been criticism that senior managers did not meet collectively until the Severe Weather Group was convened at 2.00pm on Monday 20th December. Consideration needs to be given to when and how Sefton's response should be escalated beyond the normal response in the event of an extreme event that is beyond normal operational conditions but not sufficient to activate the Major Emergency Plan, regardless of the time it occurs. This issue will be subject to a further report.
39. **Engagement with the Community** – Liaison between the Communications Team and the service departments was effective and resulted in a good level of internal and external communication activity. However, feedback has emphasised that consideration should be given to alternative/improved methods of communication for residents and businesses in future, recognising recent developments in immediate communication channels, such as social networking sites like Twitter and Facebook. A more pro-active approach to informing residents of issues, which could be faced in severe weather, will be adopted through the media and on the website in the run-up to winter in the future. Information on the Council website will also be duplicated on the staff intranet site to ensure as many people as possible are engaged. Further to this, there is a need to enhance our engagement with traders to ensure our response is as good as it can be and that they too are

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appropriately prepared for severe weather conditions, in order keep businesses operational and accessible to the community. The Neighbourhoods Team within the Neighbourhoods and Investment Programmes Department has strong links with Elected Members and the business community, and further work will be undertaken to explore how these two-way communication channels can be used to ensure that people are aware of what they can expect from weather conditions and the Council's response. This issue will be subject to a further report.

40. **Voluntary, Community and Faith Organisations** – It has been suggested that current arrangements fail to maximise the use of people and resources that might be available within voluntary, community and faith organisations/networks. Officers will explore opportunities for improved links with these organisations/networks in Sefton. This issue will be subject to a further report.

ISSUES FOR CONSIDERATION

41. The following are some potential short-term actions (i.e. for the current Winter Season) and longer-term actions (i.e. ahead of next winter) that Members are asked to consider and provide direction on. This is not an exhaustive list and further suggestions may emerge as consultation continues.

Possible Immediate/Short-Term Actions

	Action	Timescale	Approximate Cost
(a)	Procurement of up to 6 additional Snow Plough Blades such that all highway Gritting Vehicles are equipped with a plough. This would improve the level of preparedness for snow events across the borough and give greater flexibility in the response to such events.	3-4 weeks	£35,000
(b)	Enhancement of C-Track GPS monitoring to include the recording of grit distribution and snow plough deployment. This would not improve the actual response given but would improve performance monitoring and reassurance in relation to the service delivered.	TBC	£1,500
(c)	Purchase additional Grit Bins (cost shown is based on 100 additional bins)	TBC	£23,000
(d)	Additional cost of filling 100 additional Grit Bins (cost shown is based on a single fill of all bins)	TBC	£3,100
(e)	Deployment of Gritting Contractor staff to undertake manual gritting at Grit Bin locations (Cost shown is based on current provision of 58 Grit Bins)	Immediate	£1,700 each time
(f)	Deployment of Gritting Contractor staff to undertake manual gritting at individual Grit Bin locations.	Immediate	£85 per location
(g)	Procurement of additional external resources to be deployed on snow/ice removal, as needed, during extreme weather events. (Actual rates can be commercially sensitive, the cost shown to the right is for illustrative purposes only and is based on typical daily rates for deploying a team consisting	Immediate	£1,850 per team day

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	of: 1 Supervisor; 1 JCB and Driver and 10 Operatives for a single day).		
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Possible Longer-Term Actions

	Action	Timescale	Approximate Cost
(h)	Procure up to 500 tonnes of additional salt as emergency supply. This would have to be stored outside the existing Salt Dome and would be for use as an additional stockpile for use in the event of extremely severe conditions as indicated in paragraph 32 above	3-4 months	£20,000

42. The Cabinet Member is requested to note this report, consider the issues raised and in particular possible actions identified in paragraphs 29-41 and make appropriate recommendations to Cabinet for their consideration.
43. Cabinet are requested to note this report, consider the issues raised, in particular possible actions identified in paragraphs 29-41 and to consider any recommendations from Cabinet Member Technical services in determining what action should be taken to change or enhance the existing Winter Service Policy and Winter Maintenance service provision.
44. A further report will be submitted to the Cabinet Member and Cabinet in due course.

The following documents are attached:

Annex A – Example C -Track Movement Report

Annex B – Maps Showing GPS-Tracked Gritter Movements

Annex C – Example Data From Thornton Road Sensor

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C-track Movement Report

From: P123 KWB - Sefton Council
 2010-12-17 00:00:00
 To: 2010-12-18 12:00:00
 Department: All

Report Criteria:
 Statuses Selected: All
 Show Only 'At' locations: No
 Position Descriptions: Only when closer than 1000 m
 **=Illegal Driver, ----=No ID tag presented

Date	Driver	Status	Speed	ODO	Location
2010-12-17					
09:00	----	Battery Tamper; Ignition ...	0	0	GB-L37 . Liverpool (Formby)
09:03	----	Startup;	0	0	GB-L37 . Liverpool (Formby)
09:04	----	Driving;	0	0	GB-L37 . Liverpool (Formby)
09:05	----	Driving;	0	0	GB-L37 . Liverpool (Formby)
09:06	----	Driving;	1	0	GB-L37 . Liverpool (Formby)
09:07	----	Driving;	0	0	GB-L37 . Liverpool (Formby)
09:07	----	Ignition Off;	0	0	GB-L37 . Liverpool (Formby)
09:10	----	Startup;	0	0	GB-L37 . Liverpool (Formby)
09:11	----	Ignition Off;	0	0	GB-L37 . Liverpool (Formby)
09:21	----	Startup;	0	0	GB-L37 . Liverpool (Formby)
09:22	----	Ignition Off;	0	0	GB-L37 . Liverpool (Formby)
09:28	----	Startup;	0	0	GB-L37 . Liverpool (Formby)
09:29	----	Ignition Off;	0	0	GB-L37 . Liverpool (Formby)
09:40	----	Startup;	0	0	GB-L37 . Liverpool (Formby)
09:41	----	Driving;	1	0	GB-L37 . Liverpool (Formby)
09:41	----	Ignition Off;	0	0	GB-L37 . Liverpool (Formby)
09:41	----	Battery Tamper; Ignition ...	0	0	GB-L37 . Liverpool (Formby)
16:48	----	Startup;	0	0	GB-L37 . Liverpool (Formby)
16:49	----	Driving;	8	0	GB-L37 . Liverpool (Formby)
16:50	----	Driving;	31	0	GB-L37 4 Liverpool (Formby) Formby by Pass
16:51	----	Driving;	30	1	GB-L37 6 Liverpool () Formby by Pass
16:52	----	Driving;	53	2	GB-L38 1 Liverpool () Scaffold Lane
16:53	----	Driving;	30	2	GB-L38 1 Liverpool () Lady Green Lane
16:54	----	Driving;	30	3	GB-L38 6 Liverpool (Ince Blundell) Back O'ThTown Lane
16:55	----	Driving;	42	4	GB-L38 6 Liverpool () Park Wall Road
16:56	----	Driving;	35	4	GB-L29 8 Liverpool (Thornton) Lunt Road
16:57	----	Driving;	23	5	GB-L29 7 Liverpool (Thornton) Lunt Road 15
16:58	----	Driving;	24	5	GB-L29 7 Liverpool () Lunt Road
16:59	----	Driving;	22	6	GB-L29 9 Liverpool (Sefton) Bridges Lane
17:00	----	Driving;	34	6	GB-L31 8 Liverpool () Bridges Lane
17:01	----	Driving;	28	6	GB-L31 8 Liverpool (Maghull) Sefton Lane 45
17:02	----	Driving;	26	7	GB-L31 7 Liverpool (Maghull) Liverpool Road South 129
17:03	----	Driving;	33	7	GB-L31 7 Liverpool (Maghull) Northway
17:04	----	Driving;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:05	----	Driving;	2	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:06	----	Ignition Off;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:40	----	Startup;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:41	----	Driving;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:42	----	Driving;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:43	----	Driving;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:44	----	Driving;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:45	----	Driving;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:45	----	Excess Idle;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:46	----	Excess Idle;	0	7	GB-L31 7 Liverpool (Maghull) Northway
17:47	----	Excess Idle;	0	7	GB-L31 7 Liverpool (Maghull) Northway
17:48	----	Excess Idle;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:49	----	Excess Idle;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:50	----	Excess Idle;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:51	----	Excess Idle;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:52	----	Excess Idle;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:53	----	Excess Idle;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:54	----	Excess Idle;	0	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:55	----	Excess Idle;	0	7	GB-L31 7 Liverpool (Maghull) Northway
17:56	----	Excess Idle;	0	7	GB-L31 7 Liverpool (Maghull) Northway
17:57	----	Driving;	3	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:58	----	Driving;	1	7	GB-L31 7 Liverpool (Maghull) Damfield Lane
17:59	----	Driving;	29	7	GB-L31 7 Liverpool (Maghull) Liverpool Road South
18:00	----	Driving;	29	8	GB-L31 8 Liverpool (Maghull) Sefton Lane 55
18:01	----	Driving;	35	9	GB-L31 8 Liverpool () Bridges Lane
18:02	----	Driving;	11	9	GB-L29 9 Liverpool (Sefton) Bridges Lane
18:03	----	Driving;	33	9	GB-L29 7 Liverpool () Lunt Road
18:04	----	Driving;	14	10	GB-L29 7 Liverpool (Thornton) Lunt Lane
18:05	----	Driving;	34	10	GB-L29 7 Liverpool (Thornton) Lunt Road
18:06	----	Driving;	31	11	GB-L29 5 Liverpool (Thornton) Long Lane
18:07	----	Driving;	0	11	GB-L23 4 Liverpool (Crosby) Southport Road
18:08	----	Driving;	24	11	GB-L23 4 Liverpool (Crosby) Ince Road 52
18:09	----	Driving;	0	11	GB-L23 4 Liverpool (Crosby) Ince Road
18:10	----	Driving;	5	12	GB-L23 4 Liverpool (Crosby) Quarry Road
18:11	----	Driving;	33	12	GB-L23 4 Liverpool () Virgins Lane
18:12	----	Driving;	30	12	GB-L23 4 Liverpool () Back Lane

Agenda Item 5

C-track Movement Report

From: P123 KWB - Sefton Council
 2010-12-17 00:00:00
 To: 2010-12-18 12:00:00
 Department: All

Report Criteria:
 Statuses Selected: All
 Show Only 'At' locations: No
 Position Descriptions: Only when closer than 1000 m
 **=Illegal Driver, ----=No ID tag presented

