

SOUTHPORT AREA COMMITTEE



Date: Wednesday 27th March, 2013
Time: 6.30 pm
Venue: Town Hall, Lord Street, Southport

AREA COMMITTEE MEMBERSHIP

Ainsdale Ward

Councillor

Councillor Hartill, Conservative Party
Councillor Jones, Conservative Party
Councillor Preece, Liberal Democrats

Birkdale Ward

Councillor

Councillor Brodie - Browne, Liberal Democrats
Councillor Hands, Liberal Democrats
Councillor Shaw, Liberal Democrats

Cambridge Ward

Councillor

Councillor Crabtree, Conservative Party
Councillor Keith, Liberal Democrats
Councillor S. McGuire, Liberal Democrats

Dukes Ward

Councillor

Councillor Ball, Conservative Party
Councillor Dawson, Liberal Democrats
Councillor Sir Ron Watson, Conservative
Independent Member

Kew Ward

Councillor

Councillor Booth (Chair), Liberal Democrats
Councillor M. Fearn (Vice-Chair), Liberal
Democrats
Councillor Weavers, Liberal Democrats

Meols Ward

Councillor

Councillor Ashton, Liberal Democrats
Councillor Dodd, Liberal Democrats
Councillor Rimmer, Liberal Democrats

Norwood Ward

Councillor

Councillor Lord Fearn, Liberal Democrats
Councillor Sumner, Liberal Democrats
Councillor Welsh, Liberal Democrats

Advisory Group Members

Stewart Beckett
Dianne Eastaway

Mary Pointon

COMMITTEE OFFICER: Paul Fraser
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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.

A G E N D A

(This first part of the meeting will take place in the Birkdale Room).

1. Apologies for Absence

2. 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.

3. Minutes of the Previous Meeting (Pages 5 - 18)

Minutes of the meeting held on 23 January 2013

Part A

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 A.

Part B

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

4. Budget Monitoring (Pages 19 - 26)

Report of the Director of Corporate Commissioning

Update on Area Committee budget resources available

5. Review of Area Committees (Pages 27 - 30)

Report of the Director of Corporate Commissioning

6. Troubled Families Programme (Pages 31 - 40)

At its meeting held on 20 November 2012 the Overview and Scrutiny Committee (Children's Services) considered a report of the Director of Young People and Families on the Troubled Families Programme. The Overview and Scrutiny Committee resolved that the report be referred to all Area Committees for information. In accordance with the decision of the Overview and Scrutiny Committee a copy of the report and associated Minute is attached.

7. Southport Christmas Promotion (Pages 41 - 44)

Report of the Head of Economic Development and Tourism

- | | | |
|------------|---|-----------------|
| 8. | Mornington Road Area - Proposed 20 mph zone - Objection
Report of the Director of Built Environment | (Pages 45 - 52) |
| 9. | Hastings Road, Birkdale - Proposed Traffic Regulation Order
Report of the Director of Built Environment | (Pages 53 - 58) |
| 10. | Matlock Road and Bury Road, Southport - Proposed Waiting Restrictions, One-Way System and Traffic Calming
Report of the Director of Built Environment | (Pages 59 - 68) |
| 11. | Viking Close/Eastbourne Road, Southport - Proposed Traffic Regulation Order
Report of the Director of Built Environment | (Pages 69 - 74) |
| 12. | Links Avenue, Southport - Proposed Disabled Persons' Parking Places
Report of the Director of Built Environment | (Pages 75 - 78) |
| 13. | Monitoring of Traffic Regulation Orders
Report of the Director of Built Environment | (Pages 79 - 82) |
| 14. | Consolidation of Traffic Regulation Orders
Report of the Director of Built Environment | (Pages 83 - 88) |

Part C

(The next part of the meeting will take place in the Council Chamber at 7:30pm)

These items are for general discussion. Anybody attending the meeting is welcome to speak (subject to the Chair's discretion)

15. Police Issues

Report of the Neighbourhood Inspector

Update on crime statistics and area interventions since the last meeting

16. Public Forum

A period of up to one hour (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 which are relevant to Sefton Council. The person asking the question will be allowed one supplementary question and, provided the questioner is

present or represented, any interested members of the public will be permitted to ask supplementary questions, provided the total time on each issue does not exceed five minutes.

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 **12.00 noon on the day before the meeting. For the avoidance of doubt, this deadline applies to written, faxed 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

17. Future Agenda Items

18. Date of Next Meeting

The Cabinet at its meeting to be held on 28 March 2013 will recommend to Council (at its meeting to be held) on 18 April the adoption of a programme of meetings for the 2013/14 Municipal Year. This programme will include dates/times for meetings of the Area Committee. At the time of the publication of the agenda therefore, it is not possible to identify the date/time of the next meeting. The meeting will however be held at the Town Hall, Lord Street, Southport.

THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON TUESDAY 5 FEBRUARY 2013. MINUTE NO.S 81, 82, 84, 85, 86, 88 TO 94 AND 96 ARE NOT SUBJECT TO CALL-IN

SOUTHPORT AREA COMMITTEE

**MEETING HELD AT THE TOWN HALL, LORD STREET, SOUTHPORT
ON WEDNESDAY 23RD JANUARY, 2013**

PRESENT: Councillor Booth (in the Chair)
Councillors Ashton, Ball, Brodie - Browne, Crabtree, Dawson, Dodd, M. Fearn, Lord Fearn, Hands, Hartill, Jones, Keith, Preece, Rimmer, Shaw, Sumner, Sir Ron Watson, Weavers, Welsh.
Local Advisory Group Member Mary Pointon

ALSO PRESENT: Sergeant Nigel Stewart, Merseyside Police and 14 Members of the public.

81. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor McGuire and Local Advisory Group Member Dianne Eastaway.

82. DECLARATIONS OF INTEREST

No declarations of pecuniary interests were made.

The following declaration of personal interest was received:

<u>Member</u>	<u>Minute No.</u>	<u>Reason</u>	<u>Action</u>
Councillor Crabtree	89 - Lord Street Service Road – Proposed Revocation of Hackney Carriage Rank	Personal – his son is a Sefton hackney carriage proprietor	Stayed in the room, took no part in the consideration of the item and did not vote
Councillor Hands	93 - Mornington Road Area – Proposed 20 mph zone	Personal – his daughter lives in the area of the proposed 20 mph zone	Stayed in the room, took no part in the consideration of the item and voted thereon

83. MINUTES OF THE PREVIOUS MEETING

The Committee considered the minutes of the meeting held on 21 November 2012.

Further to Minute No. 65(2) relating to the establishment of an informal Working Group, Members indicated that no elected Members or Local

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Advisory Group Members or business/trader representatives had yet been appointed to serve on the Working Group; and suggested that the Working Group should comprise of 6 elected Members/Local Advisory Group Members and 6 business/trader representatives.

RESOLVED: That

- (1) the minutes of the meeting held on 21 November 2012 be confirmed as a correct record;
- (2) approval be given for the membership of the informal Working Group to comprise of 6 elected Members/Local Advisory Group Members and 6 business/trader representatives;
- (3) nominations to serve on the informal Working Group be submitted to Councillor Booth, Chair of the Area Committee; and
- (4) minutes of future meetings of the Southport Area Partnership be submitted to the Area Committee.

84. PRESENTATION - SOUTHPORT AND ORMSKIRK HOSPITAL NHS TRUST

The Committee received a presentation from Dr. Jonathan Parry, Chief Executive, Southport and Ormskirk Hospital NHS Trust (the Trust), updating on the Foundation Trust application and on the possible impact of decisions that may be made by Sefton Council and the acute sector.

Dr. Parry indicated that the Trust had an annual revenue budget of £177 million and employed 2,769 staff; served a population of 225,000; and detailed the patient activities undertaken.

Dr. Parry also detailed the accolades of the Trust that included being ranked 18th of the top 20 hospitals in the 2012 Dr. Foster hospital guide and was the only Trust in the country to achieve the Gold Standard Framework for End of Life Care; detailed the strategic risks affecting the Trust that included quality versus performance versus finance issues, commissioning intentions and financial resources for healthcare/social services; and detailed the benefits to patients of the Trust that included the pace and focus of strategic delivery, fostering an entrepreneurial attitude and utilising the skills knowledge of Members and Governors.

Dr. Parry concluded by detailing the process and timetable of the Foundation Trust application and that it was hoped that Department of Health approval would be obtained in July 2013.

RESOLVED: That

- (1) Dr. Parry be thanked for his informative presentation; and

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- (2) the Area Committee places on record its support of the Southport and Ormskirk Hospital NHS Trust application to become a Foundation Trust.

85. PRESENTATION - THE ATKINSON

The Committee received a short presentation from John Taylor, Service Manager Arts and Culture, updating on the development of The Atkinson.

RESOLVED:

Mr. Taylor indicated that the Atkinson was 140 years old and that the building required a comprehensive redevelopment; that during its redevelopment, as many of the original features as possible, such as fireplaces and mosaics, were retained; detailed the floor plan layout for each of the floors; and explained how the state of the art air conditioning/humidity control system would enable to Council to borrow and display collections from outside of the Borough which was not previously the case.

Mr. Taylor then explained the theatre/cinemas/studio arrangements within the building; and that the building now had much improved wheelchair accessible arrangements than previously.

Prior to the Area Committee meeting, various Members undertook a tour of the Atkinson and Mr. Taylor thanked the Members for their keen interest and support for the development.

Members expressed their delight at the building and commented that it was a major asset/anchor to the town and hopefully would be a major driver of economic development in Southport; that an integrated plan was required to include hoteliers and transport/parking services providers to ensure that a complete package of services and facilities could be offered to visitors to the Atkinson; and concluded by requesting that reference be made within the Atkinson to Lawson Booth, a former Mayor of Southport and major benefactor of the original Atkinson building.

Mr. Taylor indicated that he would investigate the possibility of honouring Lawson Booth within the Atkinson.

RESOLVED:

That Mr. Taylor be thanked for his informative presentation.

86. MR. STUART TAYLOR

The Chair referred to the recent sad death of Mr. Stuart Taylor and indicated that Mr. Taylor was Chair of the Southport Party for 10 years and was a regular attendee at Area Committee meetings; and asked his Southport Party colleague (who was present at the meeting) to pass on

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the condolences of the Area Committee to Mr. Taylor's family and friends. Mr. Carter, his Southport Party colleague agreed to do this.

87. POLICE ISSUES

Sergeant Nigel Stewart updated the Area Committee on policing issues and in particular referred to:

- Inspector Jim Atherton moving from the Formby, Ainsdale and Birkdale neighbourhood to the Netherton and Litherland neighbourhood
- Inspector Atherton's replacement would be Inspector Diane Prosser who had moved from the Crosby neighbourhood
- PC Adam Meadows had been recently recruited to the Formby, Ainsdale and Birkdale Neighbourhood team
- The issue of burglary being a key priority for the Police in the new year. In this connection, following good police work and working in liaison with British Transport Police two males had been arrested for burglary offences and one for "going equipped".
- Operation Dragonfly – property registration via immobilise.com
- Operation Beachsafe for the late spring and summer period was now being planned
- Operation Speedwatch, a joint venture between the Police and volunteers, was being promoted in the Southport area

Members of the Committee/Local Advisory Group/public raised the following issues:

- Numerous comments were made regarding Operation Speedwatch including: vehicles were not adhering to the 20mph limit in the Virginia Street area because the speed bumps were too low; were there any restrictions on people volunteering; and residents were concerned that 30 mph speed limits were not enforced by the Police. Sergeant Stewart explained the high visibility policing tactics as part of the Operation and that warning letters were initially issued to offenders as part of an educate and then enforce policy; that he would pass on the complaint about speeding traffic in the Virginia Street area to Inspector Fairbrother; and that all volunteers needed to be vetted and if a favourable outcome was achieved they could take part in operations
- Was there any information available on the number of rough sleepers in Southport and if so, had there been any recent increase. Sergeant Stewart indicated that he had no knowledge of rough sleepers in the Formby, Ainsdale and Birkdale neighbourhood but he was unsure about figures for the town-centre.

RESOLVED:

That the Head of Investment Programmes and Infrastructure be requested to provide information to all Area Committee Members on the number of

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rough sleepers in Southport and what cross agency services the Council/partners can provide to alleviate the problem

- How many quad bikes would be used in Operation Beachsafe. Sergeant Stewart indicated that 2 would be used.
- A question was asked regarding correspondence received from the Police in connection with a stolen cycle from Chapel Street. The bike had not been recovered and the letter indicated that 190 hours of Police time had been taken viewing CCTV footage. Was this figure correct. Sergeant Stewart indicated that he would obtain the questioners details, investigate the matter and respond to him
- A PCSO was due to leave the Norwood team next month. Would she be replaced. Sergeant Stewart indicated that he would contact the Councillor and provide an answer
- Had there been any traffic problems due to the lane closure on the Coastal Road. Sergeant Stewart advised that other than a heavier flow of traffic through Ainsdale and Birkdale, there had been no real problems.

