

## LITHERLAND AND FORD AREA COMMITTEE

**Date:** Wednesday 30th January, 2013  
**Time:** 6.30 pm  
**Venue:** Ford Lane Community Centre, Ford Lane, Litherland

### AREA COMMITTEE MEMBERSHIP

#### Ford Ward

Councillor

Councillor Lappin (Vice-Chair), The Labour Party  
Councillor Moncur, The Labour Party

#### Litherland Ward

Councillor

Councillor Hardy, The Labour Party  
Councillor John Kelly (Chair), The Labour Party  
Councillor Tweed, The Labour Party

### Advisory Group Members

Mr. G. McNeight  
Mr. M. J. O'Brien  
Mr. B. Walsh

COMMITTEE OFFICER: Olaf Hansen

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**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.**

# AGENDA

## 1. Declarations of Interest

Members are requested to give notice of any disclosable pecuniary interest, which is not already included in their Register of Members' Interests and the nature of that interest, relating to any item on the agenda in accordance with the Members Code of Conduct, before leaving the meeting room during the discussion on that particular item.

## 2. Apologies for Absence

## 3. Minutes of the Previous Meeting

(Pages 5 - 10)

Minutes of the meeting held on 7 November, 2013.

<b>Part A</b>
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These items are for general discussion. Anybody attending the meeting is welcome to speak (subject to the Chair's discretion)

## 4. Public Forum

A period of 20 minutes (or longer at the discretion of the Chair) will be set aside for a Public Forum.

Members of the public can ask questions, raise matters, or present petitions on issues that are relevant to Sefton Council. The person asking a question will be allowed one supplementary question.

A question form indicating the person's name and address must be completed and submitted to the Committee Administrator as soon as possible and by no later than 15 minutes before the meeting starts i.e. before 6.15 p.m. or by 3.00 p.m. for faxed (0151 934 2034) or on-line submissions <http://forms.sefton.gov.uk/openforumquestion/>

Question forms can be obtained from the Committee Administrator prior to the meeting.

(If the questioner does not attend the meeting or nominate a representative to attend (at the discretion of the Chair), the question will not be read out, but a written response will be forwarded to the questioner).

If a response to a question cannot be provided at the meeting, the Neighbourhoods Division will contact the relevant department for a formal response and the resident will be contacted directly in writing

**5. Police Issues**

Report of the Neighbourhood Inspector

Update on crime statistics and area interventions since the last meeting

**Part B**

These items are for consultation or information of interest to the local community. Anybody attending the meeting is welcome to speak (subject to the Chair's discretion).

There are no items in Part B.

**Part C**

These are formal decisions to be taken by the Members of the Council. Only in exceptional cases will the Chair allow contributions from the public (Advisory Group Members may speak but not vote).

- 6. Litherland 'At Grade' Bridge** (Pages 11 - 14)  
Report of the Director of Built Environment
- 7. Proposed 20 MPH Speed Limit Zone- Consultation Results** (Pages 15 - 30)  
Report of the Director of Built Environment
- 8. Proposed Disabled Person's Parking Place** (Pages 31 - 34)  
Report of the Director of Built Environment
- 9. Area Management Update** (Pages 35 - 40)  
Report of the Director of Corporate Commissioning  
Update on area management issues resolved since the last meeting
- 10. Budget Monitoring** (Pages 41 - 46)  
Report of the Director of Corporate Commissioning  
Update on Area Committee budget resources available
- 11. Date of Next Meeting**  
The next meeting will be held on Wednesday, 20 March 2013, at Goddard Hall, Stanley Road, Bootle commencing at 6:30pm

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THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON MONDAY 26 NOVEMBER 2012. MINUTE NO. 32 IS NOT SUBJECT TO "CALL IN".

## LITHERLAND AND FORD AREA COMMITTEE

### MEETING HELD AT THE FORD LANE COMMUNITY CENTRE, FORD LANE, LITHERLAND ON WEDNESDAY 7 NOVEMBER, 2012

PRESENT: Councillor John Kelly (in the Chair)  
Councillors Lappin and Moncur  
Local Advisory Group Members: Messrs McNeight, O'Brien and Walsh

#### 25. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Hardy and Tweed.

#### 26. DECLARATIONS OF INTEREST

No declarations of interest were received.

#### 27. MINUTES OF THE PREVIOUS MEETING

RESOLVED:

That the Minutes of the meeting held on 12 September 2012 be confirmed as a correct record.

#### 28. PUBLIC FORUM

During the Public Forum the following questions were submitted:

- (a) Further to Minute No.17 (c) of the meeting of 12 September 2012, Mrs.J.Merity complained that the works regarding the replacement footbridge and associated works had been delayed. Originally the work was to commence in October but now she had been informed that it would not start until January 2013. She enquired whether there was a definite date for the commencement work.

The Chair, Councillor John Kelly, informed the Committee that he had been in communication with the Highway Development Control Manager, Brian Mason, which informed that the delay had been unavoidable. The work would commence in January, although a definite commencement date had not been identified. As soon as a definite start date had been confirmed residents would be informed.

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- (b) Mr.B.Walsh, Advisory Group Member, requested on behalf on Litherland Village Community Group for the trees around Sefton Street Litherland to be cut back as they were currently obstructing the view of the CCTV camera. Recently the area had experienced fly-tipping. The CCTV camera would have captured images of the perpetrators, which would have provided vital information for the Police, but this was not possible as their view had been obstructed by the overgrown trees.

RESOLVED: That the Neighbourhood Coordinator be requested to investigate the matter.

- (c) Mr.B.Walsh, Advisory Group Member, reported on behalf on Litherland Village Community Group that that empty garages on Marina Avenue, Litherland were experiencing fly-tipping. He commented that it was unfair for residents to have to put up with this behaviour.

RESOLVED: That the Neighbourhood Coordinator be requested to investigate the matter.

Further to Minute Nos. 5 and 17 of the meeting of the 21 June and 12 September 2012, Ms.Sandra Davies of Riverside Housing gave a brief verbal update regarding their role of landlord in the area.

RESOLVED: That Ms.Davies be thanked for her presentation.

## **29. POLICE ISSUES**

No Police were in attendance at the meeting.

## **30. LIBRARIES REVIEW CONSULTATION - UPDATE PRESENTATION**

Further to Minute No.65 of the meeting of the Cabinet held on 11 October 2012, the Committee received a verbal presentation from Mr.S.Deakin, Head of Health and Well-Being, on the Library Service Review.

RESOLVED:

- (1) the report be noted; and
- (2) Mr. Deakin be thanked for his presentation.

## **31. NEIGHBOURHOOD PLANNING**

Further to Minute No. 39 of the Planning Committee of 25 July 2012, the Committee considered the report of the Head of Planning Services and a presentation by Ms. Ingrid Berry, Principal Planner, on Neighbourhood Planning, which was a new tier of statutory planning which had been introduced by the Localism Act 2011. It sat below the Local Plan (formerly the Core Strategy) in the Local Development Framework. Neighbourhood Plans had to be aligned with the National Planning Policy Framework and the Local Plan.

The report indicated that the following papers were available for inspection by contacting Ms Berry, or could be downloaded from the Council's website [www.sefton.gov.uk/neighbourhoodplanning](http://www.sefton.gov.uk/neighbourhoodplanning):

- Report to Planning Committee on Neighbourhood Planning, 25<sup>th</sup> July, 2012
- Minute 39, Planning Committee, 25<sup>th</sup> July, 2012
- Neighbourhood Planning: A simple guide for Ward Councillors, PAS, June 2012

RESOLVED: That

- (1) the report be noted;
- (2) Ms. Berry be thanked for her presentation; and
- (3) residents or groups wishing to find out more about Neighbourhood Planning be advised to contact Ms. Berry or Mr. Steve Matthews in the Planning Services Section in the first instance.

## **32. KIRKSTONE ROAD NORTH, PROPOSED LOADING BAN**

The Committee considered a report by the Director of Built Environment that sought approval for the implementation of a Traffic Regulation Order, the effect of which would prohibit loading and unloading at all times on a section of Kirkstone Road North.