Date	Driver	Status	Speed	ODO	Location
2010-12-17					
18:13	----	Driving;	26	12	GB-L23 4 Liverpool () Back Lane
18:14	----	Driving;	20	13	GB-L23 4 Liverpool () Back Lane
18:15	----	Driving;	27	13	GB-L23 4 Liverpool () Back Lane
18:16	----	Driving;	13	14	GB-L23 4 Liverpool () Virgins Lane
18:17	----	Driving;	16	14	GB-L23 4 Liverpool (Crosby) Brook Road 9
18:18	----	Driving;	0	14	GB-L23 4 Liverpool (Crosby) Ince Road
18:19	----	Driving;	31	14	GB-L23 4 Liverpool (Crosby) Southport Road
18:20	----	Driving;	29	15	GB-L23 4 Liverpool () Ince Lane
18:21	----	Driving;	24	16	GB-L38 6 Liverpool () Moor Lane
18:22	----	Driving;	22	16	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
18:23	----	Driving;	24	16	GB-L38 6 Liverpool (Ince Blundell) Scaffold Lane
18:24	----	Driving;	14	16	GB-L38 1 Liverpool () Scaffold Lane
18:25	----	Driving;	25	17	GB-L38 1 Liverpool () Scaffold Lane
18:26	----	Driving;	19	17	GB-L38 1 Liverpool () Scaffold Lane
18:27	----	Driving;	23	17	GB-L38 5 Liverpool () North End Lane
18:28	----	Driving;	24	17	GB-L38 5 Liverpool () North End Lane
18:29	----	Driving;	16	18	GB-L38 3 Liverpool (Hightown) Alt Road
18:30	----	Driving;	17	18	GB-L38 3 Liverpool (Hightown) Kerslake Way
18:31	----	Driving;	3	19	GB-L38 0 Liverpool (Hightown) Lower Alt Road 1
18:32	----	Driving;	16	19	GB-L38 9 Liverpool (Hightown) Village Way 12
18:33	----	Driving;	12	19	GB-L38 9 Liverpool (Hightown) Blundell Grove
18:34	----	Driving;	22	19	GB-L38 9 Liverpool (Hightown) Blundell Road
18:35	----	Driving;	19	19	GB-L38 9 Liverpool (Hightown) Elvington Road
18:36	----	Driving;	19	20	GB-L38 9 Liverpool (Hightown) Blundell Road
18:37	----	Driving;	20	20	GB-L38 9 Liverpool (Hightown) Whitefield Close
18:38	----	Driving;	17	21	GB-L38 9 Liverpool (Hightown) Blundell Grove
18:39	----	Driving;	17	21	GB-L38 9 Liverpool (Hightown) Village Way 12
18:40	----	Driving;	17	21	GB-L38 0 Liverpool (Hightown) Kerslake Way
18:41	----	Driving;	13	21	GB-L38 3 Liverpool (Hightown) Alt Road
18:42	----	Driving;	19	21	GB-L38 3 Liverpool () Moss Lane
18:43	----	Driving;	19	22	GB-L38 3 Liverpool () Moss Lane
18:44	----	Driving;	17	22	GB-L38 3 Liverpool () Orrell Hill Lane
18:45	----	Driving;	17	22	GB-L38 3 Liverpool () Orrell Hill Lane
18:46	----	Driving;	0	22	GB-L38 3 Liverpool () Orrell Hill Lane
18:47	----	Driving;	28	22	GB-L38 1 Liverpool () Scaffold Lane
18:48	----	Driving;	19	23	GB-L38 1 Liverpool () Scaffold Lane
18:49	----	Driving;	17	23	GB-L37 6 Liverpool () Formby by Pass
18:50	----	Driving;	21	24	GB-L37 6 Liverpool () Formby by Pass
18:51	----	Driving;	17	24	GB-L37 6 Liverpool (Formby) Liverpool Road
18:52	----	Driving;	14	24	GB-L37 6 Liverpool (Formby) Liverpool Road
18:53	----	Driving;	15	24	GB-L37 6 Liverpool (Formby) Royal Crescent 1
18:54	----	Driving;	9	24	GB-L37 4 Liverpool (Formby) Liverpool Road 12
18:55	----	Driving;	14	24	GB-L37 4 Liverpool (Formby) Cross Green 2
18:56	----	Driving;	21	25	GB-L37 8 Liverpool (Formby) Altcar Road 43
18:57	----	Driving;	22	25	GB-L37 8 Liverpool (Formby) Altcar Road
18:58	----	Driving;	1	25	GB-L37 . Liverpool (Formby)
18:59	----	Driving;	21	25	GB-L37 8 Liverpool (Formby) Altcar Road 51
19:00	----	Driving;	17	25	GB-L37 4 Liverpool (Formby) Kirkstall Drive 15
19:01	----	Driving;	22	26	GB-L37 6 Liverpool (Formby) Alt Road 27
19:02	----	Driving;	19	26	GB-L37 6 Liverpool (Formby) Liverpool Road 46
19:03	----	Driving;	6	27	GB-L37 4 Liverpool (Formby) Raven Meols Lane
19:04	----	Driving;	24	27	GB-L37 4 Liverpool (Formby) Kings Road 18
19:05	----	Driving;	21	27	GB-L37 4 Liverpool (Formby) Kings Road 10
19:06	----	Driving;	3	27	GB-L37 4 Liverpool (Formby) Raven Meols Lane
19:07	----	Driving;	12	27	GB-L37 6 Liverpool (Formby) Balmoral Drive 12
19:08	----	Driving;	17	28	GB-L37 6 Liverpool (Formby) Park Road 139
19:09	----	Driving;	14	28	GB-L37 6 Liverpool (Formby) Park Road
19:10	----	Driving;	9	28	GB-L37 6 Liverpool (Formby) Windsor Road 2
19:11	----	Driving;	21	29	GB-L37 2 Liverpool (Formby) Queens Road
19:12	----	Driving;	10	29	GB-L37 2 Liverpool (Formby) Bushbys Lane
19:13	----	Driving;	0	29	GB-L37 2 Liverpool (Formby) St Lukes Church Road
19:14	----	Driving;	13	29	GB-L37 2 Liverpool (Formby) Kirklake Road 34
19:15	----	Driving;	15	30	GB-L37 2 Liverpool (Formby) Kirklake Road 34
19:16	----	Driving;	14	30	GB-L37 4 Liverpool (Formby) Formby Bridge
19:17	----	Driving;	14	30	GB-L37 4 Liverpool (Formby) Duke Street 71
19:18	----	Driving;	6	30	GB-L37 4 Liverpool (Formby) Chapel Lane 3
19:19	----	Driving;	20	30	GB-L37 3 Liverpool (Formby) Halsall Lane
19:20	----	Driving;	18	31	GB-L37 3 Liverpool (Formby) Gores Lane
19:21	----	Driving;	15	31	GB-L37 7 Liverpool (Formby) Victoria Road
19:22	----	Driving;	17	32	GB-L37 7 Liverpool (Formby) Freshfield Road
19:23	----	Driving;	19	32	GB-L37 3 Liverpool (Formby) Freshfield Road
19:24	----	Driving;	21	32	GB-L37 3 Liverpool (Formby) Freshfield Road
19:25	----	Driving;	16	32	GB-L37 2 Liverpool (Formby) Formby Bridge
19:26	----	Driving;	22	33	GB-L37 2 Liverpool (Formby) Woodlands Road
19:27	----	Driving;	9	33	GB-L37 1 Liverpool (Formby) Harington Road 118
19:28	----	Driving;	17	34	GB-L37 1 Liverpool (Formby) Harington Road 44
19:29	----	Driving;	5	34	GB-L37 1 Liverpool (Formby) Harington Road
19:30	----	Driving;	13	34	GB-L37 1 Liverpool (Formby) Victoria Road 64
19:31	----	Driving;	14	34	GB-L37 7 Liverpool (Formby) Victoria Road
19:32	----	Driving;	11	34	GB-L37 7 Liverpool (Formby) Gores Lane
19:33	----	Driving;	22	34	GB-L37 7 Liverpool (Formby) Massams Lane 54

Agenda Item 5

C-track Movement Report

P123 KWB - Sefton Council
 From: 2010-12-17 00:00:00
 To: 2010-12-18 12:00:00
 Department: All

Report Criteria:
 Statuses Selected: All
 Show Only 'At' locations: No
 Position Descriptions: Only when closer than 1000 m
 **=Illegal Driver, ----=No ID tag presented

Date	Driver	Status	Speed	ODO	Location
2010-12-17					
19:34	----	Driving;	21	35	GB-L37 7 Liverpool (Formby) Green Lane
19:35	----	Driving;	27	35	GB-L37 3 Liverpool (Formby) Church Road
19:36	----	Driving;	21	35	GB-L37 8 Liverpool (Formby) Church Road
19:37	----	Driving;	12	35	GB-L37 4 Liverpool (Formby) Three Tuns Lane
19:38	----	Driving;	14	36	GB-L37 3 Liverpool (Formby) School Lane 6
19:39	----	Driving;	6	36	GB-L37 3 Liverpool (Formby) Church Road
19:40	----	Driving;	21	36	GB-L37 3 Liverpool (Formby) Watchyard Lane
19:41	----	Driving;	13	37	GB-L37 3 Liverpool (Formby) Smithy Green
19:42	----	Driving;	17	37	GB-L37 3 Liverpool (Formby) Watchyard Lane 138
19:43	----	Driving;	11	37	GB-L37 3 Liverpool (Formby) Deansgate Lane
19:44	----	Driving;	11	37	GB-L37 3 Liverpool (Formby) Formby by Pass
19:45	----	Driving;	14	37	GB-L37 7 Liverpool (Formby) Southport Road
19:46	----	Driving;	11	37	GB-L37 7 Liverpool (Formby) New Road
19:47	----	Driving;	23	38	GB-L37 3 Liverpool (Formby) Church Road
19:48	----	Driving;	12	38	GB-L37 3 Liverpool (Formby) Church Road
19:49	----	Driving;	12	39	GB-L37 3 Liverpool (Formby) School Lane
19:50	----	Driving;	9	39	GB-L37 4 Liverpool (Formby) Chapel Lane
19:51	----	Driving;	12	39	GB-L37 3 Liverpool (Formby) Brows Lane
19:52	----	Driving;	5	39	GB-L37 3 Liverpool (Formby) Freshfield Road
19:53	----	Driving;	14	39	GB-L37 4 Liverpool (Formby) Duke Street
19:54	----	Driving;	2	39	GB-L37 4 Liverpool (Formby) Duke Street 87
19:55	----	Driving;	12	39	GB-L37 4 Liverpool (Formby) Liverpool Road
19:56	----	Driving;	13	40	GB-L37 6 Liverpool (Formby) Liverpool Road
19:57	----	Driving;	11	40	GB-L37 6 Liverpool (Formby) Liverpool Road
19:58	----	Driving;	7	40	GB-L37 6 Liverpool (Formby) Liverpool Road
19:59	----	Driving;	9	40	GB-L37 6 Liverpool (Formby) Liverpool Road
20:00	----	Driving;	0	40	GB-L37 6 Liverpool (Formby) Liverpool Road
20:01	----	Driving;	24	40	GB-L37 6 Liverpool () Formby by Pass
20:02	----	Driving;	29	41	GB-L38 1 Liverpool () Scaffold Lane
20:03	----	Driving;	30	41	GB-L38 1 Liverpool () Scaffold Lane
20:04	----	Driving;	17	42	GB-L38 1 Liverpool () Scaffold Lane
20:05	----	Driving;	12	42	GB-L38 6 Liverpool (Ince Blundell) Scaffold Lane
20:06	----	Driving;	9	42	GB-L38 6 Liverpool (Ince Blundell) Victoria Road
20:07	----	Driving;	25	42	GB-L38 6 Liverpool (Ince Blundell) Back O'ThTown Lane
20:08	----	Driving;	27	43	GB-L38 6 Liverpool () Park Wall Road
20:09	----	Driving;	18	43	GB-L38 6 Liverpool () Park Wall Road
20:10	----	Driving;	24	43	GB-L29 8 Liverpool (Thornton) Lunt Road
20:11	----	Driving;	21	44	GB-L29 7 Liverpool (Thornton) Lunt Road 29
20:12	----	Driving;	16	44	GB-L29 7 Liverpool () Lunt Road
20:13	----	Driving;	19	45	GB-L29 7 Liverpool () Lunt Road
20:14	----	Driving;	13	45	GB-L29 9 Liverpool (Sefton) Bridges Lane
20:15	----	Driving;	24	45	GB-L31 8 Liverpool () Bridges Lane
20:16	----	Driving;	21	46	GB-L31 8 Liverpool (Maghull) Sefton Lane
20:17	----	Driving;	10	46	GB-L31 8 Liverpool (Maghull) Liverpool Road South
20:18	----	Driving;	20	47	GB-L31 7 Liverpool (Maghull) Liverpool Road South 123
20:19	----	Driving;	0	47	GB-L31 7 Liverpool (Maghull) Hall Lane
20:20	----	Driving;	6	47	GB-L31 7 Liverpool (Maghull) Hall Lane
20:21	----	Driving;	6	47	GB-L31 7 Liverpool (Maghull) Damfield Lane
20:22	----	Ignition Off;	0	47	GB-L31 7 Liverpool (Maghull) Damfield Lane
20:28	----	Startup;	0	47	GB-L31 7 Liverpool (Maghull) Damfield Lane
20:28	----	Ignition Off;	0	47	GB-L31 7 Liverpool (Maghull) Damfield Lane
21:59	----	Startup;	0	47	GB-L31 7 Liverpool (Maghull) Damfield Lane
22:00	----	Driving;	16	47	GB-L31 7 Liverpool (Maghull) Damfield Lane
22:01	----	Driving;	11	47	GB-L31 7 Liverpool (Maghull) Liverpool Road South 199
22:02	----	Driving;	15	47	GB-L31 8 Liverpool (Maghull) Sefton Lane 9
22:03	----	Driving;	11	48	GB-L31 8 Liverpool (Maghull) Sefton Lane 80
22:04	----	Driving;	12	48	GB-L31 8 Liverpool (Maghull) Sefton Lane
22:05	----	Driving;	12	48	GB-L31 8 Liverpool () Bridges Lane
22:06	----	Driving;	12	48	GB-L29 9 Liverpool (Sefton) Bridges Lane
22:07	----	Driving;	18	48	GB-L29 7 Liverpool () Lunt Road
22:08	----	Driving;	19	49	GB-L29 7 Liverpool () Lunt Road
22:09	----	Driving;	16	49	GB-L29 7 Liverpool (Thornton) Longdale Lane
22:10	----	Driving;	17	49	GB-L29 7 Liverpool (Thornton) Lunt Road
22:11	----	Driving;	11	50	GB-L29 8 Liverpool (Thornton) Lunt Road
22:12	----	Driving;	23	50	GB-L29 5 Liverpool (Thornton) Long Lane
22:13	----	Driving;	12	50	GB-L29 5 Liverpool (Thornton) Long Lane
22:14	----	Driving;	21	50	GB-L23 4 Liverpool (Crosby) Ince Road 64
22:15	----	Driving;	17	51	GB-L23 4 Liverpool (Crosby) Ince Road
22:16	----	Driving;	1	51	GB-L23 4 Liverpool (Crosby) Ince Road
22:17	----	Driving;	0	51	GB-L23 4 Liverpool (Crosby) Quarry Road
22:18	----	Driving;	21	51	GB-L23 4 Liverpool (Crosby) Virgins Lane
22:19	----	Driving;	19	52	GB-L23 4 Liverpool () Back Lane
22:20	----	Driving;	24	52	GB-L23 4 Liverpool () Back Lane
22:21	----	Driving;	22	52	GB-L23 4 Liverpool () Back Lane
22:22	----	Driving;	10	52	GB-L23 4 Liverpool () Back Lane
22:23	----	Driving;	11	53	GB-L23 4 Liverpool () Back Lane
22:24	----	Driving;	22	53	GB-L23 4 Liverpool () Back Lane
22:25	----	Driving;	23	53	GB-L23 4 Liverpool () Virgins Lane
22:26	----	Driving;	16	53	GB-L23 4 Liverpool (Crosby) Ince Road
22:27	----	Driving;	9	53	GB-L23 4 Liverpool (Crosby) Park View 3
22:28	----	Driving;	16	54	GB-L23 4 Liverpool (Crosby) Southport Road

