

MEETING: CABINET MEMBER - TECHNICAL SERVICES
DATE: Wednesday 23 February 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
Fax: 0151 934 2034
E-mail: paul.fraser@sefton.gov.uk

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

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

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

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

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A G E N D A

Items marked with an * involve key decisions

<u>Item No.</u>	<u>Subject/Author(s)</u>	<u>Wards Affected</u>	
1.	Apologies for Absence		
2.	Declarations of Interest Members and Officers are requested to give notice of any personal or prejudicial interest and the nature of that interest, relating to any item on the agenda in accordance with the relevant Code of Conduct.		
3.	Minutes Of The Meeting Held On 9 February 2011		(Pages 5 - 8)
4.	Proposed Increase in Fees and Charges Report of the Planning and Economic Development Director	All Wards;	(Pages 9 - 24)
* 5.	Thornton To Switch Island Link - Progress Update, Revised Project Management Arrangements, Scheme Programme And Cost Profile Report of the Planning and Economic Development Director	Manor; Molyneux; Netherton and Orrell; Park; St. Oswald; Sudell;	(Pages 25 - 38)
* 6.	Merseyside LTP3 Preferred Strategy And Outline Sefton Implementation Programme Report of the Planning and Economic Development Director	All Wards;	(Pages 39 - 50)
7.	2010/11 Local Transport Plan - Revised Technical Services Capital Programme Report of the Planning and Economic Development Director	All Wards;	(Pages 51 - 68)
8.	25a Lancaster Road Southport - Highways Act 1980 Section 184 Licence Report of the Planning and Economic Development Director	Dukes;	(Pages 69 - 74)

**9. Part Of The Rear Of Footway Adjacent To
The New Development Known As The
Tannery Harris Drive Bootle - Section 116
Highways Act 1980**

Litherland;

(Pages 75 -
80)

Report of the Planning and Economic
Development Director

THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON WEDNESDAY, 16 FEBRUARY 2011.

CABINET MEMBER - TECHNICAL SERVICES

**MEETING HELD AT THE TOWN HALL, BOOTLE
ON WEDNESDAY 9 FEBRUARY 2011**

PRESENT: Councillor Fairclough

ALSO PRESENT: Councillors Jones and Tonkiss

131. APOLOGIES FOR ABSENCE

No apologies for absence were received.

132. DECLARATIONS OF INTEREST

The following declarations of interest were received:

Member/Officer	Minute No.	Interest	Action
Councillor Tonkiss	136 - Shakespeare Street, Southport - Highways Act 1980 Section 184 Licence	Personal - Member of the same political party as John Pugh M.P. who has an office on Shakespeare Street	Stayed in the room and took no part in the consideration of the item
Mr. P. Cowley, Principal Solicitor	136 - Shakespeare Street, Southport - Highways Act 1980 Section 184 Licence	Personal - a relative is the attorney for another relative who owns a nearby property in Shakespeare Street	Stayed in the room and took no part in the consideration of the item

133. MINUTES OF THE MEETING HELD ON 26 JANUARY 2011

RESOLVED:

That the Minutes of the meeting held on 26 January 2011 be confirmed as a correct record.

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CABINET MEMBER - TECHNICAL SERVICES- WEDNESDAY 9
FEBRUARY 2011

134. REQUEST FOR TEMPORARY ROAD CLOSURES - CAMBRIDGE ROAD, SOUTH ROAD, BATH STREET, GREAT GEORGE'S ROAD AND BRUNSWICK PARADE, WATERLOO

The Cabinet Member considered the report of the Planning and Economic Development Director seeking approval for temporary road closures of Cambridge Road, South Road, Bath Street, Great George's Road and Brunswick Parade, Waterloo to vehicular traffic, as described in paragraph 2.1.1 of the report to facilitate improvement works to the sewer network and to alleviate localised flooding in the Waterloo area.

RESOLVED: That

- (1) the request for temporary road closures of Cambridge Road, South Road, Bath Street, Great George's Road and Brunswick Parade, Waterloo, as detailed in the report be approved; and
- (2) the Traffic Services Manager be authorised to execute the necessary legal procedures, including those of consultation and objection and to advertise the Council's intention to implement the appropriate Traffic Regulation Orders.

135. AREA OF HIGHWAY AT THE REAR OF 105-107 BRIDGE ROAD, LITHERLAND - SECTION 116 OF THE HIGHWAYS ACT 1980

The Cabinet Member considered the report of the Planning and Economic Development Director, seeking approval in conjunction with the Interim Head of Corporate Legal Services to make an application to the Magistrates' Court for a Stopping-Up Order for an area of highway at the rear of 105-107 Bridge Road, Litherland, under the provisions of Section 116 of the Highways Act 1980, following an application by SRC Taxis, 105 Bridge Road, Litherland under Section 117 of the Highways Act 1980.

RESOLVED:

That the Interim Head of Corporate Legal Services, in conjunction with the Planning and Economic Development Director, be authorised to request that the Magistrates' Court make an Order for the Stopping-Up of an area of highway at the rear of 105-107 Bridge Road, Litherland under Section 116 of the Highways Act 1980, as detailed within the report and shown upon the attached plan numbered DC0715, subject to the applicant bearing all costs associated with the application.

136. SHAKESPEARE STREET, SOUTHPORT - HIGHWAYS ACT 1980 SECTION 184 LICENCE

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

crossings to access the development as work progresses at Shakespeare Street, Southport.

RESOLVED:

That the Interim Head of Corporate Legal Services, in conjunction with the Planning and Economic Development Director, be authorised to issue a licence under Section 184 of the Highways Act, 1980 to the undermentioned applicant as shown on the plan numbered DC0714 and as detailed within the report submitted, subject to the applicant bearing all costs associated with the proposal and indemnifying Sefton Council against all claims, disbursements and actions arising from the proposed works.

Applicant	Location	Plan
Armitage Construction, Bradbury Court, Ashton Road, Bradbury, Stockport SK6 2QB	Shakespeare Street, Southport	DC0714

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REPORT TO: PLANNING COMMITTEE
CABINET MEMBER – TECHNICAL SERVICES
CABINET

DATE: 9 February 2011/
23 February 2011/ 3 March 2011

SUBJECT: **Proposed Increase in Fees and Charges**

WARDS AFFECTED: ALL

REPORT OF: Andy Wallis, Planning & Economic Development Director

CONTACT OFFICER: Jim Alford Telephone 0151 934 3544

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To seek approval of the Planning Committee to increase fees and charges levied within the Planning Portfolio.

REASON WHY DECISION REQUIRED:

At the meeting of 26th February 2004, Cabinet requested that any other amendment to fees and charges be referred for approval prior to implementation.

RECOMMENDATION(S):

1. That Cabinet Member – Technical Services notes the contents of the report.
2. That Planning Committee note the content of the report and recommend to Cabinet the proposed increases in fees and charges for 2011/12, and the revised financial contributions to be set out in Supplementary Planning Guidance.
3. That the Planning Committee be given delegated authority to approve the implementation of the proposed scale of planning and other application fees as soon as it becomes available and that the fees, together with any proposed subsequent amendments, be ratified by Cabinet before its mandatory implementation in October 2011.
4. That Cabinet agree the proposed charges for 2011-12.

KEY DECISION:

FORWARD PLAN:

IMPLEMENTATION DATE: 1 April 2011

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ALTERNATIVE OPTIONS:

Fees remain the same as previous approved

IMPLICATIONS:

Budget/Policy Framework: Fees and Charges are set outside of the main budget setting process

Financial:

<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/N	When?			
How will the service be funded post expiry?				

Legal:**Risk Assessment:****Asset Management:****CONSULTATION UNDERTAKEN/VIEWS**

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

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CORPORATE OBJECTIVE MONITORING:

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

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

Planning Fees and Charges 2009-10
Environmental Information Regulations

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BACKGROUND:

1. The Committee will be aware that each year those fees and charges levied by individual departments are reviewed and increased (where appropriate) to reflect current service delivery costs, national guidelines and/or inflation.
2. In 2004, Cabinet requested that any other amendment to fees and charges be referred for approval prior to implementation.
3. Some of the services of the Planning & Economic Development Department have been transferred to other Portfolios so charges previously included for these areas have been removed from the list.
4. Attached at Annex A is a summary of those fees and charges included within the Planning and Technical Services portfolios, together with proposed increases in charges. Changes made to the list include :
 - The service charge has been aligned with the cost of supply of environmental information.
 - Inflationary increases of 4.6% (based on RPI average for 2010)
5. It is proposed that fees and charges be increased to reflect inflationary pressures and national guidelines where appropriate.

Building Control Charges

6. Responsibility for setting Building Control Charges is now devolved to the Council. Members may recall a report to the 18 August 2010 Planning Committee advising them of the requirement to produce a revised scheme of Building Regulation charges. The charges were implemented on 1 October (and amended on 4 January 2011 to reflect the VAT rate change) and are shown on Sefton's website.

Planning Fees

7. Members will recall a report to 15th December 2010 Planning Committee detailing CLG proposals for changing planning fees. The preferred option in the consultation paper details the proposed devolution of fee setting to local authorities. The consultation suggests that authorities can set their own fees from April 2011 and that fees must be reviewed and implemented by October 2011. At this stage, Officers are not able to put together a comprehensive scheme of charging until some baseline data has been gathered and the CLG has clarified what costs should be taken into account when setting fees.
8. Given the short timescales involved in this process it is requested that the Planning Committee be given delegated authority to approve the proposed scale of fees as soon as it becomes available and that the scheme together

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with any proposed subsequent amendments be ratified by Cabinet before its mandatory implementation in October 2011.

Land Charges Fees

9. The Environmental Information Regulations 2004 provide for the information given in land searches to be made available for inspection free of charge. Facilities have been put in place for personal searchers to access the land charges and highways registers at Sefton Plus and building regulation registers, environmental protection notices and highways information at Magdalen House, and planning information is available on Sefton's website.
10. It is anticipated that charging for land charge searches will be overtaken by the provisions of the Environmental Information Regulations in that the Council is only able to make reasonable charges for information which it may be requested to provide to clients in a tailored format and must not make a profit from this work. Work is now underway to collate information in respect of costs for the service and fees for land searches will be set to reflect this.

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Annex A

Scale of Charges 2011/12 Planning Services		
Details	2010/11 Charges (£)	New charges 2011/12 Charges (£)
Service charge only (Associated fee based on 15 mins time & staff costs taken to answer questions)	12.50	12.50
Supply of OS Map Extracts for Planning Applications		
1:1250 or 1:2500	21.20	22.00
1:200 or 1:500	10.70	11.00
Photocopies		
Planning Application Documents		
A3 & A4 size Photocopies -		
Service charge	10.70	12.50
per page	0.25	0.25
Planning Decision Notices	11.00	13.00
Plan Prints -		
Service charge	10.70	12.50
per page	1.25	1.30
Building Control Documents		
A3 & A4 size Photocopies -		
Service charge (includes VAT)	12.50	14.70
per page (includes VAT)	0.30	0.30
Plan Prints -		
Service charge (includes VAT)	12.50	14.70
per page (includes VAT)	1.45	1.50

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Supply of Environmental Information		
Hourly rate (normal working hours)	50.00	50.00
Hourly rate (outside normal working hours)	61.50	61.50
Charges in connection with Section 106, Town and Country Planning Act 1990 (as amended)		
Provision of trees, per tree	460.40	481.50
Public green space provision or enhancement (including a maintenance contribution):		
- for hotels and other Use Class C1 uses: for each 20m ² of bedroom floorspace:	1734.50	1815.00
- for other commercial development and leisure development for each 100 m ² of floorspace:	1734.50	1815.00
- for industrial development for each 500 m ² of floorspace.	1734.50	1815.00
Publications		
<i>For all documents in this section please contact the Assistant Planners, Local Plans (Ian Loughlin 0151 934 3558 or David Robinson on 0151 934 3598)</i>		
Unitary Development Plan (2006)	10.00 + p&p	10.00 + p&p
Local Development Scheme	N/a	
Annual Monitoring Report (Electronic copy available online at www.sefton.gov.uk/amr)	N/a	Free
Supplementary Planning Guidance Notes		
New Housing Development	Free	Free
Design	Free	Free
Ensuring Choice of Travel	Free	Free

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Greenspace, Trees and Development	Free	Free
Landscape Character	Free	Free
Development in the Green Belt	Free	Free
Archaeology	Free	Free
House Extensions	Free	Free
Shop Fronts, Security and Signage	Free	Free
Southport Seafront	Free	Free
Bootle Town Centre	Free	Free
South Sefton Housing Market Renewal: Bedford Road/Queens Road	Free	Free
South Sefton Housing Market Renewal: Bedford Road/Queens Road Development Brief	Free	Free
South Sefton Housing Market Renewal: Klondyke and Canal Corridor	Free	Free
South Sefton Housing Market Renewal: Klondyke and Canal Corridor Development Brief	Free	Free
Flood Risk		
Sefton Strategic Flood Risk Assessment (SFRA) 2009 Main Report – WS Atkins (electronic version available www.sefton.gov.uk/sfra)	Free	Free
Sefton Strategic Flood Risk Assessment (SFRA) 2009 Appendices – WS Atkins (electronic version available www.sefton.gov.uk/sfra)	Free	Free
Green Space and Recreation		
Sefton Green Space and Recreation Study 2009 Main Report (electronic version available www.sefton.gov.uk/planningstudies)	Free	Free
Sefton Green Space and Recreation Study 2009 Main Report (electronic version available www.sefton.gov.uk/planningstudies)	Free	Free