RESOLVED:

- (1) Sergeant Stewart be thanked for his presentation; and
- (2) the Area Committee places on record its appreciation for the dedicated service provided to Southport by Inspector Atherton over many years and that he be wished every success in his new role as Neighbourhood Inspector for Netherton and Litherland.

88. PUBLIC FORUM

During the Public Forum the following questions/comments/petitions were submitted:-

- (a) Ms. D. Pennington, who was not present at the meeting, complained about the condition of the grey granite slabs in Chapel Street and in particular, the replacement of the damaged slabs with tarmac. Ms Pennington concluded by asking how long would it take to replace the slabs.

The Network and Infrastructure Manager had responded in writing to Ms. Pennington.

- (b) Mr. A. Campbell, on behalf of Central Cabs, who was not present at the meeting, objected to the proposal to revoke the Hackney Carriage rank on the Lord Street Service Road. Mr. Campbell indicated that rather than revoking the rank, a four space 24 hours a day rank should be introduced as the current rank facilities in Southport were insufficient for the needs of the hackney carriage trade.

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The Service Manager – Traffic and Transportation had responded in writing to Mr. Campbell.

- (c) Mr. J. Hannah, on behalf of the North Sefton Hackney Carriage Association, who was present at the meeting, asked whether the four spaces on the Lord Street Service Road rank could be amended by the incorporation of a loading bay at the rear of the rank by changing the last space on the rank to a loading bay between the hours of 8.00 a.m. to 6.00 p.m.; and that a four space rank be introduced between the hours of 6.00 p.m. to 8.00 a.m.

The Service Manager – Traffic and Transportation had responded in writing to Mr. Hannah.

Mr. Hannah asked, as a supplementary question, why did the Council want to make the proposed changes.

Mr. Marrin, Service Manager – Traffic and Transportation advised that changes were needed due to the 2008 relocation of the main rank to Lord Street; and that numerous surveys had shown that the rank was rarely used by hackney carriage drivers.

RESOLVED:

That the comments made by Mr. Campbell and Mr. Hannah as detailed in (b) and (c) above be deferred and considered in connection with item 7 on the agenda relating to the Lord Street Service Road – Proposed Revocation of Hackney Carriage Rank.

The Area Committee then deferred consideration of the other submissions made as part of the Public Forum to enable consideration to be given to the report relating to the Lord Street Service Road Hackney Carriage Rank.

89. LORD STREET SERVICE ROAD - PROPOSED REVOCATION OF HACKNEY CARRIAGE RANK

Further to Minute No. 50 of 26 September 2012 the Committee considered:-

- (l) the report of the Director of Built Environment on a proposed Traffic Regulation Order, the effect of which would revoke the Hackney Carriage rank on the northwest side of Lord Street service road; and introduce a loading bay (8.00 a.m. to 6.00 p.m.) on the northwest side of Lord Street service road.

The report indicated that an objection to the proposal had been received from the North Sefton Hackney Carriage Association (NSHCA); that rank usage surveys had been undertaken which showed a low usage of the facility; and that due to the potential benefits in reducing congestion and improving road safety on

Eastbank Street, it was proposed to revoke the existing Hackney Carriage Rank and replace it with a Loading bay. The Loading bay would operate from 8.00 a.m. to 6.00 p.m.

It was proposed to introduce individual Orders for the roads incorporating all the existing restrictions; and

- (II) the following two questions submitted as part of the Public Forum:-
- (i) Mr. A. Campbell, on behalf of Central Cabs, objected to the proposal to revoke the Hackney Carriage rank on the Lord Street Service Road. Mr. Campbell indicated that rather than revoking the rank, a four space 24 hours a day rank should be introduced as the current rank facilities in Southport were insufficient for the needs of the hackney carriage trade.
 - (ii) Mr. J. Hannah, on behalf of the North Sefton Hackney Carriage Association, asked whether the four spaces on the Lord Street Service Road rank could be amended by the incorporation of a loading bay at the rear of the rank by changing the last space on the rank to a loading bay between the hours of 8.00 a.m. to 6.00 p.m.; and that a four space rank be introduced between the hours of 6.00 p.m. to 8.00 a.m.

RESOLVED: That

- (1) the recommendation to introduce Traffic Regulation Orders, the effect of which will revoke the Hackney Carriage rank on the northwest side of Lord Street service road from a point 9 metres southwest of the southwest kerbline of Eastbank Street Square to a point 27 metres southwest of the southwest kerbline of Eastbank Street Square; and introduce a loading bay (8.00 a.m. to 6.00 p.m.) on the northwest side of Lord Street service road from a point 9 metres southwest of the southwest kerbline of Eastbank Street Square to a point 27 metres southwest of the southwest kerbline of Eastbank Street Square and as detailed in the report be not approved;
- (2) the following Traffic Regulation Orders be approved, the effect of which would:
 - (i) revoke the existing Hackney Carriage rank on the northwest side of Lord Street service road from a point 9 metres southwest of the southwest kerbline of Eastbank Street Square to a point 27 metres southwest of the southwest kerbline of Eastbank Street Square;
 - (ii) introduce a new Hackney Carriage rank on the northwest side of Lord Street service road from a point 18 metres southwest of the southwest kerbline of Eastbank Street Square to a point 27 metres southwest of the southwest kerbline of Eastbank Street Square, for two cabs, to operate all day;

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- (iii) introduce a new Hackney Carriage rank on the northwest side of Lord Street service road from a point 9 metres southwest of the southwest kerbline of Eastbank Street Square to a point 18 metres southwest of the southwest kerbline of Eastbank Street Square, for two cabs, to operate between 6.00 p.m. and 8.00 a.m.; and
- (iv) introduce a loading bay (8.00 a.m. to 6.00 p.m.) on the northwest side of Lord Street service road from a point 9 metres southwest of the southwest kerbline of Eastbank Street Square to a point 18 metres southwest of the southwest kerbline of Eastbank Street Square;
- (3) the Service Manager – Traffic and Transportation be authorised to undertake the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Orders referred to in (2) above; and
- (4) the Service Manager – Traffic and Transportation be requested to review the operation of the hackney carriage rank/loading bay for a six month period and report the findings to the Area Committee.

90. PUBLIC FORUM

The Area Committee recommenced consideration of the submissions made as part of the Public Forum.

- (d) Mr. R. Woods, who was present at the meeting, referred to the completed work on the Virginia Street footbridge and asked when would the improved lighting be installed and the blocked drains cleared.

The Service Manager – Traffic and Transportation had responded in writing to Mr. Woods.

- (e) Mr. R. Mitchell, who was present at the meeting, referred to comments made in December by Councillor Peter Dowd, Leader of the Council, relating to charges for sports users and also to comments made by a Council official in January regarding a proposed increase in such charges. Mr. Mitchell asked had there been a change of strategy by Council officers from what the Leader of the Council had stated.

The Head of Landscape and Management had responded in writing to Mr. Mitchell.

Members reiterated the comments outlined in the officer response that a decision on this matter would be made by the Budget Meeting of the Council to be held on 28 February 2013.

- (f) Mr. P. Hampson, on behalf of the Southport Tourism Business Network, who was not present at the meeting, raised strong objection to the two options currently out for consultation, namely the closure of all paid for and free public toilet provision across Sefton or to an increase in the price paid. Mr. Hampson indicated that the implementation of either proposal would damage the visitor economy and employment prospects for Southport and the wider Borough; and asked 13 detailed questions about the proposals.

Mr. Hampson concluded that he hoped the Area Committee would be able to help his organisation to better understand and evaluate what he perceived to be the serious negative impacts of the closure of all public toilet provision in Sefton.

RESOLVED:

That as a seaside resort looking to attract tourism and businesses to the town, the Council should ensure that Southport retains its provision of public toilets.

91. BUDGET MONITORING

Further to Minute No. 64 of 21 November 2012, the Committee considered the report of the Director of Corporate Commissioning indicating that the balance of the budget available for allocation during 2012/13, including sums set aside for the provision of litterbins and street signs, was as follows:-

Ward	Available Funds £
Ainsdale	11,469.05
Birkdale	27,261.61
Cambridge	19,498.41
Dukes	14,544.03
Kew	16,247.37
Meols	16,493.11
Norwood	8,581.69
Town-wide	14,520.25
Total	128,615.52

Details of the allocations made by each Ward against the general provision in the previous year were set out in the report.

Members discussed various allocations that could be made from their respective Ward budgets.

Mr. C. White, Area Coordinator, advised the Committee that items 6, 7 and 8 contained within the Norwood Ward allocation on page 34 of the agenda should read as detailed below and not as stated on the agenda:-

6. 10 week course providing LDD social opportunities (£500)

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7. Re-erect name plate for Pitts House Lane (£35.88)
8. Lawnmower for Friends of Meols Cop Station (£432.50)

RESOLVED: That

- (1) the remaining balance of £128,615.52 of the budget available for further allocation for the rest of the year be noted;
- (2) allocations from the 2011/12 Ward budgets agreed to date and the ongoing issues from 2010/11 as indicated in paragraph 2.1 of the report, be noted; and
- (3) the Area Coordinator be requested to progress the siting of "The Monument" nameplate as soon as possible.

92. MANCHESTER ROAD / HOGHTON STREET TRAFFIC SIGNAL IMPROVEMENTS

The Committee considered the report of the Director of Built Environment seeking approval for the progression of traffic signal improvements at the junction of Manchester Road and Hoghton Street, Southport.

The report indicated that the Cabinet Member - Transportation had approved a report detailing a number of Local Safety Schemes to be funded from the 2012/13 Local Transport Plan; that one of the schemes related to a 'route action' Local Safety Scheme along Manchester Road, which incorporated the junction with Hoghton Street, and sought to introduce measures to reduce the number of recorded injury collisions on Manchester Road; and detailed the collision details at the location over a three year period that showed that there had been a total of ten recorded injury collisions along Manchester Road, between Lord Street and Hartwood Road (nine resulted in slight injury, and one resulted in serious injury) and that out of the ten collisions, 2 occurred at the junction with Hawkshead Street, one occurred at the junction with Arnside Road and 7 occurred at the junction with Hoghton Street.

The report concluded that It was considered that many of the collisions could have been prevented by amending the staging of the traffic signals, i.e. introducing separate stages so that traffic on each of the Manchester Road legs operated completely separately. This would physically remove the conflict between opposing lines of traffic, where one was turning right.

RESOLVED:

That subject to the approval of the Cabinet Member - Transportation for an increase in the budget to fund the scheme, the changes to the Traffic Signals at the junction of Manchester Road and Hoghton Street, Southport, which will introduce separate stages on Manchester Road and pedestrian stages on each of the four legs of the junction be approved.

93. MORNINGTON ROAD AREA - PROPOSED 20 MPH ZONE

Further to Minute No. 72 of 21 November 2012, the Committee considered the report of the Director of Built Environment on a proposed Traffic Regulation Order, the effect of which would introduce a 20 mph speed limit in the Mornington Road area of Southport.

At its meeting on the 21 November, the Area Committee had deferred consideration of the matter to enable further consideration of the roads to be subject of the 20 and 30 mph speed limits and to seek the views of Arriva on the proposals. Accordingly, a meeting between officers and Norwood and Dukes Ward Councillors was convened on 12 December 2012 and Ward Members were advised that the proposed 20 mph area was one of five Local Safety Scheme funded projects that would be introduced as part of the longer-term rolling programme to impose a 'blanket' 20 mph speed limit on all residential areas within Sefton and that the 20 mph speed limit Policy was endorsed by the Area Committee at its meeting on 28 September 2011 and approved by Cabinet Member - Transportation on 10 October 2011. Arriva had been contacted about the proposals and had advised that they did not consider the speed restrictions would have a detrimental impact on their bus services and therefore, did not raise any objections to the proposal.