Agenda Item 5

C-track Movement Report

From: P123 KWB - Sefton Council
 2010-12-17 00:00:00
 To: 2010-12-18 12:00:00
 Department: All

Report Criteria:
 Statuses Selected: All
 Show Only 'At' locations: No
 Position Descriptions: Only when closer than 1000 m
 **=Illegal Driver, ----=No ID tag presented

Date	Driver	Status	Speed	ODO	Location
2010-12-17					
22:29	----	Driving;	26	54	GB-L23 4 Liverpool () Ince Lane
22:30	----	Driving;	21	55	GB-L38 6 Liverpool () Moor Lane
22:31	----	Driving;	17	55	GB-L38 6 Liverpool () Moor Lane
22:32	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:33	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:34	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:35	----	Driving;	2	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:36	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:37	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:38	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:39	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:40	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:41	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:42	----	Excess Idle;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:43	----	Excess Idle;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:44	----	Excess Idle;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:45	----	Driving;	2	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:46	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:47	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:48	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:49	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:50	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:51	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:52	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:53	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:54	----	Driving;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:55	----	Excess Idle;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:56	----	Excess Idle;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:57	----	Excess Idle;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:58	----	Excess Idle;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
22:59	----	Excess Idle;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
23:00	----	Excess Idle;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
23:01	----	Excess Idle;	0	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
23:02	----	Driving;	17	55	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
23:03	----	Driving;	19	56	GB-L38 1 Liverpool () Scaffold Lane
23:04	----	Driving;	21	56	GB-L38 1 Liverpool () Scaffold Lane
23:05	----	Driving;	22	57	GB-L38 1 Liverpool () Scaffold Lane
23:06	----	Driving;	0	57	GB-L38 5 Liverpool () North End Lane
23:07	----	Driving;	16	57	GB-L38 5 Liverpool () North End Lane
23:08	----	Driving;	19	57	GB-L38 5 Liverpool () North End Lane
23:09	----	Driving;	4	57	GB-L38 3 Liverpool () Moss Lane
23:10	----	Driving;	1	57	GB-L38 3 Liverpool () Moss Lane
23:11	----	Driving;	16	58	GB-L38 3 Liverpool (Hightown) Alt Road
23:12	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:13	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:14	----	Driving;	3	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:15	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:16	----	Driving;	1	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:17	----	Driving;	6	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:18	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:19	----	Driving;	7	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:20	----	Driving;	7	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:21	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:22	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:23	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:24	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:25	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:25	----	Excess Idle;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:26	----	Excess Idle;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:27	----	Excess Idle;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:28	----	Excess Idle;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:30	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:31	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:32	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:33	----	Driving;	1	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:34	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) St Georges Road
23:35	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) St Georges Road
23:36	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) St Georges Road
23:37	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) St Georges Road
23:38	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:38	----	Excess Idle;	0	58	GB-L38 3 Liverpool (Hightown) St Georges Road
23:39	----	Excess Idle;	0	58	GB-L38 3 Liverpool (Hightown) St Georges Road
23:40	----	Excess Idle;	0	58	GB-L38 3 Liverpool (Hightown) St Georges Road
23:41	----	Driving;	1	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:42	----	Driving;	2	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:43	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:44	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:45	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:46	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:47	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:48	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way

Agenda Item 5

C-track Movement Report

From: P123 KWB - Sefton Council
 2010-12-17 00:00:00
 To: 2010-12-18 12:00:00
 Department: All

Report Criteria:
 Statuses Selected: All
 Show Only 'At' locations: No
 Position Descriptions: Only when closer than 1000 m
 **=Illegal Driver, ----=No ID tag presented

Date	Driver	Status	Speed	ODO	Location
2010-12-17					
23:49	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:50	----	Excess Idle;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:51	----	Driving;	4	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:52	----	Driving;	3	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:53	----	Driving;	2	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:54	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:55	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:56	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:57	----	Driving;	0	58	GB-L38 3 Liverpool (Hightown) Kerslake Way
23:58	----	Driving;	9	59	GB-L38 0 Liverpool (Hightown) Lower Alt Road
23:59	----	Driving;	0	59	GB-L38 9 Liverpool (Hightown) Tudor Gardens
2010-12-18					
00:00	----	Driving;	5	59	GB-L38 9 Liverpool (Hightown) Village Way 8
00:01	----	Driving;	0	59	GB-L38 9 Liverpool (Hightown) Village Way 8
00:02	----	Driving;	0	59	GB-L38 9 Liverpool (Hightown) Village Way 8
00:03	----	Driving;	0	59	GB-L38 9 Liverpool (Hightown) Village Way 8
00:04	----	Driving;	0	59	GB-L38 9 Liverpool (Hightown) Village Way 8
00:05	----	Driving;	0	59	GB-L38 9 Liverpool (Hightown) Village Way 8
00:05	----	Excess Idle;	0	59	GB-L38 9 Liverpool (Hightown) Village Way 8
00:06	----	Driving;	0	59	GB-L38 9 Liverpool (Hightown) Village Way 8
00:07	----	Driving;	0	59	GB-L38 9 Liverpool (Hightown) Village Way 8
00:08	----	Driving;	0	59	GB-L38 9 Liverpool (Hightown) Village Way 8
00:09	----	Driving;	0	59	GB-L38 9 Liverpool (Hightown) Village Way 8
00:10	----	Driving;	0	59	GB-L38 9 Liverpool (Hightown) Village Way 8
00:11	----	Excess Idle;	0	59	GB-L38 9 Liverpool (Hightown) Village Way 8
00:12	----	Driving;	15	59	GB-L38 9 Liverpool (Hightown) Thornbeck Avenue 19
00:13	----	Driving;	0	59	GB-L38 9 Liverpool (Hightown) Blundell Grove 16
00:14	----	Driving;	0	59	GB-L38 9 Liverpool (Hightown) Blundell Grove 16
00:15	----	Driving;	4	60	GB-L38 9 Liverpool (Hightown) Withins Field
00:16	----	Driving;	9	60	GB-L38 9 Liverpool (Hightown) Blundell Road
00:17	----	Driving;	16	60	GB-L38 9 Liverpool (Hightown) Blundell Road
00:18	----	Driving;	14	60	GB-L38 9 Liverpool (Hightown) Marston Crescent 6
00:19	----	Driving;	12	60	GB-L38 9 Liverpool (Hightown) Elvington Road 7
00:20	----	Driving;	15	60	GB-L38 9 Liverpool (Hightown) Oakfield Road
00:21	----	Driving;	16	60	GB-L38 9 Liverpool (Hightown) Thornbeck Avenue
00:22	----	Driving;	8	61	GB-L38 9 Liverpool (Hightown) Blundell Grove 2
00:23	----	Driving;	7	61	GB-L38 9 Liverpool (Hightown) Tudor Gardens
00:24	----	Driving;	10	61	GB-L38 0 Liverpool (Hightown) Lower Alt Road
00:25	----	Driving;	0	62	GB-L38 0 Liverpool (Hightown) Kerslake Way
00:26	----	Driving;	0	62	GB-L38 0 Liverpool (Hightown) Kerslake Way
00:27	----	Driving;	0	62	GB-L38 3 Liverpool (Hightown) Kerslake Way
00:28	----	Driving;	0	62	GB-L38 0 Liverpool (Hightown) Kerslake Way
00:29	----	Driving;	0	62	GB-L38 0 Liverpool (Hightown) Kerslake Way
00:30	----	Driving;	0	62	GB-L38 0 Liverpool (Hightown) Kerslake Way
00:31	----	Driving;	0	62	GB-L38 0 Liverpool (Hightown) Kerslake Way
00:32	----	Driving;	0	62	GB-L38 0 Liverpool (Hightown) Kerslake Way
00:33	----	Driving;	4	62	GB-L38 0 Liverpool (Hightown) Kerslake Way
00:34	----	Driving;	4	62	GB-L38 0 Liverpool (Hightown) Kerslake Way
00:35	----	Driving;	11	62	GB-L38 3 Liverpool (Hightown) Alt Road
00:36	----	Driving;	6	62	GB-L38 3 Liverpool () Moss Lane
00:37	----	Driving;	23	62	GB-L38 3 Liverpool () Moss Lane
00:38	----	Driving;	12	63	GB-L38 3 Liverpool () Orrell Hill Lane
00:39	----	Driving;	20	63	GB-L38 3 Liverpool () Orrell Hill Lane
00:40	----	Driving;	27	63	GB-L38 1 Liverpool () Scaffold Lane
00:41	----	Driving;	27	63	GB-L38 1 Liverpool () Scaffold Lane
00:42	----	Driving;	27	64	GB-L37 6 Liverpool () Formby by Pass
00:43	----	Driving;	21	65	GB-L37 6 Liverpool (Formby) Liverpool Road
00:44	----	Driving;	17	65	GB-L37 6 Liverpool (Formby) Liverpool Road
00:45	----	Driving;	22	65	GB-L37 4 Liverpool (Formby) Liverpool Road
00:46	----	Driving;	14	65	GB-L37 4 Liverpool (Formby) Cross Green
00:47	----	Driving;	24	66	GB-L37 8 Liverpool (Formby) Altcar Road 67
00:48	----	Driving;	22	66	GB-L37 8 Liverpool (Formby) Altcar Road
00:49	----	Driving;	3	66	GB-L37 . Liverpool (Formby)
00:50	----	Driving;	12	66	GB-L37 8 Liverpool (Formby) Alt Road 116
00:51	----	Driving;	13	66	GB-L37 4 Liverpool (Formby) Alt Road 137
00:52	----	Driving;	21	66	GB-L37 6 Liverpool (Formby) Alt Road
00:53	----	Driving;	22	67	GB-L37 6 Liverpool (Formby) Liverpool Road 52
00:54	----	Driving;	24	67	GB-L37 4 Liverpool (Formby) Raven Meols Lane 78
00:55	----	Driving;	17	68	GB-L37 4 Liverpool (Formby) Kings Road
00:56	----	Driving;	11	68	GB-L37 4 Liverpool (Formby) Kings Road
00:57	----	Driving;	18	68	GB-L37 6 Liverpool (Formby) Balmoral Drive
00:58	----	Driving;	1	68	GB-L37 6 Liverpool (Formby) Park Road
00:59	----	Driving;	0	68	GB-L37 6 Liverpool (Formby) Park Road
01:00	----	Driving;	4	68	GB-L37 6 Liverpool (Formby) Park Road
01:01	----	Driving;	20	68	GB-L37 6 Liverpool (Formby) Belvedere Drive 2
01:02	----	Driving;	2	69	GB-L37 6 Liverpool (Formby) Park Road
01:03	----	Driving;	16	69	GB-L37 4 Liverpool (Formby) Raven Meols Lane 17
01:04	----	Driving;	11	70	GB-L37 2 Liverpool (Formby) Queens Road 41
01:05	----	Driving;	0	70	GB-L37 2 Liverpool (Formby) Queens Road
01:06	----	Driving;	0	70	GB-L37 2 Liverpool (Formby) Queens Road
01:07	----	Driving;	25	70	GB-L37 2 Liverpool (Formby) Bushbys Lane 16