<p>Sefton Statistics <i>For information about the 2001 Census and other queries about population, please contact the Planning Intelligence Officer, Strategy & Information (Kate Calderbank 0151 934 4599)</i></p>		
<p>Shopping <i>For all documents in this section please contact the Assistant Planner, Strategic Planning (Tom Hatfield 0151 934 3555)</i></p>		
<p>Sefton Retail Strategy Review 2005 Volume one: Retail Capacity Analysis, Prepared by White Young Green Planning, for Sefton Council. February 2006. (Also available to view on Sefton Website at www.sefton.gov.uk/planningstudies)</p>	65.55	68.50
<p>Volume Two: Vitality & Viability Study of Southport Town Centre and Bootle Town Centre Prepared by White Young Green Planning, for Sefton Council. March 2006 (Also available to view on Sefton Website)</p> <p>Volume Three: Technical Appendices - February 2006 CD rom (Note: Not available on Sefton Website)</p>	65.55	68.50
<p>Sefton Retail Strategy Review Update 2009 – Incorporating town centre health checks for Bootle and Southport (Also available to view on Sefton Website www.sefton.gov.uk/planningstudies)</p>	22.20	23.20
<p>Sefton Retail Strategy Review Update 2009 – Appendices (Also available to view on Sefton Website www.sefton.gov.uk/planningstudies)</p>	36.70	38.40
<p>Housing <i>For all documents in this section please contact the Assistant Planner, Strategic Planning (Tom Hatfield 0151 934 3555)</i></p>		

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Sefton Housing Study 2003. Main Report. Fordham Research, 2004	44.95	47.00
The Relationship between the shortage of affordable housing and the health of the local economy in Southport, Merseyside. Final Report September 2004. Fordham Research 2004	11.25	11.75
Housing Development Sites in Sefton 2004	11.25	11.75
Sefton Housing Needs Assessment Update 2005. Main report, Fordham Research (electronic version available)	Free	Free
Sefton Strategic Housing Market Assessment 2009. Appendices, Fordham Research (electronic version available www.sefton.gov.uk/shma)	Free	Free
Sefton's Urban Housing Capacity Assessment		
<i>For all documents in this section please contact the Assistant Planner, Strategic Planning (Tom Hatfield 0151 934 3555)</i>		
Sefton's Urban Housing Capacity Study 2004. White Young Green and Chesterton, July 2004. Final Report (electronic version)	Free	Free
Sefton's Urban Housing Capacity Study 2004. White Young Green and Chesterton, July 2004. Executive Summary	5.60	5.85
Strategic Housing Land Availability Assessment Study – WYG (Final document available electronically February 2010) www.sefton.gov.uk/shlaa	Free	Free
Strategic Housing Land Availability Assessment Study – WYG (Final document available electronically February 2010) www.sefton.gov.uk/shlaa	Free	Free

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Economy		
<i>For all documents in this section please contact the Assistant Planner, Strategic Planning (Tom Hatfield 0151 934 3555)</i>		
Merseyside Employment Land Study, White Young Green, 2004 (electronic version available)	Free	Free
Joint Employment Land and Premises Study – BE Group (Final document available electronically February 2010) www.sefton.gov.uk/elps	Free	Free
Joint Employment Land and Premises Study – BE Group (Appendices available electronically February 2010) www.sefton.gov.uk/elps	Free	Free
Country and Countryside		
Leeds Liverpool Canal Towpath Nature Trails: Stanley Dock-Bootle-Aintree	Free	Free
Leeds Liverpool Canal Towpath Nature Trails: Maghull-Lydiat-Scarbrick	Free	Free
Exploring Sefton's Footpaths Series:		
3 Walks in the Mersey Forest	Free	Free
4 Walks in the Mersey Forest	Free	Free
Walking and Cycling Guide	Free	Free
Seasonal Newsletter Walking and Cycling	Free	Free
Discover Sefton Leaflet	Free	Free
Discover Formby Leaflet	Free	Free
New Door Step Guide, Lydiat	Free	Free
Every Step Counts Independent Walks	Free	Free
Walkabout Merseyside Coast and Country	Free	Free
Melling Meanders	Free	Free
Cycling Trans Pennine Trail	Free	Free
Cycle Maps – Merseyside	Free	Free
Rideabout	Free	Free
National Cycling Network North of England	Free	Free
Health Walks	Free	Free

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Conservation Area Advisory Leaflets:		
Conservation Area Advisory Leaflet: Birkdale Village, 2001	Free	Free
Conservation Area Advisory Leaflet: Birkdale Park	Free	Free
Conservation Area Advisory Leaflet: Blundellsands Park, 1984	Free	Free
Conservation Area Advisory Leaflet: Carr Houses, 2001	Free	Free
Conservation Area Advisory Leaflet: Churchtown and North Meols	Free	Free
Conservation Area Advisory Leaflet: Crosby Hall and Little Crosby	Free	Free
Conservation Area Advisory Leaflet: Damfield Lane, Maghull	Free	Free
Conservation Area Advisory Leaflet: Derby Park	Free	Free
Conservation Area Advisory Leaflet: Gloucester Road, 2001	Free	Free
Conservation Area Advisory Leaflet: Green Lane, Formby, 1989	Free	Free
Conservation Area Advisory Leaflet: Hesketh Road, 2001	Free	Free
Conservation Area Advisory Leaflet: Homer Green, 2001	Free	Free
Conservation Area Advisory Leaflet: Lunt Village, 2001	Free	Free
Conservation Area Advisory Leaflet: Promenade, Southport	Free	Free
Conservation Area Advisory Leaflet: Sefton Village, 2001	Free	Free
Conservation Area Advisory Leaflet: Waterloo	Free	Free
Conservation Area Advisory Leaflet: Waterloo Park, 2001	Free	Free
Conservation Area Advisory Leaflet: West Birkdale, 2001	Free	Free
Churchtown Village Trail. A Guide to this Historic Village (Also, can be viewed on North Meols Civic Society Web site)	Free	Free
Listed Buildings Advisory Leaflet 2006	Free	Free
Lydiate Hall and Chapel Conservation Area 1993	Free	Free

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Moor Park Conservation Area Leaflet	Free	Free
Protected Trees. A Guide to Tree Preservation Procedures, DoE 2002	Free	Free
Notes on Waterloo (Reference only)		
Planning Information		
Planning. A Guide for Householders DoE 2002	Free	Free
The Party Wall etc. Act 1996: Explanatory Booklet DETR, 2002	Free	Free
A Householder's Planning Guide for the Installation of Satellite Television Dishes, DETR, 2000	Free	Free
Your Planning Application RTPI, 1998	Free	Free
Can I Object? RTPI, 1998	Free	Free
Should I Appeal? RTPI, 1998	Free	Free
Green Belts & Development. What Is Permitted? RTPI, 1998	Free	Free
Listed Buildings and Conservation Areas. Sefton MBC	Free	Free
Lord Street Conservation Area Appraisal. Planning Guidance for owners, occupiers and developers. Sefton MBC	Free	Free
Mobile Homes. A Guide for Residents and Site Owners, DETR 2001	Free	Free
Cost Awards in Planning Appeals. A Guide for Appellants DETR 2000	Free	Free
Compulsory Purchase Orders. A Guide to Procedure DoE 1992	Free	Free
Outdoor Advertisements and Signs. A Guide for Advertisers, DETR 2000	Free	Free
Planning Permission. A Guide for Business, DETR 2000	Free	Free
Hazardous Substances Consent. A Guide For Industry, DETR 2000	Free	Free
Planning Consultants. Where to find Planning Advice in the North West, RTPI 2004	Free	Free
How to Complain to the Local Government Ombudsman, LGO 2000	Free	Free

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Mobile Phones and Health, DH 2000	Free	Free
High Hedges: Complaining to the Council, ODPM	Free	Free
Over the Garden Wall, ODPM	Free	Free
Environmental Advisory Services Charges (subject to VAT)		
Access to material per hour (min 1 hour)	50.00	50.00
Support services for external users per hour	50.00	50.00
Overheads		
Photocopying (per A4 sheet)	0.30	0.30
Service charge	12.50	12.50
Highways Development Control charges		
Adoption of new roads/streets		
- under S38 of the Highways Act	1,500.00 + 10% of construction costs	1,600.00
- under S37 of the Highways Act	1500.00	1,600.00
Stopping up and diversion of highways		
- per Order	2,000.00	2,200.00
- up to a maximum Including direct costs from the Magistrates Court as directed by the Court	10,000.00	11,000.00
Council approval where Government Office processes a S247 Town & Country Planning Act 1990	150.00	500.00
Gating Orders under S129a Highways Act 1980 - Where multiple streets can be shown on a plan at an appropriate scale of no more than A4 at 1:1250		
	2,000.00	2,200.00
S278 Highways Act 1980 agreements	1,500.00 + 10% of design & supervision fees	1,600.00

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S177 Highways Act 1980 Licenses	1,000.00	1,100.00
S115 (a-k) Highways Act 1990 Licence (as amended by the Local Government Miscellaneous Provisions Act 1982)	1,000.00 (except where this relates to pavement cafes)	1,100.00
S184 Highways Act 1980	1,000.00	1,100.00
S50 New Roads and Streetworks Act 1991 Licence (Placing private apparatus within the highway)	Up to a max of 1,000.00	1,100.00
Street Naming and Numbering		
- No change to an approved address	Free	
- Including alteration to an approved address	150.00	250.00
Licence to create a cellar opening under S179 of Highways Act 1980	500.00	750.00
Licence for catenary wires, poles, ropes or beams across/above a highway under S178 of Highways Act 1980	500.00	750.00
Consent to erect flagpoles or other similar apparatus on a highway under S144 of Highways Act 1980	500.00	750.00
Licence for monument or war memorial under S42 of the Public Health Act	500.00	750.00
Modification Order under S53 of the Wildlife and Countryside Act 1981 (per Order)	2,000.00	2,200.00

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General enquiry for Stopping-up Order/ Gating Order/ Diversion Order/ Modification Order/S38/S278 Highways Act agreement/S111(1) Local Government Miscellaneous	55.00	60.00
General enquiry requesting adopted highway and other related information		
- adoption plan	55.00	60.00
- adoption plan and major road schemes	70.00	75.00
- additional questions	10.00	10.00
	(to a maximum of 100.00)	(to a maximum of 110.00)
Licence to install trees, shrubs etc in a public highway	500.00	750.00
Traffic Management Charges		
Temporary road closure (for road works or events on the highway)	600.00	650.00
Emergency road closure	250.00	300.00
Temporary road closure (for charitable or civic events)	350.00	400.00
Progression of Traffic Regulation Orders	750.00	800.00
Local Land Charges (contact us on 934 2019 or 2199)		
Standard Search Fee CON29R/LLC1	102.00	
CON29R form only	80.00	
CON29O enquiries: each box ticked (all £285)	15.00	
CON29 form only - each box	15.00 + 10.00 admin fee	
LLC1 only	22.00	
LLC1 additional parcel fee (maximum 16 parcels)	1.00 each	
Solicitors written enquiry:	30.00	
Expedited Fee:	20.00	
Additional parcels:	£ 20.00 each	
Copies of LC entries (not including a copy or extract of any plan or document filed pursuant to LLC rules)	1.50	
Inspection of documents filed under Rule 10 in respect of each parcel of land (Light Obstruction Notices only)	2.50	

Agenda Item 5

REPORT TO: Cabinet Member Technical Services
Cabinet

DATE: 23rd February 2011
3rd March 2011

SUBJECT: Thornton to Switch Island Link
Progress Update, Revised Project Management
Arrangements, Scheme Programme & Cost Profile

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

REPORT OF: Andy Wallis Planning & Economic Regeneration Director

**CONTACT
OFFICER:** Stuart Waldron Assistant Director
0151 934 4006
Stephen Birch Team Leader STPU
0151 934 4225

**EXEMPT/
CONFIDENTIAL:** N/A

PURPOSE/SUMMARY:

To advise Members of current progress with the scheme, including the responses from Government to the Council's Best and Final Funding Bid and the planning application. To seek Members' approval to accept the Government's funding offer, to initiate the next stages of the project, including land acquisition and of the revised project management arrangements. To advise Members of the current scheme programme and cost profile.

REASON WHY DECISION REQUIRED:

To keep Members fully apprised of progress and to seek approval to accept the funding offer and to proceed with the next stage of the scheme, including land acquisition, and to changes in project management arrangements and to confirm the current programme and cost profile for the scheme.