The Committee expressed their concern regarding road safety along Kirkstone Road North. They had specific concerns regarding heavy goods vehicles (HGVs) accessing the road and shop tenants and customers using the pavement as a car park.

RESOLVED: That

- (1) all the of all existing traffic regulation orders, as detailed in paragraph 3.4 of the report be revoked;
- (2) the traffic regulation orders detailed within the report, the effect of which would restrict loading and unloading at all times on the south-westerly side of Kirkstone Road North, from a point 54 metres

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north-west of the north-westerly kerb line of Church Road to the north-west kerbline of Church Road be approved;

- (3) the necessary legal procedures, including those of public consultation and advertising the council's intention to implement the Orders, be approved;
- (4) the Director of Built Environment be requested to investigate the possible introduction of a vehicle weight restriction along Kirkstone Road North; and
- (5) the Director of Built Environment be requested to liaise with One Vision Housing, the landlord of the shops, to write to their tenants to encourage them and their customers to park their vehicles at the rear of the shops and the possibility of installing signage to parking spaces at the rear of the shops.

## **33. AREA MANAGEMENT UPDATE**

The Committee considered the report of the Director of Corporate Commissioning that provided an update on area management activities that had taken place in Litherland and Ford Wards since the last Area Committee meeting.

RESOLVED:

That the report be noted.

## **34. BUDGET MONITORING**

Further to Minute No.22 of the meeting of 12 September 2012, the Committee considered the report of the Director of Corporate Commissioning that provided information on available resources for the Committee and progress on those items approved at previous meetings.

RESOLVED:

That the current financial position and progress to date on items previously agreed within the report be noted.

## **35. DATE OF NEXT MEETING**

In accordance with the agreed programme of meetings for this Area Committee, the next meeting will be held on 30 January 2013, Ford Lane Community Centre, Ford Lane, Litherland commencing at 6.30 p.m.



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# Agenda Item 6

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**Report to:** Litherland and Ford Area Committee      **Date of Meeting:** 30<sup>th</sup> January 2013

**Subject:** Litherland 'At Grade' Bridge -

**Report of:** Director of Built Environment

**Wards Affected:** Litherland

**Is this a Key Decision?** No

**Is it included in the Forward Plan?**

No

**Exempt/Confidential**

No

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## **Purpose/Summary**

To advise the Area Committee of the delays and revised date of installation of the proposed 'at grade' Litherland bridge, in accordance with the requirements of the planning consent for the development of the Tesco Store, Hawthorne Road.

## **Recommendation(s)**

That the Area Committee note the content of the report.

## **How does the decision contribute to the Council's Corporate Objectives?**

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

## **Reasons for the Recommendation:**

To explain the reasons for the delay in installing the proposed 'at grade' Litherland bridge.

## **What will it cost and how will it be financed?**

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(A) **Revenue Costs:** None

(B) **Capital Costs:** None

## Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

<b>Legal</b>	
<b>Human Resources</b> None	
<b>Equality</b>	
1. No Equality Implication	<input checked="" type="checkbox"/>
2. Equality Implications identified and mitigated	<input type="checkbox"/>
3. Equality Implication identified and risk remains	<input type="checkbox"/>

**Impact on Service Delivery:** None

## What consultations have taken place on the proposals and when?

The Head of Corporate Finance and ICT (FD2064/13) has been consulted and any comments have been incorporated into this report.

The Head of Corporate Legal Services (LD/1380/13) has been consulted and any comments have been incorporated into the report.

## Are there any other options available for consideration?

No

## Implementation Date for the Decision

Following the expiry of the “call-in” period for the Minutes of the Meeting

**Contact Officer:** Brian Mason

**Tel:** 934 4175

**Email:** [brian.mason@sefton.gov.uk](mailto:brian.mason@sefton.gov.uk)

## Background Papers:

The following papers are available for inspection by contacting the above officer(s).  
Report - Cabinet Member Transportation – Litherland Lift Bridge – June 12 2012

## 1.0 Introduction/Background

- 1.1 Tesco secured Planning consent for construction of a new store at Hawthorne Road, in 2008 (S/2008/1234 refers). In accordance with the recommendation of retail studies and the Council's UDP, the following planning conditions were imposed;
  1. The provision of a DDA compliant ('at grade') crossing of the canal.
  2. The provision of mooring facilities as necessary for boats needing to operate the new crossing.
  3. Removal of the existing ramp running down from Church Road to the head of Bridge Road and refurbishment or replacement of the adjacent steps.
  4. Removal of the existing footbridge over the canal and the diversion of services or the construction of a new support for services currently attached to the footbridge.
- 1.2 Discussions between British Waterways Board (now called Canal and River Trust – C&RT) and Tesco's representatives have ensued over a lengthy period with the Council's support.
- 1.3 Various agreements and leases are legally required between all three parties to facilitate the installation of the new bridge and these have been complicated and unfortunately, drawn out because of the complex technical nature of the proposal. Such discussion as to what agreements are required, were eventually drawn to a conclusion around December 2012.
- 1.4 The contractor Vinci has been appointed by Tesco to install the bridge and remove the existing bridge which crosses the canal. C&RT have a limited period to permit any works on or near to the Leeds – Liverpool Canal and this period commences in October through to April. There are no exceptions to this for operational reasons.
- 1.5 Whilst all attempts were made to commence the works in January 2013, unfortunately it proved impractical to put the legal agreements in place in the limited timescale available. The contractor was also left with a limited period to deal with any unforeseen eventualities during construction with such an extremely tight programme. Therefore, Tesco has confirmed that the works will now be postponed to the winter of 2013/14 and has also stated that a revised programme will be provided shortly. This will be the subject of a further update report to the Area Committee in due course and upon receipt of the revised programme.
- 1.6 The Council has received a commuted sum payment from Tesco to maintain the bridge in accordance with the planning consent and whilst it is unfortunate that the works cannot commence in January 2013, this will now provide more time for discussions with C&RT over the longer term maintenance of the bridge which have yet to be finalised.
- 1.7 Members can be assured that officers will endeavour to support Tesco in the delivery of this important piece of infrastructure and regular progress reports will be provided.

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# Agenda Item 7

**Report to:** Litherland & Ford Area Committee      **Date of Meeting:** 30<sup>th</sup> January 2013

**Subject:** Litherland & Ford Area – Proposed 20 mph speed limit zone (Consultation results)

**Report of:** Director of Built Environment      **Wards Affected:** Litherland & Ford

**Is this a Key Decision?** No      **Is it included in the Forward Plan?** No

**Exempt/Confidential** No

## Purpose/Summary

To seek approval for the progression of a Traffic Regulation Order, the effect of which will introduce a 20 mph speed limit in the Litherland and Ford Area.

## Recommendation(s)

It is recommended that :-

- (i) The revocation of all existing Speed Limit Traffic Regulation Orders, as described in paragraph 5.2 is undertaken.
- (ii) A Traffic Regulation Order introducing a 20 mph speed limit within the Litherland & Ford Area, be approved;
- (iii) The necessary legal procedures, including the council's intention to implement the Orders, be approved.
- (iv) Members approve the progression of the traffic calming measures as consulted on and described in this report, subject to Cabinet Member Transportation approval of the 2013/14 Merseyside Local Sustainable Transport Programme.

## How does the decision contribute to the Council's Corporate Objectives?

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

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## Reasons for the Recommendation:

The Council has the power to make Traffic Regulation Orders under Section 1 of the Road Traffic Regulation Act 1984. The Council has the power to revoke Traffic Regulation Orders under Part IV of schedule 9 to the Road Traffic Act 1984.

## What will it cost and how will it be financed?

### (A) Revenue Costs

Nil

### (B) Capital Costs

The cost of all implementation, legal and administrative procedures for the introduction of the 20 mph speed limits within the Litherland & Ford area amounting to £15920 will be funded from 2012/13 Merseyside Local Sustainable Transport Fund allocation.

The cost of the traffic calming measures amounting to £111720 will be funded from the 2013/14 Merseyside Local Sustainable Transport allocation subject to approval of Cabinet Member – Transportation.

## Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

<b>Legal</b>	None
<b>Human Resources</b>	None
<b>Equality</b>	
1. No Equality Implication	<input checked="" type="checkbox"/>
2. Equality Implications identified and mitigated	<input type="checkbox"/>
3. Equality Implication identified and risk remains	<input type="checkbox"/>

**Impact on Service Delivery:** Nil

## What consultations have taken place on the proposals and when?

The Head of Corporate Finance (FD2067/13) have been consulted and has no comments on the report

The Head of Corporate Legal Services (LD1383/13) have been consulted and any comments have been incorporated into the report.

## Are there any other options available for consideration?

No

**Implementation Date for the Decision**



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Immediately following the Committee meeting.

**Contact Officer:** Joe Dwyer – Senior Engineer (Traffic Management & Road Safety)

**Tel:** 0151 934 4258

**Email:** [joe.dwyer@sefton.gov.uk](mailto:joe.dwyer@sefton.gov.uk)

**Background Papers:** Cabinet Member – Transportation decision 7<sup>th</sup> August 2012, 2012/13 Local Transport Plan – Revised Capital Programme.

Department for Transport – Setting Local Speed Limits  
(Draft: July 2012)

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## **1.0 Introduction**

- 1.1 Members will be aware that the main objective of the Local Sustainable Transport Fund, (LSTF), is to promote access to education, employment and local facilities through the use of sustainable modes of transport. One element of the LSTF bid was to introduce blanket 20mph speed limits in the south of the Borough. There is a physical limit (based on staff resources) on the size of each phase of this programme, and in order to maximise the effect on drivers, Traffic Services have chosen to split the area into cells bounded by the main distributor roads whose speed limits will remain unchanged, i.e. A5036 Dunnings Bridge Road, etc. The area to the north of the A5036 is a workable area, in terms of staff resources, and will also be evident to drivers that all residential roads to the north of A5036 will be 20mph. Phasing of the implementation of the 20mph zones to tie in with Ward boundaries, whilst possible, would have created a very confusing scenario for drivers.
- 1.2 The Litherland and Ford Area and St. Oswald's & Netherton Area incorporate Phase 1 of the LSTF bid. If Members approve the implementation of the 20mph speed limits in these areas, phase 2 will be started as soon as the new speed limit signs and limited traffic calming measures have been commissioned in February 2013.
- 1.3. Whilst no decision has been made at this stage as to the extent of phase 2, it would seem logical to continue to the south of A5036, by finishing off Litherland and Netherton & Orrell, possibly using Knowsley Road / Linacre Lane as the southerly boundary. This would obviously include a small portion of Derby Ward. As stated, the implementation of the blanket 20mph speed limits in all residential areas in the south of the Borough would be introduced as a rolling programme, and phase 2 will be started as soon as we have finished phase 1. Details of the extent of phase 2 will be discussed with relevant Ward Members nearer the time.
- 1.4 A letter was sent out to Litherland & Ford Ward Councillors via email in October 2012 requesting approval for the proposed 20 mph area and permission to consult with residents and businesses contained within the area. Ward Members were in favour of the scheme and 6608 properties were consulted in November and December 2012, the closing date for returned questionnaires was Friday 7<sup>th</sup> December 2012.
- 1.5 Copies of the consultation flyer, plan and questionnaire that were delivered to residents and businesses are shown in Annex A, B and C

## **2.0 Consultation results**

- 2.1 Of the 6608 consultation packs delivered, a total of 1657 questionnaires were returned. This equates to a return rate of 25% which is less than what would be expected for a consultation of this nature, normally a return rate of 30% is achieved.
- 2.2 As can be seen from the copy of the questionnaire in Annex A, four specific questions were asked.

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- 2.3 The first question asked “*Are you in favour of the proposed speed tables / cushions?*” This question is particularly relevant to those residents living on Hatton Hill Road, Sonning Avenue, Watling Avenue, Stanley Park and Boundary Road where the measures are located directly outside their properties. It is acknowledged, however, that other residents living in the area may wish to comment on the speed tables and speed cushions, therefore this question was open for ALL residents living in the proposed 20 mph area.
- 2.4 The second question sought residents’ perception about speeding on the road that they lived on and asked - “*Do you think vehicle speeds on your road are too high?*”
- 2.5 The third question asked “*Do you think 20 mph speed limits will reduce vehicle speeds?*”
- 2.6 The final question, which was the important question in terms of overall support for the scheme, simply asked “*Are you in favour of the proposed 20 mph speed limits?*”
- 2.7 The following table gives the results in numerical and percentage format based on the number of returns.

**Table 1 – Litherland & Ford Area – 6608 consultation packs delivered**

Question	Yes	No	% Yes	% No
Are you in favour of the proposed speed tables / cushions?	1367	280	83.0%	17.0%
Do you think vehicle speeds on your road are too high?	1326	312	81.0%	19.0%
Do you think 20 mph speed limits will reduce vehicle speeds?	1106	519	68.0%	32.0%
<b>Are you in favour of the proposed 20 mph speed limits?</b>	<b>1463</b>	<b>168</b>	<b>89.0%</b>	<b>11.0%</b>

*Results based on 1657 number of returned questionnaires, a return rate of 25%*

- 2.8 The results of the consultation have revealed that residents living in the proposed 20 mph area are 89% in favour of the proposed 20 miles per hour speed limit. 83.0% of the 1657 residents who returned their questionnaires were also in favour of the proposed speed tables and speed cushions. However, it is considered that residents who will be directly affected by the proposed speed cushions/tables should be dealt with separately to assess whether the majority of these residents are also in favour of the speed cushions/tables. These findings are as follows:

**2.9 Table 2 - Hatton Hill Road - 273 properties consulted**

No of Responses	89	
Response Rate	32.6%	
Yes / (%Yes) In favour of 20 mph speed restriction	78	87.6%
No / (%No) Against 20 mph speed restriction	14	12.4%
Number of properties directly affected / No. of responses	10	4
Directly affected properties - Yes / No	Yes   1	No   3

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2.10 After checking all the returns from residents of Hatton Hill Road it was found that 82.7% of residents of Hatton Hill Road wanted the speed tables. However of the 10 properties that will be directly affected by the speed tables, only 4 responded, 3 of the 4 were against the proposed speed tables. In response to this, Members should note that it is not possible to re-locate the speed tables due to driveways / drainage issues and parking bays. Additionally, the three speed tables are sited at locations where they will be most effective, i.e. either side of the bend at Appleton Road where there have been a number of 'loss of control' accidents over the years. It should be noted that 6 residents who would be directly affected by the measures did not respond, therefore it could be assumed they have no objections which would mean 7 of the 10 are actually in favour of the speed tables.

2.11 Members should note that speed tables or cushions do not cause damage to properties due to vibration. There may be some occasional isolated noise caused by empty HGV's passing over the tables but overall traffic noise should reduce due to the expected reduction in traffic speeds. In addition, HGV's form less than 5% of the traffic volume using Hatton Hill Road.

**2.12 Table 3 – Sonning Avenue – 118 properties consulted.**

No of Responses	54	
Response Rate	45.8%	
Yes / (%Yes) In favour of 20 mph speed restriction	47	87.0%
No / (%No) against the 20 mph speed restriction	7	13.0%
Number of properties directly affected / No. of responses	8	4
Directly affected properties - Yes / No	Yes   4	No   0

2.13 Two speed tables directly affect 8 properties along Sonning Avenue. Of the 8 properties directly affected by the speed tables four responded, these were all in favour of the speed tables. Four residents did not respond; it could be assumed they had no objections.

**2.14 Table 4 – Watling Avenue – 108 properties**

No of Responses	39	
Response Rate	36.1%	
Yes / (%Yes) In favour of 20 mph speed restriction	38	97.4%
No / (%No) against the 20 mph speed restriction	1	2.6%
Number of properties directly affected / No. of responses	5	0
Directly affected properties - Yes / No	Yes   1	No   0

2.15 One speed table directly affects 5 properties on Watling Avenue. Only 1 resident of these 5 properties returned their questionnaire and were in favour of the speed table. 97.4% of the 39 responses from residents of Watling Avenue were in favour of the 20 mph speed restriction. In the absence of 4 responses from the other 4 residents directly affected it would be safe to assume they had no objections to the location of the proposed speed table and its location is acceptable, i.e. 100% acceptance.