Agenda Item 5

C-track Movement Report

From: P123 KWB - Sefton Council
 2010-12-17 00:00:00
 To: 2010-12-18 12:00:00
 Department: All

Report Criteria:
 Statuses Selected: All
 Show Only 'At' locations: No
 Position Descriptions: Only when closer than 1000 m
 **=Illegal Driver, ----=No ID tag presented

Date	Driver	Status	Speed	ODO	Location
2010-12-18					
01:08	----	Driving;	15	70	GB-L37 2 Liverpool (Formby) St Lukes Church Road 1
01:09	----	Driving;	6	70	GB-L37 2 Liverpool (Formby) Kirklake Road 91
01:10	----	Driving;	20	70	GB-L37 2 Liverpool (Formby) Kirklake Road 32
01:11	----	Driving;	12	71	GB-L37 4 Liverpool (Formby) Formby Bridge
01:12	----	Driving;	17	71	GB-L37 4 Liverpool (Formby) Duke Street
01:13	----	Driving;	12	71	GB-L37 4 Liverpool (Formby) Chapel Lane 15
01:14	----	Driving;	26	71	GB-L37 3 Liverpool (Formby) Halsall Lane
01:15	----	Driving;	16	72	GB-L37 7 Liverpool (Formby) Gores Lane
01:16	----	Driving;	14	72	GB-L37 7 Liverpool (Formby) Victoria Road
01:17	----	Driving;	21	73	GB-L37 7 Liverpool (Formby) Freshfield Road 69
01:18	----	Driving;	24	73	GB-L37 3 Liverpool (Formby) Freshfield Road 23
01:19	----	Driving;	0	73	GB-L37 4 Liverpool (Formby) Formby Bridge
01:20	----	Driving;	0	73	GB-L37 4 Liverpool (Formby) Formby Bridge
01:21	----	Driving;	5	73	GB-L37 4 Liverpool (Formby) Formby Bridge
01:22	----	Driving;	6	73	GB-L37 4 Liverpool (Formby) Formby Bridge
01:23	----	Driving;	0	73	GB-L37 4 Liverpool (Formby) Formby Bridge
01:24	----	Driving;	4	73	GB-L37 4 Liverpool (Formby) Formby Bridge
01:25	----	Driving;	23	73	GB-L37 2 Liverpool (Formby) Kirklake Road 25
01:26	----	Driving;	26	74	GB-L37 2 Liverpool (Formby) Woodlands Road 83
01:27	----	Driving;	25	74	GB-L37 1 Liverpool (Formby) Harington Road
01:28	----	Driving;	17	75	GB-L37 1 Liverpool (Formby) Victoria Road 92
01:29	----	Driving;	16	75	GB-L37 1 Liverpool (Formby) Victoria Road
01:30	----	Driving;	11	75	GB-L37 7 Liverpool (Formby) Gores Lane
01:31	----	Driving;	0	75	GB-L37 7 Liverpool (Formby) Massams Lane
01:32	----	Driving;	0	75	GB-L37 7 Liverpool (Formby) Massams Lane 7
01:33	----	Driving;	19	75	GB-L37 7 Liverpool (Formby) Massams Lane
01:34	----	Driving;	14	75	GB-L37 7 Liverpool (Formby) Green Lane 15
01:35	----	Driving;	24	76	GB-L37 3 Liverpool (Formby) Cable Street 1
01:36	----	Driving;	22	76	GB-L37 8 Liverpool (Formby) Church Road
01:37	----	Driving;	12	76	GB-L37 4 Liverpool (Formby) Liverpool Road
01:38	----	Driving;	14	76	GB-L37 3 Liverpool (Formby) School Lane 6
01:39	----	Driving;	16	77	GB-L37 8 Liverpool (Formby) Kenyons Lane 10
01:40	----	Driving;	21	77	GB-L37 3 Liverpool (Formby) Watchyard Lane
01:41	----	Driving;	7	77	GB-L37 3 Liverpool (Formby) Smithy Green
01:42	----	Driving;	10	78	GB-L37 3 Liverpool (Formby) Smithy Green
01:43	----	Driving;	12	78	GB-L37 3 Liverpool (Formby) Moss Side 6
01:44	----	Driving;	13	78	GB-L37 3 Liverpool (Formby) Deansgate Lane
01:45	----	Driving;	14	78	GB-L37 7 Liverpool (Freshfield)
01:46	----	Driving;	16	78	GB-L37 7 Liverpool (Formby) New Road
01:47	----	Driving;	13	79	GB-L37 3 Liverpool (Formby) Church Road 119
01:48	----	Driving;	19	79	GB-L37 3 Liverpool (Formby) Church Road
01:49	----	Driving;	11	80	GB-L37 3 Liverpool (Formby) School Lane 6
01:50	----	Driving;	18	80	GB-L37 3 Liverpool (Formby) Browns Lane 33
01:51	----	Driving;	23	80	GB-L37 4 Liverpool (Formby) Duke Street
01:52	----	Driving;	1	80	GB-L37 4 Liverpool (Formby) Duke Street
01:53	----	Driving;	21	80	GB-L37 4 Liverpool (Formby) Liverpool Road 32
01:54	----	Driving;	23	81	GB-L37 6 Liverpool (Formby) Liverpool Road
01:55	----	Driving;	11	81	GB-L37 . Liverpool (Formby)
01:56	----	Driving;	35	81	GB-L37 6 Liverpool () Formby by Pass
01:57	----	Driving;	34	82	GB-L38 1 Liverpool () Scaffold Lane
01:58	----	Driving;	9	83	GB-L38 1 Liverpool () Orrell Hill Lane
01:59	----	Driving;	0	83	GB-L38 1 Liverpool () Scaffold Lane
02:00	----	Driving;	0	83	GB-L38 1 Liverpool () Scaffold Lane
02:01	----	Driving;	0	83	GB-L38 1 Liverpool () Scaffold Lane
02:02	----	Driving;	26	83	GB-L38 1 Liverpool () Scaffold Lane
02:03	----	Driving;	16	83	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
02:04	----	Driving;	16	83	GB-L38 6 Liverpool () Moor Lane
02:05	----	Driving;	15	84	GB-L38 6 Liverpool () Moor Lane
02:06	----	Driving;	16	84	GB-L38 6 Liverpool () Moor Lane
02:07	----	Driving;	17	84	GB-L23 4 Liverpool () Ince Lane
02:08	----	Driving;	16	85	GB-L23 4 Liverpool (Crosby) Southport Road
02:09	----	Driving;	7	85	GB-L23 4 Liverpool (Crosby) Park View
02:10	----	Driving;	19	85	GB-L23 1 Liverpool (Thornton) Lydiate Lane
02:11	----	Driving;	19	85	GB-L23 1 Liverpool (Thornton) Lydiate Lane
02:12	----	Driving;	20	86	GB-L29 1 Liverpool () Lydiate Lane
02:13	----	Driving;	7	86	GB-L30 0 Bootle () Northern Perimeter Road
02:14	----	Driving;	17	86	GB-L29 9 Liverpool (Sefton) Brickwall Lane
02:15	----	Driving;	22	86	GB-L29 9 Liverpool (Sefton) Brickwall Lane
02:16	----	Driving;	27	87	GB-L31 8 Liverpool () Bridges Lane
02:17	----	Driving;	12	87	GB-L31 8 Liverpool (Maghull) Sefton Lane
02:18	----	Driving;	19	87	GB-L31 8 Liverpool (Maghull) Sefton Lane 47
02:19	----	Driving;	19	88	GB-L31 7 Liverpool (Maghull) Liverpool Road South
02:20	----	Driving;	13	88	GB-L31 7 Liverpool (Maghull) Hall Lane
02:21	----	Driving;	1	88	GB-L31 5 Liverpool (Maghull) Northway
02:22	----	Driving;	12	88	GB-L31 7 Liverpool (Maghull) Northway
02:22	----	Ignition Off;	0	88	GB-L31 7 Liverpool (Maghull) Damfield Lane
02:40	----	Startup;	0	88	GB-L31 7 Liverpool (Maghull) Damfield Lane
02:41	----	Driving;	0	88	GB-L31 7 Liverpool (Maghull) Damfield Lane
02:42	----	Driving;	0	88	GB-L31 7 Liverpool (Maghull) Damfield Lane
02:43	----	Driving;	0	88	GB-L31 7 Liverpool (Maghull) Damfield Lane
02:44	----	Driving;	1	88	GB-L31 7 Liverpool (Maghull) Damfield Lane

Agenda Item 5

C-track Movement Report

From: P123 KWB - Sefton Council
 2010-12-17 00:00:00
 To: 2010-12-18 12:00:00
 Department: All

Report Criteria:
 Statuses Selected: All
 Show Only 'At' locations: No
 Position Descriptions: Only when closer than 1000 m
 **=Illegal Driver, ----=No ID tag presented