RECOMMENDATION(S):

Cabinet Member Technical Services:

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

Cabinet:

- i) **Members note the Department for Transport's acceptance of the Council's Best and Final Funding Bid for the scheme.**

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- ii) **Members approve the acceptance of the Terms and Conditions of the proposed Government funding for the scheme and increase the cost of the scheme in the capital programme by £14.5m to be funded by the Department for Transport grant.**
- iii) **Members note the Government Office response to the planning application for the scheme confirming that they do not require a Public Inquiry to be held to consider the planning issues.**
- iv) **Members note the progress in the preparation of the necessary statutory Orders for the scheme.**
- v) **Cabinet gives approval for the activities that were put on hold in June 2010 to be re-commenced, including land acquisition.**
- vi) **Cabinet approves the start of work on the next stage of the scheme.**
- vii) **Cabinet approves the revised Project Management arrangements and Project Board for the scheme.**
- viii) **Members note the revised programme for the scheme.**
- ix) **Members note the revised spend profile for the scheme.**

KEY DECISION: Yes

FORWARD PLAN: Yes

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

ALTERNATIVE OPTIONS: N/A

IMPLICATIONS:

Budget/Policy Framework: Cabinet approved the spend profile for the scheme for 2009/10 – 2012/13, totalling £5.912m on the 1st October 2009. The allocations were included in the Capital Programme 2010/11 – 11/12 approved by Cabinet on the 4th March 2010. Revised allocations for 2011/12 – 2012/13 are being presented to Cabinet as part off the Capital Programme on 3rd March 2011.

Financial: Proposed commitment contained within Council's previously approved allocation in the medium term financial plan. A revised funding profile for the Council's allocation is provided in this report.

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<u>CAPITAL EXPENDITURE</u>	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £	2013/ 2014 £
Gross Increase in Capital Expenditure			7,000	7,500
Funded by:				
Sefton Capital Resources				
Specific Capital Resources			7,000	7,500
<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: N/A

Risk Assessment: The proposed funding from the Department for Transport is dependent on the scheme proceeding as planned. Should the scheme not proceed, any costs incurred by the Council may be classed as abortive. Capital accounting rules require that abortive costs are charged to revenue which would require them to be funded from the General Fund Balances.

Acceptance of the Council's funding bid by the Department for Transport, means that the DfT contribution will be fixed at the proposed amount. This means that the Council will be responsible for any additional costs arising from the project, such as costs associated with changes in the project or any overspend. Should any overspend exceed the contingency that has been retained within the proposed scheme budget, additional capital resources would be required.

Asset Management: N/A

CONSULTATION UNDERTAKEN/VIEWS

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

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CORPORATE OBJECTIVE MONITORING:

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

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

Cabinet - 17th May 2007 – Thornton Switch Island Link Scheme – Funding

Cabinet - 29th November 2010 – Thornton Switch Island Link – Funding

Cabinet - 2nd October 2008 – Thornton Switch Island Link – Programme Entry

Cabinet - 1st October 2009 – Thornton Switch Island Link Commissioning Report/
Revised Project Management/Programme and scheme cost profile

Cabinet - 10th June 2010 – Thornton Switch Island Link – Current Situation

Cabinet - 15th December 2010 - Thornton Switch Island Link – Best and Final
Funding Bid

1.0 Background

- 1.1 A report to Cabinet on the 10th June 2010 advised that the new Government was to review all spending plans for major schemes approved by the previous administration. This included the Thornton Switch Island Link Road scheme. Cabinet agreed to permit the submission of the Planning Application and preparation of statutory Orders to proceed, but all other work on the scheme was halted. The Planning Application was submitted in July 2010.
- 1.2 On 29th October 2010 the Department for Transport (DfT) advised the Council that further to the Government's announcement of the outcome of the Spending Review on 20th October 2010, plans for major schemes had been announced. Thornton to Switch Island Link was placed in the Supported Pool. This meant the DfT was prepared to fund the scheme subject to the Council submitting a 'best and final funding bid'. The Department expected the Council to demonstrate in this bid that all opportunities for cost savings and value maximisation had been explored and incorporated into the funding package.
- 1.3 On 11th November 2010 the Council received further guidance and a form for submission of the Council's 'Best and Final Funding Bid'. The bid had to be submitted by Tuesday 4th January 2011. The Council's Bid was prepared by the project team and submitted to Cabinet for consideration on 15th December 2010. The proposed Best and Final Funding Bid was approved by Cabinet and submitted to the DfT.
- 1.4 The Planning Application for the scheme was considered by Sefton Council's Planning Committee on the 15th December and was recommended for approval, subject to a response from the Secretary of State about whether a Public Inquiry would be required. The details of the application and the Council's decision were provided to Government Office North West requesting a decision about the need for a Public Inquiry.
- 1.5 The purpose of this report is to:
 - Advise Members of the response from the Government to the Council's Best and Final Funding Bid and the decision about whether a Public Inquiry is required.
 - Advise Members of progress in the delivery of the scheme and the next stages of the project.
 - Seek approval for revised Governance arrangements due to the early retirement of the Council's designated Project Manager (Senior Responsible Owner).
 - Seek approval for work to resume on the activities that were suspended in June 2010, specifically including the land acquisition process, and to proceed with the next stages of the scheme.

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- Advise Members of the revised Programme and Funding Profile.

2.0 Government response to funding bid and planning application

- 2.1 On 4th February 2011, the DfT advised that Sefton Council's Best and Final Funding Bid for the Thornton to Switch Island Link scheme had been approved and that funding for the scheme was confirmed. The funding approval letter from the DfT is provided as Annex 1.
- 2.2 The letter from the DfT describes the Terms and Conditions of the funding offer and requests written confirmation of the Council's acceptance of the funding offer and the terms and conditions of the offer. The letter confirms that the DfT will provide a maximum capped funding contribution of £14.5m towards the estimated scheme cost of £18.588m. The contribution will be paid as capital grant under Section 31 of the Local Government Act 2003.
- 2.3 To date, the Council's allocated funding for the scheme has been included in the Council's medium term capital programme. Now that the confirmation of Government funding has been received, the full capital cost, including the Government contribution needs to be identified in the capital programme.
- 2.4 On 24th January 2011, Government Office North West advised the Council's Planning Department that they did not intend to 'call in' the proposal for a Public Inquiry. Their letter states, "*Having carefully considered the relevant planning issues raised by this proposal, together with the representations received by the Council from interested parties, we have concluded that the Secretary of State's intervention would not be justified.*" Consequently, the Council issued notice of the granting of planning permission on 26th January 2011.
- 2.5 Recommendation
 - i) Members note the Department for Transport's acceptance of the Council's Best and Final Funding Bid for the scheme.
 - ii) Members approve the acceptance of the Terms and Conditions of the proposed Government funding for the scheme and increase the cost of the scheme in the capital programme by £14.5m to be funded by the Department for Transport grant.
 - iii) Members note the Government Office response to the planning application for the scheme confirming that they do not require a Public Inquiry to be held to consider the planning issues.

3.0 Scheme progress and next stages

- 3.1 As part of the process of preparing the Council's Best and Final Funding Bid, a detailed review of the scheme costs was undertaken. A review of the scheme risk register and the proposed programme was also undertaken as part of the Bid development.
- 3.2 In accordance with the Cabinet decision of the 10th June, work has also commenced on the statutory procedures to progress a Side Roads Order and a Compulsory Purchase Order. A Side Roads Order is required for the closure of roads that cross the proposed route, footpath diversions and to connect the new link into the existing highway network. A Compulsory Purchase Order is required if it proves impossible to secure purchase of land by negotiation with landowners.
- 3.3 The project team is currently preparing draft Side Roads Order (SRO) and Compulsory Purchase Order (CPO) and completing a schedule of interests that is required to accompany the CPO. In addition, a draft Statement of Reasons for the CPO is also being prepared. Once the draft Orders have been reviewed and completed, they will be presented to Cabinet with a recommendation to approve the publication of the draft Orders. The timing for this process is described in Section 5 below.
- 3.4 Following publication of the draft Orders, interested parties have the opportunity to object to the Orders. Any objections will be considered by the Secretary of State for Transport, who will decide whether a Public Inquiry is required. It would be possible for an Inquiry to be called for either or both of the statutory Orders.
- 3.5 In parallel with the development and publication of the draft CPO, negotiations will be undertaken with landowners to try and acquire the land needed for the scheme by agreement. If all the land needed can be secured by agreement with landowners, there will be no need for a CPO. In June 2010, Cabinet determined that negotiations with landowners should be put on hold. Now that funding approval from the DfT has been obtained, it is important that the negotiations with landowners are resumed.
- 3.6 Once the Orders process has been completed, the detailed design of the scheme will be completed. This will involve the development of the existing design and finalising details of the specific elements of the scheme, including carriageway construction, kerbs, verges, lighting, traffic signals and landscaping and other environmental mitigation measures. As part of this process, a detailed target cost for the construction of the link road will be prepared. This target cost will be submitted to Cabinet for approval before construction works can start on the road.
- 3.7 Recommendation
 - (iv) Members note the progress in the preparation of the necessary statutory Orders for the scheme.

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(v) Cabinet gives approval for the activities that were put on hold in June 2010 to be re-commenced, including land acquisition.

(vi) Cabinet approves the start of work on the next stage of the scheme.

4.0 Governance arrangements

4.1 The Department for Transport expect formal and comprehensive Project Management procedures to be in place throughout the duration of the project. Cabinet at the meeting on the 8th February 2007 approved Project Management arrangements based on the Office of Government Commerce (OGC) methodology "Managing Successful Projects with Prince 2". This process requires management levels and key responsibilities to be formally recognised, and the establishment of a Project Board involving representatives of the Council, delivery partners and prospective users of the project. To date these arrangements have proved very positive in managing the delivery of the scheme.

4.2 The Senior Responsible Owner is the Council's Contract Project Manager, chairs the Project Board and provides the senior link with the Department for Transport. Cabinet at the meeting of the 1st October 2009 approved that the duties and responsibilities of the Contract Project Manager be delegated to the Assistant Director (Transportation & Development) Planning & Economic Regeneration Department. The Assistant Director has continued to fulfil this role since then, but this Assistant Director post will be deleted at the end of March 2011.

4.3 It will be important to maintain the responsibility at an appropriate level both within the project team and in liaison with DfT. It is therefore proposed that the designated officer for the role of Senior Responsible Owner and Sefton Council Contract Project Manager within the Project Management structure for the scheme be amended to the Director Environmental Services. The DfT will be advised accordingly.

4.4 Recommendation

(vii) Cabinet approves the revised Project Management arrangements and Project Board for the scheme.

5.0 Scheme Programme

5.1 The scheme programme was reviewed following the preparation of the Best and Final Funding Bid. The following key programme dates have been identified :

Cabinet approval of draft Orders (SRO, CPO)

April 2011

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Publish draft Orders (SRO, CPO)	April 2011
SoS decision on need for Orders Inquiry	July 2011
Public Inquiry (if required)	Jan 2012
SoS Decision following Inquiry	May 2012
Approval of target cost	Oct 2012
Construction start	Nov 2012
Construction complete	Nov 2013
Scheme open to traffic	Dec 2013

5.2 Recommendation

(viii) Members note the revised programme for the scheme.

6.0 Scheme Costs

6.1 Cabinet on the 17th May 2007, approved a council contribution to the Thornton to Switch Island Link scheme of £5.912m over the financial years 2008/09 to 2012/13. The profile of the Council's commitment has been reported to Cabinet at the following meetings to keep the Medium Term Financial Plan up-to-date: 17th May 2007, 29th November 2007, 2nd October 2008, 1st October 2009 and 10th June 2010.

6.2 With the inclusion of the scheme by the new Government in the 'Supported Pool' of major schemes, the DfT have introduced revised funding arrangements. The DfT requested Local Authorities to identify a fixed contribution from the DfT that cannot be altered in the future and that showed a reduction on the amount previously approved at Programme Entry stage. This would mean that any additional costs after the funding package is approved will fall on the Council as promoting authority.

6.3 The Council's Best and Final Funding Bid was prepared on this basis and was approved by Cabinet on 16th December 2010. As part of the cost evaluation carried out for the preparation of the BAFFB, it was proposed that the Council's contribution to the scheme could be increased, but with the overall allocation remaining unchanged. Based on the BAFFB, the Council's funding can therefore be summarised as:

Local Authority Contribution	£4.088m
Ineligible Costs	£0.650m
Contingency	£1.174m
TOTAL	£5.912m

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6.4 Based on the indicative programme a revised spending profile for the Council's contribution is proposed. This is provided in the table below.

	Total Approved £'m	August 2009		February 2011	
		Spend to Date £'m	Spend Profile £'m	Spend to Date £'m	Spend Profile £'m
2007/08	-	-	-	-	-
2008/09	0.830	0.114	0.114	0.114	0.114
2009/10	0.958	0.051	1.122	1.098	1.098
2010/11	0.512		0.712	0.364	0.380
2011/12	1.597		1.949		1.020
2012/13	2.015		2.015		3.000
2013/14					0.300
Total	5.912	0.165	5.912	1.576	5.912

6.5 Recommendation

(ix) Members note the revised spend profile for the scheme.

7. Conclusions

7.1 The Council has been promoting this scheme for many years and there is overwhelming public support for the scheme, as demonstrated by the public consultations undertaken over recent years.

7.2 The Government has fully recognised the benefits and value for money the scheme offers by approving the Council's funding bid. The scheme proposals are considered deliverable within the current allocation in the Council's Capital Programme.

7.3 It is important to move to the next stage of scheme delivery and re-commence activities that were suspended in June 2010. The next stage of the scheme is to proceed with the preparation of statutory Orders and negotiation with landowners for the purchase of land by agreement.

8. Recommendation(s)

It is recommended that Cabinet Member Technical Services:

- i) Notes the report and supports the recommendations to Cabinet.