As a result of the results from the original public consultation and following discussions with Ward Members on 12 December, it was proposed that the new 20 mph speed limits would apply to the following roads in Southport:-

- Anchor Street
- Wesley Street
- London Street – (now to be whole length of London Street)
- Tulketh Street
- Hill Street
- Bridge Street
- Derby Road
- Wright Street
- Scarisbrick Street
- Kensington Road
- Sussex Road – (Between St. Luke's Road and Derby Road)
- Hall Street
- Zetland Street
- East Street
- Windsor Road
- Hawkshead Street – (Between St. Luke's Road and Manchester Road)
- Houghton Street- (addition to roads reported to SAC in November 21st 2012)
- Vulcan Street
- Hawesside Street
- Mornington Road

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- Castle Street
- Union Street
- Church Street
- Arnside Road
- Hope Square
- Ashley Road
- Marlborough Road
- Hope Street
- Mount Street

It was proposed to introduce individual Orders for the roads incorporating all the existing restrictions.

RESOLVED: That

- (1) the revocation of all relevant speed limit Traffic Regulation Orders as described in paragraph 3.2 of the report be approved;
- (2) a Traffic Regulation Order introducing a 20 mph speed limit within the Mornington Road area, Southport on the roads identified in paragraph 3.1, of the report and to now include Hoghton Street and the upper section of London Street, be approved; and
- (3) the Service Manager - Traffic and Transportation be authorised to undertake the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Orders.

94. MONITORING OF TRAFFIC REGULATION ORDERS

The Committee considered the report of the Director of Built Environment setting out details of the current Traffic Regulation Orders (TRO) in the Southport area which had been approved for implementation.

Kew Ward Councillors referred to the TRO at Cumberland Road/Scarbrick New Road whereby the report indicated that works had been completed; and commented that this was not the case.

RESOLVED: That

- (1) the report on the monitoring of Traffic Regulation Orders be noted; and
- (2) the Service Manager – Traffic and Transportation be requested to notify the Kew Ward Councillors when works at Cumberland Road/Scarbrick New Road would be completed.

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95. FUTURE AGENDA ITEMS

The Chair referred to requests for the submission of 11 reports on various topics by the Area Committee at its meetings held on 26 September and 21 November 2012; and advised that all Members of the Committee were today e-mailed officer responses on 10 of the requests.

RESOLVED: That

- (1) the outstanding report of the Head of Tourism on the costs associated with improving the promotion of Southport in the run up to and during the Christmas period be submitted to the next meeting of the Area Committee; and
- (2) the Director of Built Environment be requested to submit a report to the next meeting of the Committee on the structural defects at Cambridge Arcade and the replacement of the Arcade's canopies.

96. DATE OF NEXT MEETING

RESOLVED:

That in accordance with the agreed programme of meetings for this Area Committee, the next meeting be held on **Wednesday, 27 March 2013, at the Town Hall, Southport, commencing at 6.30 pm.**

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Agenda Item 4

Report to: Southport Area Committee

Date of Meeting: 27 March 2013

Subject: Budget Monitoring Report

Report of: Director Corporate Commissioning **Wards Affected:** Ainsdale, Birkdale, Cambridge, Dukes, Kew, Meols and Norwood

Is this a Key Decision? No

Is it included in the Forward Plan?
No

Exempt/Confidential

No

Purpose/Summary

To update Southport 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 2010/2011 and 2011/12

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 4

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 in March 2012 as part of the Neighbourhoods Review. This report provides an update on spend within the agreed amount.

(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:

Legal Any enquiries or activities that generate the need for legal advice or information will be noted on the individual activity as appropriate.
Human Resources There are no implications
Equality 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 community.

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 2178/13**

The Head of Corporate Legal Services have been consulted and as no comments on this report **LD 1494/13**

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: Graham Parry, Corporate Commissioning and Neighbourhood Coordination

Tel: 0151 934 3446

Email: graham.parry@sefton.gov.uk

Background Papers:

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.
- 1.2 At the Area Committee meeting on 9th September 2009 it was agreed to allocate the balance of the Southport Area Committee 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.

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 £
Wards					
Ainsdale	4,969.92	8,159.00	13,128.92	4,752.87	8,376.05
Birkdale	19,102.61	8,159.00	27,261.61	147.00	27,114.61
Cambridge	14,739.41	8,159.00	22,898.41	3,400.00	19,498.41
Dukes	16,313.83	8,159.00	24,472.83	9,928.80	14,544.03
Kew	14,826.37	8,159.00	22,985.37	6,738.00	16,247.37
Meols	11,812.31	8,159.00	19,971.31	7,562.20	12,409.11
Norwood	18,372.92	8,159.00	26,531.92	19,900.23	6,631.69
Town-wide provision	9,989.25	6,781.00	16,770.25	2,250.00	14,520.25
Total	110,126.62	63,894.00	174,020.62	54,679.10	119,341.52

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Please note the following underspend/overspend from 2010/11 and carried over into Balance b/f for 2012/13.

For information only – Allocations made during 2012/13:

Ainsdale Ward

	2012/13 Commitments	Date Approved	Cost £	Action Status
1	Contribution towards new tree and guard for Liverpool Road	03/08/12	200.00	Complete
2	Jubilee Trees Project, 5 trees Ainsdale Village Park	30/08/12	100.00	Complete
3	Street name plate on legs - Newby Close	02/10/12	92.57	Ongoing
4	New Bench for Jim's Path	09/10/12	200.00	Ongoing
5	Re-flag the yellow flags off Yellow Brick Road	22/11/12	1,067.30	Complete
6	St. Johns Church roof refurbishment	07/12/12	2,500.00	Ongoing
7	Benches for Ainsdale Village Park	23/1/13	500.00	Ongoing
8	Sandbrook Road nameplate	28/1/13	93.00	Ongoing
			4,752.87	

Birkdale Ward

	2012/13 Commitments	Date Approved	Cost £	Action Status
1	Chicanes for Onslow Crescent/Liverpool Road	08/02/13	147.00	Ongoing
			147.00	

Cambridge Ward

	2012/13 Commitments	Date Approved	Cost £	Action Status
1	Two street name plates on legs for Fleetwoods Lane	13/07/12	225.49	complete
2	2,500 plants for Hesketh Park beds planted by volunteers	11/07/12	400.00	Complete
3	Contribution to YMCA	23/08/12	250.00	Complete
4	Hesketh Drive Trees	01/11/12	840.00	complete
5	Street name plates Elswick Green	08/11/12	92.25	Complete
6	Steps and Handrails for path Fleetwood Road	05/11/12	1,500.00	Complete
7	Roe Park Mews nameplates	22/11/12	92.26	Complete
			3,400.00	

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Dukes Ward

	2012/13 Commitments	Date Approved	Cost £	Action Status
1	Wesley Street traders Hanging Baskets contribution	27/7/12	500.00	Complete
2	Lord Street seats repair and maintenance	10/07/12	8,678.80	Ongoing
3	Contribution to YMCA	23/08/12	250.00	Complete
4	Southport Contemporary Arts contribution	10/09/12	500.00	Ongoing
			9,928.80	

Kew Ward

	2012/13 Commitments	Date Approved	Cost £	Action Status
1	Streetname plate on legs - Sangness Drive	08/10/12	93.00	Ongoing
2	10 week course providing LDD social opportunities	07/11/12	495.00	Complete
3	Various equipment for Town Green Community Woodland area	27/11/12	6,150.00	Ongoing
			6,738.00	

Meols Ward

	2012/13 Commitments	Date Approved	Cost £	Action Status
1	Purchase of metal container to house garden equipment	25/06/12	500.00	Complete
2	Ben Gautrey Memorial Bench	14/05/12	669.20	Complete
3	Crossens Bowling Club kitchen refurbishment	08/05/12	1000.00	Complete
4	Merseyside Police Young People's BBQ	28/05/12	100.00	Complete
5	Botanic Gardens Community Association	26/07/12	500.00	Complete
6	No Balls Games sign The Causeway	28/5/12	49.00	Complete
7	Contribution to YMCA	23/08/12	250.00	Complete
8	New nameplate on legs and remove existing one Mallee Crescent	28/5/12	123.00	Ongoing
9	2 x street name plate on legs for Mill Lane Crescent	23/08/12	287.00	Ongoing
10	New Victoria Cricket Club line-marker & lawn mower	08/01/13	1,500	Ongoing
11	Crossens Community Association security lighting	14/01/13	834.00	Ongoing
12	St Cuthberts 62nd Scout Group Fire Alarm System	17/01/13	1,000.00	Ongoing

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13	Contribution to signage for the aviary	21/01/13	750.00	Ongoing
			7,562.20	

Norwood Ward

	2012/13 Commitments	Date Approved	Cost £	Action Status
1	Nameplate on legs Montgomery Avenue	05/08/12	92.25	complete
2	Old Park Lane Vehicle Actuated signs x2 contribution	24/09/12	10,500	ongoing
3	Land Registry Search Devonshire Road	25/09/12	4.00	ongoing
4	Russell Road Rec, Norwood Phoenix Football Club	05/10/12	1,646.00	ongoing
5	New slide – Canning Road Rec	10/10/12	3,039.60	ongoing
6	10 week course providing LDD social opportunities	07/11/12	500.00	ongoing
7	Re-erect old nameplate on new backing board - Pitts House Lane	15/11/12	35.88	ongoing
8	Lawnmower for Friends of Meols Cop Station	28/11/12	432.50	ongoing
9	Wooden gazebo Bishop David Sheppard School	13/12/12	1,700.00	ongoing
10	Southport Sea Cadets - various equipment	14/01/13	1,950.00	ongoing
			19,900.23	

Town Wide Budget

	2012/13 Commitments	Date Approved	Cost £	Action Status
1	YMCA contribution to 'Youthy'	25/09/12	250.00	Complete
2	Xmas Shelter Contribution – Light for Life	21/11/12	2,000.00	Complete
			2,250.00	

Ongoing issues from 2011/12

For information only – Allocations made during 2011/12

Ainsdale Ward

	2011/12 Commitments	Date Approved	Cost £	Action Status
1	Contribution towards replacement benches on Village Green	15/11/11	500.00	Ongoing
2	Contribution towards promotion of self defence classes at Woodvale community centre	23/1/12	200.00	Ongoing

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3	Contribution to support Merefield School in creating a Sensory Garden	6/2/12	100.00	Ongoing
4	Contribution to Ainsdale Civic Society to refurb the War Memorial	21/2/12	800.00	Ongoing
5	Contribution to Ainsdale Horticultural Society to refurb the War Memorial	21/2/12	800.00	Ongoing
6	Contribution towards Squad Kits, Balls, Cones and Training equipment for Ainsdale Juniors under-7's	29/3/12	250.00	Ongoing
7	Relocation of religious statue and refurbishment at Sacred Heart School	05/05/12	400.00	Ongoing

Birkdale Ward

	2011/12 Commitments	Date Approved	Cost £	Action Status
1	Planters on Sandon Road	25/1/12	155.00	Ongoing

Meols Ward

	2011/12 Commitments	Date Approved	Cost £	Action Status
1	North Meols Fog Bell Civic Society Project	1/12/11	1,000.00	Ongoing

2.2 Ongoing issues from 2010/11

For information only – Allocations made during 2010/11:

Dukes Ward

	2010/11 Commitments	Date Approved	Cost £	Action Status
1	Replacement Street Sign for Cromer Road	March 2011	45.00	Ongoing

Please note that actions marked as ongoing may have been completed, but are still awaiting requests for payment from the beneficiary.

Recommendations

That the Area Committee:

- (i) Note the ward budgets for 2012/2013
- (ii) Note the ongoing issues from 2010/11 and 2011/2012

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Agenda Item 5

Report to:	Linacre & Derby AC	Date of Meeting:	4 March 2013
	Formby AC		7 March 2013
	Crosby AC		13 March 2013
	St Oswald and Netherton & Orrell AC		14 March 2013
	Sefton East Parishes AC		14 March 2013
	Litherland & Ford AC		20 March 2013
	Southport AC		27 March 2013

Subject: Review of Area Committees

Report of: Director of
Corporate Commissioning

Wards Affected: All

Is this a Key Decision? No

Is it included in the Forward Plan?
No

Exempt/Confidential

No

Purpose/Summary

To seek Members' views on the number of Area Committees and the frequency of meetings.

Recommendation

That the views of Members be included in the consultation responses.

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		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	

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Reasons for the Recommendation:

To consult Members on the number of Area Committees and the frequency of meetings.

What will it cost and how will it be financed?

(A) Revenue Costs

There are costs associated with all meetings, although this varies widely from meeting to meeting.

(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:

Legal Local Government Act 2000, Part II, s18 (5) requires that where executive functions are delegated to Area Committees, each Area Committee covers no more than 2/5 of the Borough both in terms of area and population.
Human Resources None
Equality
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 as a consequence of this report.