Date	Driver	Status	Speed	ODO	Location
2010-12-18					
02:45	----	Driving;	0	88	GB-L31 7 Liverpool (Maghull) Northway
02:46	----	Driving;	0	88	GB-L31 7 Liverpool (Maghull) Northway
02:47	----	Driving;	0	88	GB-L31 7 Liverpool (Maghull) Damfield Lane
02:48	----	Driving;	0	88	GB-L31 7 Liverpool (Maghull) Northway
02:49	----	Driving;	0	88	GB-L31 7 Liverpool (Maghull) Damfield Lane
02:50	----	Excess Idle;	0	88	GB-L31 7 Liverpool (Maghull) Damfield Lane
02:51	----	Excess Idle;	0	88	GB-L31 7 Liverpool (Maghull) Northway
02:52	----	Excess Idle;	0	88	GB-L31 7 Liverpool (Maghull) Northway
02:53	----	Excess Idle;	0	88	GB-L31 7 Liverpool (Maghull) Northway
02:54	----	Excess Idle;	0	88	GB-L31 7 Liverpool (Maghull) Northway
02:55	----	Excess Idle;	0	88	GB-L31 7 Liverpool (Maghull) Northway
02:56	----	Excess Idle;	0	88	GB-L31 7 Liverpool (Maghull) Northway
02:57	----	Excess Idle;	0	88	GB-L31 7 Liverpool (Maghull) Northway
02:58	----	Excess Idle;	0	88	GB-L31 7 Liverpool (Maghull) Damfield Lane
02:59	----	Excess Idle;	0	88	GB-L31 7 Liverpool (Maghull) Damfield Lane
03:00	----	Driving;	2	88	GB-L31 7 Liverpool (Maghull) Northway
03:01	----	Driving;	10	88	GB-L31 6 Liverpool (Maghull) Northway
03:02	----	Driving;	21	89	GB-L31 7 Liverpool (Maghull) Liverpool Road South
03:03	----	Driving;	21	89	GB-L31 8 Liverpool (Maghull) Sefton Lane 39
03:04	----	Driving;	22	89	GB-L31 8 Liverpool (Maghull) Sefton Lane
03:05	----	Driving;	0	89	GB-L31 8 Liverpool () Bridges Lane
03:06	----	Driving;	0	89	GB-L31 8 Liverpool () Bridges Lane
03:07	----	Driving;	0	89	GB-L31 8 Liverpool () Bridges Lane
03:08	----	Driving;	24	89	GB-L31 8 Liverpool () Bridges Lane
03:09	----	Driving;	14	89	GB-L29 9 Liverpool (Sefton) Lunt Road 4
03:10	----	Driving;	24	90	GB-L29 7 Liverpool () Lunt Road
03:11	----	Driving;	16	90	GB-L29 7 Liverpool (Thornton) Longdale Lane
03:12	----	Driving;	19	91	GB-L29 7 Liverpool (Thornton) Lunt Road
03:13	----	Driving;	22	91	GB-L29 7 Liverpool (Thornton) Lunt Road
03:14	----	Driving;	24	91	GB-L29 5 Liverpool (Thornton) Long Lane
03:15	----	Driving;	20	92	GB-L29 5 Liverpool (Thornton) Long Lane
03:16	----	Driving;	17	92	GB-L23 4 Liverpool (Crosby) Ince Road 68
03:17	----	Driving;	13	92	GB-L23 4 Liverpool (Crosby) Ince Road
03:18	----	Driving;	0	93	GB-L23 4 Liverpool (Crosby) Ince Road
03:19	----	Driving;	16	93	GB-L23 4 Liverpool (Crosby) Virgins Lane 6
03:20	----	Driving;	19	93	GB-L23 4 Liverpool () Virgins Lane
03:21	----	Driving;	15	93	GB-L23 4 Liverpool () Back Lane
03:22	----	Driving;	11	93	GB-L23 4 Liverpool () Back Lane
03:23	----	Driving;	15	94	GB-L23 4 Liverpool () Back Lane
03:24	----	Driving;	12	94	GB-L23 4 Liverpool () Back Lane
03:25	----	Driving;	15	94	GB-L23 4 Liverpool () Back Lane
03:26	----	Driving;	19	94	GB-L23 4 Liverpool () Back Lane
03:27	----	Driving;	17	94	GB-L23 4 Liverpool () Virgins Lane
03:28	----	Driving;	14	95	GB-L23 4 Liverpool (Crosby) Brook Road 9
03:29	----	Driving;	10	95	GB-L23 4 Liverpool (Crosby) Park View
03:30	----	Driving;	25	95	GB-L23 4 Liverpool (Crosby) Southport Road
03:31	----	Driving;	26	96	GB-L23 4 Liverpool () Ince Lane
03:32	----	Driving;	24	96	GB-L38 6 Liverpool () Moor Lane
03:33	----	Driving;	25	96	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
03:34	----	Driving;	23	97	GB-L38 1 Liverpool () Scaffold Lane
03:35	----	Driving;	26	98	GB-L38 1 Liverpool () Scaffold Lane
03:36	----	Driving;	23	98	GB-L38 1 Liverpool () Scaffold Lane
03:37	----	Driving;	20	98	GB-L38 5 Liverpool () North End Lane
03:38	----	Driving;	17	98	GB-L38 5 Liverpool () North End Lane
03:39	----	Driving;	12	99	GB-L38 3 Liverpool (Hightown) Alt Road
03:40	----	Driving;	16	99	GB-L38 3 Liverpool (Hightown) Alt Road
03:41	----	Driving;	0	99	GB-L38 0 Liverpool (Hightown) Lower Alt Road
03:42	----	Driving;	9	99	GB-L38 0 Liverpool (Hightown) Lower Alt Road 5
03:43	----	Driving;	9	99	GB-L38 9 Liverpool (Hightown) Village Way 16
03:44	----	Driving;	22	99	GB-L38 9 Liverpool (Hightown) Old Acre
03:45	----	Driving;	10	100	GB-L38 9 Liverpool (Hightown) Blundell Road
03:46	----	Driving;	14	100	GB-L38 9 Liverpool (Hightown) Blundell Road
03:47	----	Driving;	17	100	GB-L38 9 Liverpool (Hightown) Elvington Road
03:48	----	Driving;	13	101	GB-L38 9 Liverpool (Hightown) Blundell Road
03:49	----	Driving;	7	101	GB-L38 9 Liverpool (Hightown) Thornbeck Avenue 72
03:50	----	Driving;	7	101	GB-L38 9 Liverpool (Hightown) Blundell Grove
03:51	----	Driving;	14	101	GB-L38 9 Liverpool (Hightown) Blundell Road
03:52	----	Driving;	7	101	GB-L38 9 Liverpool (Hightown) Village Way
03:53	----	Driving;	0	101	GB-L38 0 Liverpool (Hightown) Lower Alt Road
03:54	----	Driving;	17	102	GB-L38 3 Liverpool (Hightown) Kerslake Way
03:55	----	Driving;	19	102	GB-L38 3 Liverpool (Hightown) Alt Road
03:56	----	Driving;	22	103	GB-L38 3 Liverpool () Moss Lane
03:57	----	Driving;	9	103	GB-L38 3 Liverpool () Orrell Hill Lane
03:58	----	Driving;	16	103	GB-L38 3 Liverpool () Orrell Hill Lane
03:59	----	Driving;	16	103	GB-L38 1 Liverpool () Scaffold Lane
04:00	----	Driving;	26	103	GB-L38 1 Liverpool () Scaffold Lane
04:01	----	Driving;	27	104	GB-L37 6 Liverpool () Formby by Pass
04:02	----	Driving;	22	104	GB-L37 6 Liverpool () Formby by Pass
04:03	----	Driving;	16	105	GB-L37 6 Liverpool (Formby) Liverpool Road
04:04	----	Driving;	9	105	GB-L37 4 Liverpool (Formby) Liverpool Road 38
04:05	----	Driving;	9	105	GB-L37 4 Liverpool (Formby) Liverpool Road

Agenda Item 5

C-track Movement Report

From: P123 KWB - Sefton Council
 2010-12-17 00:00:00
 To: 2010-12-18 12:00:00
 Department: All

Report Criteria:
 Statuses Selected: All
 Show Only 'At' locations: No
 Position Descriptions: Only when closer than 1000 m
 **=Illegal Driver, ----=No ID tag presented

Date	Driver	Status	Speed	ODO	Location
2010-12-18					
04:06	----	Driving;	0	105	GB-L37 4 Liverpool (Formby) Liverpool Road
04:07	----	Driving;	0	105	GB-L37 . Liverpool (Formby)
04:08	----	Driving;	22	106	GB-L37 8 Liverpool (Formby) Altcar Road
04:09	----	Driving;	9	106	GB-L37 4 Liverpool (Formby) Formby by Pass
04:10	----	Driving;	0	106	GB-L37 8 Liverpool (Formby) Altcar Road
04:11	----	Driving;	14	106	GB-L37 8 Liverpool (Formby) Altcar Road
04:12	----	Driving;	19	106	GB-L37 4 Liverpool (Formby) Kirkstall Drive 15
04:13	----	Driving;	15	107	GB-L37 6 Liverpool (Formby) Alt Road 41
04:14	----	Driving;	16	107	GB-L37 6 Liverpool (Formby) Liverpool Road
04:15	----	Driving;	23	107	GB-L37 4 Liverpool (Formby) Raven Meols Lane 98
04:16	----	Driving;	20	107	GB-L37 4 Liverpool (Formby) Kings Road 10
04:17	----	Driving;	21	108	GB-L37 4 Liverpool (Formby) Kings Road 18
04:18	----	Driving;	12	108	GB-L37 6 Liverpool (Formby) Windsor Road 46
04:19	----	Driving;	0	108	GB-L37 6 Liverpool (Formby) Edinburgh Road 10
04:20	----	Driving;	10	108	GB-L37 6 Liverpool (Formby) Balmoral Drive
04:21	----	Driving;	0	108	GB-L37 6 Liverpool (Formby) Balmoral Drive
04:22	----	Driving;	7	108	GB-L37 6 Liverpool (Formby) Park Road
04:23	----	Driving;	14	109	GB-L37 6 Liverpool (Formby) Park Road
04:24	----	Driving;	16	109	GB-L37 6 Liverpool (Formby) Park Road
04:25	----	Driving;	18	109	GB-L37 4 Liverpool (Formby) Raven Meols Lane 50
04:26	----	Driving;	21	109	GB-L37 2 Liverpool (Formby) Queens Road
04:27	----	Driving;	21	110	GB-L37 2 Liverpool (Formby) Bushbys Lane
04:28	----	Driving;	14	110	GB-L37 2 Liverpool (Formby) St Lukes Church Road 3
04:29	----	Driving;	24	110	GB-L37 2 Liverpool (Formby) Kirklake Road 77
04:30	----	Driving;	17	111	GB-L37 2 Liverpool (Formby) Formby Bridge
04:31	----	Driving;	21	111	GB-L37 4 Liverpool (Formby) Duke Street
04:32	----	Driving;	3	111	GB-L37 4 Liverpool (Formby) Elbow Lane
04:33	----	Driving;	17	111	GB-L37 4 Liverpool (Formby) Chapel Lane
04:34	----	Driving;	22	112	GB-L37 3 Liverpool (Formby) Halsall Lane
04:35	----	Driving;	22	112	GB-L37 7 Liverpool (Formby) Gores Lane
04:36	----	Driving;	16	112	GB-L37 7 Liverpool (Formby) Freshfield Road 80
04:37	----	Driving;	22	112	GB-L37 3 Liverpool (Formby) Freshfield Road
04:38	----	Driving;	22	113	GB-L37 3 Liverpool (Formby) Freshfield Road 3
04:39	----	Driving;	19	113	GB-L37 2 Liverpool (Formby) Formby Bridge
04:40	----	Driving;	19	114	GB-L37 2 Liverpool (Formby) Woodlands Road
04:41	----	Driving;	24	114	GB-L37 1 Liverpool (Formby) Harington Road 104
04:42	----	Driving;	19	114	GB-L37 1 Liverpool (Formby) Harington Road 6
04:43	----	Driving;	22	115	GB-L37 1 Liverpool (Formby) Victoria Road
04:44	----	Driving;	19	115	GB-L37 7 Liverpool (Formby) Victoria Road
04:45	----	Driving;	20	115	GB-L37 7 Liverpool (Formby) Massams Lane 21
04:46	----	Driving;	21	116	GB-L37 7 Liverpool (Formby) Green Lane 35
04:47	----	Driving;	21	116	GB-L37 3 Liverpool (Formby) Church Road
04:48	----	Driving;	21	116	GB-L37 8 Liverpool (Formby) Kenyons Lane 6
04:49	----	Driving;	21	117	GB-L37 8 Liverpool (Formby) Altcar Road
04:50	----	Driving;	7	117	GB-L37 8 Liverpool (Formby) Altcar Road
04:51	----	Driving;	0	117	GB-L37 8 Liverpool (Formby) Altcar Road 105
04:52	----	Driving;	0	117	GB-L37 8 Liverpool (Formby) Altcar Road 105
04:53	----	Driving;	0	117	GB-L37 8 Liverpool (Formby) Altcar Road 105
04:54	----	Driving;	0	117	GB-L37 8 Liverpool (Formby) Altcar Road 105
04:55	----	Driving;	0	117	GB-L37 8 Liverpool (Formby) Altcar Road 105
04:56	----	Driving;	20	117	GB-L37 8 Liverpool (Formby) Altcar Road
04:57	----	Driving;	25	117	GB-L37 8 Liverpool (Formby) Altcar Road 51
04:58	----	Driving;	13	117	GB-L37 4 Liverpool (Formby) Duke Street
04:59	----	Driving;	22	118	GB-L37 3 Liverpool (Formby) School Lane 12
05:00	----	Driving;	14	118	GB-L37 3 Liverpool (Formby) Watchyard Lane
05:01	----	Driving;	9	119	GB-L37 3 Liverpool (Formby) Smithy Green 4
05:02	----	Driving;	16	119	GB-L37 3 Liverpool (Formby) Smithy Green 84
05:03	----	Driving;	1	119	GB-L37 3 Liverpool (Formby) Deansgate Lane
05:04	----	Driving;	0	119	GB-L37 3 Liverpool (Formby) Deansgate Lane 42
05:05	----	Driving;	18	119	GB-L37 3 Liverpool (Formby) Deansgate Lane
05:06	----	Driving;	16	119	GB-L37 7 Liverpool (Formby) Freshfield
05:07	----	Driving;	16	119	GB-L37 7 Liverpool (Formby) Southport Road
05:08	----	Driving;	20	120	GB-L37 3 Liverpool (Formby) Church Road
05:09	----	Driving;	17	121	GB-L37 3 Liverpool (Formby) Church Road 37
05:10	----	Driving;	22	121	GB-L37 4 Liverpool (Formby) Chapel Lane
05:11	----	Driving;	15	121	GB-L37 3 Liverpool (Formby) Freshfield Road
05:12	----	Driving;	17	121	GB-L37 4 Liverpool (Formby) Duke Street
05:13	----	Driving;	19	121	GB-L37 4 Liverpool (Formby) Lytles Close 20
05:14	----	Driving;	21	122	GB-L37 6 Liverpool (Formby) Liverpool Road
05:15	----	Driving;	24	122	GB-L37 6 Liverpool (Formby) Liverpool Road
05:16	----	Driving;	27	122	GB-L37 6 Liverpool () Formby by Pass
05:17	----	Driving;	27	123	GB-L38 1 Liverpool () Scaffold Lane
05:18	----	Driving;	22	123	GB-L38 1 Liverpool () Scaffold Lane
05:19	----	Driving;	22	124	GB-L38 1 Liverpool () Scaffold Lane
05:20	----	Driving;	22	124	GB-L38 6 Liverpool (Ince Blundell) Scaffold Lane
05:21	----	Driving;	6	124	GB-L38 6 Liverpool (Ince Blundell) Victoria Road 2
05:22	----	Driving;	13	124	GB-L38 1 Liverpool () Lady Green Lane
05:23	----	Driving;	26	125	GB-L38 6 Liverpool (Ince Blundell) Scaffold Lane
05:24	----	Driving;	23	125	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
05:25	----	Driving;	25	126	GB-L38 6 Liverpool () Moor Lane
05:26	----	Driving;	25	126	GB-L23 4 Liverpool () Ince Lane