For Cabinet, it is recommended that :

- i) Members note the Department for Transport's acceptance of the Council's Best and Final Funding Bid for the scheme.
- ii) Members approve the acceptance of the Terms and Conditions of the proposed Government funding for the scheme and increase the cost of the scheme in the capital programme by £14.5m to be funded by the Department for Transport grant.
- iii) Members note the Government Office response to the planning application for the scheme confirming that they do not require a Public Inquiry to be held to consider the planning issues.
- iv) Members note the progress in the preparation of the necessary statutory Orders for the scheme.
- v) Cabinet gives approval for the activities that were put on hold in June 2010 to be re-commenced, including land acquisition.
- vi) Cabinet approves the start of work on the next stage of the scheme.
- vii) Cabinet approves the revised Project Management arrangements and Project Board for the scheme.
- viii) Members note the revised programme for the scheme.
- ix) Members note the revised spend profile for the scheme.

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Department for **Transport**

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4 February 2011

Dear Mr Waldron,

THORNTON TO SWITCH ISLAND SCHEME – FUNDING APPROVAL AND RECONFIRMATION OF PROGRAMME ENTRY

Following the receipt of your Best and Final Funding Bid dated 22 December 2010 for the above scheme and following the consideration of that bid as set out in the Department's Spending Review statement "*Investment in Local Major Transport Scheme*", this letter confirms that Ministers have agreed to provide Sefton Council, the funding requested, subject to the following conditions and reconfirm Programme Entry for the scheme. This allows your Authority to complete the negotiation of all the remaining legal and procurement processes (but not enter into contractual or other legal commitments) following which a request for Full Approval, or Conditional Approval if procurement has yet to be finalised, can be made. Once Full Approval has been granted the required contractual and other legal commitments can be entered into.

DfT Funding

As part of this approval the Department will provide a maximum capped funding contribution of **£14.5m** towards the estimated total scheme cost of **£18.588m**. This figure is inclusive of preparatory costs and no further funding will be provided by the Department for this scheme. Should Full Approval of your scheme be granted, funding will be paid as capital grant under Section 31 of the Local Government Act 2003 to an indicative profile to be agreed.

Terms and Conditions of Funding

This offer of funding is subject to the following conditions:

- i. This funding approval is granted entirely without prejudice to any view that the Secretary of State or other Ministers may take on any future application for statutory powers or in accordance with any other functions.

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- ii. The scheme must be implemented in accordance with the scheme proposals as set out in your Best and Final Funding Bid, subject to any changes which may occur as a result of further design or as a result of any remaining statutory procedures. Ministers reserve the right to reconsider their decision on funding if there are any changes to the overall cost, scope or design of the scheme which they consider to be material, particularly where such changes would alter the value for money of the scheme. You must notify the Department immediately of any such material changes.
- iii. Ministers also reserve the right to ask for a proportionate review of delivery, procurement and evaluation arrangements before granting Full Approval.
- iv. The Department's contribution will be a maximum of **£14.5m**. This figure is inclusive of preparatory costs and no further funding will be provided by the Department. Sefton Council is solely responsible for meeting any expenditure over and above this amount.
- v. Should this scheme progress to Full Approval, further detailed conditions would apply to any grant payable. These may include matters not yet discussed with you, and may typically include conditions similar to those shown on the attached sheet titled 'Standard Conditions of Grant for DfT Major Schemes'. As set out in these grant conditions it is expected that grant would be claimed quarterly in arrears on the basis of actual work done.
- vi. This offer of funding is conditional upon grant being claimed within the Spending Review Period i.e. up to and including 2014/15. Ministers reserve the right to reconsider their decision on funding if, for any reason, including delay to the remaining legal and procurement processes, the timescale for funding of this scheme changes sufficiently such that the grant cannot be claimed in full before 2014/15.
- vii. Sefton Council will be solely responsible for the validity of the procurement process for the scheme.
- viii. We expect you to keep us closely informed of progress with, and expenditure on, the scheme and it is important that you complete and return quarterly monitoring forms by the due date.
- ix. You will be required to carry out a full evaluation of the scheme, the details of which we would wish to discuss with you. We would expect you to make the results of this evaluation available to the Department.

I should be grateful for written confirmation that Sefton Council agrees to these conditions, including certification from your Section 151 Officer that the Council accepts the above terms and conditions.

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Full Approval

No grant may be claimed until the Department has confirmed Full Approval status for this scheme. Your formal request to the Department for Full Approval will need to include:

- confirmation of the overall cost and scope of the scheme;
- a declaration that that you have acquired all the necessary statutory powers to construct the scheme;
- confirmation that you have completed the procurement process to a stage where you have a preferred bidder and a firm and final offer; and
- confirmation from your S151 officer that Sefton Council has the ability to cover all remaining funding required over and above the capped Departmental amount including any additional funding required as a result of the remaining legal and procurement processes.

I look forward to receiving a bid for Full, or Conditional Approval, once any remaining legal and procurement processes have been satisfactorily completed.

Yours sincerely,

Charlie Sunderland

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REPORT TO: Cabinet Member Technical Services
Cabinet

DATE: 23rd February 2011
3rd March 2011

SUBJECT: Merseyside LTP3 Preferred Strategy and Outline Sefton
Implementation Programme

**WARDS
AFFECTED:** All

REPORT OF: Andy Wallis
Director of Planning & Economic Development

**CONTACT
OFFICER:** Stuart Waldron, Assistant Director Transport & Spatial Planning
0151 934 4006
Stephen Birch, Team Leader STPU
0151 934 4225
Keith Davies, Principal Officer LTP Co-ordination
0151 934 4260

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To endorse the Merseyside Local Transport Plan and to approve Sefton Council's four year outline LTP Implementation Programme

REASON WHY DECISION REQUIRED:

The third Merseyside Local Transport Plan (LTP) comes into effect from the 1st April 2011. Final responsibility for the LTP rests with the Integrated Transport Authority (ITA) (Merseytravel), but the LTP requires the support and endorsement of the individual local authorities.

The LTP is required to include an Implementation Programme, which will provide the basis for the 2011/12 LTP Capital Programme and future annual programmes. Cabinet Member has delegated powers to approve the annual Local Transportation Capital Programme so the outline programme on which it will be based needs to be approved.

RECOMMENDATION(S):

It is recommended that Cabinet Member Technical Services:

- i) Notes the report and supports the recommendations to Cabinet.

It is recommended that Cabinet:

- i) Endorses the Merseyside Local Transport Plan Preferred Strategy
- ii) Approves the proposed four year outline Sefton LTP Implementation Programme

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KEY DECISION: Yes

FORWARD PLAN: Yes

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

ALTERNATIVE OPTIONS:

The LTP needs the support of the local authority partners and it is required to include an implementation programme so there are no viable alternative options.

IMPLICATIONS:

Budget/Policy Framework:

Financial: The report includes details of the LTP3 settlement and outline proposed LTP programme. The LTP3 allocations for both Integrated Transport and Maintenance will be provided to Merseytravel. Merseytravel will then transfer the allocation to the local authorities. The allocation is based on the approach agreed by the LTP Committee of the ITA on 11th January 2011. The maintenance allocations will be provided to the local authorities in accordance with the DfT formulaic allocations. The integrated transport block is shared 50% to Merseytravel and the remaining 50% shared among the local authority partners. Sefton's share of the total is 8.54%. It is not yet known whether any conditions would be placed on the transfer of the allocation from Merseytravel, for example to ensure that the allocation is only used for transport schemes.

<u>CAPITAL EXPENDITURE</u>	2009 2010 £	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				

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Does the External Funding have an expiry date? Y/N	When?
How will the service be funded post expiry?	

Legal:

Risk Assessment:

Asset Management:

CONSULTATION UNDERTAKEN/VIEWS

The Interim Head of Corporate Finance & Information Services has been consulted and has no comments on this report. **FD662 /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

Report to Cabinet Member 23/09/09 and Cabinet 01/10/09 – Third Local Transport Plan – LTP3 – 2011 onwards
 Report to Cabinet Member 1st December 2010 – “Priorities for LTP3”

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1.0 Background

- 1.1 The Merseyside Local Transport Plan (LTP) provides a long term transport strategy and short term implementation plan in accordance with the Government's requirements for transport planning. In metropolitan areas, a joint LTP is produced, which is primarily the responsibility of the Integrated Transport Authority (ITA) prepared in partnership with the local authorities. On Merseyside, the LTP is being prepared by the Merseyside Transport Partnership (MTP) comprising the ITA (Merseytravel) and the five Merseyside local authorities. The second LTP covered the period from 2005/06 to 2010/11 and expires at the end of March 2011. The Merseyside Transport Partnership (MTP) is submitting a new (third) LTP to take effect from April 2011.
- 1.2 The work completed so far on LTP3 has been managed through the LTP Support Unit and has been conducted mainly at a Merseyside level. This has resulted in the preparation of a preferred strategy for LTP3, which was published for public consultation on the 8th September 2010.
- 1.3 The consultation on the preferred strategy sought views on the preferred strategy from across the whole of Merseyside, from the private, public and voluntary sectors and the general public. In Sefton, the Council took the lead in the consultation with elected Members, Area Committees, Parish Councils and the private business sector. A Member/Officer workshop was held in October, following on from the successful workshop on future transport priorities held in June. Reports and presentations on the consultation process and the opportunities to respond were provided to all the Area Committees and the Sefton Area Partnership of Local Councils. The LTP3 consultation was also a key agenda item at the Sefton Economic Forum on 18th November 2010.
- 1.4 Alongside the LTP3 consultation, responses were sought about the priorities for the LTP3 implementation programme in Sefton. Both Member workshops and all the presentations to Area Committees and other organisations included a request to identify the priorities for transport in Sefton in the next LTP programme.
- 1.5 On 1st December 2010 Cabinet Member – Technical Services approved Sefton Council's response to the LTP Preferred Strategy Public Consultation and confirmed the priorities for the LTP3 Implementation Plan in Sefton.
- 1.6 The LTP Preferred Strategy has been amended to reflect the issues raised during the consultation, taking particular account of the responses from the local authority partners. The revised draft of the LTP has been prepared and will be considered for approval by the ITA on 17th March 2011. Prior to that, the Partnership is seeking endorsement from all the local authority partners for the revised LTP, specifically the Preferred Strategy.
- 1.7 The revised LTP also needs to include a full implementation programme, based on the implementation programmes from all the individual partners. Sefton's proposed implementation programme will be based on the priorities approved by Cabinet Member Technical Services on 1st December 2010.

1.8 The purpose of this report is to seek endorsement of the Merseyside Local Transport Plan Preferred Strategy and to seek approval for a four year outline Implementation Programme for Sefton based on Sefton's LTP3 Priorities together with the actual allocations for LTP funding for 2011/12 and 2012/13 and the indicative allocations for 2013/14 and 2014/15.

2.0 Merseyside 3rd LTP Preferred Strategy

2.1 The initial work on the development of the LTP3 resulted in a proposed a vision for the Liverpool City Region and objectives related to national transport goals. The proposed vision for transport in the City Region was as follows :

A city region, committed to a low carbon future which has a transport network and mobility culture which positively contributes to a thriving economy and the health and well being of its citizens and where sustainable travel is the option of choice.

2.2 The proposed goals for LTP3 published in the draft preferred strategy were as follows. These were all given equal status.

- Ensure the transport system supports the priorities of the Liverpool City Region, the proposed Local Enterprise Partnership and the Local Strategic Partnerships.
- Provide and promote a clean and low carbon transport system.
- Ensure the transport system promotes and enables improved health and wellbeing.
- Ensure the transport system supports equality of travel opportunity by enabling people to connect easily with employment, services and social activities.
- Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods.
- Maintain our assets to a high standard.

2.3 An extensive consultation was undertaken throughout Merseyside on the draft preferred strategy. Sefton's response to the consultation and the Council's priorities for LTP3 was approved by Cabinet Member on the 1st December 2010. The results of the Merseyside consultation and an Options Review for changes to the LTP Preferred Strategy were published by the Merseyside Partnership in January 2011. The Options Review identifies some areas where the final Preferred Strategy may be amended. This includes providing a greater emphasis on the need to support economic growth, reflecting comments from the local authority partners including Sefton. There is also a significant focus on supporting Liverpool's Decade of Health and Wellbeing and ensuring that transport contributes to a more active and healthy population.

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- 2.4 The Options Review does not indicate whether there will be any changes to the overall Vision or Goals for the final LTP and an updated version of the Preferred Strategy is currently in preparation and has not yet been released for comment by the local authority partners. It is expected that it will be possible to report the revised Preferred Strategy to Cabinet on 3rd March for endorsement.