What consultations have taken place on the proposals and when?

This report forms part of a consultation exercise.

Are there any other options available for consideration?

This report forms part of a consultation exercise.

Implementation Date for the Decision

Immediately following the Committee meeting.

Contact Officer: Andrea Watts

Tel: 0151 934 2030

Email: andrea.watts@sefton.gov.uk

Background Papers:

There are no background papers.

1.0 Introduction/Background

- 1.1 One of the budget options that the Cabinet have asked for consultation on is to reduce the number of Area Committees from the 7 currently in place to 3. A further option for consultation involves reducing the frequency of meetings of Area Committees from the current cycle of meetings to 4 meetings per year. The Council's Calendar of Meetings for the forthcoming Municipal Year is approved by the Council each year and includes the schedule for Area Committee meetings.
- 1.2 This report forms the basis of consultation with Area Committee members on the frequency of their Committee meetings and the geographical area covered by each Committee.

2.0 Current arrangements of Area Committees

- 2.1 In the Calendar of Meetings for the current Municipal Year, each Area Committee is scheduled to meet 5 times a year with the exception of Crosby and Southport Area Committees which meet 6 times a year.
- 2.2 The 7 Area Committees are established to cover the following wards:

Area Committee	Wards
Crosby	Blundellsands, Church, Manor and Victoria
Formby	Harington and Ravenmeols
Linacre and Derby	Derby and Linacre
Litherland and Ford	Ford and Litherland
Sefton East Parishes	Molyneux, Park and Sudell
Southport	Ainsdale, Birkdale, Cambridge, Dukes, Kew, Meols and Norwood
St Oswald and Netherton and Orrell	Netherton, Orrell and St Oswald

- 2.3 As shown above the number of wards covered by each Area Committee varies from 7 in Southport to 2. The budget option to be consulted on proposes a reduction to 3 Area Committees.
- 2.4 It is acknowledged that Area Committees have delegated powers relating to Traffic Regulation Orders and part of the consultation process will be to seek views from the relevant officers around whether the reduction in meetings would cause particular issues in terms of delay.
- 2.5 Members are asked for their views on the configuration and frequency of Area Committee meetings in 2013/14. Comments can also be submitted in writing to Andrea Watts (andrea.watts@sefton.gov.uk) up until 27th March 2013.

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22. TROUBLED FAMILIES PROGRAMME

Further to Minute No. 13 (6) the Committee considered the report of the Director of Young People and Families in relation to the Troubled Families Programme in order for Members to determine issues and determine the merits of conducting a possible joint review on this area with the Overview and Scrutiny Committee (Health and Social Care).

The report indicated that a review of the programme would be welcomed; although any review might be more productive mid-way through the programme in Q4 of 2013.

The report set out the background to the programme; how troubled families were defined; and recent progress made within Sefton with its partners.

The report also outlined the nationally determined criteria being used, namely:-

- Crime and/or Antisocial Behaviour;
- Education and truancy or exclusion from school;
- Unemployment; and
- the Local Discretion which had been agreed as domestic violence and alcohol misuse.

Committee Members discussed a number of issues, including involvement with registered social landlords, together with alcohol and drug misuse. Concerns were also expressed that families could lose their accommodation, particularly in view of forthcoming changes to the benefits system.

RESOLVED: That

- (1) the report and early programme progress be received;
- (2) a review of the programme be considered midway through the programme in quarter four of 2013; and
- (3) the report be referred to the Council's Area Committees for information.

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Report to: Overview and Scrutiny Committee (Children’s Services)

Date of Meeting: 20 November 2012

Subject: Troubled Families Programme

Report of: Director of Young People and Families **Wards Affected:** All

Is this a Key Decision? Yes **Is it included in the Forward Plan?** Yes

Exempt / Confidential No

Purpose/Summary

- (1) Members can determine the issues around the Troubled Families Programme.
- (2) Members can determine the merits of conducting a review into the Troubled Families Programme.

Recommendation(s)

- 1. Members note the content of the report and early programme progress.
- 2. A review of the programme would be welcomed; however a review may be more productive mid-way through the programme in Q4 of 2013.

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	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		

Agenda Item 6

Reasons for the Recommendation:

The Troubled Families programme has been running in Sefton since July 2012. A review at this stage would scrutinise programme set-up and project development activity. A review later in the programme would be more productive as outcomes are delivered and learning becomes apparent.

What will it cost and how will it be financed?

(A) Revenue Costs

Troubled Families is a ring-fenced, three-year DCLG directly-funded programme of work. Funding is by way of a payment by results framework. Income is determined by the number of families identified in Sefton that meet Government and local criteria each year. A payment of an “attachment fee” is made for each family incorporated into the programme. A second, “results fee” is payable when pre-determined outcomes are achieved for that family. The PbR is on a sliding scale, with reductions in upfront attachment fees in years 2 and 3.

Any redundancy costs at the end of the programme will be met from core budgets for any staff employed on the TF programme.

(B) Capital Costs

No Capital costs are associated with this programme.

Implications:

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

Legal: Good practice and guidance - The Troubled Families programme - Financial framework for the Troubled Families programme’s payment-by-results scheme for local authorities.		
Human Resources		
Equality		
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:

A review at this time is unlikely to have any impact on service delivery.

What consultations have taken place on the proposals and when?

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The Head of Corporate Finance & ICT Strategy (FD1936/12) has been consulted and has no comments to make on this report as it is to update Members on the Troubled Families Programme, the costs of which are fully met from DCLG direct funding. The Head of Corporate Legal Services (LD 1254/12) have been consulted and any comments have been incorporated into the report.

Are there any other options available for consideration?

An option is to review programme at a later stage, when outcomes are being achieved and learning becomes apparent

Implementation Date for the Decision

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

Contact Officer: Olive Carey
Tel: 0151 934 3421
Email: olive.carey@sefton.gov.uk
Head of Service Early Intervention and Prevention

Background Papers:

The following papers are available for inspection by contacting the above officer(s).

Troubled Families Action Plan _October 2012
Case Study – Family Intervention Project

Agenda Item 6

1. Introduction / Background

- 1.1 In December 2011, Government announced a three-year programme to radically transform the lives of the country's most troubled families. Almost £450 million has been made available in a cross-government drive to turn around the lives of 120,000 of some of the country's most troubled families by the end of this Parliament.
- 1.2 Sefton Council was provided with an indicative figure of 650 troubled families in the Borough. The figure represents the number of families that local services will be required to work with and turn around. 220 families would be identified in Year 1 of the programme
- 1.3 While the operational focus of Troubled Families is tackling the harms caused by dysfunctional families, the programme is designed to introduce and test new ways of working, develop new relationships between partners, and ultimately deliver a reduction in overall cost related to dealing with these families' difficulties.

2.0 Identifying Families

- 2.1 Troubled families are defined as households that:
 - Are involved in crime and disorder
 - Have children not in school
 - Have an adult in receipt of out-of-work benefits
 - Result in high costs to public finances
- 2.2 Many, if not all, of these families will be already known to Sefton Council and its partners. These families will have been receiving services, benefits and interventions for long periods, and in some cases, over generations. This programme represents an opportunity to take a systemic and strategic approach to the most challenging families that have concerned public agencies for years.
- 2.3 The first stage is to compile a list of those families that will be part of the programme. This consists of several steps, checking familial behaviour against criteria that include crime and antisocial behaviour, education and work. Any families that meet all three of these criteria will be automatically included in the programme. These families will also experience many other problems, and a fourth set of *locally derived* filters will provide Sefton Council and partners the ability to target families with known local risk factors.

3.0 Criteria

The nationally determined criteria being used are outlined below.

<h3>1. Crime / Antisocial Behaviour</h3>
--

Identify young people involved in crime and families involved in anti-social
--

behaviour, defined as:

Households with 1 or more under 18-year-old with a proven offence in the last 12 months

AND / OR

Households where 1 or more member has an anti-social behaviour order, anti-social behaviour injunction, anti-social behaviour contract, or where the family has been subject to a housing-related anti-social behaviour intervention in the last 12 months (such as a notice of seeking possession on anti-social behaviour grounds, a housing-related injunction, a demotion order, eviction from social housing on anti-social behaviour grounds).

2. Education

Identify households affected by **truancy** or **exclusion from school**, where a child:

Has been subject to permanent exclusion; three or more fixed school exclusions across the last 3 consecutive terms;

OR

Is in a Pupil Referral Unit or alternative provision because they have previously been excluded; OR is not on a school roll;

AND / OR

A child has had 15% unauthorised absences or more from school across the last 3 consecutive terms.

3. Work

Once families have been identified using one or both of the criteria above, a third filter can be used to identify families which also have an adult on Department for Work and Pensions (DWP) out-of-work benefits (Employment and Support Allowance, Incapacity Benefit, Carer's Allowance, Income Support and/or Jobseekers Allowance, Severe Disablement Allowance).

4. Local Discretion

Partners in Sefton have agreed that domestic violence and alcohol misuse will be *interim* local criteria. Criteria for inclusion into the Troubled Families cohort will be reviewed in March 2013.

3.1 In summary:

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- Any household matching criteria 1 (crime / antisocial behaviour) **and** criteria 2 (truancy / exclusion) **and** criteria 3 (receiving out-of work benefits) will be automatically included on the programme.
- Any household identified as having a family member meeting criteria 1 **or** criteria 2 will be checked to discover whether an adult of working age is receiving out-of-work benefits. If a claimant is identified within the household, then the family will be included on the programme.
- Any household identified as meeting **two of the three** criteria outlined above **and** criteria 4 (local risk factor) will be included on the programme.

4.0 Progress

4.1 Since Cabinet approved the programme in September 2012, the following progress has been made:

- A multi-agency Steering Group has been established and meets to steer and provide strategic guidance for the programme of work. This Group reports to the Children's Trust Board.
- A multi-agency Operational Group has been established and meets to share information about families, agree action plans to tackle the issues faced by families and monitor progress.
- 162 families have been identified as meeting the criteria set by Government. More families will be added to this cohort through further benefit checks by DWP and use of the two local criteria.
- All 162 families are already being worked with by Sefton Council and / or partners.
- A visit to Sefton by the DCLG Troubled Families Team was highly successful. Services and practitioners were praised for their effectiveness in dealing with families with significant and complex needs.
- The approach being taken in Sefton to deliver the programme closely matches the guidance provided by DCLG. This guidance suggests the development of a tiered profile of families with different levels of need. Services will be designed to provide the appropriate level of intensity to "turn the family around."
- Analysis of a range of data sets to increase understanding of the family situation – for example the impact of welfare reform; changes in housing benefit and an early spatial analysis that has identified geographic areas of need and the phenomenon of "clustering."
- A training plan is being developed to provide individuals with improved skills to work in a "whole family" way, not just discretely with individuals, without reference to the family and social environment in which they live.
- Families are responding positively to interventions, with reductions in crime and disorder and adults moving into work and training.
- Wider partnership working continues to improve, for example a cohort of individuals recovering from substance misuse issues are now benefiting from specialised work to help support them into work and training.

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- 4.2 The Troubled Families programme will continue to inform and be part of the wider review and restructure of Early Intervention and Prevention and influence the relationship with Children's Social Care.

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Agenda Item 7

Report to: Southport Area Committee

Date of Meeting: 27 March 2013

Subject: Southport Christmas Promotion

Report of: Head of Economic Development and Tourism

Wards Affected: Ainsdale, Cambridge, Meols, Dukes, Norwood, Kew, Birkdale

Is this a Key Decision? No

Is it included in the Forward Plan? No

Exempt/Confidential No

Purpose/Summary

To respond to the following question asked at Southport Area Committee of 23/01/2013: “the Head of Tourism be requested to submit a report on the costs associated with improving the promotion of Southport in the run up to and during the Christmas period”

Recommendation

That the following response is considered by Southport Area Committee

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		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:

N/A

What will it cost and how will it be financed?

(A) Revenue Costs – N/A

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(B) Capital Costs – N/A

Implications:

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

Legal None
Human Resources None
Equality 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:

N/A

What consultations have taken place on the proposals and when?

Consultation has been undertaken with Southport retailers between September 2012 and December 2012

The Head of Corporate Finance and ICT has been consulted and has no comments on this report. (FD 2197/13)

The Head of Corporate Legal Services has been consulted and has no comments on this report. (LD 1513/13)

Are there any other options available for consideration?