Agenda Item 5

C-track Movement Report

From: P123 KWB - Sefton Council
 2010-12-17 00:00:00
 To: 2010-12-18 12:00:00
 Department: All

Report Criteria:
 Statuses Selected: All
 Show Only 'At' locations: No
 Position Descriptions: Only when closer than 1000 m
 **=Illegal Driver, ----=No ID tag presented

Date	Driver	Status	Speed	ODO	Location
2010-12-18					
05:27	----	Driving;	25	127	GB-L23 4 Liverpool (Crosby) Southport Road
05:28	----	Driving;	23	127	GB-L23 1 Liverpool (Crosby) Green Lane 3
05:29	----	Driving;	19	127	GB-L23 1 Liverpool (Thornton) Lydiate Lane
05:30	----	Driving;	21	127	GB-L29 1 Liverpool () Lydiate Lane
05:31	----	Driving;	21	128	GB-L29 1 Liverpool () Buckley Hill Lane
05:32	----	Driving;	19	128	GB-L29 9 Liverpool (Sefton) Brickwall Lane
05:33	----	Driving;	16	129	GB-L29 9 Liverpool (Sefton) Bridges Lane
05:34	----	Driving;	19	129	GB-L31 8 Liverpool () Bridges Lane
05:35	----	Driving;	10	129	GB-L31 8 Liverpool (Maghull) Sefton Lane
05:36	----	Driving;	21	129	GB-L31 8 Liverpool (Maghull) Sefton Lane 33
05:37	----	Driving;	25	129	GB-L31 7 Liverpool (Maghull) Liverpool Road South 153
05:38	----	Driving;	2	130	GB-L31 7 Liverpool (Maghull) Hall Lane
05:39	----	Driving;	18	130	GB-L31 7 Liverpool (Maghull) Northway
05:40	----	Driving;	10	130	GB-L31 7 Liverpool (Maghull) Damfield Lane
05:41	----	Driving;	0	130	GB-L31 7 Liverpool (Maghull) Damfield Lane
05:42	----	Driving;	1	130	GB-L31 7 Liverpool (Maghull) Damfield Lane
05:43	----	Driving;	0	130	GB-L31 7 Liverpool (Maghull) Damfield Lane
05:44	----	Ignition Off;	0	130	GB-L31 7 Liverpool (Maghull) Damfield Lane
07:42	----	Startup;	0	130	GB-L31 7 Liverpool (Maghull) Damfield Lane
07:44	----	Driving;	0	130	GB-L31 7 Liverpool (Maghull) Damfield Lane
07:45	----	Driving;	0	130	GB-L31 7 Liverpool (Maghull) Damfield Lane
07:46	----	Driving;	4	130	GB-L31 7 Liverpool (Maghull) Damfield Lane
07:47	----	Driving;	12	130	GB-L31 7 Liverpool (Maghull) Liverpool Road South 324
07:48	----	Driving;	12	130	GB-L31 8 Liverpool (Maghull) Liverpool Road South
07:49	----	Driving;	16	131	GB-L31 8 Liverpool (Maghull) Sefton Lane 55
07:50	----	Driving;	12	131	GB-L31 8 Liverpool (Maghull) Sefton Lane
07:51	----	Driving;	0	131	GB-L31 8 Liverpool () Bridges Lane
07:52	----	Driving;	17	131	GB-L31 8 Liverpool () Bridges Lane
07:53	----	Driving;	14	132	GB-L29 9 Liverpool (Sefton) Bridges Lane
07:54	----	Driving;	21	132	GB-L29 9 Liverpool (Sefton) Brickwall Lane
07:55	----	Driving;	17	132	GB-L29 9 Liverpool (Sefton) Brickwall Lane
07:56	----	Driving;	20	132	GB-L29 1 Liverpool () Lydiate Lane
07:57	----	Driving;	24	133	GB-L23 1 Liverpool (Thornton) Lydiate Lane
07:58	----	Driving;	23	133	GB-L23 1 Liverpool (Thornton) Green Lane
07:59	----	Driving;	0	134	GB-L23 1 Liverpool (Crosby) Green Lane
08:00	----	Driving;	17	134	GB-L23 4 Liverpool (Crosby) Southport Road
08:01	----	Driving;	20	134	GB-L23 4 Liverpool () Ince Lane
08:02	----	Driving;	21	134	GB-L38 6 Liverpool () Moor Lane
08:03	----	Driving;	18	134	GB-L38 6 Liverpool () Moor Lane
08:04	----	Driving;	16	135	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
08:05	----	Driving;	17	135	GB-L38 6 Liverpool (Ince Blundell) Scaffold Lane
08:06	----	Driving;	11	135	GB-L38 1 Liverpool () Scaffold Lane
08:07	----	Driving;	14	135	GB-L38 1 Liverpool () Scaffold Lane
08:08	----	Driving;	22	135	GB-L38 1 Liverpool () Scaffold Lane
08:09	----	Driving;	22	136	GB-L38 1 Liverpool () Scaffold Lane
08:10	----	Driving;	21	137	GB-L37 6 Liverpool () Formby by Pass
08:11	----	Driving;	14	137	GB-L37 6 Liverpool () Formby by Pass
08:12	----	Driving;	22	137	GB-L37 6 Liverpool (Formby) Formby by Pass
08:13	----	Driving;	17	137	GB-L37 4 Liverpool (Formby) Formby by Pass
08:14	----	Driving;	6	137	GB-L37 4 Liverpool (Formby) Formby by Pass
08:15	----	Driving;	3	138	GB-L37 8 Liverpool (Formby) Altcar Road 105
08:16	----	Driving;	0	138	GB-L37 . Liverpool (Formby)
08:17	----	Driving;	0	138	GB-L37 . Liverpool (Formby)
08:18	----	Driving;	2	138	GB-L37 . Liverpool (Formby)
08:18	----	Ignition Off;	0	138	GB-L37 . Liverpool (Formby)
08:19	----	Battery Tamper; Ignition ...	0	138	GB-L37 . Liverpool (Formby)
08:21	----	Battery Tamper; Ignition ...	0	138	GB-L37 . Liverpool (Formby)
08:22	----	Battery Tamper; Ignition ...	0	138	GB-L37 . Liverpool (Formby)
09:00	----	Battery Tamper; Ignition ...	0	138	GB-L37 . Liverpool (Formby)
09:33	----	Startup;	0	138	GB-L37 . Liverpool (Formby)
09:34	----	Ignition Off;	0	138	GB-L37 . Liverpool (Formby)
09:44	----	Startup;	0	138	GB-L37 . Liverpool (Formby)
09:46	----	Driving;	5	138	GB-L37 8 Liverpool (Formby) Altcar Road 105
09:47	----	Driving;	10	138	GB-L37 . Liverpool (Formby)
09:48	----	Driving;	21	138	GB-L37 4 Liverpool (Formby) Formby by Pass
09:49	----	Driving;	22	139	GB-L37 6 Liverpool (Formby) Formby by Pass
09:50	----	Driving;	19	139	GB-L37 6 Liverpool () Formby by Pass
09:51	----	Driving;	21	139	GB-L37 6 Liverpool () Formby by Pass
09:52	----	Driving;	21	139	GB-L38 1 Liverpool () Scaffold Lane
09:53	----	Driving;	21	140	GB-L38 1 Liverpool () Scaffold Lane
09:54	----	Driving;	17	140	GB-L38 1 Liverpool () Scaffold Lane
09:55	----	Driving;	17	140	GB-L38 6 Liverpool (Ince Blundell) Scaffold Lane
09:56	----	Driving;	18	140	GB-L38 6 Liverpool (Ince Blundell) Moor Lane
09:57	----	Driving;	18	141	GB-L38 6 Liverpool () Moor Lane
09:58	----	Driving;	17	141	GB-L38 6 Liverpool () Moor Lane
09:59	----	Driving;	16	142	GB-L23 4 Liverpool () Ince Lane
10:00	----	Driving;	5	142	GB-L23 4 Liverpool () Ince Lane
10:01	----	Driving;	7	142	GB-L23 4 Liverpool (Crosby) Southport Road
10:02	----	Driving;	12	142	GB-L23 4 Liverpool (Crosby) Southport Road
10:03	----	Driving;	7	142	GB-L23 4 Liverpool (Crosby) Park View
10:04	----	Driving;	10	142	GB-L23 1 Liverpool (Crosby) Green Lane 27