3.0 Sefton LTP3 Priorities

- 3.1 The LTP3 Priorities for Sefton were approved by Cabinet Member-Technical Services on 1st December 2011 following a comprehensive consultation process with Members, Area Committees and other stakeholders. These priorities are as follows :

- Thornton to Switch Island Link : Delivery of the proposed Thornton to Switch Island Link providing a local bypass of Netherton and Thornton and improving the strategic links between the motorway network and Crosby, Formby and Southport. The completion of the planning and design process, securing the required statutory powers and construction of the proposed Thornton to Switch Island Link is a top priority for the Council. The scheme will deliver major benefits in terms of reduced congestion, improved strategic links and local environmental improvements. The Department for Transport announced on 4th February that the funding bid for the scheme had been approved. Traffic management measures on the existing highway network parallel to the proposed new link road are expected to be funded through the LTP capital programme.
- Maintenance of highway assets : Maintain and improve the highway network to provide the safe, free flow of traffic on the highway and to provide safe conditions for all users of the highway network. This includes the maintenance of carriageways, footways, street lighting, highway drainage, bridges, structures, traffic signals, signs and road markings. The approach to maintenance across the Borough will be set out in the Transport Asset Management Plan, which will be subject to consultation with Members later this year.
- Road safety : Improve safety and security on the highway network by reducing accidents, managing traffic speeds and delivering education and enforcement programmes so that the highway network is safer for all users. This will include specific schemes to reduce accidents, such as local safety schemes, traffic calming and speed management where appropriate. It will also include collaboration with the Police and partner authorities through the Merseyside Road Safety Partnership and the delivery of targeted education and enforcement programmes, especially with vulnerable groups such as children, pedestrians and cyclists.
- Traffic management and parking : Manage the highway network to provide the safe, free flow of traffic, reduce traffic congestion and manage parking effectively so that business activity is supported and transport impacts on the local environment are minimised. This includes the implementation of

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traffic management schemes such as junction improvements, improving urban traffic control and transport information systems and the development, implementation and enforcement of parking policies, standards, controls and charges.

- **Accessibility** : Supporting local communities by improving access for all to key local facilities and services, particularly for pedestrians and those with impaired mobility. Public transport makes an essential contribution to this priority and partnership and consultation with Merseytravel and the operators will be maintained so that Sefton residents' concerns are effectively presented. For Sefton's programme, this will include improving the street environment to make conditions better for people with all levels of mobility.
 - **Healthy lifestyles** : Contribute to better health and well being by supporting active, healthy lifestyles. This will include improving the transport network to make healthy choices, specifically walking and cycling, easier and safer for people, as well as increasing access to the countryside and other leisure opportunities. Activities to promote healthy lifestyles will continue to be delivered in partnership with the health sector and partners across Merseyside.
 - **A565 Route Management Strategy** : Delivery of the Action Plan for the A565 Route Management Strategy providing improvements in journey time and reliability, safety, accessibility and air quality along the A565 between Seaforth and Thornton. The A565 is one of the busiest routes in the Borough and experiences high levels of traffic leading to congestion, accident risk, reduced pedestrian access and poor air quality. The A565 Action Plan includes a series of proposals for better traffic management, information and monitoring systems, improvements to key junctions, review of parking management, support for public transport, walking and cycling and measures to reduce air pollution from traffic. The implementation of the Action Plan will make a vital contribution to delivering the wider LTP3 priorities in Sefton.
 - **Strategic planning** : Effective strategic planning is essential to develop and deliver the above strategies and programmes and provide the critical link to other key strategies and plans, e.g. the LDF Core Strategy. Development and delivery of the LTP3 implementation programme will require strategic planning input, incorporating forward planning, gathering and reviewing evidence, assessing feasibility, undertaking consultation and securing the relevant approvals and support. This will also include Sefton's contribution to the Merseyside partnership and the preparation of funding bids for specific projects to support the LTP3 priorities. The delivery of the Thornton to Switch Island Link scheme over the next 12-24 months will place particular demands on planning resources.
- 3.2 The Thornton to Switch Island Link will be funded from the Council's own resources and from Government funding specifically allocated to the delivery of

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major schemes. The funding for the scheme is therefore not affected by the LTP allocations discussed in this report.

4.0 The LTP Short Term Implementation Plan

4.1 The Preferred Strategy for the 3rd Merseyside LTP proposes the development of a short term 4 year implementation plan based on the delivery of a range of proposed key actions. The plan will consist of the individual programmes of the Merseyside partners. Consultation in Sefton with Members, Area Committees and at the Sefton Economic Forum identified support for all the key actions identified, with some amendments as indicated below. These key actions are as follows :

- **Prioritising the Maintenance Programmes** : This will ensure that the highway network allows the efficient movement of goods and people, provides a safe environment for vulnerable members of the community, encourages cycling and walking and is resilient to extreme weather.
- **Integrating the LTP with the Local Development Frameworks and Community Strategies** : This will provide a robust planning framework linking transport and future developments in ways that can reduce long distance travel and carbon emissions, improve accessibility and provide a framework for future funding sources
- **Expanding the range of public transport services by examining the role of other providers, backed by a network of neighbourhood based information services** : This will have a direct impact in disadvantaged areas, creating greater opportunities to travel, access employment and foster well being.
- **Begin to implement the next generation of technology** : This will encourage the wider use of new technology, particularly in relation to Smartcards for public transport use.
- **Work with the Freight Quality Partnership and other parties to develop and enhance the freight and logistics network** : Given its location, the Port of Liverpool and access to the port are key issues for Sefton. This action will support the Port of Liverpool, reduce the impact of freight movements on local communities, promote the use of rail and make a major contribution to reducing carbon outputs.
- **Implement the low emissions strategy and prepare a complementary strategy that seeks to reduce reliance on oil** : This will reduce carbon emissions, improve air quality and health and provide a stimulus to the creation of new technologies in support of the city region Low Carbon Economy.
- **Ensure effective delivery of capital programmes**

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- Use Travelwise to increase promotion of sustainable and safe travel and behaviour change : Marketing and promotion of walking, cycling and public transport as part of a healthy lifestyle.
 - Continue to reduce road traffic accidents through control of excessive speed on the highway network : Reducing traffic accidents and casualties is a priority for Sefton, but this may be better achieved through the existing wide range of activities aimed at improving road safety and not just focusing on controlling excessive speed.
 - Plan for the long term
- 4.2 There are strong synergies between the key actions and Sefton's LTP Priorities. A simple assessment of the links between the Sefton LTP Priorities and the LTP key actions has been undertaken and this is illustrated in Annex A.
- 4.3 Sefton Council has expressed some concerns about the deliverability of all the actions proposed, given the level of funding being provided through the LTP allocation. In addition, many of the interventions will require revenue commitment in terms of staff resources to deliver as well as capital funding. Due to reductions in local authority budgets this is likely to be severely restricted.

5.0 Sefton's Proposed Outline LTP Implementation Programme

- 5.1 A four year Outline LTP Implementation Programme for Sefton has been prepared based on Sefton's LTP3 Priorities and the actual allocations for LTP funding for 2011/12 and 2012/13 and the indicative allocations for 2013/14 and 2014/15. An initial breakdown of the allocations is shown in Annex B. At this stage, this has concentrated on an indicative share of the Integrated Transport and Maintenance capital allocations. Specific details of annual programmes will be developed and reported to Cabinet Member Technical Services separately on an annual basis. In accordance with the consultation held with Members, a particularly high priority is given to the maintenance of highway assets and the reduction of traffic accidents and casualties.
- 5.2 The outline capital programme will provide the basis from which the detail of the 2011/12 LTP Capital Programme will be developed. It will also provide the basis for future years' programmes.
- 5.3 It must be noted that the allocations are indicative and are based on the expected Integrated Transport and Maintenance allocations that will be received from the Integrated Transport Authority (Merseytravel). It is not yet clear on what basis the transfers will be made and it is likely that the ITA will expect that all the allocation will be committed to the delivery of transport schemes. The expected allocations will need to be incorporated in the Council's overall capital programme.

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6.0 Conclusions

- 6.1 The Merseyside LTP3 Strategy and Implementation Plan will deliver significant benefits for Sefton and Merseyside. The four year Implementation Capital Programme for Sefton will provide a significant contribution to the Merseyside LTP3 Implementation Plan.

7.0 Recommendations

- 7.1 It is recommended that Cabinet Member Technical Services:
- (i) Notes the report and supports the recommendations to Cabinet.
- 7.2 It is recommended that Cabinet:
- (i) Endorses the Merseyside Local Transport Plan Preferred Strategy
 - (ii) Approves the proposed four year outline Sefton LTP Implementation Programme as detailed in Annex B.

INTERACTIONS BETWEEN SEFTON TRANSPORT PRIORITIES AND LTP KEY ACTIONS

Annex A

Sefton Priorities LTP Key Actions	Maintenance of Highway Assets	Road Safety	Traffic Management and Parking	Accessibility	Healthy Lifestyles	A565 Route Management Strategy	Strategic Planning
Prioritise Maintenance Programmes	✓					✓	✓
Fully Integrate the LTP with Local Development Frameworks and Community Strategies							✓
Expand the role of public transport services				✓	✓	✓	✓
Begin to implement the next generation of technology	✓		✓			✓	✓
Work with Freight Quality Partnership to develop and enhance the freight network	✓		✓				✓
Implement low emissions strategy					✓	✓	✓
Ensure effective delivery of Capital Programmes	✓	✓	✓	✓	✓	✓	✓
Use TravelWise to increase promotion of sustainable and safe travel and behaviour change				✓	✓		✓
Continue to reduce road traffic accidents on the highway network		✓					✓
Plan for the long term							✓

Annex B

PROPOSED 4 YEAR LTP OUTLINE IMPLEMENTATION CAPITAL PROGRAMME FOR SEFTON

	2011/12 £k	2012/13 £k	2013/14 £k	2014/15 £k	Total £k
Maintenance of Highway Assets					
Urban Traffic Control	40.00	40.00	39.00	35.00	154.00
Highways	1516.00	1557.00	1474.00	1333.00	5880.00
Highway Structures and Bridges	593.00	608.00	576.00	521.00	2298.00
Street Lighting	110.00	111.00	106.00	96.00	423.00
Drainage	165.00	170.00	160.00	145.00	640.00
Asset Management	50.00	50.00	-	-	100.00
Sub Total	2474.00	2536.00	2355.00	2130.00	9495.00
Integrated Transport					
Thornton to Switch Island Link (traffic management measures only)	0.00	0.00	200.00	200.00	0.00
Road Safety	362.00	280.00	230.00	440.00	1662.00
Traffic Management and Parking	46.00	100.00	100.00	200.00	446.00
Accessibility	120.00	60.00	70.00	120.00	420.00
Healthy Lifestyles	240.00	200.00	240.00	300.00	980.00
A565 Route Management Strategy	100.00	300.00	100.00	100.00	600.00
Strategic Planning	112.00	107.00	107.00	112.00	438.00
Sub Total	980.00	1047.00	1047.00	1472.00	4546.00
Total	3454.00	3583.00	3402.00	3602.00	14041.00

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REPORT TO: CABINET MEMBER – TECHNICAL SERVICES

DATE: 23 FEBRUARY 2011

SUBJECT: 2010/11 Local Transport Plan – Revised Technical Services Capital Programme

WARDS AFFECTED: All Wards

REPORT OF: A. Wallis – Director of Planning and Economic Development

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

EXEMPT/CONFIDENTIAL: No

PURPOSE/SUMMARY:

To seek approval to revise the funding allocations within the approved 2010/11 Local Transport Plan Transportation Capital Programme. The amended funding allocations will reflect the current financial and programme position for the 2010/11 Local Transport Plan Transportation Capital Programme.

REASON WHY DECISION REQUIRED:

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

RECOMMENDATION(S):

It is recommended that:

- i) The revised 2010/11 Local Transport Plan Transportation Capital Programme be approved
- ii) The allocation of £100k by Cabinet from capital resources to the 2010/11 Local Transport Plan Transportation Capital Programme to fund Highway Parking Improvements be noted

KEY DECISION: No

FORWARD PLAN: Published

IMPLEMENTATION DATE: i.e. None

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ALTERNATIVE OPTIONS:

There are no alternative options available.

IMPLICATIONS:

Budget/Policy Framework: i.e. None

Financial: The programmes of expenditure identified within this report will be contained within the Local Transport Plan Transportation Capital allocation for 2010/11 as approved by Cabinet on the 4 March 2010 and as per amendments announced by the Government on 10 June 2010 in respect to Local Government Savings for 2010/11.

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

Legal: None.

Risk Assessment: N/A
i.e.