N/A

Implementation Date for the Decision

N/A

Contact Officer: Steve Christian

Tel: 0151 934 2319

Email: steve.christian@sefton.gov.uk

Background Papers:

N/A

Background

Sefton's tourism department has worked with Southport retailers for over ten years to create marketing campaigns designed to support the crucial Christmas trading period. The partnership was initially between Southport Business Enterprise (SBE), Sefton's tourism marketing team and the Southport Tourism Business Network (STBN), with the SBE and STBN providing the private sector lead.

Recent changes to town centre management have resulted in there being no full time town centre management team based in Southport. To help fill the void Lord St Properties Director, Nicola Lynch, set up the 'Talking Shop' retail group, supported by Margaret Tarpey of Southport based Concept PR. This group has replaced the SBE on the Christmas working group.

2012 Working group

The 2012 Christmas campaign was managed by a working group made up of Talking Shop & STBN members supported by Sefton's tourism marketing team.

The group was chaired by Margaret Tarpey and consisted of:

Media – Andrew Edwards (Trinity Mirror), Sue Dare (Champion Media Group)
Sefton Tourism / Neighborhoods – Steve Christian (marketing), Sarah Carter (events), Chris White (Bootle / Southport Area Coordinator)
Talking Shop – Giles Gottig (D'vine / Mustard), Steve Booth (Southport Indoor Market), Bobbie Mathews (Artees), Sue Long (The Kitchen Sink), Yvonne Burns (Wayfarers Arcade)
Emma Baldwin (Ambassador Theatre Group) also attended the meetings on behalf of Southport Theatre & Convention Centre.

Budget

A core budget of £12,000 was allocated by the STBN for the Christmas marketing campaign (STBN budget comprises roughly equal contributions from the private sector (STBN members), Sefton's tourism marketing budget and Partners for Growth (European grant funding)).

This core budget was to be supplemented by private sector support including a series of free ads provided by both local newspaper groups and 'product' from Southport retailers. The product offered by retailers would be used to support a PR campaign, with competitions in regional media. The value of retail contributions was something over £2,000.

Marketing Activity

The group agreed an outline marketing plan based around the 'Discover the Art of Christmas in Southport' theme. Promotional materials included information on December events as well as the retail offer in order to attract visitors from across the northwest.

Events that were incorporated into the campaign included Chapel St Christmas Markets, Lord St International Market, Southport Indoor Market events including grotto, Wayfarers Arcade grotto and Southport Theatre's pantomime.

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The marketing campaign consisted of:

- PR – a series of competitions were placed in regional newspapers using the product provided by retailers to provide the competition value required. Fourteen newspapers ran competitions including; Bolton News, Chorley Guardian, Liverpool Echo, Wirral Globe, St Helen's Star and Runcorn & Widnes World. Additionally editorial was secured in Lancashire Life, Lancashire Magazine and Gr8 Life magazine. The PR value of the space secured was over £100,000
- Fold-out leaflet. This included some advertising (generating £2,170 revenue which was ploughed back into the campaign). There were 115,000 of these printed and 112,000 were distributed with regional newspapers.
- Flyer. This was a DL flyer (15,000 print run) which supporting retailers put into bags from November, designed to encourage a further Christmas shopping visit.
- Radio Advertising. A 30 second and 10 second ad were run on Smooth Radio. The budget secured 84 X 30 second spots. Additionally the 10 second ad was played 172 times at no additional cost.
- Press Advertising. Trinity Mirror and Champion Newspapers offered a series of free ads which appeared in their Sefton & West Lancs titles. An ad was paid for in Lancashire Magazine
- Poster Sites. Merseyrail provided just under 100 poster sites free of charge during December. The group only had to cover the cost of printing the posters.

The group met in January to feed back on the campaign. The consensus was that, considering the limited budget and resources that it had been very successful and had generated circa £150,000 of activity for a 'cash budget' of £12,000.

2013 Campaign

The retail working group will commence planning for the Christmas 2013 campaign in late summer. It is anticipated the group will consist of broadly the same members as 2012 possibly with the addition of some new retailers.

The activity budget is likely to remain in the region of £12,000. Tourism, STBN and PFG (residual funding) budgets have been confirmed for 2013-14 and there is currently no additional source of funding that the group is aware of. Efforts will however be made to increase the retailer product contributions to enable more activity to be undertaken.

If the proposal for a Business Improvement District (BID) company is successful this will potentially be a source of additional support for the retail sector. However this is not scheduled to be operational until April 2014 and would therefore not be in a position to support the Christmas trading period until 2014.

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Report to: Southport Area Committee **Date of Meeting:** 27 March 2013

Subject: Mornington Road Area – Proposed 20 mph zone – Objection

Report of: Director of Built Environment **Wards Affected:** Norwood & Dukes

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

Exempt/Confidential No No

Purpose/Summary

To inform Members of an objection to the proposed 20 mph speed limit in the Mornington Road area of Southport.

Recommendation(s)

It is recommended that :-

- (i) the objection against the proposed 20mph speed limits for the Mornington Road area, Southport is noted;
- (ii) the proposed introduction of the 20mph speed limits for the Mornington Road area, Southport as identified in the reports to Southport Area Committee – meetings of 21st November 2012 and 23rd January 2013 is implemented as advertised and the person raising the objection be notified of the decision of this Committee accordingly;
- (iii) a Traffic Regulation Order introducing a 20 mph speed limit on Hoghton Grove, Hoghton Place and Post Office Avenue be approved;
- (iv) 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		√	

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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 Regulation 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 Mornington Road area, Southport amounting to £13K will be funded from 2012/13 Capital Local Safety Scheme budget.

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

Legal	None
Human Resources	None
Equality	
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 (FD2205/13) has been consulted and has no comments on the report

The Head of Corporate Legal Services (LD 1521/13) has 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 meeting.

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

Tel: 0151 934 4394

Email: joe.dwyer@sefton.gov.uk

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

1.0 Introduction

1.1 Members will recall at its meeting on 21st November 2012, Southport Area Committee received a report that gave details of the results of a public consultation on the proposed 20 mph zone for the Mornington Road area of Southport. Members resolved:-

- i) To defer the decision to enable further consideration of the roads to be subject of the 20 mph and 30 mph speed limits and to seek the views of Arriva, (Bus Company) on the proposals. Several Members suggested that the speed limit on Hoghton Street and London Street, (Chapel Street to Lord Street) should be reduced to 20 mph and that Sussex Road and Church Street remain 30 mph.

1.2 Following on from the resolution a meeting was held between Traffic Services Officers and Norwood and Dukes Ward Members at Southport Town Hall on 12th December 2012 where it was agreed to include London Street, Sussex Road and Church Street within the 20 mph speed limit area. A letter of support for the Scheme from Arriva was also shown to Ward Members.

1.3 The above inclusions were subsequently reported to Southport Area Committee at its meeting of 23rd January 2013. Members resolved that:

- (1) The revocation of all relevant speed limit Traffic Regulation Orders as described in paragraph 3.2 of the report be approved;
 - (2) A Traffic Regulation Order introducing a 20 mph speed limit within the Mornington Road area, Southport on the roads identified in paragraph 3.1, of the report to also include Hoghton Street and the upper section of London Street, be approved;
- and
- (3) The Service Manager - Traffic and Transportation be authorised to undertake the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Orders.

1.4 Subsequently, the proposals were advertised in the Southport & Formby Champion on 6th February 2013 with the deadline for any objections to the proposals being 27th February 2013.

2.0 Objections

2.1 A resident of Cleveleys Road, Southport sent a very comprehensive email to Traffic Services, dated 25th February 2013 raising a number of objections to

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the proposed 20mph speed limits in Southport. A copy of his objections can be seen in Annex A.

2.2 As can be seen the Objector goes into great detail regarding his objections, The four main core objections are commented on in the following paragraphs.

2.3 **1. ‘Sussex Road and Church Street should not be included in within the 20 mph scheme’**

As explained in the introduction, the issue of the speed limit on Sussex Road and Church Street was raised at the meeting of Southport Area Committee of 21st November 2012 where it was discussed at some length. It was resolved to defer the decision to enable further discussions to take place with Members regarding whether the speed limit on both these roads should be reduced to 20 mph. Following on from this, and through discussions with Ward Members, it was agreed by Southport Area Committee at its meeting on 23rd January 2013 to include Sussex Road and Church Street within the 20mph speed limits area. This was on the basis that 20mph speed limits areas should be kept as large as possible and if Sussex Road and Church Street were to remain as 30mph roads then the area would be split into smaller areas

2.4 **2. ‘Certain roads originally included in the boundaries of the scheme zone had been omitted’**

An administrative error was made whilst drawing up the original boundary plan in that the Lord Street Service Roads had wrongly been included within the Schedule of 20 mph roads as presented to Members at their meeting in November 2012. Consequently, a new Schedule was produced and included in the report to Southport Area Committee at its meeting in January 2013. Paragraph 3.1 showed the new list of roads that would be converted to 20 mph.

The reason for excluding these roads is that vehicle speeds are currently low due to the layout and nature of the roads. Whilst the Objector is correct in his comments that additional street signs could be accommodated within the Lord Street Conservation Area, signage of the speed limits would result in the provision of an extra eight signs and signposts on Lord Street. The council has a duty of responsibility to reduce ‘sign clutter’ as much as possible, especially in a conservation area. As a result, it is recommended that the service roads are not included within the 20 mph speed limit area.

2.5 **3. ‘The Order is flawed by an administrative error.....’**

A number of small roads were unfortunately omitted from the legal advert and Traffic Regulation Order. These omissions do not affect the legal standing of the Order because the Order relates to individual speed limits for individual roads, and has not been described as a “20 mph zone”. Members have already been informed that these ‘missing roads’, i.e. Hoghton Grove, Hoghton Place and Post Office Avenue will be included in a future legal advert for 20 mph speed limits. The other two roads mentioned by the Objector,

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Hoghton Street and London Street have already been advertised and included in the 20 mph speed limit Order.

2.6 **4. 'Omission of Holy Trinity Infant and Junior School from the 20 mph scheme'**

2.7 The main entrance to the school is off Manchester Road which is a main distributor road that currently remains at 30 mph. The objectors suggestion for the introduction of variable 20 mph speed limit outside the school may be considered at a later date as 20 mph speed limit areas are rolled out throughout Southport.

3.0 Recommendation

3.1 Due to the overall support for the proposed 20 mph speed restricted area from residents and businesses of the Mornington Road Area, Southport, it is recommended that Members approve the scheme and overrule the above objections. The above responses to the objections explain the administrative errors and omissions of certain roads that have now been addressed. Ward Members have also previously agreed that both Sussex Road and Church Street should be included in the 20 mph speed limit area. On this basis it is recommended that Members overrule the objection.

3.2 In order to address the issue of the three roads missed from the Traffic Regulation Order, authorisation is now sought to advertise these additional roads for inclusion within the 20 mph speed limit Order.

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Annex A

Sent: 25 February 2013 00:10

Subject: Objection - M.B.S (Various Roads)(20mph speed limit)(no 2) Order 2013

For the attention of the Traffic Services Manager, Magdalen House, 30 Trinity Road, Bootle L20 3NJ

Dear Sir,

This is a formal objection to the making of the Metropolitan Borough of Sefton (Various Roads)(20 mph Speed Limit)(No 2) Order 2013, in so far as it refers to the roads in Southport, previously referred to as the Mornington Road Area - Proposed 20 mph Zone.

The grounds for objection are detailed under the below headings.

- 1) in respect of specific roads being included in the scheme,
- 2) certain roads originally included in the scheme being removed without discussion involving elected Members of the Council,
- 3) administrative omissions of roads within the scheme area, which should have been included,
- 4) failure to provide appropriate speed limit reduction for a school within the scheme area.

1) Sussex Road and Church Street, should not be included within the 20 mph scheme and should remain as 'restricted roads' namely 30 mph roads.

The two roads are not residential access roads, but are clearly recognised by the public as distributor roads, notwithstanding that the Authority does not consider them to be strategic roads. Comment has been made in the January Agenda at item 2.8 that if Sussex Road remains as a 30 mph road, then Sussex Road between St Lukes Road and Norwood Road would also remain as a 'restricted road'. I see that comment as entirely logical, but would support it as the whole of Sussex Road is recognised as a distributor road and the character of the street is not that of a residential access road. Sussex Road is the designated HGV route to Central 12 Shopping Centre and a bus route. Traffic survey information for 2010 shows average 24 hour traffic flow as 4881 vehicle with an average speed of 29.4 mph. Whilst the average speed over the eight years of 11 surveys shows an average speed which fluctuates, the volume remains high, clearly indicating that Sussex Road is used as a distributor road by the public. The volume of traffic is greater than Roe Lane (2010) which is a strategic route.