**2.16 Table 5 -Stanley Park at junction with Twyford Avenue – 121 properties consulted**

No of Responses	49		
Response Rate	40.5%		
Yes / (%Yes) In favour of 20 mph speed restriction	44	89.8%	
No / (%No) against the 20 mph speed restriction	5	10.2%	
Number of properties directly affected / No. of responses	6	3	
Directly affected properties - Yes / No	Yes	1	No 2

2.17 Six properties are directly affected by one speed table at this location and 3 returned their questionnaires, of the three returned questionnaires, two were against the speed table. This speed table is located at a junction, traffic speeds on approach to the junction will be reduced from 3 directions, most accidents occur at junctions so this will have some effect in reducing these accidents. The speed table is also placed mid-section of Stanley Park, therefore ideally located to address potential build up of traffic speed from both directions along Stanley Park. As with Hatton Hill Road, there are problems with driveways and drainage and it is not possible to locate the speed table elsewhere. It should be noted that 3 residents did not return their questionnaires; therefore it is safe to assume that 4 out of 6 are in favour of the speed table. On this basis and due to the problems in locating the speed table it is recommended that the speed table remains at its proposed location.

**2.18 Table 6 – Boundary Road – 17 properties consulted**

No of Responses	5		
Response Rate	29.4%		
Yes / (%Yes) In favour of 20 mph speed restriction	4	80.0%	
No / (%No) Against 20 mph speed restriction	1	20.0%	
Number of properties directly affected / No. of responses	2	0	
Directly affected properties - Yes / No	Yes	0	No 0

2.19 Boundary Road is sparsely populated in terms of number of properties- however three schools and a Sports Centre front Boundary Road. Only one resident objected to the speed tables and this resident actually lives in the service road section of Boundary Road, approximately 100 metres south of the first speed table, therefore, not directly affected by the speed table. As only two properties, (Litherland Moss Primary School and South Sefton 6<sup>th</sup> Form College) are directly affected by the speed tables, and because they have raised no objections it is recommended that the speed tables are progressed as shown on the plan in Annex A. Lower traffic speed outside these premises which are frequented by vulnerable road users such as primary school children, is considered essential. Without the speed tables it is very unlikely that traffic speeds closer to 20 mph would be achieved.

2.20 Sefton Moss Lane has no properties along its route therefore there have been no objections to the proposed speed humps. However, Merseyside Fire & Rescue Service raised an objection to the speed humps as they would delay their response times. It has been agreed to change the speed humps on Sefton Moss Lane to speed cushions. Merseyside Fire and Rescue Service have therefore withdrawn their objection. Arriva also raised a late objection to the full width speed humps proposed for Sefton Moss Lane. They withdrew

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their objection once it was made clear that these would be replaced with speed cushions. The Ambulance Service made no comments; however, Merseyside Police released the following statement:

*Chief Inspector John Hogan, the head of Merseyside Police's Roads Policing Department, said:*

*"We will be monitoring the areas piloting the 20mph speed limit and will enforce that limit based on data showing a rise in people killed or seriously injured on those roads or if there are community concerns about road safety".*

*"We welcome any reduction in speed which may drive down the number of people killed or seriously injured on our roads".*

*"The 20mph limits and zones are placed in areas where there are particularly vulnerable road users, usually children, who need to be protected from death and injury through the slowing of vehicle speeds".*

*"These zones will assist us to make the roads of Merseyside a safer place and to deal positively with a small number of offenders who continue to drive with a complete disregard for others".*

- 2.21 In summary the majority of residents who are directly affected by the proposed speed tables are in favour of the measures. The poorest support from those directly affected coming from Stanley Park residents with 4 out of 6 in favour of the speed table, (if non- response is considered to be a 'no objection'). On this basis it is recommended that the measures as shown in Annex A be progressed.

## **3.0 Objections**

- 3.1 Due to the tight timescales involved in progressing the proposed 20 mph area it was necessary to place the legal advert at the same time as running the public consultation. The proposed 20 mph roads in the Litherland and Ford area were advertised in the Bootle Champion, closing date for objections was 13 December 2012. Two objections were received.

- 3.2 These were from The Hackney Carriage Driver's Association. One objection was from 'The North West Association' and the other was from 'The South Sefton Association'. Both letters of objection raised exactly the same issues, which were:

1. *'There are no accident statistics to justify the proposal'*
2. *'The measures proposed would have an adverse effect on vehicle safety, damage components and affect owner's and driver's economic situation for no benefit whatsoever'*

- 3.3 Traffic Services would respond to the above objections as follows:

In the three year study period for the Litherland & Ford Area there have been 48 recorded injury accidents, 5 resulting in serious injury. Of these 48 accidents, 14 involved pedestrians and 9 involved pedal cyclists. 20mph

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speed limits promote safer driving in residential areas at speeds that are more appropriate to the environment and the community. This in turn protects vulnerable road users such as pedestrians and cyclists. It also encourages more sustainable forms of transport such as walking and cycling. The proposed 20 mph area for the Litherland & Ford area complies with Sefton Council's and Central Government's policy of introducing more 'blanket' 20 mph speed limits in residential areas. The layout and nature of the majority of residential roads means that speeds are already relatively low due to their narrow nature, bends and heavy on-street parking. However a minority of drivers choose to drive at inappropriate speeds without any regard for road safety or respect for other road users. The accident statistics for the Litherland & Ford area confirm that vulnerable road users are a predominant accident group with 14 pedestrian accidents and 9 pedal cyclist accidents. The new 20mph speed limits will encourage safer and slower driving in the Litherland & Ford Area.

Adherence to the new 20 mph speed limits will not happen over-night, and it will take a major change in the mindset of the public before it becomes the norm to travel at 20 mph in residential areas. It is a long term strategy intended to improve driver behaviour. Initial studies in other 20 mph areas in Britain have shown a reduction in speed and casualty numbers where 20 mph speed limits have been introduced using signage alone. In Sefton, in the Grantham Road area, Birkdale, a 20mph speed limit area was introduced in September this year. Early indications are showing a reduction in 85<sup>th</sup> percentile speed in this area of 1.3 mph within a month of the new lower speed restriction. It is envisaged that this will continue to fall over a longer period of time. Therefore there is enough statistical evidence with regard to accidents, traffic speed and vulnerable road users to justify the proposed 20mph speed limits.

With regard to concerns of damage to vehicles: A study into repeated vehicle use of speed cushions, humps and tables carried out in 2004, 'Kennedy *et al* 2004', investigated the effect on vehicles repeatedly traversing road humps, cushions and speed tables. No damage to any vehicle was found, despite repeated passes over the features and at speeds up to 40 mph.

Regarding the Hackney Cab Driver's allegations that the 20mph speed limit would have an adverse effect on their 'economic situation' it should be noted (as explained above), that the average speed on the majority of residential roads is relatively low due to heavy parking on both sides of the road and their narrow nature. Taxi drivers should be travelling at low speed in these residential roads under the present speed restriction of 30 mph. 20 mph speed limits are being introduced to target the minority of drivers who choose to drive at inappropriate speeds on these roads. Therefore, there should be no real delays for Taxi Drivers using residential roads under the proposed 20mph speed restriction. In the Litherland & Ford area it is proposed to introduce traffic calming measures on Hatton Hill Road / Boundary Road/Sefton Moss Lane/Sonning Avenue/Watling Avenue and Stanley Park. This is because it is acknowledged that on these roads it would be impracticable to achieve speeds closer to 20mph without physical traffic calming measures. The distance involved along Hatton Hill Road and Sonning Avenue is approximately 1 mile. Travelling 1mile at 30mph would take 2 minutes. Travelling 1 mile at 20mph would take 3 minutes, an extra minute per trip. It is very unlikely that Taxi

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Drivers would make more than ten trips per day along Hatton Hill Road and Sonning Avenue; even if they did, it would only take up an extra 10 minutes of their working day. It is not considered that this or the new lower speed limit on the more residential roads would make any impact on their 'economic situation'.