Asset Management: N/A

CONSULTATION UNDERTAKEN/VIEWS

The Interim Head of Corporate Finance & Information Services has been consulted and has no comments on this report. **FD647/2011**

Officers of the Planning Departments

CORPORATE OBJECTIVE MONITORING:

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

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

Report to Cabinet Member – Technical Services of 2nd December 2009 – “2009/10 Local Transport Plan – Revised Transportation Capital Programme”
 Report to Cabinet Member – Technical Services of 24th February 2010 – “2009/10 Local Transport Plan – Revised Transportation Capital Programme”
 Report to Council and Cabinet of 4th March 2010 – “2010/2011 – 2012/2013 Capital Programme”
 Report to Cabinet Member – Technical Services of 7th April 2010 – “2010/11 Local Transport Plan – Technical Services Capital Programme”
 Report to Cabinet Member – Technical Services of 7th April 2010 – “2010/11 Local Transport Plan – Technical Services Capital Programme”
 Report to Cabinet Member – Technical Services of 6th October 2010 – “2010/11 Local Transport Plan – Revised Technical Services Capital Programme”
 Report to Cabinet Member – Technical Services of 1st December 2010 – “2010/11 Local Transport Plan – Revised Technical Services Capital Programme”
 Report to Area Committees – “Grass Verge Parking and Protection”

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1.0 Introduction

- 1.1 The Second Merseyside Local Transport Plan (LTP2) for 2006-2011 sets out a 5 year programme of investment to further develop an integrated sustainable transport network. 2010/11 is the last year of the Second Merseyside LTP.
- 1.2 The Three Year Local Transport Capital Settlement for 2008/09 – 2010/11 as advised by Government Office North West on 27 November 2007, is divided into block allocations for Integrated Transport, Maintenance (Carriageways, Drainage, Bridges and Street Lighting) and Supplementary Schemes.
- 1.3 Transportation Capital Funding is received through the Council's Single Capital Pot settlement and Government Office North West advised in November 2007, that the Authority's 2010/11 Transportation Settlement was £5,104,000. In addition, the Council has received specific grants based on specific bids for such items as drainage maintenance on the detrunked A565 and exceptional maintenance works on Hawthorne Road in Bootle.
- 1.4 In June 2010, the Government announced changes to the Authority's 2010/11 Transportation Settlement involving a reduction of £670k and £50k to the Integrated Transport Block and Drainage allocation respectively, as part of local government savings for 2010/11.
- 1.5 On 4 February 2011, the Department for Transport advised that Sefton Council's Best and Final Funding Bid for the Thornton to Switch Island Link scheme had been accepted and that funding for the scheme was approved. A separate report to this Cabinet Member Technical Services (23 February 2011) and to Cabinet on 3 March 2011 will provide further details.
- 1.6 The 2010/11 Transportation Capital Programme as approved within the Councils Capital Programme can be summarised as follows, including the funding being provided by the Council for the Thornton to Switch Island Link.

	2010/11
	£
<u>Integrated Transport</u>	
Block Allocation	2,683,000*
Less reduction in block allocation as announced on 10 June 2010 as part of local government savings	- 670,000***
Integrated Transport Block Allocation Total	2,013,000
2009/10 – brought forward	786,147
SubTotal	2,799,147
<u>Maintenance</u>	
Drainage – Detrunked A565	226,000*
Less reduction in allocation as announced on 10 June 2010 as part of local government savings	- 50,000***
Detrunked A565 Drainage Total	176,000
Drainage Improvement	157,000*
Carriageways	1,371,800*

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Bridges	787,200*
Street Lighting	97,000*
Urban Traffic Control (UTC)	8,000*
Asset Management Funding – brought forward	69,100**
SubTotal	2,666,100
<u>Hawthorne Rd</u>	
2009/10 – brought forward	192,119
SubTotal	192,119
TOTAL	<u>5,657,366</u>
	<u>2010/11</u>
	£
<u>Sefton Funding – for Thornton Switch Island Link</u>	
Approved by Cabinet on 17/04/07 for 2007/2008 – 2012/2013 and as per profile reported to Cabinet Member – Technical Services on 23/09/09	712,000
2009/10 – brought forward	24,070
TOTAL	<u>736,070</u>*****
	<u>2010/11</u>
	£
<u>Highway Parking Improvements – various sites</u>	
Approved by Cabinet on 25/11/10 from Capital Contributions	100,000
	<u>100,000</u>****

* Cabinet approved the total allocation of £5,330,000 to the Transportation Capital Programme on 4 March 2010

** Cabinet approved the inclusion of £69,100 from the DfT into the Transportation Capital Programme on 17th December 2009.

*** Reductions in allocations as announced by the Government on 10 June 2010 as part of local government savings for 2010/11

**** Cabinet approved the inclusion of £100,000 from Capital Contributions to the Transportation Capital Programme on 25th November 2010

***** Refer to 3 March 2011 Cabinet Report

- 1.7 This report identifies proposed revisions within the 2010/11 LTP Transportation Capital Programme that will ensure that the overall programme will be on target to meet the Single Capital Pot allocations.

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2.0 Highway Parking Improvements – Various Sites Boroughwide

- 2.1 Cabinet Member is asked to note that on 25 November 2010 Cabinet approved the allocation of £100k to the LTP Transportation Capital Programme from uncommitted capital resources to fund the addressing of longstanding highway parking issues throughout the Borough in respect to grass verge parking in 2010/11 and future years.
- 2.2 It is intended to utilise this funding in conjunction with Ward budgets to implement minor schemes as required. The Council is currently developing a formal policy to enable the systematic appraisal of each identified site where requests for grass verge parking are received. More details are available in the committee report “Grass Verge Parking and Protection” which is currently being presented to all Area Committees as part of the consultation process. It is expected that most of this work will be carried out in 2011/12 and future years.

3.0 The 2010/11 Integrated Transport Programme

- 3.1 This report identifies proposed revisions to the 2010/11 Integrated Transport Programme. Revisions are required to reflect both revised cost estimates and changes to the spend profiles for schemes. A number of schemes originally planned to be delivered in 2010/11 will not now be completed until early in the 2011/12 financial year. Proposals to carry forward a total of £338.99k from the Integrated Transport Block into 2011/12 are required to fund the final payments for these schemes.

Explanations are alphabetically referenced and given in the table below. The entire programme is set out in detail in Annex A.

3.2 Scheme Explanations

A Southport Road, Lydiate

It is proposed to reduce the allocation for the completed route action scheme on Southport Road from £32.80k to £0.00k in 2010/11 as this funding is no longer required to fund final payments for the scheme.

B Local Safety – small schemes

It is proposed to increase the allocation to fund the delivery of two pedestrian refuges – one in Gorsey Lane and the other in Park Lane West from £25k to £30k in 2010/11 based on the latest cost estimates for the schemes.

C Lambshear Lane/Kenyons Lane, Maghull

It is proposed to reduce the allocation for the recently introduced speed management scheme on Lambshear Lane/Kenyons Lane in Maghull from £165k to £157k in 2010/11 to reflect the revised estimate of the final cost of the scheme.

D Portland Street Area, Southport – Route Action/Cycling

It is proposed to reduce the overall allocation as a contribution to the route action safety/cycling scheme on Portland Street in Southport from £120k to £100k to reflect the latest cost estimate for the scheme which is also funded from Cycle England. It is also proposed to carry forward £40k into 2011/12 to fund the final payments for the scheme resulting in a reduced proposed allocation of £60k for the scheme in 2010/11.

E Cemetery Road/Eastbourne Road, Southport – Route Action

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It is proposed to carry forward £20k into 2011/12 to fund the final payments for the route action safety scheme on Cemetery Road/Eastbourne Road in Southport resulting in a proposed reduced allocation of £82k for the scheme in 2010/11.

F Park Lane, Netherton – Route Action

It is proposed to carry forward £40k into 2011/12 to fund the final payments for the route action safety scheme on Park Lane in Netherton resulting in a proposed reduced allocation of £120k for the scheme in 2010/11.

G Glovers Lane/Fleetwoods Lane, Netherton – Route Action

It is proposed to carry forward £15k into 2011/12 to fund the final payments for the route action safety scheme on Glovers Lane/Fleetwoods Lane in Netherton resulting in a proposed reduced allocation of £81k for the scheme in 2010/11.

H Spencers Lane/Waddicar Lane, Melling – Speed Management

It is proposed to carry forward £40k into 2011/12 to fund the final payments for the speed management scheme on Spencers Lane/Waddicar Lane in Melling resulting in a proposed reduced allocation of £90k for the scheme in 2010/11.

I Deyes Lane Area, Maghull – Speed Management

It is proposed to reduce the allocation for the proposed speed management scheme on Deyes Lane in Maghull from £10k to £0.00k in 2010/11. Initial investigations identified that the majority of accidents over a three year period occurred along a specific route within the area in question. Further investigations are ongoing to determine whether a Route Action Scheme would better address the accident problems in the Deyes Lane Area.

J Pedestrian Crossing Upgrades

It is proposed to increase the overall allocation to the pedestrian crossing upgrades programme to £132.81k to fund the delivery of a package of pedestrian crossing upgrade works at 83 sites throughout the Borough in 2011. This package of work was designed so that it could be delivered when sufficient funding became available. The delivery of these works will not commence until March 2011 and therefore it is proposed to maintain the allocation of £10.82k for 2010/11 but to carry forward £121.99 into 2011/12 to fund the final payments for the works involved.

K Wennington Road, Southport - Cycling

It is proposed to reduce the overall allocation to fund a contribution to the cycling scheme on Wennington Road in Southport from £100k to £90k to reflect the latest cost estimate for the scheme which is also funded from Cycle England. It is also proposed to carry forward £2k into 2011/12 to fund the final payments for the scheme resulting in a proposed reduced allocation of £88k for the scheme in 2010/11.

L Ainsdale Link Path

It is proposed to carry forward £20k into 2011/12 to fund final payments for the Ainsdale Link Path scheme resulting in a proposed reduced allocation of £0.00k for the scheme in 2010/11.

M School Travel Plans

It is proposed to reduce the allocation for the 2010/11 School Travel Plan Programme from £108k to £80k to reflect the latest cost estimates for the schemes involved.

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N Kew Park and Ride Study

It is proposed to increase the allocation from £20k to £25k to fund a comprehensive Parking Study in Southport in 2010/11. The information gathered will be crucial in the development of future parking strategies for both Southport Town Centre and the three park and ride sites.

O Linacre Lane/Hawthorne Road Junction Improvements

It is proposed to carry forward £40k into 2011/12 to fund the final payments for the Linacre Lane/Hawthorne Road junction improvement scheme resulting in a proposed reduced allocation of £160k for the scheme in 2010/11.

P Southport Retail Strategy

It is proposed to make an allocation of £4k in 2010/11 to fund a contribution to the development of the Southport Retail Strategy.

Q Contribution to A565 Detrunked Drainage

It is proposed to increase the contribution from the Integrated Transport Block from £33k to £46k in 2010/11 to reflect an increase of £13k in the final cost estimate for the scheme.

3.3 The proposed revisions and the contribution of £40.19k from the Highway Structures Programme will result in £338.99k of expenditure and LTP resources being carried forward to 2011/12 to fund the final payments for the delivery of schemes started before April 2011 but not completed until later in 2011. All spend will be contained within the 2010/11 Transportation Capital Programme resources. Progress will be continued to be monitored on a monthly basis and adjustments reported for approval.

3.4 Ward Councillors and Area Committees will be consulted and requested to approve the detail design of all schemes in accordance with the Council's Constitution and approved protocols.

3.5 Monitoring reports to assess progress in achieving aims and objectives of the Local Transport Plan and any necessary adjustment to the programme will be reported to future Cabinet Member meetings.

4.0 2010/11 LTP Highway Maintenance Programme

4.1 The proposed revised 2010/11 Highway Maintenance Programme is set out in detail in Annex A. Explanations are alphabetically referenced and given in the table below.

4.2 Scheme Explanations

R Merton Road, Bootle

It is proposed to reduce the allocation for the recently completed resurfacing scheme in Merton Road, Bootle from £86.93k to £78k in 2010/11 to reflect the latest cost estimate for the scheme.

S Micro Asphalt Surfacing

It is proposed to contribute £64.22k to the micro asphalt surfacing programme to assist the Council in repairing damage caused by severe winter weather to the highways throughout the Borough. It is expected that most of these works will not commence until March 2011 and therefore it is proposed to carry forward the £64.22k in 2011/12 to fund the final payments for these works when they are completed.

- 4.3 The proposed revisions and the contribution of £118.81k from the Highway Structures Programme will result in £64.22 of expenditure and LTP resources carried forward to 2011/12 to fund the delivery of schemes contractually committed before April 2011 but not completed until later in 2011. Progress will be continued to be monitored on a monthly basis and adjustments reported for approval.

5.0 2010/11 Street Lighting Maintenance Programme

- 5.1 The 2010/11 Street Lighting Maintenance Programme as approved by Cabinet Member – Technical Services on 7th April 2010 is set out in detail in Annex A.

6.0 Highway Structures Maintenance Programme

- 6.1 This report proposes revisions to the 2010/11 Highway Structures Maintenance Programme. Explanations are alphabetically referenced and given in the table below. The entire programme is set out in detail in Annex A.

Scheme Explanations

T Millers Bridge

It is proposed to reduce the overall allocation to fund parapet strengthening works on Millers Bridge from £115k to £75k based on the latest cost estimate for the scheme. However, it is proposed to carry forward £27k to fund the final payments for the scheme in 2011/12 leaving a proposed allocation for 2010/11 of £48k.

U St Lukes Road Bridge

The works on St Lukes Road Bridge are now complete and it is proposed to reduce the allocation for the scheme in 2010/11 from £286k to £208k based on the latest estimate for the final payments.

V Contribution to Highway Maintenance Programme

It is proposed to increase the allocation as a contribution to the Highway Maintenance Programme from £41k to £118.81k in 2010/11 to assist in the delivery of the 2010/11 and 2011/12 programmes.

W Contribution to Integrated Transport Programme

It is proposed to allocate £40.19k as a contribution to the Integrated Transport Programme in 2010/11 to assist in the delivery of the 2010/11 and 2011/12 programmes.

- 6.2 The proposed revisions will result in £27k of expenditure and LTP resources carried forward into 2011/12 to fund the final payments for the delivery of schemes started before April 2011 but not completed until later in 2011. All spend will be contained within the 2010/11 Transportation Capital Programme. Progress will be monitored on a monthly basis and adjustments reported for approval during the financial year.