Agenda Item 5

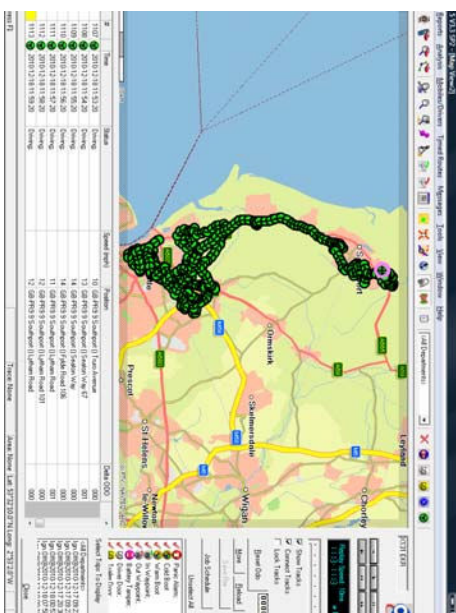
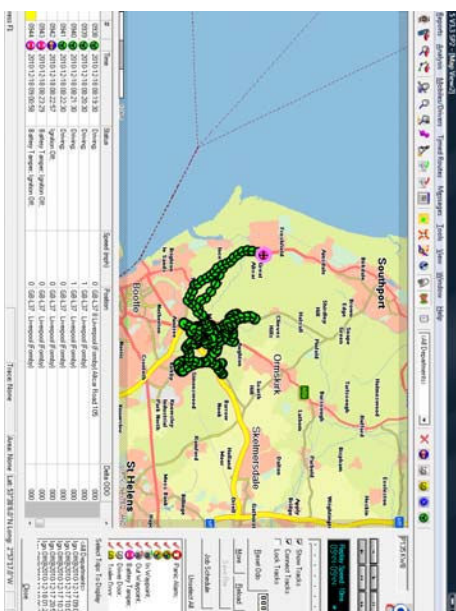
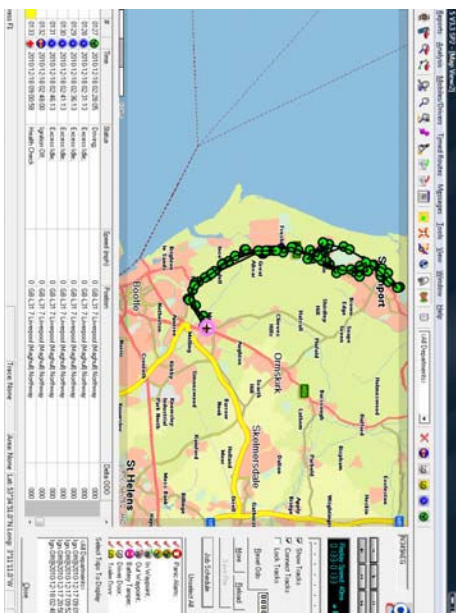
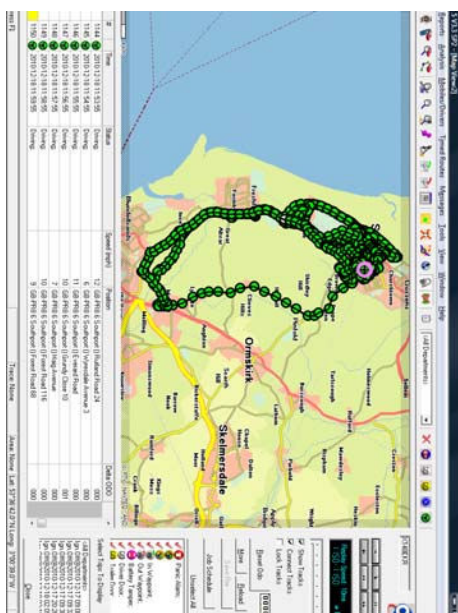
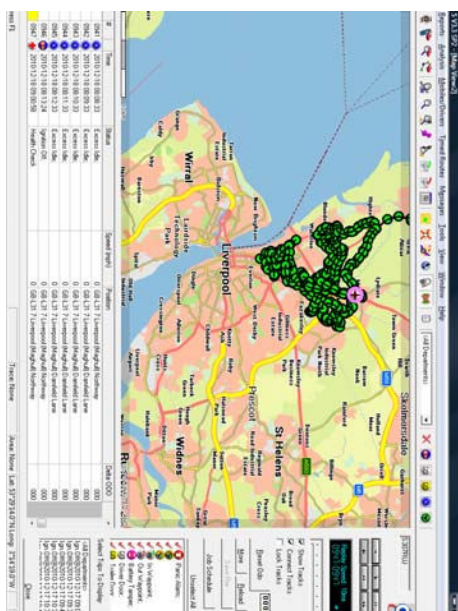
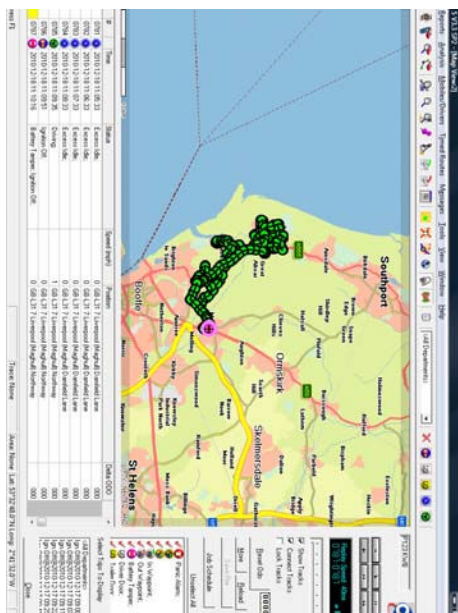
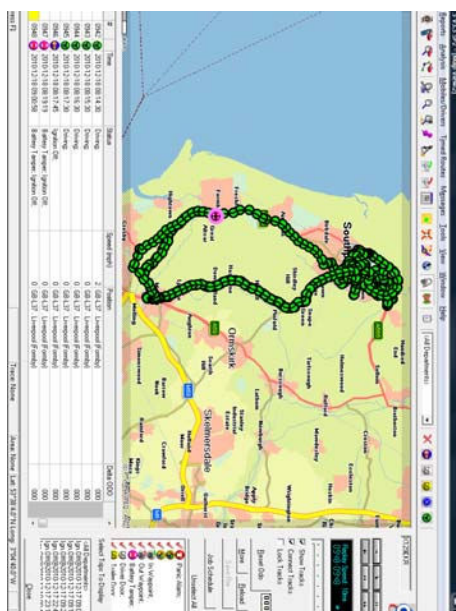
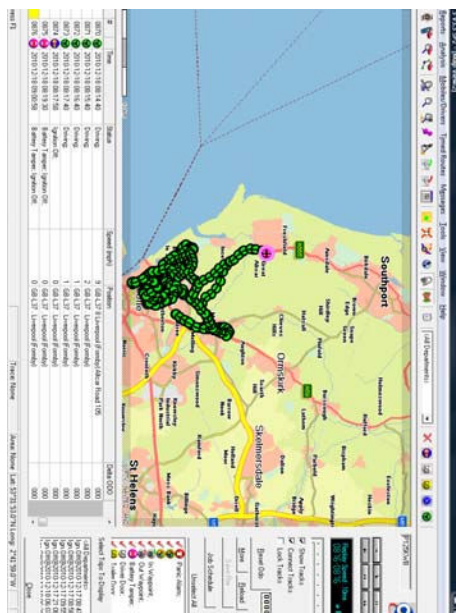
C-track Movement Report

From: P123 KWB - Sefton Council
 2010-12-17 00:00:00
 To: 2010-12-18 12:00:00
 Department: All

Report Criteria:
 Statuses Selected: All
 Show Only 'At' locations: No
 Position Descriptions: Only when closer than 1000 m
 **=Illegal Driver, ----=No ID tag presented

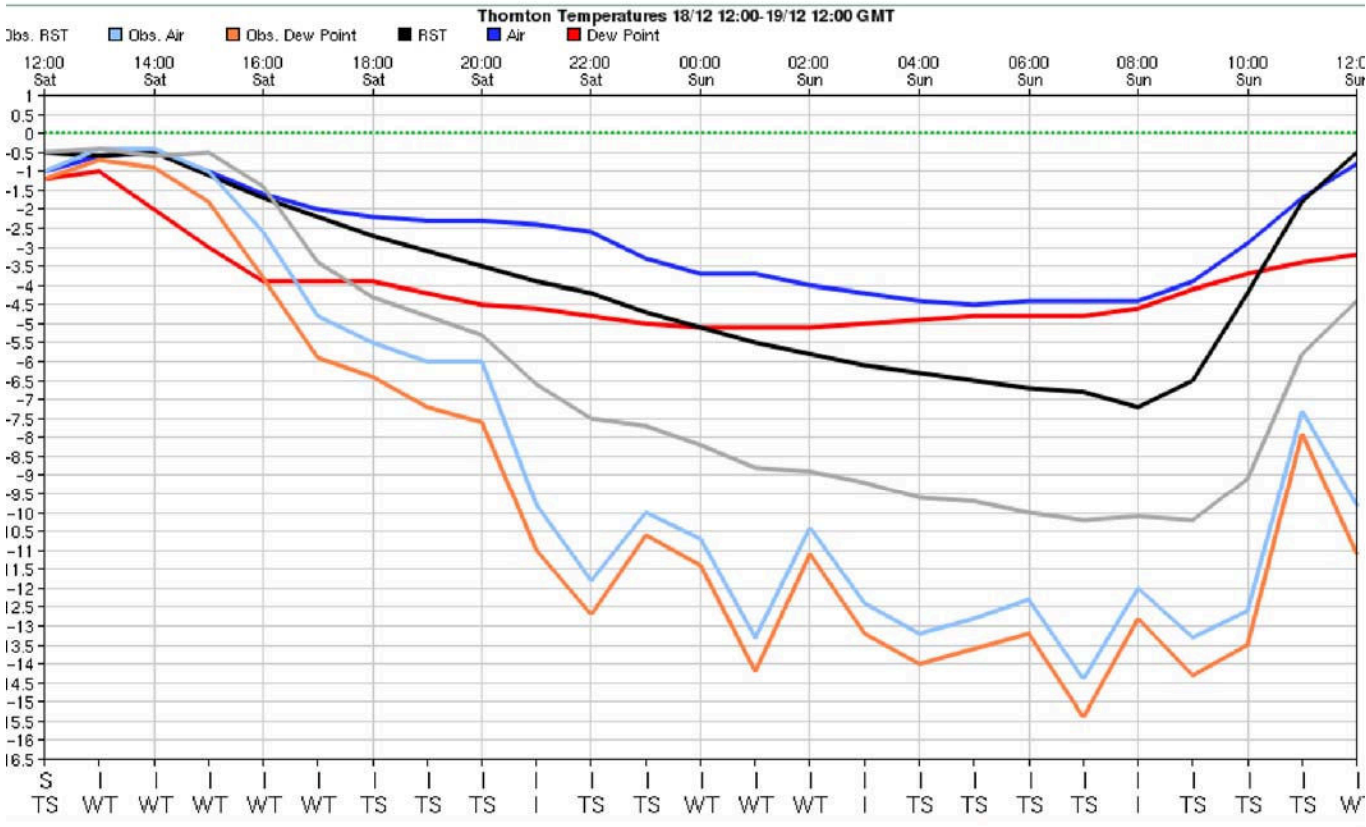
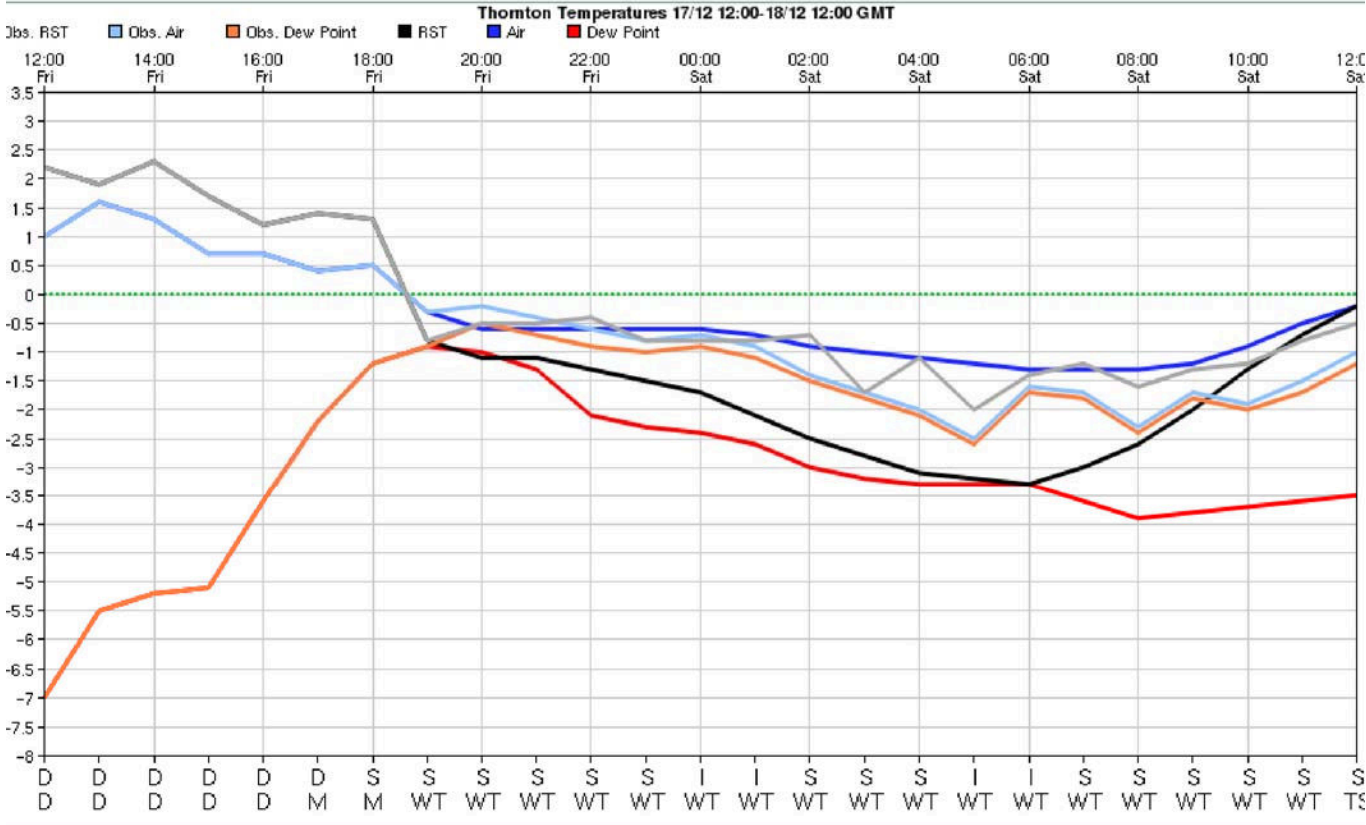
Date	Driver	Status	Speed	ODO	Location
2010-12-18					
10:05	----	Driving;	23	143	GB-L23 1 Liverpool (Thornton) Lydiate Lane
10:06	----	Driving;	25	143	GB-L29 1 Liverpool () Lydiate Lane
10:07	----	Driving;	14	144	GB-L29 9 Liverpool (Lunt)
10:08	----	Driving;	22	144	GB-L29 9 Liverpool (Sefton) Brickwall Lane
10:09	----	Driving;	21	144	GB-L29 9 Liverpool (Sefton) Bridges Lane
10:10	----	Driving;	12	144	GB-L31 8 Liverpool () Bridges Lane
10:11	----	Driving;	13	145	GB-L31 8 Liverpool (Maghull) Sefton Lane
10:12	----	Driving;	9	145	GB-L31 8 Liverpool (Maghull) Sefton Lane 78
10:13	----	Driving;	9	145	GB-L31 8 Liverpool (Maghull) Sefton Lane 21
10:14	----	Driving;	11	145	GB-L31 7 Liverpool (Maghull) Liverpool Road South 161
10:15	----	Driving;	9	145	GB-L31 7 Liverpool (Maghull) Liverpool Road South 99
10:16	----	Driving;	0	145	GB-L31 7 Liverpool (Maghull) Hall Lane
10:17	----	Driving;	30	145	GB-L31 7 Liverpool (Maghull) Northway
10:18	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:19	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Northway
10:20	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:21	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:22	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:23	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:24	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:24	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:25	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:26	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:27	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:28	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:29	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:30	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:31	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:32	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:33	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:34	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:34	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Northway
10:35	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:36	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:37	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:38	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:39	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:40	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:41	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:42	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:43	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:44	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:45	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:46	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:47	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:48	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:49	----	Ignition Off;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:49	----	Startup;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:50	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Northway
10:51	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:52	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Northway
10:53	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:53	----	Ignition Off;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:55	----	Startup;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:56	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:57	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:58	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
10:59	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
11:00	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
11:01	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
11:02	----	Driving;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
11:03	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
11:04	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
11:05	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
11:06	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
11:07	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
11:08	----	Excess Idle;	0	146	GB-L31 7 Liverpool (Maghull) Damfield Lane
11:09	----	Driving;	1	146	GB-L31 7 Liverpool (Maghull) Northway
11:09	----	Ignition Off;	0	146	GB-L31 7 Liverpool (Maghull) Northway
11:10	----	Battery Tamper; Ignition ...	0	146	GB-L31 7 Liverpool (Maghull) Northway