- 3.4 Taking the above responses into account it is recommended that Members discount the Hackney Cab Associations objections.

## 4.0 Scheme Costs

- 4.1 The cost of implementing the 20mph signage, including consultation and Traffic Regulation Orders amounts to £15920. This will be funded from the 2012/13 Merseyside Local Sustainable Transport Fund. The cost of providing the traffic calming measures of £111,720 will be funded from the Merseyside Local Sustainable Transport fund 2013/14 allocation subject to approval by Cabinet Member- Transportation.

## 5.0 Recommendation

- 5.1 Given the overwhelming support for the new speed limits and traffic calming measures in the Litherland & Ford area with **89%** of those who responded in favour of the lower speed limit of 20 mph, it is recommended that Members approve the progression of the Traffic Regulation Order for the new 20 mph speed limits, which will apply to the following roads in the Litherland & Ford Area:-

- Almond Avenue
- Alton Avenue
- Alwyn Avenue
- Amethyst Close
- Amos Avenue
- Anderson Road.
- Caledonian Crescent
- Cambridge Avenue
- Carr Meadow Hey
- Church Road (west service road)
- Cross Hey
- Cumberland Avenue
- Howard Close
- Hythe Avenue
- Island Road
- Kent Avenue
- Ascot Avenue
- Warwick Close
- Ash Road
- Barton Close
- Beach Road
- Boundary Road (west service )
- Ebenezer Howard Road
- Eltham Avenue
- Enstone Avenue
- Field Avenue
- Field View
- Gorse Avenue
- Gorse Lane (service road only)
- Jersey Avenue
- Kirkstone Road
- Bridgewater Close
- Brindley Close
- Broad Hey
- Brunel Drive
- Buckingham Close
- Caldon Close.
- Gowrie Grove
- Green Hey Drive
- Greenfield Lane
- Hampshire Avenue
- Harrington Road
- Hatton Hill Road
- Henley Avenue
- Highfield Road
- Jubilee Road
- Litherland Park



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- Lowden Avenue
- Mack Grove
- Morgan Mews
- Moss Lane
- New Market Road
- Norwood Avenue
- Nunsford Close
- Octavia Hill Road
- Opal Close
- Randall Drive
- Richmond Ave
- Ruby Close
- Sefton Moss Villas
- Springfield Avenue
- St. Anthony's Grove
- St. George's Grove
- St. Michael's Grove
- Sterrix Green
- Tattersall Road
- Viking Close
- Westmoreland Avenue
- Windsor Avenue
- West
- Marina Avenue
- Moss Bank Park
- Moss View
- Newlyn Avenue
- Ranelagh Ave
- Ripley Avenue
- Ruthven Road
- Sefton Road (west of Hawthorne Road)
- St. David's Grove
- St. Margaret's Grove
- Stanley Park
- Sterrix Lane
- Tenby Avenue
- Walker Avenue
- Mead Avenue
- Mitchell Crescent
- Musker Drive
- Northumberland Way
- Overton Avenue
- Oxford Avenue
- Pankhurst Road
- Poulson Drive
- Quartz Way
- Richard Martin Road
- School Lane
- Sefton Street
- Simon's Croft
- Soma Avenue
- Sonning Avenue
- St. Dunstan's Grove
- St. Mary's Grove
- Stanton Avenue
- Sterrix Avenue
- Swifts Lane
- Twyford Avenue
- Watling Avenue
- Wilsons Lane
- Zircon Close

- 5.2 In order to simplify Sefton's Traffic Regulation Orders, current Orders which exist on any of the roads affected by this proposal will be revoked, and new Orders made incorporating the new amendments. In this respect, the following Order will be revoked and replaced with a new Order:-

*'Metropolitan Borough of Sefton (VARIOUS ROADS) (20 MPH SPEED LIMIT) (No. 3) ORDER, 2012'*

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**EXISTING AND PROPOSED 20 MPH SPEED LIMITS**

ALEXANDRA MOUNT	CUMPSTY ROAD	KIRKSTONE ROAD WEST	RIDGEWELL CLOSE	WALKER ROAD
ALMOND AVENUE	DALEY ROAD	LITHERLAND PARK	RIPLEY AVENUE	WATERFIELD WAY
ALTON AVENUE	EBENEZER HOWARD ROAD	LONSDALE CLOSE	ROBINSON ROAD	WATLING AVENUE
ALWYN AVENUE	ELTHAM AVENUE	LONSDALE MEWS	RUBY CLOSE	WESTMORLAND AVENUE
AMETHYST CLOSE	ENSTONE AVENUE	LONSDALE ROAD	RUTHVEN ROAD	WHEATFIELD VIEW
AMOS AVENUE	FARM VIEW	LOWDEN AVENUE	RYECROFT	WILLIAM WALL ROAD
ANDERSON ROAD	FERGUSON ROAD	MACK GROVE	RYEFIELD LANE	WILSONS LANE
ANDERSON WAY	FIELD AVENUE	MARINA AVENUE	SCHOOL LANE	WINDSOR AVENUE
APPLEBY DRIVE	FIELD LANE	MEAD AVENUE	SEFTON MOSS VILLAS	ZIRCON CLOSE
APPLETON ROAD	FIELD VIEW	MEADOW VIEW	SEFTON ROAD (West of Hawthorne Rd)	
ASCOT AVENUE	FORD CLOSE	MITCHELL CRESCENT	SEFTON STREET	
ASH ROAD	FORD LANE	MOORHEAD CLOSE	SIMON'S CROFT	
BARK ROAD	FORD VIEW	MORGAN MEWS	SOMA AVENUE	
BARTON CLOSE	FOUR ACRE DRIVE	MOSS BANK PARK	SONNING AVENUE	
SEACH ROAD	GALE ROAD	MOSS LANE	SPRINGFIELD AVENUE	
BOUNDARY ROAD	GORSEY AVENUE	MOSS VIEW	ST ANTHONY'S GROVE	
BRADLEY ROAD	GORSEY LANE (Service road only)	MUSKER DRIVE	ST DAVID'S GROVE	
BRENDON AVENUE	GOWRIE GROVE	NEW MARKET ROAD	ST DUNSTAN'S GROVE	
BRIDGE CROFT	GREEN HEY DRIVE	NEWLYN AVENUE	ST GEORGE'S GROVE	
BRIDGEWATER CLOSE	GREEN LANE	NORTHUMBERLAND WAY	ST MARGARET'S GROVE	
BRINDLEY CLOSE	GREENFIELD LANE	NORWOOD AVENUE	ST MARY'S GROVE	
BROAD HEY	HAMPSHIRE AVENUE	NUNSFORD CLOSE	ST MICHAEL'S GROVE	
BRUNEL DRIVE	HARRINGTON ROAD	OATFIELD LANE	STANLEY PARK	
BUCKINGHAM CLOSE	HATTON HILL ROAD	OCTAVIA HILL ROAD	STANTON AVENUE	
CALDON CLOSE	HAWTHORNE ROAD	OPAL CLOSE	STERRIX AVENUE	
CALEDONIAN CRESCENT	HEATH VIEW	OSBORNE ROAD	STERRIX GREEN	
CAMBRIDGE AVENUE	HENLEY AVENUE	OVERTON AVENUE	STERRIX LANE	
CARR CROFT	HIGHFIELD ROAD	OXFORD AVENUE	SWIFTS LANE	
CARR MEADOW HEY	HOWARD CLOSE	PANKHURST ROAD	TATTERSALL ROAD	
CHURCH ROAD	HYTHE AVENUE	POULSOM DRIVE	TENBY AVENUE	
CONDON ROAD NTH	ISLAND ROAD	QUARTZ WAY	TOWNSEND VIEW	
CONDON ROAD SOUTH	JERSEY AVENUE	RANDALL DRIVE	TRENT WAY	
CROSS HEY	JUBILEE ROAD	RANELAGH AVENUE	TWYFORD AVENUE	
CULLEN DRIVE	KENT AVENUE	RICHARD MARTIN ROAD	VIKING CLOSE	
CUMBERLAND AVENUE	KIRKSTONE ROAD NORTH	RICHMOND AVENUE	VINCENT ROAD	

**Location of Speed Tables**

**Hatton Hill Road**  
 1. Outside properties 74,76 & 78  
 2. Junction of Highfield Rd and outside properties 108, 110, 112, 27 and 29.  
 3. Outside Hilltop Social Club & property 89.