I have very real concerns that if the roads are included in the scheme, this will lead to unrealistic expectation by the public and demands for police enforcement, when such time is severely constrained and can be better used in other areas where there is higher collision data to support such enforcement. Speed limits should be evidence led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. Speed limits should encourage self compliance and not be seen by drivers as a maximum rather than a target speed. [DfT C 1/2013 Sec 1 key points]. It does not follow that by leaving the roads at 30 mph, that is the speed the majority of drivers will drive at. There is significant scope between 20 and 30 mph, to select a speed that is appropriate to the prevailing road conditions. Setting a 20 mph limit inappropriately will result in the limit being taken as either a target speed or ignored, which then increases the danger to pedestrians and cyclist who may not be able to tell the vehicle is travelling at a higher speed than the posted limit.

Successful 20 mph zones and 20 mph speed limits are generally self enforcing. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed. [DfT C 1/2013 -6.1, 85] Signed only speed limits have shown that they only lead to a small reduction in speed*. If the mean speed is at or below

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24 mph then introducing a signed only 20 mph limit is likely to lead to compliance. The converse is that where the mean speed is more than 24 mph, (police enforcement threshold), signed only limits will not be effective in making the resulting speed generally compliant with a 20 mph limit.[DfT C 1/2013 -6.1, 85]. The Authorities own statistics show that the average speed on the two roads is above 24 mph in many of the counts it is in the around 28 mph. Traffic calming would therefore be required, which need not be road humps, but unless physical calming, would lead to requests for police enforcement. The character of Sussex Road and Church Street meet the definition of a 30 mph road shown in Table 1, DfT C 1/2013 at the end of section 6.

The speed scheme has been consulted on as a Zone and passed through the Area Committee as a Zone. Speed Zones require traffic calming measures or repeater speed limit signs and/or roundel markings at regular intervals, so that no point within the zone is more than 50 metre from such a feature.[DfT C 1/2013 -6.1, 80]. The advertised scheme will only use signage. Department for Transport advice is that the use of speed limit signs only should be restricted to those roads where speeds are already low, i.e. 24 mph or less. Sussex Road and Church Street do not fall into that category. It would therefore be incumbent on the Local Authority to provide traffic calming measures, which need not be road humps, so that the engineering brings about the necessary reduction in speed.

In terms of police enforcement the initial Agenda item contains a comment the Chief Inspector Roads Policing, which has been used to support the particular scheme. I have to doubt that the comments related to the Mornington Road Scheme, as there are clear statements from Merseyside Police published on the Wirral MBC web site (as a letter sent to all Merseyside Local Authorities) and of Whatdotheyknow.com web log which do not support the introduction of 20 mph schemes which will not be self enforcing. In particular one statement is that the Chief Inspector RPU comment was not provided in respect of the Mornington Road Scheme. It is my understanding that Merseyside Police take the view expressed by the ACPO Secretariat (2007) namely that, "***Whilst the benefit of reduced speed limits in residential areas is recognised, the means by which such a speed limit is achieved clearly rests with the advice provided by the department of the Environment, Transport and the Regions (DETR). This advice to local authorities should ensure that sufficient engineering works are in place to result in an average speed of 20 mph or less. It is not acceptable for the Police service to enforce such speed limits as a matter of routine***".

This stance was again stated to be the ACPO position to the House of Commons Transport Committee in February 2012, by the ACPO Lead, DCC Davenport. '*ACPO advises that 20 mph zones should be instituted only in areas where other measures had been taken to make them largely self-policing because if "it does not feel or look like it should be a 20 mph limit, then the vast majority of drivers will not self-police."*' At the present time Sussex Road and Church Street do not look or feel like 20 mph streets, in part due to the extensive use of yellow line road markings and the long straight nature of the streets.

Local speed limits should not be set in isolation. They should be part of a package with speed management measures including engineering and road geometry that respects the needs of all road users and raises the driver's awareness of their environment; education; driver information; training and publicity. Within these overall network management responsibilities, these measures should enable traffic authorities to deliver speed limits and as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should help drivers to be more readily aware of the road environment and to drive at an appropriate speed at all times.[DfT C 1/2013 -2, 18]. To include these roads in the scheme therefore means that engineering solutions other than signage should be provided.

2) The issue was first placed before the Southport Area Committee on 21st November 2012 and a map showing the extent of the Scheme appeared on page 83 of the Agenda. There was also a worded list of streets. At the Area Committee meeting there was debate by elected Members about certain streets omitted from the scheme being included and that Sussex Road and Church Street should remain at 30 mph. [Agenda item 9, para 1.3. 23/01/2013]. The matter was deferred for further consideration in relation to the four streets discussed and to obtain the views of Arriva Transport. When the issue returned to the Area Committee on 21/01/2013, as Agenda item 9, certain roads originally included within the boundaries of the scheme zone had been omitted. There was no

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statement in the Agenda item clearly referring to the removal of the roads from the scheme. The reference to the meeting with the Ward Councillors relates only to Hoghton Street, London Street, Sussex Road and Church Street. The elected members in voting in relation to the inclusion or exclusion of Sussex Road and Church Street would be unlikely be aware that they were voting on an a scheme which differed in area from that originally proposed, namely the removal of the Lord Street service roads. In terms of the central Lord Street service roads there is a heavy pedestrian use of these roads which is precisely the reason the town section of London Street was included within the scheme and why the roads, particularly St. Georges' Place, Lord Street service road should remain within the scheme. The pedestrian use of the service roads being along both footway and carriageway around the supermarket and hackney rank and in the region of the Crown Post Office and bank. In seeking approval for the progression of the traffic regulation order, the elected members were also asked to note the potential 20 mph speed limit areas in Southport and agree with the boundaries and methodology that is used to form 'blanket' 20 mph speed limit areas. [Recommendation (iv) page 55 Agenda item 9, 23/01/2013] The boundaries shown on the map on page 62 include the Lord Street service roads and the other roads missed off the worded list. The vote to agree the boundaries was therefore a vote to include the Lord Street service roads. A decision to remove roads from the scheme should not be made on the basis of the roads being in a conservation area and therefore aesthetics take precedence over safety. All the roads that have a junction with Lord Street are in the conservation area and will require signs .Therefore to take out the service roads shows lack of logic. It is not appropriate to remove the service roads as a 'neat' solution to the reduction of signs required. The Lord Street & Promenade Townscape Heritage Initiative Area Management Plan, whilst recognising that uncoordinated street furniture can cause clutter, also notes that high quality street furniture can also create a distinctive identity and that new street furniture should be elegant but simple and functional and easy to maintain.[Par. 5.29]. The THI does not therefore argue against traffic signs.

3) The order is flawed as by administrative error as there are roads within the scheme boundaries which should be included in the 20 mph scheme but are not named. It is not appropriate to state in correspondence to an elected member, that the roads, five in total, will be included with a future order. A traffic regulation order seeking to create a zone of reduced speed should include all the streets in the zone unless individually omitted by name, as they are to retain a 30 mph speed limit.

4) In the agenda of 23/01/2013, much is made of protecting vulnerable road users, namely students at Southport College as a reason for Church Street being a 20 mph road. Students at Southport College in many case will be drivers in their own right and due to that fact and their age, as young adults, will be street aware in terms of traffic hazards. By contrast, it is generally recognised that infant and junior school children are vulnerable. Even where junior children are allowed to make their own way to school, they will be less aware of traffic dangers and therefore more in need of protection. To therefore leave Holy Trinity Infant and Junior School, on the opposite side of the block, out of the scheme raises an issue of hypocrisy. Whilst Manchester Road is one of the Authorities strategic roads, which is to remain at 30 mph, there is no reason why a variable 20 mph speed limit cannot be used to provide protection to these vulnerable users. Such a limit should be created as part of the overall scheme, would enhance the scheme and demonstrate that the scheme really was based on road safety were actual risk had been considered.

Note:

DfT C 1/2013 = Department for Transport Circular 1/2013

* The Transport Research Laboratory conducted a study for the DfT in 1998 which brought together a series of findings from local authorities and international case studies of traffic calming measures abroad.

It found that the use of speed limit signs alone only had a small effect on the mean average speed, by around 1-2 mph, whereas more extensive traffic calming measures such as speed cameras produced greater speed reductions.

Yours Faithfully

Agenda Item 9

Report to: SOUTHPORT AREA COMMITTEE **Date of Meeting:** 27 MARCH 2013

Subject: Hastings Road, Birkdale - Proposed Traffic Regulation Order

Report of: Director of Built Environment **Wards Affected:** Birkdale

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

Exmpt/Confidential No

Purpose/Summary

To seek approval for the implementation of a Traffic Regulation Order on the bend in the vicinity of the steps leading to Hillside Station, Hastings Road, Birkdale the effect of which will restrict waiting at all times.

Recommendation(s)

It is recommended that : -

- (i) the Traffic Regulation Order, which will restrict waiting at all times on the bend in the vicinity of the steps leading to Hillside Station, Hastings Road, Birkdale;
- (ii) 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	√		

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Reasons for the Recommendation: The Council has the power to make Traffic Regulation Orders under Sections 1 and 2 of the Road Traffic Regulation Act 1984. Approval of Highway schemes and authorisation to proceed with Traffic Regulation Orders fall under the remit of Area Committees.

What will it cost and how will it be financed?

(A) **Revenue Costs** £1000 – legal and administrative costs.

(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:

Legal	None
Human Resources	None
Equality	
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 (FD 2207/13) has been consulted and notes the indicated expenditure will be met from existing budgets.

The Head of Corporate Legal Services (LD 1526/13) has been consulted and any comments have been incorporated into the report.

This matter was also discussed with members of the Traffic Management Liaison Group at which representatives from Parking Services and the Emergency Services gave their approval to the proposal on the grounds of road safety.

Are there any other options available for consideration? None

Implementation Date for the Decision: Immediately following the Committee

Contact Officer: Karen Boyle - Technician
Tel: 0151 934 4540
Email: karen.boyle@sefton.gov.uk

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

1.0 INTRODUCTION

- 1.1 Several requests have been received from residents to introduce 'At Any Time' parking restrictions on the bend in the vicinity of the steps leading to Hillside Station, Hastings Road, Birkdale.
- 1.2 It is alleged that commuters are parking their vehicles on and around the bend and continuing their journey by train causing an obstruction and visibility problems for drivers and pedestrians.

2.0 SITE SURVEYS

- 2.1 Officers from the Traffic Services have carried out parking surveys and it was noted that vehicles were being parked on and around the bend and causing a road safety hazard for drivers and pedestrians.

3.0 SITE CONDITIONS

- 3.1 Hastings Road is a residential street approximately 7.0 metres wide and all properties have off-street parking facilities.