7.0 Urban Traffic Control (UTC) Maintenance

- 7.1 The revised 2010/11 UTC Maintenance Programme as approved by Cabinet Member – Technical Services on 1 December 2010 is set out in detail in Annex A.

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8.0 Drainage Programme

- 8.1 The proposed revised Drainage Programme for 2010/11 is set out in detail in Annex A. Explanations are alphabetically referenced and given in the table below. The entire programme is set out in detail in Annex A.

Scheme Explanations

X Northway, Maghull and Marine Drive, Southport
These two schemes as identified in the Programme are a high priority for delivery. However, delays in progressing these schemes have occurred and it is now evident that there is insufficient time left in 2010/11 to deliver these schemes. It is therefore proposed that the £102k identified for these schemes in the 2010/11 LTP Drainage Programme is carried forward into 2011/12 to fund the delivery of these high priority schemes in the next financial year.

Y A565 Drainage
It is proposed to increase the allocation for the recently completed drainage scheme on the Formby Bypass from £209k to £222k in 2010/11 to reflect the final cost estimates for the scheme.

- 8.2 The proposed revisions and the contribution of £46k from the Integrated Transport will result in £102k of expenditure and LTP resources being carried forward to 2011/12 to fund the delivery of schemes which will not contractually committed before April 2011 but will be completed later in 2011.

9.0 Conclusion

- 9.1 The revised programmes identified for Integrated Transport, Street Lighting, Highway Structures Maintenance, UTC, Drainage and Highway Maintenance can be accommodated within the overall approved 2010/11 LTP Transportation Capital Programme. All spend will be contained within the 2010/11 LTP Transportation Capital Programme.

- 9.2 It is proposed to carry forward a total of £532.21k from the 2010/11 LTP Transportation Capital Programme into the 2011/12 LTP Transportation Capital Programme. This total consists of:

Integrated Transport	£338.99k
Highway Maintenance	£64.22k
Highway Structures Maintenance	£27k
Drainage	£102k
Total	£532.21k

- 9.3 The approval of the revised allocations of funding for schemes within the 2010/11 LTP Transportation Capital Programme will ensure that the overall programme is on target to meet the Single Capital Pot Allocations.

2010/2011 LOCAL TRANSPORT PLAN CAPITAL PROGRAMME

INTEGRATED TRANSPORT BLOCK

Notes	Project Description	2010/11 Revised Allocation December 2010 £000's	2010/11 Proposed Revised Allocation February 2011 £000's	Comments
<u>Safety Programme</u>				
	Pear Tree Junction, Melling	293.00	293.00	
	Scarisbrick New Road, Southport	6.00	6.00	
	Southport Road/Bailey Drive, Bootle	8.10	8.10	
A	Southport Road, Lydiate	32.80	0.00	
B	Local Safety – Small Schemes	25.00	30.00	
C	Lamshear Lane/Kenyons Lane, Maghull	165.00	157.00	
D	Portland Street Area, Southport	120.00	60.00	
E	Cemetery Road/Eastbourne Road, Southport	102.00	82.00	
F	Park Lane, Netherton	160.00	120.00	
G	Glover's Lane/Fleetwood's Lane, Netherton	96.00	81.00	
H	Spencer's Lane/Waddicar Lane, Melling	130.00	90.00	
	Formby Bypass/North End Lane junction	10.00	10.00	
I	Deyes Lane Area, Maghull	10.00	0.00	
	Safety Programme Total	1157.90	937.10	
<u>Transport Asset Management</u>				
	Dropped Crossings Programme	30.00	30.00	
	Pedestrian Crossing Audit and Database	11.00	11.00	
J	Pedestrian Crossing Upgrades	10.82	10.82	
	UTC Upgrades	67.00	67.00	
	Transport Asset Management Total	118.82	118.82	
<u>Cycling</u>				
K	Wennington Road	100.00	88.00	
	Southport Tour Series Cycle Race	25.00	25.00	

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Cycling Block Total 125.00 113.00

Rights of Way

	Marshside Link	60.00	60.00	
L	Ainsdale Link Path	20.00	0.00	
	Ince Blundell Footpath Number 6	8.00	8.00	
	Long Lane, Formby	4.00	4.00	
	Crossens Training Bank, link path to W.Lancs	6.00	6.00	

ROW Block Total 98.00 78.00

Travel Awareness & Education

	Contribution to Merseyside Programme	30.00	30.00	
	Bike It Initiative (contribution)	11.60	11.60	
	Travel Awareness	8.00	8.00	
	Cycling and Health Education and Promotion	30.00	30.00	
	Walking Initiatives	10.00	10.00	
M	School Travel Plans	12.00	12.00	
		108.00	80.00	

Travel Awareness & Education Total 209.60 181.60

Southport

	Kew Park and Ride	38.00	38.00	Retention
N	Kew Park & Ride Study	20.00	25.00	
	Chapel Street	5.50	5.50	
	Southport Parking Signage	242.00	242.00	
	Southport Commerce Park Bus Link	20.00	20.00	

Total 325.50 330.50

Bootle

	Linacre Lane/Hawthorne Road Junction Improvements	200.00	160.00	Plus contribution of £307k s106
O	Millers Bridge AQMA scheme	32.00	32.00	

Total 232.00 192.00

Forward Planning

	Monitoring/LTP Development/Research	62.00	62.00	
	AIP Investigations	20.00	20.00	
	LTP Co-ordination	40.00	40.00	
P	Southport Retail Study	0.00	4.00	Contribution
	UTC Equipment Study	5.00	5.00	
	Sussex Road VAS Improvements	13.00	13.00	

Agenda Item 7

Preston New Road VAS Improvements	20.00	20.00	
Forward Planning Advanced Design	10.00	10.00	
A565 Route Management Strategy	100.00	100.00	Plus contributions totalling £275k for 2010/11 and future years
Community Transport (contribution)	20.00	20.00	Contribution
Northern Perimeter/Lydiat Lane Improvements	10.00	10.00	
Sefton Village Puffin	50.00	50.00	
Formby to Hightown RR81 Cycle Track	6.00	6.00	
Waterloo Interchange	5.00	5.00	
DaSTS Regional Port Access Study	25.00	25.00	Contribution
Forward Planning Total	386.00	390.00	

Provision for Client Services

Client Services	33.33	33.33
Total	33.33	33.33

Other

Q	Repayment for Hawthorne Road Exceptional Maintenance	50.00	50.00
	Contribution to A565 Detrunked Drainage	33.00	46.00
	Contribution to Lulworth Road/Weld Road – UTC Maintenance	30.00	30.00
	Total	113.00	126.00

Proposed carry forward into 2011/12 Integrated Transport Programme **0.00** **338.99**

TOTAL INTEGRATED TRANSPORT PROGRAMME 2010/11

2799.15

2839.34

Figures shown in £ 000's

Integrated Transport Block Funding:

2010/11 LTP Block Allocation	2683.00	2683.00
Reduction in Block Allocation as announced 10 July 2010	-670.00	-670.00
2009/10 – Carried forward	786.15	786.15
Contribution from Highway Structures Programme	0.00	40.19
Total	2799.15	2839.34

Agenda Item 7

MAINTENANCE PROGRAMME

Project Description	2010/11	2010/11
	Allocation	Proposed Revised Allocation
	December 2010 £000's	February 2011 £000's
Carriageway Resurfacing/Overlay)		
Lady Green Lane, Ince Blundell	73.66	73.66
Bleasedale Avenue, Aintree	12.29	12.29
A565 Lord Street, Southport	63.03	63.03
Liverpool Road, Lydiate	48.11	48.11
Brownmoor Lane, Crosby	47.88	47.88
Foxhouse Lane, Maghull	43.38	43.38
Croxteth Avenue, Litherland	35.46	35.46
Palmerston Avenue, Litherland	37.08	37.08
Henley Drive, Southport	101.07	101.07
Curzon Road, Waterloo	28.75	28.75
The Serpentine South, Blundellsands	78.23	78.23
Hall Lane West, Blundellsands	28.38	28.38
Warren Road, Blundellsands	13.42	13.42
Hermitage Grove, Bootle	21.13	21.13
A565 Albert Road, Southport	40.40	40.40
A565 Liverpool Avenue, Ainsdale	17.53	17.53
Hawthorne Road, Bootle	41.37	41.37
R Merton Road, Bootle	86.93	78.00
Ormskirk Road, Aintree	42.51	42.51
Haileybury Avenue, Aintree	39.05	39.05
Roselea Drive, Southport	65.76	65.76
Barkeley Drive, Seaforth	24.83	24.83
Old Hall Road, Maghull	43.45	43.45
Marian Road, Litherland	8.48	8.48
Ronaldsway, Crosby	58.56	58.56
Deyes Lane, Maghull	40.99	40.99
Breeze Hill, Bootle	111.12	111.12
A565 Retentions	57.33	57.33
S Micro Asphalt Surfacing	0.00	0.00
Capita Fees	113.77	113.77
Client Services Costs	11.37	11.37
Proposed carry forward into 2011/12 Highway Maintenance Programme	0.00	64.22
CARRIAGEWAY MAINTENANCE PROGRAMME 2009/10 - Figures shown in £ 000's	1435.33	1490.61
Highway Maintenance Block Funding:		
2010/11 LTP Block Allocation	1371.80	1371.80

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Transfer from Highway Structures Maintenance Block	41.00	118.81
Total	1412.80	1490.61

STREET LIGHTING

Notes	Project Description	2010/11 Revised Allocation December 2010 £000's	2010/11 Proposed Revised Allocation February 2011 £000's	Comments
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	Marine Terrace, Waterloo	18.00	18.00	
	Stannyfield Drive, Thornton	43.00	43.00	
	Cast Iron – various sites, Southport	36.00	36.00	

TOTAL STREET LIGHTING PROGRAMME 2010/11	97.00	97.00	Figures shown in £ 000's
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Street Lighting Block Funding: 2010/11 LTP Block Allocation	97.00	97.00	
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Total	97.00	97.00	
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BRIDGES PROGRAMME

Notes	Project Description	2010/11 Revised Allocation December 2010 £000's	2010/11 Proposed Revised Allocation February 2011 £000's	Comments
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Assessment & Inspections

	Assessment (Retaining Walls)	5.00	5.00	
	Principal Bridge Inspections	33.00	33.00	
	Hightown Station Footbridge Study	15.00	15.00	
	Total	53.00	53.00	

Structural Maintenance & Strengthening

	Parapet Strengthening – Merton Road	10.00	10.00	
	Parapet Strengthening – Ledsons	196.00	196.00	

Agenda Item 7

Canal Bridge		
Rutherford Road	10.00	10.00
Poverty Lane	1.20	1.20
Total	217.20	217.20

Network Rail Structures

T	Millers Bridge	115.00	48.00
	Sussex Road	2.00	2.00
	Norwood Road	20.00	20.00
	Brook Vale	20.00	20.00
U	St Lukes Road	286.00	208.00
Total		443.00	298.00

Provision for Capita Core Fees and Client Service Costs

	Capita Core Fees	30.00	30.00
	Client Service Costs	3.00	3.00
V	Contribution to Highway Maintenance Programme	41.00	118.81
W	Contribution to Integrated Transport Programme	0.00	40.19
Total		74.00	192.00

Proposed carry forward into 2011/12 Highway Structures Maintenance Programme **0.00** **27.00**

TOTAL BRIDGES PROGRAMME 2010/11 **787.20** **787.20** Figures shown in £ 000's

Bridges Block Funding:
2010/11 LTP Block Allocation **787.20** **787.20**

Total **787.20** **787.20**

UTC MAINTENANCE

Notes	Project Description	2010/11 Revised Allocation December 2010 £000's	2010/11 Proposed Revised Allocation February 2011 £000's	Comments
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Lulworth Road/Weld Road 38.00 38.00 Contribution

Agenda Item 7

TOTAL UTC MAINTENANCE PROGRAMME 2010/11		8.00	8.00	Figures shown in £ 000's
UTC Maintenance Block Funding:				
	2010/11 LTP Block Allocation	8.00	8.00	
	Transfer from Integrated Transport Block	30.00	30.00	
	Total	38.00	38.00	
<u>DRAINAGE</u>				
Notes	Project Description	2010/11 Revised Allocation December 2010 £000's	2010/11 Proposed Revised Allocation February 2011 £000's	Comments
<u>Schemes</u>				
X	Northway, Maghull	59.00	0.00	
X	Marine Drive, Southport	43.00	0.00	
	Total	102.00	0.00	
<u>Detrunked A565</u>				
Y	A565 Drainage	209.00	222.00	
	Total	209.00	222.00	
<u>Provision for Capita Core Fees and Client Service Costs</u>				
	Capita Core Fees	50.00	50.00	
	Client Service Costs	5.00	5.00	
	Total	55.00	55.00	
	Proposed carry forward into 2011/12 Drainage Programme	0.00	102.00	
TOTAL DRAINAGE PROGRAMME 2010/11		366.00	379.00	Figures shown in £ 000's
Drainage Block Funding:				
	2010/11 LTP Block Allocation	157.00	157.00	
	A565 Detrunked Allocation	226.00	226.00	
	Reduction in A565 Detrunked Allocation as announced on 10 June 2010	-50.00	-50.00	

Agenda Item 7

Transfer from Integrated Transport Block	33.00	46.00
Total	366.00	379.00

OTHER SCHEMES

Project Description	2010/11 Revised Allocation	2010/11 Proposed Revised Allocation	Comments
	December 2010 £000's	February 2011 £000's	

Thornton Switch Island Link	736.070	736.070
Hawthorne Road Exceptional Maintenance	242.119	242.119
Asset Management	69.10	69.10

TOTAL	1047.289	1047.289	Figures shown in £ 000's
Funded by:			
Thornton Switch Island Link Council Funding	736.070	736.070	*****Refer to 3 March 2011 Cabinet Report
Hawthorne Road Exceptional Maintenance – 2009/10 carried forward	192.119	192.119	
Transfer from Integrated Transport Block	50.00	50.00	
Asset Management	69.10	69.10	
Total	1047.289	1047.289	

Agenda Item 8

REPORT TO: CABINET MEMBER – TECHNICAL SERVICES

DATE: 23 FEBRUARY 2011

SUBJECT: HIGHWAYS ACT 1980, SECTION 184 LICENCE – 25a LANCASTER ROAD, SOUTHPORT

WARDS AFFECTED: DUKES

REPORT OF: ANDY WALLIS PLANNING & ECONOMIC DEVELOPMENT DIRECTOR

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

EXEMPT/ CONFIDENTIAL: No

PURPOSE/SUMMARY:

To seek approval for the Legal Director in conjunction with the Director of Planning and Economic Development to issue a highway licence pursuant to s184 of the Highways Act 1980 to the organisation listed within the report.