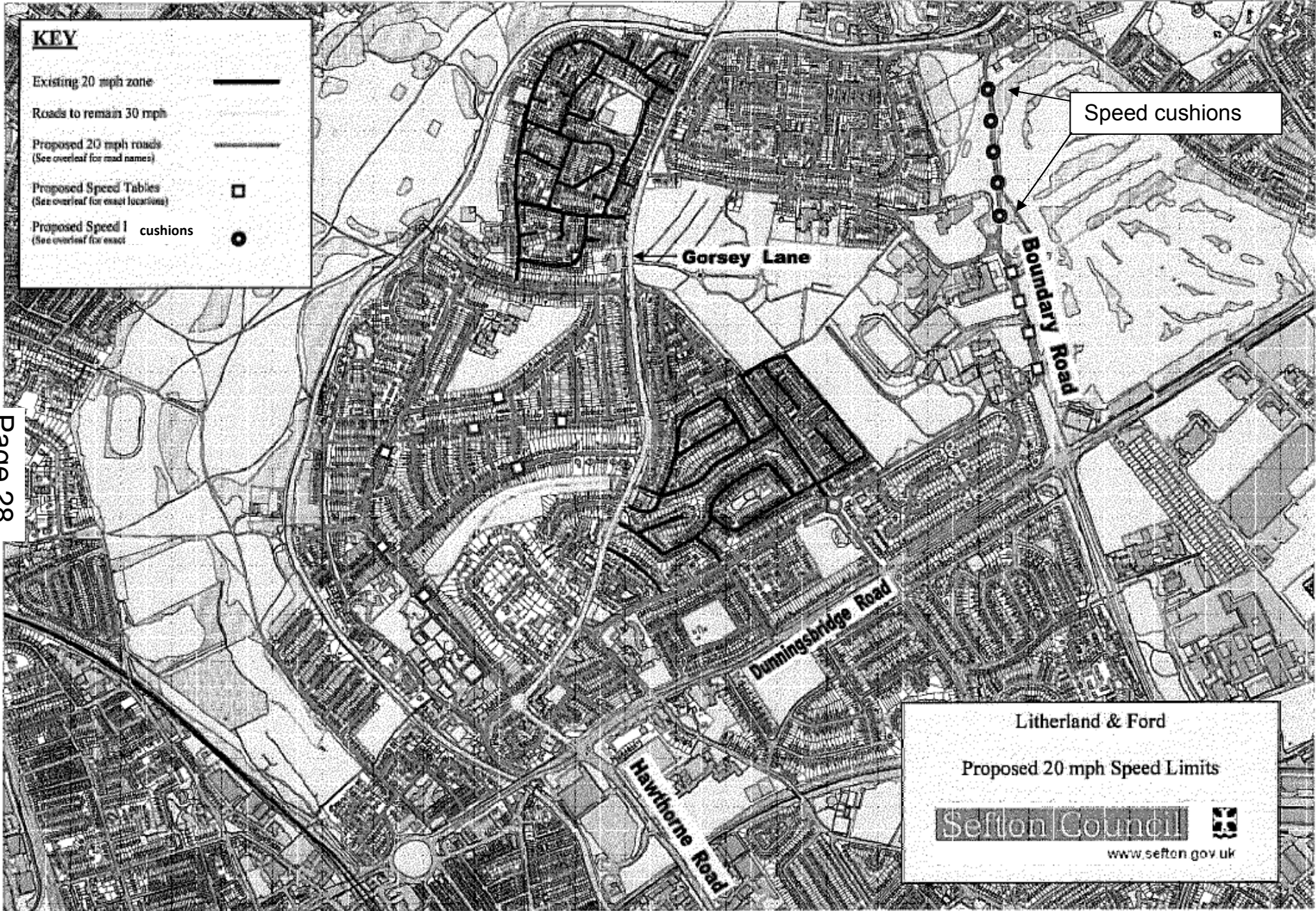
**Sonning Avenue**  
 1. Outside properties 90,92,81 & 83  
 2. Outside properties 44,42,37 & 39

**Watling Avenue**  
 1. Outside properties 37,39 & 41, 52 & 54.

**Stanley Park at junction Twyford Avenue**  
 Outside properties 68, 70, 45, 47, 49 and 51

**Boundary Road**  
 Outside The Bridge Learning Centre & 40 metres north of Moss Lane  
 120 metres north of Moss Lane  
 200 metres north of Moss Lane  
 280 metres north of Moss Lane

⚠ **Sefton Moss Lane - Speed cushions**  
 80 metres south of junction with Poulson Drive  
 160 metres south of junction with Poulson Drive  
 240 metres south of junction with Poulson Drive  
 320 metres south of junction with Poulson Drive  
 400 metres south of junction with Poulson Drive





**PROPOSED 20mph ZONE  
LITHERLAND AND FORD AREA  
QUESTIONNAIRE**

*Please place a tick (✓) in the appropriate box*

Are you in favour of the proposed speed tables / speed cushions?	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>
Do you think existing vehicle speeds on your road are too high?	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>
Do you think 20 mph speed limits will reduce vehicle speeds?	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>
Are you in favour of the proposed 20 mph speed limits?	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>

**Please tell us your address**

Name: .....

Address: .....

.....

.....

Please complete and return in the pre-paid envelope provided, to reach us no later than Friday 7 December 2012

**Many Thanks,  
Joe Dwyer on behalf of the  
Director of Built Environment**

If you have any queries please call 0845 140 0845 and ask for Joe Dwyer

# CONSULTATION

# 20

## PROPOSED 20mph ZONE, LITHERLAND & FORD AREA

On most residential roads in Sefton, it's not safe or appropriate to drive at more than 20mph, because they're narrow and lined with parked cars.

Despite this, a small number of drivers use residential roads at inappropriate speeds without regard for road safety or respect for anyone else. A pedestrian hit by a car travelling at 20mph is likely to suffer slight injuries, but at 30mph they are likely to be severely hurt.

As part of the Local Sustainable Transport Policy to encourage alternative forms of transport,



e.g. more commuters walking and cycling to work, and as part of Sefton Council's desire to provide a safe environment for its residents and visitors, a number of 20 mph zones will be introduced in residential areas over the next few years

These zones will have large 20mph signs at each entry point to the zone, with additional smaller "repeater" signs, mounted on lamp posts, at regular intervals along each road.

On some roads within the proposed 20 mph area it is acknowledged that 20 mph will be difficult to achieve without introducing physical speed reduction measures. Therefore on some roads we are providing speed tables and speed humps. These locations are shown on the enclosed plan.

The purpose of this consultation is to seek your views on the proposals. We need to know whether you are in favour of introducing a 20 mph speed limit in your road and the surrounding area. Included with this letter is a plan showing the proposals, together with a questionnaire. Please take the time to fill in the questionnaire and return it in the prepaid envelope provided, to reach us no later than Friday 7<sup>th</sup> December 2012. Alternatively, you may wish to complete the questionnaire online, and this can be found on <http://www.sefton.gov.uk/trafficschemeconsultations>



Our local Council meeting, called Litherland and Ford Area Committee, will decide whether the scheme is progressed, so any objections to the proposals will be taken back to the meeting on Wednesday 30th January 2013, at Ford Lane Community Centre. You are welcome to come along to that meeting. If you require any further information before completing your questionnaire please phone our Contact Centre on 0845 140 0845 and leave a message for Joe Dwyer. Joe will phone you back as soon as possible. Please let Joe know if you require this information in large print, or any other format.