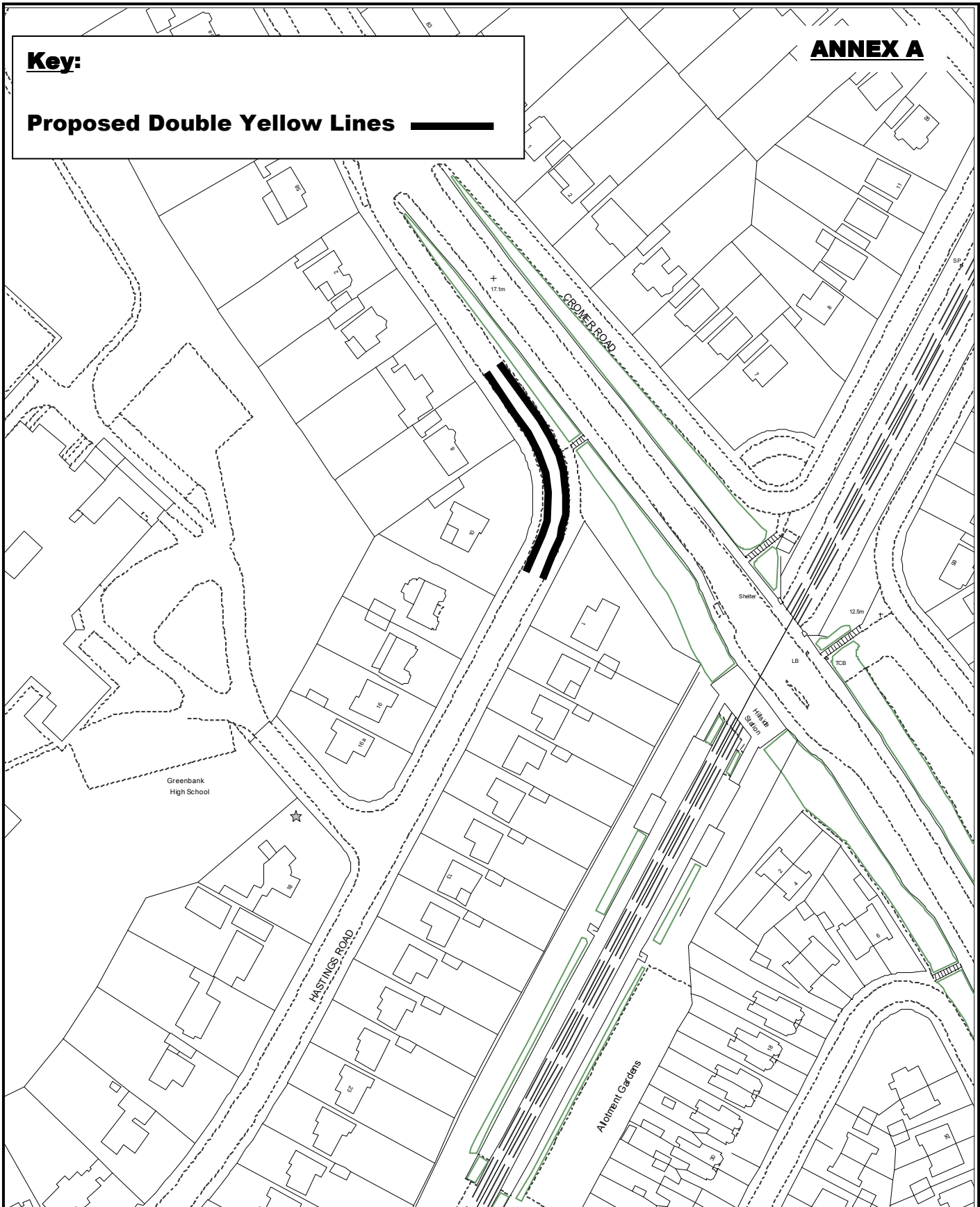
4.0 ACCIDENT RECORD

- 4.1 There have been no recorded injury accidents in the last 3 year period.

5.0 PROPOSALS

- 5.1 It is proposed to introduce 'At Any Time' parking restrictions on the bend in the vicinity of the steps leading the Hillside Station, Hastings Road, Birkdale, as shown in Annex A and as detailed in the schedule Annex B.

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ANNEX A

Key:
Proposed Double Yellow Lines ———

METROPOLITAN BOROUGH OF SEFTON
 Alan Lunt, LL.B. (Hons.), M.Sc.
 Director of Built Environment

Title
 Hastings Road, Birkdale

Drawn
Scale
Date

KMB
NTS
 MAR 13

ANNEX B

Schedule: 11

Restricted Roads (No Waiting At Any Time)

Roads and parts of roads in which waiting is prohibited twenty four hours a day

1	2
Street	Side
<u>Hastings Road</u>	<u>East Side</u> from a point 64 metres south-east of the south-west kerblines of Waterloo Road for a distance of 70 metres in a south-east then a south-west direction
<u>Hastings Road</u>	<u>West Side</u> from a point 87 metres south-east of the south-west kerblines of Waterloo Road for a distance of 63 metres in a south-east then south-west direction

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Agenda Item 10

Report to: Southport Area Committee **Date of Meeting:** 27 March 2013

Subject: Matlock Road and Bury Road, Southport – Proposed Waiting Restrictions, One-Way System and Traffic Calming

Report of: Director of Built Environment **Wards Affected:** Birkdale

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

Exempt/Confidential No

Purpose/Summary

To seek approval to introduce Waiting Restrictions, One-Way system and Speed Cushions on Matlock Road and Bury Road, Southport.

Recommendation(s)

It is recommended that Southport Area Committee:-

- i) approve the revocation of all existing Traffic Regulation Orders, as described in paragraph 2.2;
- ii) approve the introduction of the One-way system, as shown in Annex A;
- iii) approve the introduction of the speed cushions, as shown in Annex B;
- iv) approve the introduction of the waiting restrictions, loading bay and Disabled Parking Place, as shown in Annex C.

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		√	

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). Approval of Highway schemes and authorisation to proceed with Traffic Regulation Orders fall under the remit of Area Committees.

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What will it cost and how will it be financed?

(A) **Revenue Costs** None

(B) **Capital Costs**

The cost of introducing the waiting restrictions, speed cushions and One-Way system, together with all advertising costs relating to the new Traffic Regulation Orders, estimated at £12,000 will be met by the applicant as part of an agreed Planning Condition. This cost will be picked up as part of the large Capital scheme for the additional accommodation at Birkdale Primary (CA881).

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

Legal	The Council has the power to make Traffic Regulation Orders under Section 1 of the Road Traffic Regulation Act 1984
Human Resources	None
Equality	
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 & ICT Strategy (FD2208/13) has been consulted and has no comments to make on this report. All associated costs will be met from the existing Capital scheme for Birkdale Primary School additional accommodation (CA881).

The Head of Corporate Legal Services (LD 1524/13) has been consulted and has no comments on the report.

Are there any other options available for consideration? No

Implementation Date for the Decision: Immediately following the Committee meeting.

Contact Officer: Steve Johnston
Tel: 0151 934 4258
Email: steve.Johnston@sefton.gov.uk

Background Papers: Planning application S/2012/0894.

1.0 Introduction

- 1.1 On 18 October 2012, Planning Approval was given, for alterations to Birkdale Primary School, Matlock Road, Birkdale. The alterations involved the erection of a single storey link extension between the Junior and Infant building incorporating a roof-top playdeck, new sections of boundary fencing, additional car parking and external alterations.
- 1.2 As part of the Planning Approval, a number of Planning Conditions were placed on the applicant, relating to the surrounding highway network. These can be summarised as follows:-
- to fund the provision of traffic signs, posts, illumination units and associated electrical connections to indicate a 'one-way' system on Matlock Road (between Upper Aughton Road and Bury Road) in a south-westerly direction;
 - to fund the introduction of a detailed scheme of traffic calming designed to maintain vehicle speeds at 20mph or less on Matlock Road (between Upper Aughton and Bury Road) and Bury Road and
 - to fund the amendment/removal/renewal of yellow 'School Keep Clear' zig zag markings on the north-west side of Matlock Road.
- 1.3 Following the granting of Planning Permission for the alterations to the school, further meetings and discussions have taken place with the Head, school governors and officers to take forward these Conditions and clarify how the school will operate in terms of pedestrian and vehicular accesses.
- 1.4 As a result of these meetings, it was suggested that the proposed One-Way system should be reversed, so that drivers would enter Matlock Road from the Bury Road end, and exit from the Upper Aughton Road end, i.e in a north-easterly direction. In peak periods, any queuing of traffic waiting to exit onto Eastbourne Road would occur at the Upper Aughton Road end, and not adjacent to the school in Bury Road.
- 1.5 It was also suggested that, to assist in deliveries to the school kitchens, a loading bay be provided on Matlock Road.
- 1.6 A final suggestion involved the creation of a dedicated parking bay for Blue Badge holders for parents transporting pupils with disabilities.

1.0 Proposal

- 2.1 In order to address the Planning Conditions and the additional waiting restrictions suggested by representatives from the school, the following items are proposed:-
- 1.1.1 The introduction of a One-Way system on Matlock Road, in a north-easterly direction. A plan showing the proposal is attached as Annex A. This is designed to reduce the congestion caused by parents entering Matlock Road from both directions at school start and finish times.
- 1.1.2 The introduction of a system of speed cushions on Matlock Road and Bury Road. This is to counter any increase in vehicle speeds

Agenda Item 10

caused by the introduction of the One-Way system. Speed cushions have been suggested as large numbers of cyclists have been observed on Matlock Road, and cushions offer cyclists a better solution, rather than full width road humps. In addition, outside of school times, when parking is lighter, residents will be able to straddle the cushions, causing less discomfort for vehicle occupants than if they were traversing a full road hump. A plan showing the location of the proposed speed cushions is attached as Annex B.

- 1.1.3 The introduction of daytime waiting restrictions (Mon – Fri 8.00 a.m. to 6.00 p.m.) on the north-westerly side of Matlock Road to keep access clear for the off-street parking places. The restriction will be from a point 18m north-east of the north-easterly kerblines of Bury Road, to a point 54m north-east of the north-easterly kerblines of Bury Road, and from a point 73m north-east of the north-easterly kerblines of Bury Road, to a point 86m north-east of the north-easterly kerblines of Bury Road;
- 1.1.4 The introduction of a daytime loading bay (Mon – Fri 8.00 a.m. to 6.00 p.m.) on the north-westerly side of Matlock Road to facilitate deliveries to the school. This will be from a point 54m north-east of the north-easterly kerblines of Bury Road, to a point 73m north-east of the north-easterly kerblines of Bury Road;
- 1.1.5 The introduction of a Disabled Parking Place (Mon – Fri 8.00 a.m. to 6.00 p.m.) on the north-westerly side of Matlock Road to assist parents with disabled children attending the school. This will be from a point 86m north-east of the north-easterly kerblines of Bury Road, to a point 92.6m north-east of the north-easterly kerblines of Bury Road;
- 1.1.6 The introduction of 'standard' junction protection (No waiting at any time) at the junction of Matlock Road and Upper Aughton Road, to assist drivers turning out of Matlock Road.. The restriction will be on both sides of Matlock Road, from the south-westerly kerblines of Upper Aughton Road for a distance of 12m in a south-westerly direction, and on the south-westerly side of Upper Aughton Road from a point 10m north-west of the north-westerly kerblines of Matlock Road to a point 10m south-east of the south-easterly kerblines of Matlock Road. A plan showing the waiting restrictions, loading bay and Disabled Parking Place is attached as Annex C.

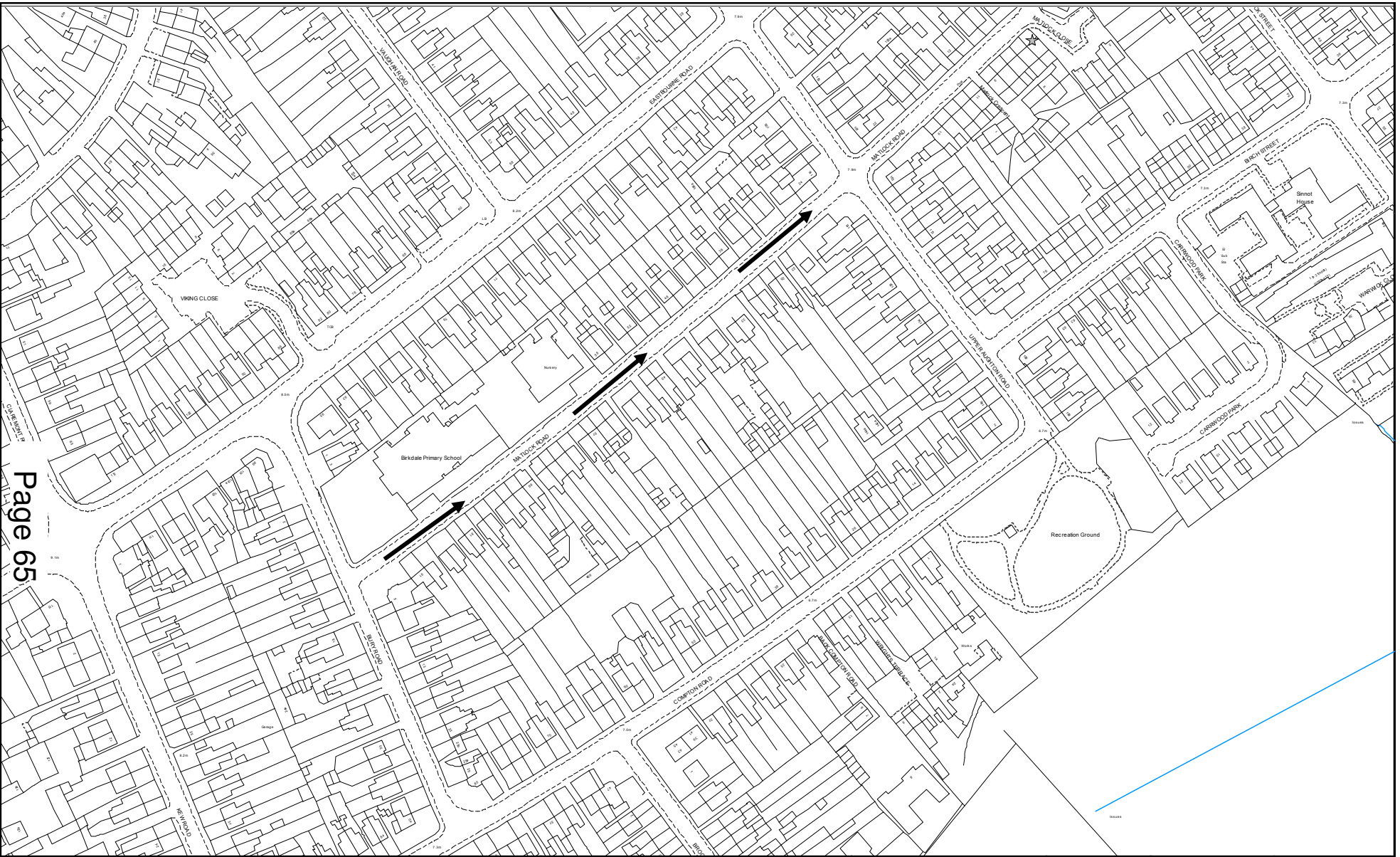
2.2 In order to simplify Sefton's Traffic Regulation Orders, current Orders which exist on any of the roads affected by this proposal will be revoked, and new Orders made incorporating the new amendments. In this respect, the following Order will be revoked and replaced with a new Order:-

- Metropolitan Borough of Sefton (Matlock Road, Birkdale) (On-Street Parking Places, Prohibition and Restriction of Waiting) Order, 2011.
- Metropolitan Borough of Sefton (Bury Road, Birkdale) (On-Street Parking Places, Prohibition and Restriction of Waiting) Order, 2011.
- Metropolitan Borough of Sefton (Upper Aughton Road, Birkdale) (On-Street Parking Places, Prohibition and Restriction of Waiting) Order, 2010.
- Metropolitan Borough of Sefton (Various Roads) (One-Way Traffic) Order 2012.