REASON WHY DECISION REQUIRED:

The decision is required in order to allow the licensee to construct a vehicle crossing to access a development as work progresses.

RECOMMENDATION(S):

That : -

The Director of Legal Services be authorised in conjunction with the Director of Planning and Economic Development to issue a highway licence to the following organisation pursuant to Section 184 of the Highways Act, 1980 to facilitate the construction of a vehicle crossing within the public highway at the location detailed within the report and shown upon the attached plan numbered DC0717 subject to the applicant : -

- a) bearing all costs associated with the proposal and;
- b) indemnifying Sefton Council against all claims, disbursements and actions arising from the proposed works.

Lancaster Road, Southport– Ken Deary, 5 Westbourne Gardens, Birkdale, PR8 2EZ– Plan No DC0717

Agenda Item 8

KEY DECISION: No

FORWARD PLAN: No

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

ALTERNATIVE OPTIONS:
There are no alternative options

IMPLICATIONS:

Budget/Policy Framework: None

Financial: The applicants will meet the legal and administrative cost of the licence.

<u>CAPITAL EXPENDITURE</u>	2010 2011 £	2011/ 2012 £	2012/ 2013 £	2013/ 2014 £
Gross Increase in Capital Expenditure	N/A			
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources	No			
Funded from External Resources	Yes			
Does the External Funding have an expiry date? No	When?			
How will the service be funded post expiry?				

Legal:

Risk Assessment: None

Asset Management: None

CONSULTATION UNDERTAKEN/VIEWS

The Interim Head of Corporate Finance & Information Services has been consulted and has no comments on this report. **FD654 /2011**

Ward Councillors, Statutory Undertakers

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

Background

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

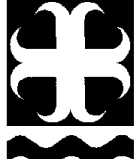

Lancaster Road, Southport– Ken Deary, 5 Westbourne Gardens, Birkdale, PR8 2EZ – Plan No DC0717

- 1.2 The proposed works will be carefully monitored by officers within the Highways Development Control Team. The materials used in the construction will be assessed and approved by the engineer monitoring the works.
- 1.3 All costs including the Councils legal, technical and administration costs in processing these applications, together with monitoring the works shall be funded solely by the developer/applicant.
- 1.4 The location of the work is shown upon the attached drawing DC0717.
- 1.5 The licence requires that the applicant indemnifies and holds harmless the Council against all claims, damages or disbursements which may become payable as a consequence of the works. This must be supported by single accident indemnity limits of not less than £5M.
- 1.6 The Statutory Undertakers have been consulted as part of the licence and any conditions identified from this consultation exercise will be incorporated within the licence.
- 1.7 In each case, the Ward Councillors have been informed of the applications and have raised no concerns or objections to-date.

2.0 SUMMARY

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



<p>SEFTON M.B.C.</p>  <p>HIGHWAYS DEVELOPMENT CONTROL</p>	<p>Section 184 Highways Act 1980</p>			
<p>25a Lancaster Road, Southport</p>				
<p>Area of highway shown hatched</p>				
<p>Andy Walls Director of Planning and Econ Dev Magadalen House Trinity Road Boottle L20 3NJ</p>	<p>Drawn By: MH</p>	<p>Scale: Not to scale</p>	<p>Date: 28/01/11</p>	<p>Checked:</p>
<p>Ward: Dukes</p>		<p>Os Sheet Name:</p> <p><small>This map is reproduced from Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution. Sefton Council Licence number 100018192. (c) 2011.</small></p>		<p>Plan: File: DC0717</p>

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Agenda Item 9

REPORT TO: CABINET MEMBER – TECHNICAL SERVICES

DATE: 23 FEBRUARY 2011

SUBJECT: SECTION 116 HIGHWAYS ACT 1980. – PART OF THE REAR OF FOOTWAY ADJACENT TO THE NEW DEVELOPMENT KNOWN AS THE TANNERY, HARRIS DRIVE, BOOTLE.

WARDS AFFECTED: LITHERLAND

REPORT OF: A WALLIS PLANNING & ECONOMIC DEVELOPMENT DIRECTOR

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

EXEMPT/ CONFIDENTIAL: No

PURPOSE/SUMMARY:

To seek approval for the Legal Director in conjunction with the Director of Planning and Economic Development to make a stopping up application as detailed in the report to the Magistrates Court under provisions of section 116 of the Highways Act 1980 following the respective application under section 117 of the Highways Act 1980.

REASON WHY DECISION REQUIRED:

Cabinet Member authorisation is required before seeking an order from the Magistrates Court. The application will enable the connected passageway to be extinguished as it is considered unnecessary.

RECOMMENDATION(S):

That : -

The Cabinet Member authorises the Director of Planning and Economic Development and the Legal Director to request the Magistrates Court to extinguish/stop-up the following area of highway under Section 116 of the Highways Act 1980, as detailed within the report and shown upon the attached plan numbered DC0718, subject to the applicant bearing all costs associated with the application: -

- Part of rear of footway adjacent to new development, Harris Drive, Bootle – Plan number DC0718

Agenda Item 9

KEY DECISION: No

FORWARD PLAN: No

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

ALTERNATIVE OPTIONS:

There are no alternative options

IMPLICATIONS:

Budget/Policy Framework: None

Financial: The applicant will meet the legal and administrative costs of the proposals.

<u>CAPITAL EXPENDITURE</u>	2010 2011 £	2011/ 2012 £	2012/ 2013 £	2013/ 2014 £
Gross Increase in Capital Expenditure	N/A			
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources	No			
Funded from External Resources	Yes			
Does the External Funding have an expiry date? No	When?			
How will the service be funded post expiry?				

Legal: Yes

Risk Assessment: None

Asset Management: None

CONSULTATION UNDERTAKEN/VIEWS

The Interim Head of Corporate Finance & Information Services has been consulted and has no comments on this report. **FD653 /2011**

Ward Councillors, Statutory Undertakers

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 9

SECTION 116 HIGHWAYS ACT 1980 – PART OF REAR OF FOOTWAY ADJACENT TO NEW DEVELOPMENT AT HARRIS DRIVE, BOOTLE

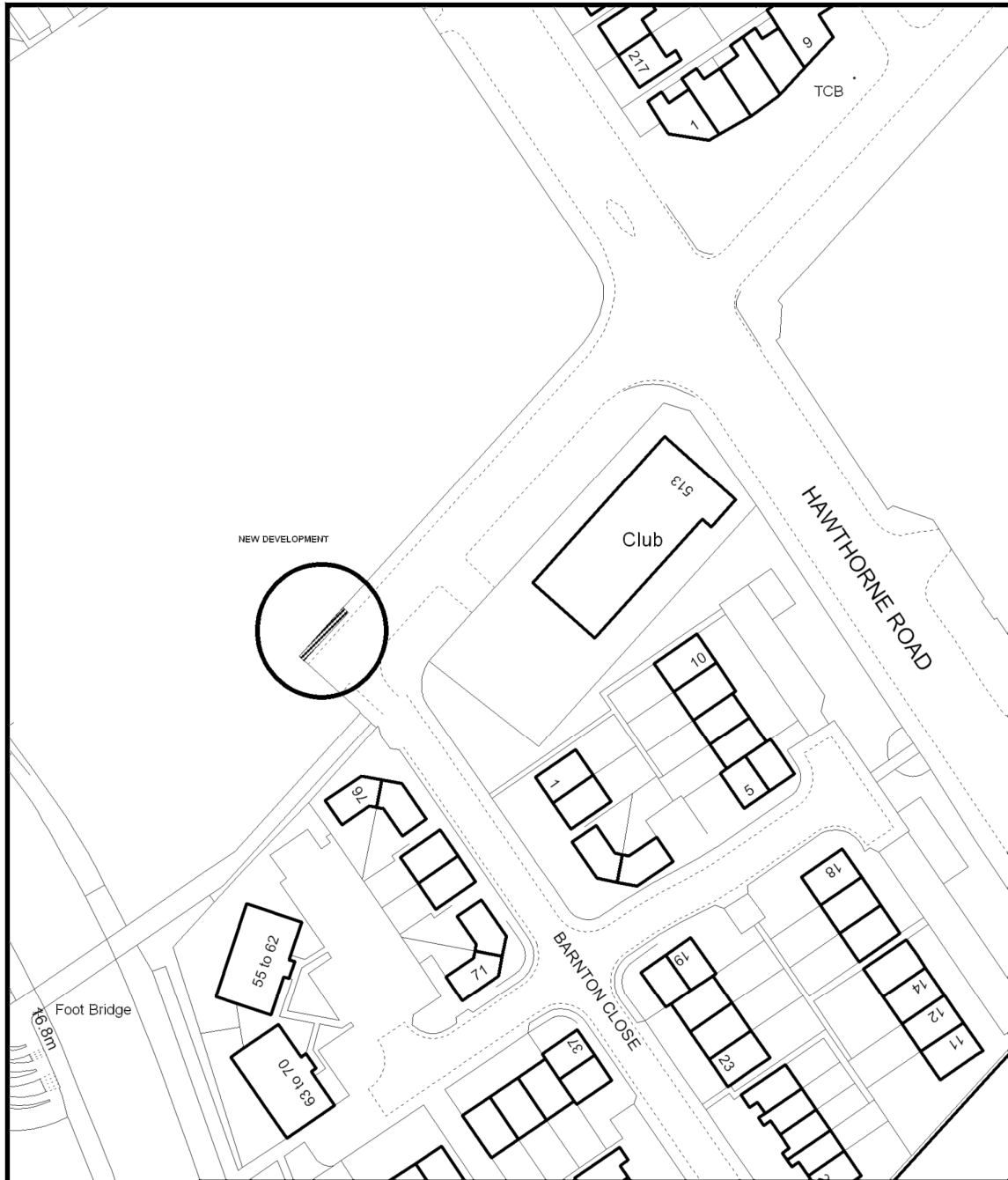
1.0 Information / Background




- 1.1 An application has been received from Bellway Homes northwest for the stopping-up of an area of highway within the Borough, as shown upon the attached plan numbered DC0718.
- 1.2 The stopping-up application relates to an area of highway, which is considered unnecessary and which would be expedient for the Council to make an application to the Magistrates Court on the basis that there are at present or will be, reasonable suitable alternatives in place.
- 1.3 The stopping-up of the part of highway in question will facilitate the redevelopment of the adjoining land, and a new footway will be constructed using an agreement under section 38/278 of the Highways Act 1980.
- 1.4 The Ward Councillors have been notified in respect of the application and have made no comments to-date.

2.0 s116 Highways Act 1980 Procedure and Magistrates Court Hearing

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

Andy Wallis
Director of Planning and Economic Development



<p>SEFTON M.B.C.</p>  <p>HIGHWAYS DEVELOPMENT CONTROL</p>	<p>Stopping-up of Public Highway - Section 116 Highways Act 1980</p> <p>Part of rear of footway adjacent to new development Harris Drive, Bootle.</p> <p>public highway to be stopped-up shown as </p>									
<p>Andy Walls Director of Planning and Econ Dev Magadalen House Trinity Road Bootle L20 3NJ</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Drawn By: MAH</td> <td style="width: 25%;">Scale: NTS</td> <td style="width: 25%;">Date: 01/02/2011</td> <td style="width: 25%;">Checked: BAM</td> </tr> <tr> <td>Ward: Litherland</td> <td colspan="2">Os Sheet Name: NA</td> <td>Plan: DC0718</td> </tr> </table> <p style="font-size: x-small;">This map is reproduced from Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution. Sefton Council Licence number 100018192. (c) 2010.</p>	Drawn By: MAH	Scale: NTS	Date: 01/02/2011	Checked: BAM	Ward: Litherland	Os Sheet Name: NA		Plan: DC0718	<p>File:</p>
Drawn By: MAH	Scale: NTS	Date: 01/02/2011	Checked: BAM							
Ward: Litherland	Os Sheet Name: NA		Plan: DC0718							

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