Many thanks  
Joe Dwyer  
On behalf of  
Director of Built Environment

Twitter  @seftoncouncil  
[www.sefton.gov.uk](http://www.sefton.gov.uk)

**Sefton Council**

# Agenda Item 8

Report to: LITHERLAND & FORD AREA COMMITTEE

Date of Meeting: 30 JAN 2013

Subject: PROPOSED DISABLED PERSONS PARKING PLACE

Report of: Director of Built Environment Wards Affected: Ford

Is this a Key Decision? No

Is it included in the Forward Plan? No

Exempt/Confidential No

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## Purpose/Summary

To seek approval for the progression of a Traffic Regulation Order, the effect of which will provide a disabled resident with a parking place directly outside their place of residency.

## Recommendation(s)

It is recommended that the Litherland and Ford Area Committee approve: -

- i. the revocation of all existing Traffic Regulation Orders, as described in paragraph 2.2
- ii. the Traffic Regulation Order to introduce a Disabled Persons Parking Place as outlined in the report
- iii. the necessary legal procedures, including those of public consultation and advertising the council's intention to implement the Order, be approved

## How does the decision contribute to the Council's Corporate Objectives?

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

# Agenda Item 8

## Reasons for the Recommendation:

The Council has the power to revoke a Traffic Regulation Order [ Part IV of Schedule 9 to the Road Traffic Regulation Act 1984] as well as the power to make a new Traffic Regulation Order [Section 1 of that Act].

## What will it cost and how will it be financed?

(A) **Revenue Costs** £800 – legal and administrative costs which can be funded from the Traffic Management Revenue Budget.

(B) **Capital Costs** None

## Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

<b>Legal</b>	<b>None</b>
<b>Human Resources</b>	<b>None</b>
<b>Equality</b>	
1. No Equality Implication	<input type="checkbox"/> YES
2. Equality Implications identified and mitigated	<input type="checkbox"/> NO
3. Equality Implication identified and risk remains	<input type="checkbox"/> NO

**Impact on Service Delivery:** None

## What consultations have taken place on the proposals and when?

The Head of Corporate Finance (FD2066/13) has been consulted and any comments have been incorporated into the report.

Head of Corporate Legal Services (LD1382/13) have been consulted and has no comments on the report

**Are there any other options available for consideration?** None

**Implementation Date for the Decision:** Immediately following the Committee

**Contact Officer:** Peter McCabe - Technician  
**Tel:** 0151 934 4538  
**Email:** peter.mccabe@sefton.gov.uk

**Background Papers:** There are no background papers available for inspection.



## **1.0 INTRODUCTION**

- 1.1 A request has been received from the resident of 49 Kent Avenue, Litherland for a disabled person's parking place outside their place of residency.
- 1.2 Site observations and information supplied by the resident's general practitioner confirms that the usual level of parking leads to the applicant frequently being unable to secure a parking space within their mobility range and a reasonable distance of their home, leading to undue inconvenience and / or discomfort. It is proposed, therefore that a disabled parking place be provided.

## **2.0 PROPOSALS**

- 2.1 It is proposed to introduce a disabled person's parking place including the provision of a numbered permit to the applicant outside :

Centrally located outside 49 Kent Avenue, Litherland

- 2.2 In order to simplify Sefton's Traffic Regulation Orders, current Orders which exist on any of the roads affected by this proposal will be revoked, and new Orders made incorporating the new amendments. In this respect, the following Orders will be revoked and replaced with a new Order:-

- Metropolitan Borough of Sefton (Kent Avenue, Litherland) (On-Street Parking Places, Prohibition and Restriction of Waiting) Order, 2007.



Alan Lunt, LL.B. (Hons.), M.Sc.  
Director of Built Environment

**PROPOSED DISABLED PERSONS PARKING PLACE  
- KENT AVENUE, LITHERLAND**

Drawn  
Scale  
Date

PMcC  
NTS



# Agenda Item 9

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**Report to:** Litherland & Ford Area Committee **Date of Meeting:** 30<sup>th</sup> January 2013

**Subject:** Area Management Update

**Report of:** Director Corporate Commissioning **Wards Affected:** Litherland, Ford

**Is this a Key Decision?** No

**Is it included in the Forward Plan?**  
No

**Exempt/Confidential**

No

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## **Purpose/Summary**

To update the Area Committee on area management activities that have taken place in the Litherland & Ford wards since the last meeting.

## **Recommendation(s)**

That the Area Committee:

- (i) Note the contents of the report.
- (ii) Members or residents to contact Neighbourhoods Division with any further area issues.

## **How does the decision contribute to the Council's Corporate Objectives?**

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

## **Reasons for the Recommendation:**

This report is to inform Members of progress of area management activities in their areas.

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## What will it cost and how will it be financed?

Any actions requiring Council resources are agreed within existing budgets such as the Area Committee Budgets (details contained within the budget monitoring report). Actions requiring resources from partners are agreed in advance of works being carried out.

### (A) Revenue Costs

### (B) Capital Costs

## Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

<b>Legal</b>	
<b>Human Resources</b> There are no implications	
<b>Equality</b>	
1. No Equality Implication	<input type="text" value="None"/>
2. Equality Implications identified and mitigated	<input type="text"/>
3. Equality Implication identified and risk remains	<input type="text"/>

## Impact on Service Delivery:

All actions detailed within this update have come from issues raised by local residents, elected members or officers. These actions are specifically aimed at improving the delivery of services within the local area.

## What consultations have taken place on the proposals and when?

The Head of Corporate Finance and ICT has been consulted and has no comments on this report. FD 2063/13

The Head of Corporate Legal Services has been consulted and has no comments on this report. LD 1379/13

## Are there any other options available for consideration?

No. The approach of area coordination via the Neighbourhoods Division is aimed at improving local services, and thereby improving customer satisfaction with how these services are delivered. If these actions were not dealt with, this would not happen. In terms of specific items, each issue is considered fully in conjunction with all relevant partners before action is taken.

## **Implementation Date for the Decision**

Immediately following the Committee/Council/Working Group meeting.

**Contact Officer:** Sue Ashe, Neighbourhoods Division

**Tel:** 0151 934 3455

**Email:** [sue.ashe@sefton.gov.uk](mailto:sue.ashe@sefton.gov.uk)

## **Background Papers:**

There are no background papers available for inspection.

### **1. Introduction/Background**

The Neighbourhoods Division provides a coordination role for dealing with area issues. Queries are forwarded to the Neighbourhoods Division in a number of ways, via a number of different sources. In order for members to be aware of progress made on these issues an area management report has been compiled. After consultation with other Council Departments and external agencies, a partner update will be included in the near future.

If there are any queries about the information provided in the report you can contact the lead officer in the Neighbourhoods Division for this area (contact details on front page of report).

# Agenda Item 9

The Litherland & Ford Operational Group has been established to be an action focused group to deal with local issues with a partnership approach. Two meetings have taken place so far.

## **Terms of Reference**

- Partners will be responsible for providing the information necessary to justify any actions
- Meetings will be action focussed around issues which can be raised by partners or via the Litherland and Ford Area Committee.
- To implement actions to address issues that are of local concern
- To monitor and report on progress and activity associated with the chosen action, to Area Committee and to the respective partnership

## **ASB Unit**

Apologies were given from the Unit

### **Police**

#### **Ford Ward**

There have been 21 Burglary Dwellings since the beginning of October. This is the priority for the area at the moment. Stanley Park is a particular hotspot for the area. Operation Conserver is ongoing to date 16 properties have received security assessments and advice to combat the problem. Smart Water kits are being rolled out again. Criminal damage is down but still higher than other Sefton wards. Anti Social Behaviour figures are coming down.

#### **Litherland Ward**

A Section 30 Order is in progress for Violet Road, it is hoped that it will be in place before Christmas. The Police are putting a disruption plan in place. The group were asked to look into further initiatives to target harden and encourage engagement. A community action week was suggested and a planning meeting set up with key partners to look at what can be delivered. It was decided that the action week should take place as soon as possible.

The CCTV camera installation is ongoing in the Violet Road, Linacre Road, Longfield Road and Hornby Boulevard area. There will be a total of four cameras installed. Burglary Dwelling is the main concern for Litherland. Hotspot areas have been assessed from last year. OVH and the Police are delivering some target hardening activities with residents. Criminal damage and ASB figures are coming down. The Captains Lane area has seen an increase in ASB; an operation is in place to combat the problem

## **Registered Social Landlords**

### **One Vision Housing - Ford**

Apologies were given from the Housing Officers for this area.