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Agenda Item 5



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Agenda Item 6

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

DATE: 12 January 2011
26 January 2011

SUBJECT: Local Flood Risk Management

WARDS AFFECTED: All

REPORT OF: Peter Moore
Environmental Protection Director

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

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

The purpose of this report is to request approval from members to start implementing 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:

1. note the Government's intention to place additional duties on the Council as a Lead Local Flood Authority;
2. note the Government's grant allocation within the Local government Settlement of £121,000;
3. 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:

	2009/10 £	2010/11 £	2011/12 £	2012/13 £
<u>CAPITAL EXPENDITURE</u>				
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
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 that includes the assessment and maintenance of flood defence assets.

CONSULTATION UNDERTAKEN/VIEWS

Agenda Item 6

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 of 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 have 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 are 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 of 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 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 actual amount provided from central Government in the Local Government settlement is £121,000 (non-ring fenced).
8. The Government have 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 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 have 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 to deliver the new duties we can be certain that the Council will have new burdens to deliver.
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.
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 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:
 - note the Government's intention to place additional duties on the Council as a Lead Local Flood Authority;
 - note the Government's grant allocation within the Local government Settlement of £121,000;

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- note the need for resources to be included in future budgets to deliver these new burdens and for the provision of a Client function.

Agenda Item 7

REPORT TO: Cabinet Member Technical Services
Cabinet

DATE: 26th January 2011
27th January 2011

SUBJECT: Crosby Car Parks - Increase in Parking Charges

**WARDS
AFFECTED:** All

REPORT OF: Andy Wallis, Director of Planning & Economic Development

**CONTACT
OFFICER:** Dave Marrin, Traffic Services Manager
0151 934 4295

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To confirm with Members the proposal to increase the parking charges on the Crosby Town Centre Car Parks and to set charges on the Waterloo and Crosby Seafront Car Parks

REASON WHY DECISION REQUIRED:

To allow parking charges to be set / increased

RECOMMENDATION(S):

It is recommended that:

Cabinet Member Technical Services:-

- i) Note the report:

Cabinet:-

- i) Approve the increase in charges on the Crosby Town Centre Car Parks and the setting of the charges on the Waterloo / Seafront Car Parks.

KEY DECISION: No

FORWARD PLAN: No

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IMPLEMENTATION DATE: To take effect Monday 4th April 2011.

ALTERNATIVE OPTIONS:

None

IMPLICATIONS:

Budget/Policy Framework: The setting of fees and charges falls outside the Council's budget setting framework

Financial:

In setting the prescribed fees within this report on the new car parks, it is anticipated that £77,000 of fee income will be generated. This is in line with Council expectations following the decision to charge for use of the car parks indicated.

<u>CAPITAL EXPENDITURE</u>	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £	2013/2 014 £
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?				
How will the service be funded post expiry?				

Legal: N/A

Risk Assessment: N/A

Asset Management: N/A

CONSULTATION UNDERTAKEN/VIEWS - Finance

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

FD612 /2011

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 27th November 2008 – Parking Services Review
 Cabinet Member – Technical Services 3rd November 2010 - Proposed Car Park Charging Order – Crosby Civic Hall/Library, Hougoumont Avenue, Crosby Coastal Park, Blucher Street and Burbo Bank Car Parks

Agenda Item 7

1.0 Introduction

- 1.1 In November 2008 Cabinet considered a report entitled "Parking Services Review" which considered a Parking Plan for the Borough and also a 5 year budget for the Parking Service.
- 1.2 Contained in the report was a scale of charges which set out increases in parking charges to be introduced in April 2009 and April 2011.
- 1.3 Included in the increases were the following:

Crosby Off-Street (as at November 2008)

<u>Stay</u>	<u>Current charge</u>	<u>2009/10</u>	<u>2011/12</u>
Up to 30 mins	Free	0.10	0.20
Up to 2 Hours	0.60	0.70	0.80
Up to 4 Hours	1.30	1.40	1.50
4 Hours +	2.60	2.80	3.00

- 1.4 Members resolved at the meeting that:

"the Parking Service Budget as set out in Chapter 6 of the report including the revision to charges be approved as set out in Annexe C of the report, subject to:"

"(a) the imposition of the 10p increase in charges for parking for up to 30 minutes in Crosby Village being deferred until April 2010 and that a review of such charge be undertaken during the forthcoming year; and"

"(b) the extension of the Southport On-Street Yellow (Other) Zone to seven days a week being not approved;"

- 1.5 In view of the above the charges on the Crosby off-street car parks (Allengate, Cooksland and The Green) have remained unchanged.
- 1.6 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 Waterloo and on the Crosby Coastal area off-street car parks. Consequently, It was intended that the proposed increase in the Crosby Town Centre car parks would be reviewed in April 2010 as part of the consideration of the introduction of charges in the above car parks in Waterloo. However, as a result of the delay in the introduction of this proposal no action was taken at this time.

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- 1.7 Under the Council's Constitution approval of the Traffic Regulation Orders (TRO) required to implement these measures is delegated to the Area Committee.
- 1.8 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
- 1.9 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.
- 1.10 The main issues raised by the Area Committee were further discussed with Crosby Ward Councillors at Transportation Member Officer Working Party meetings in June and October 2010 and were considered by the Cabinet Member at his meeting of the 3rd November 2010.
- 1.11 The charges for the Waterloo and Crosby Seafront car parks as approved by Cabinet Member – Technical Services have been set at:

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

The charges have been set at this level both to ensure the income is generated and to match in with the proposed charges in the Crosby Town centre car parks for 2011/12. In view of the issues raised by Members, the hours of operation of the seafront car parks will be restricted to 10.00am – 5.00pm and residents of Sefton will be able to purchase an annual permit at a cost of £35 which will allow unlimited use of these car parks.

- 1.12 The introduction of charges on the car parks is currently being formally advertised and any objections will be reported to the Cabinet Member – Technical Services in due course.
- 1.13 In order to complete the introduction of the charges it is necessary for Cabinet to formally set the level of the charge

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2.0 Proposal

- 2.1 It is proposed that the charges to be set in the Waterloo and Crosby Seafront Car Parks and those to be increased in the Crosby Town Centre Car Parks be maintained at the same level.
- 2.2 It is proposed to introduce the following increase in charges on the Crosby Town Centre Car Parks:

<u>Stay</u>	<u>Current charge</u>	<u>2011/12</u>
Up to 30 mins	Free	0.20
Up to 2 Hours	0.60	0.80
Up to 4 Hours	1.30	1.50
4 Hours +	2.60	3.00

- 2.3 It is proposed to set the charges following for the Waterloo and Seafront Car Parks

<u>Stay</u>	<u>Charge</u>
Up to 30 mins	0.20
Up to 2 Hours	0.80
Up to 4 Hours	1.50
4 Hours +	3.00

- 2.2 On the Waterloo Car Parks (Hougoumont Ave and Civic Hall) the charges will operate 08.00 – 18.00 Monday to Saturday. On the Seafront Car Parks they will operate 10.00 – 17.00 Monday to Sunday
- 2.3 A residents permit will be available at a charge of £35 per annum for use on the Seafront Car Parks

3.0 Budget issues

- 3.1 The introduction of charges on the Waterloo and Seafront Car Parks are required to ensure that the Budget Income figure recommended by Council at its meeting of the 17th December 2009 is met.
- 3.2 The increase in charges in the Crosby Town Centre Car Parks is required to ensure that parity with the charges in Waterloo is established and to ensure the Parking Services Budget is met.

Agenda Item 8

REPORT TO: Cabinet Member Technical Services
Cabinet

DATE: 26th January 2011
27th January 2011

SUBJECT: Parking Enforcement Contract

**WARDS
AFFECTED:** All

REPORT OF: Andy Wallis, Director of Planning & Economic Development

**CONTACT
OFFICER:** Dave Marrin, Traffic Services Manager
0151 934 4295

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To inform Members of a proposal to extend the length of the existing contract by a further 12 months.

REASON WHY DECISION REQUIRED:

To allow continued parking enforcement within the Borough

RECOMMENDATION(S):

It is recommended that:

Cabinet Member Technical Services:-

- i) Note the report:

Cabinet:-

- i) Approve the extension of the current parking enforcement contract

KEY DECISION: No

FORWARD PLAN: No

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

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ALTERNATIVE OPTIONS:

None

IMPLICATIONS:

Budget/Policy Framework:

Financial:

There will be no increase in expenditure as a result of this proposal. Expenditure on the contact will be managed within the existing parking services budget.

<u>CAPITAL EXPENDITURE</u>	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £	2013/ 2014 £
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	31.3.10			
How will the service be funded post expiry?				

Legal: N/A

Risk Assessment: N/A

Asset Management: N/A

CONSULTATION UNDERTAKEN/VIEWS - Finance

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

FD613 /2011

CORPORATE OBJECTIVE MONITORING:

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

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

None

Agenda Item 8

1.0 Introduction

- 1.1 The contract for Parking Enforcement granted on the 1st April 2006 to Legion Parking Services was for a period of five years until 31st March 2011, with an option to extend the contract for a further year
- 1.2 During the length of the contract Officers have been satisfied with the conduct of the contractor who has carried out the duties involved with due diligence and in line with instructions issued by Parking Services.
- 1.3 There has been no need to enforce any of the penalty clauses contained within the contract
- 1.4 The budget proposals for 2012/13 include the provision of a saving of £100,000 on the contract and this proposal was made based on the contract being extended until 31st March 2012.

2.0 Proposal

- 2.1 It is proposed to extend the duration of the Parking Enforcement Contract by a period of twelve months, as per the contract.
- 2.2 The cost of the contract will be managed within the existing Parking Services budget.