Ford Lane Community Centre is open for youth activities on Thursday and Monday, they also run a youth project at Litherland Park Sports Centre on Fridays.

## **One Vision – Linacre Bridge**

The Community Garden between Hinton & Lawler Street has begun. A launch event is planned for 11 December 2012. Green Gym sessions will be taking place on Tuesdays. Two out of four blocks in Hornby Flats now have new fob entry systems.

Work is still ongoing to look at the problems surrounding No 6 Hornby Flats and a possible move.

The ASB team have doing some target hardening work around Hornby Flats with their residents. A meeting is taking place with the grounds maintenance team to look at shrubbery and trees that need cutting back. This is specifically around where cameras are due to be located.

## **Adactus – Klondyke**

There are 6 remaining residents on the Klondyke estate

A weekly walkabout of the area with the HMRI team is still ongoing.

## **Neighbourhoods**

### **Klondyke**

The Klondyke area now has two fully operational cameras in agreed locations. Contact cards have been given out to residents for them to contact Sefton Security if they feel vulnerable to ASB etc.

### **Linacre Bridge**

The CCTV Street columns have been ordered with Capita for Violet Road CCTV cameras will be in place in the next two months

## **Fire Service Update**

No particular hotspots have been highlighted from MFRS in Litherland and Ford.

## **Environmental Services**

There have been quite low numbers of dog fouling reported from September to date.

There have been no real hotspots identified. A serious dog attack took place in Litherland just off Harris Drive. Feedback from incident will be given at January meeting

## **Coast & Countryside**

104 incidents of litter and fly tipping have been recorded. There have been fewer incidents than previous years.

The area has been zoned; this assists when Police and partners are trying to specify locations. This is particularly useful when the quad bikes are in use in Rimrose Valley

## **Any Other Business**

There was no further business discussed.

## **Recommendations**

That the Area Committee:

- (i) Note the contents of the report.
- (ii) Members or residents to contact Neighbourhoods Division with any further area issues.

# Agenda Item 9



**Report to:** Litherland & Ford Area Committee    **Date of Meeting:** 30 January 2013

**Subject:** Budget Monitoring Report

**Report of:** Director Corporate Commissioning    **Wards Affected:** Litherland, Ford

**Is this a Key Decision?** No

**Is it included in the Forward Plan?** No

**Exempt/Confidential**    No

### **Purpose/Summary**

To update Litherland & Ford Area Committee on available resources for the Area Committee area and progress to date on those items previously agreed.

### **Recommendation(s)**

That the Area Committee:

- (i) note the Ward budgets for 2012/2013
- (ii) note the ongoing issues from 2011/2012

### **How does the decision contribute to the Council's Corporate Objectives?**

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

# Agenda Item 10

## Reasons for the Recommendation:

Report is to inform Members of their current Area Committee budget allocation.

## What will it cost and how will it be financed?

Area Committee budgets for 2012/13 were agreed by Cabinet and Council on 1<sup>st</sup> March 2012. This report provides an update on spend within the agreed amount.

### (A) Revenue Costs

Paragraph 2.1 outlines the budget available in 2012/13 for the Area Committee totalling £54,736.13. Commitments in 2012/13 total £5,175.00 to date.

### (B) Capital Costs

## Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

<b>Legal</b>	
<b>Human Resources</b> There are no implications	
<b>Equality</b>	
1. No Equality Implication	<input type="text" value="None"/>
2. Equality Implications identified and mitigated	<input type="text"/>
3. Equality Implication identified and risk remains	<input type="text"/>

## Impact on Service Delivery:

Area Committee budgets allocations must be spent on additional services that benefit the wider the community.

## What consultations have taken place on the proposals and when?

The Head of Corporate Finance has been consulted and her comments have been incorporated into this report FD2062/13

The Head of Corporate Legal Services has been consulted and has no comments on this report. LD1378/13

## Are there any other options available for consideration?

No alternative options available

## Implementation Date for the Decision

Immediately following the Committee/Council/Working Group meeting.

**Contact Officer:** Sue Ashe, Neighbourhoods Division

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**Email:** Sue.ashe@sefton.gov.uk

## Background Papers:

Litherland & Ford Budget Monitoring Report 7<sup>th</sup> November 2012.

### 1. Introduction/Background

1.1 In 2002/03 the Council allocated funds to Area Committees for expenditure on local priorities that would not otherwise be funded from Council budgets. Each Area Committee receives an amount each year and then decides how best to split it across the wards and whether or not to hold a central budget.

1.1 At the Area Committee meeting on 1<sup>st</sup> July 2009 it was agreed to allocate a proportion of the Litherland and Ford ward budgets to the Neighbourhoods Division, to be used in accordance with ward priorities as defined through area management approaches. Any approvals made against the Ward budgets will be subject to agreement by all three Ward Councillors. This will enable the budget to be used in a responsive way to tackle any pertinent ward issues. The remaining amount of the Ward budgets will be opened up to quarterly bidding rounds for funding requests up to £250; with a maximum quarterly limit set at £1,000.

### 2. Current Budget Position

2.1 The following sets out the 2012/2013 budget and the amounts available to spend in each area, as well as commitments made in this year. The amount for street name plates and litter bins has been incorporated within budget amount available.

	Balance b/f	2012/13 Budget	2012/13 Available	2012/13 Commitments	Balance Available
	£	£	£	£	£
<b>Ward – Quarterly Bidding Rounds</b>					
Ford	3,900.00	4,000.00	7,900.00	0	7,900.00
Litherland	0	3,680.00	3,680.00	0	3,680.00
<b>Ward Budgets</b>					
Ford	31,640.37	4,856.00	36,496.37	2,800.00	33,696.37
Litherland	1,483.76	5,176.00	6,659.76	2,375.00	4,284.76
<b>Litherland &amp; Ford Total</b>	<b>37,024.13</b>	<b>17,712.00</b>	<b>54,736.13</b>	<b>5,175.00</b>	<b>49,561.13</b>

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## 3.0 For information only – Allocations made during 2012/13:

### Ford Ward

	2012/13 Commitments	Date Approved	Cost £	Action Status
1	Contribution towards Bootle Games	21/05/12	500.00	Complete
2	Contribution towards Guard Rails in Robinson Road	05/07/12	300.00	Ongoing
3	Contribution towards Diversionary Activities on Ford Lane and Simonscroft Estate	05/07/12	2,000	Complete
			<b>2,800.00</b>	

### Litherland Ward

	2012/13 Commitments	Date Approved	Cost £	Action Status
1	No Ball Games Sign Ibstock Road	31/05/12	90.00	Complete
2	Contribution towards Bootle Games	21/05/12	200.00	Complete
3	Replacement Bin Linacre Road/Bridge Road near Library	31/05/12	380.00	Ongoing
4	Croxeth Road Bollards	27/07/12	1,000.00	Ongoing
5	Walker Drive Street Signs	03/09/12	205.00	Ongoing
6	Mersey Pirates Angling Club contribution to activities	07/11/12	250.00	Complete
7	St Elizabeths Catholic Primary School – contribution to communities club	07/11/12	250.00	Complete
			<b>2,375.00</b>	

## For information only – Allocations made during 2011/12:

### Ford Ward

	2011/12 Commitments	Date Approved	Cost £	Action Status
1	Contribution towards BE Active swipe cards to be used for Be Active sessions throughout the year at Litherland Sports Park	Sept 2011	1,000.00	Complete
2	Lonsdale Park Goalposts	Mar 2012	200.00	Ongoing
			<b>1,200.00</b>	

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## Litherland Ward

	<b>2011/12 Commitments</b>	<b>Date Approved</b>	<b>Cost £</b>	<b>Action Status</b>
1	Contribution towards BE Active swipe cards to be used for Be Active sessions throughout the year at Litherland Sports Park	Sept 2011	1,000	Complete
			<b>1,000.00</b>	

## Recommendations

That the Area Committee:

- (i) Note the ward budgets for 2012/13
- (ii) Note the ongoing issues from 2011/12

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