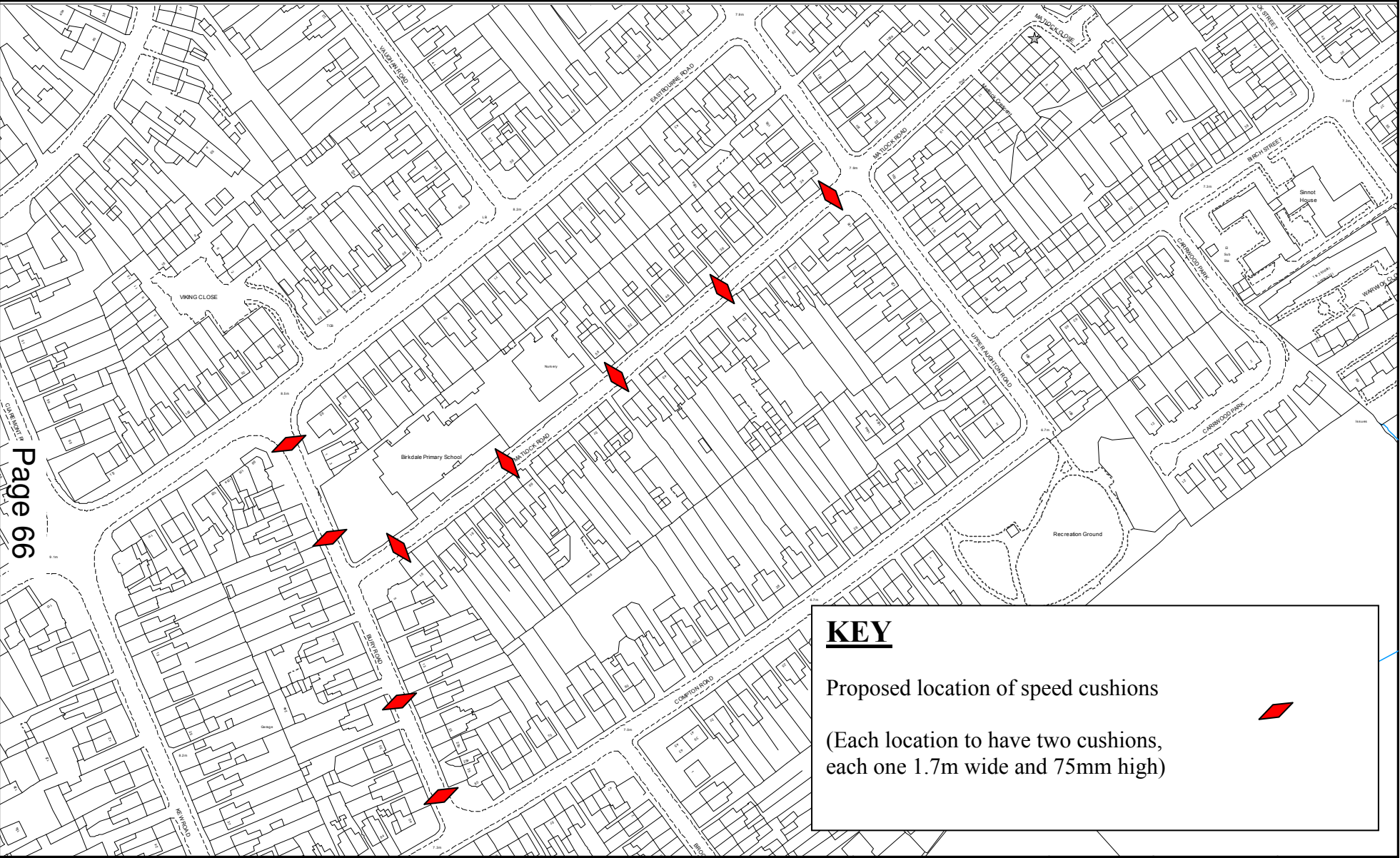
2.0 **Financial Implications**

- 3.1 All costs relating to the progression and provision of the speed cushions, One-way system, loading bay, Disabled Parking Place and waiting restrictions, amount to approximately £12,000 will be met by the applicant chargeable against the Birkdale additional accommodation Capital scheme (CA881).

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<p>METROPOLITAN BOROUGH OF SEFTON</p> <p>Alan Lunt Director of Built Environment</p>	<p>Title Matlock Road, Birkdale</p> <p>Proposed One-Way system</p>	<p>Drawn SJ</p> <p>Scale NTS</p> <p>Date Mar 2013</p>	<p>SJ</p> <p>NTS</p> <p>Mar 2013</p>	
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KEY

Proposed location of speed cushions

(Each location to have two cushions, each one 1.7m wide and 75mm high)



METROPOLITAN BOROUGH OF SEFTON

Alan Lunt
 Director of Built Environment

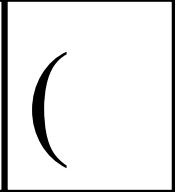
Title
 Matlock Road and Bury , Birkdale

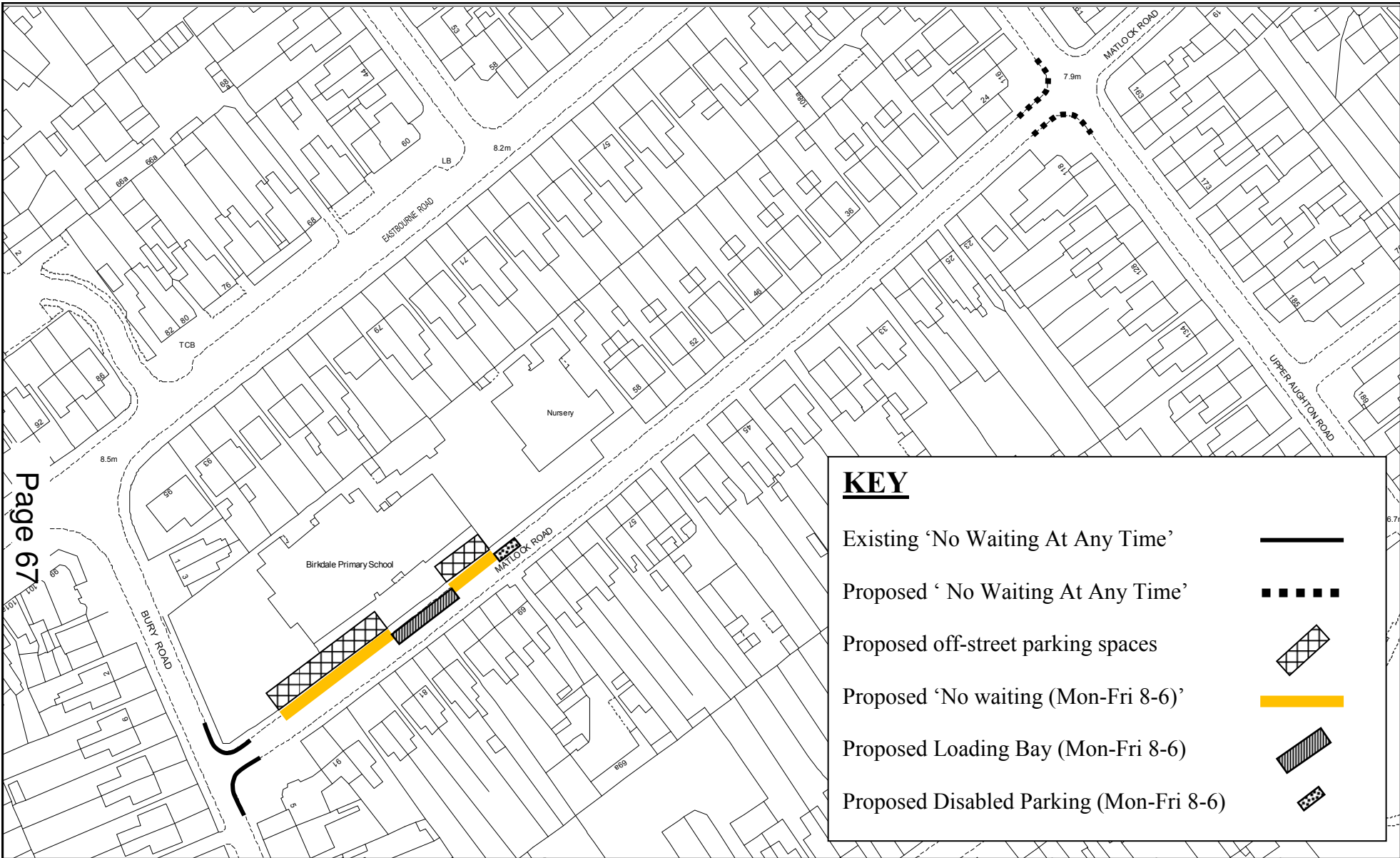
Proposed Speed Cushions

Drawn *SJ*

Scale *NTS*

Date *Mar 2013*





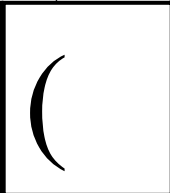
Page 67

METROPOLITAN BOROUGH OF SEFTON
 Alan Lunt
 Director of Built Environment

Title
 Matlock Road, Birkdale
 Proposed waiting restrictions

Drawn
 Scale
 Date

SJ
NTS
Mar 2013



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Report to: SOUTHPORT AREA COMMITTEE **Date of Meeting:** 27 MARCH 2013

Subject: Viking Close/Eastbourne Road, Southport - Proposed Traffic Regulation Order

Report of: Director of Built Environment **Wards Affected:** Dukes

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

Exempt/Confidential No

Purpose/Summary

To seek approval for the revocation of an existing Traffic Regulation Order on Eastbourne Road and implementation of a Traffic Regulation Order at the junction of Viking Close/Eastbourne Road, Southport the effect of which will restrict waiting at all times.

Recommendation(s)

It is recommended that the Southport Area Committee approve: -

- i. the revocation of all existing Traffic Regulation Orders, as described in paragraph 5.2;
- ii. the Traffic Regulation Order which will restrict waiting at all times at the junction of Viking Close/Eastbourne Road, Southport;
- 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 11

Reasons for the Recommendation: The Council has the power to make Traffic Regulation Orders under Sections 1 and 2 of the Road Traffic Regulation Act 1984. Approval of Highway schemes and authorisation to proceed with Traffic Regulation Orders fall under the remit of Area Committees.

What will it cost and how will it be financed?

(A) **Revenue Costs** £1000 – legal and administrative costs.

(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:

Legal	None
Human Resources	None
Equality	
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 (FD 2209/13) has been consulted and notes the indicated expenditure will be met from existing budgets.

The Head of Corporate Legal Services (LD 1525/13) has been consulted and any comments have been incorporated into the report.

This matter was also discussed with members of the Traffic Management Liaison Group at which representatives from Parking Services and the Emergency Services gave their approval to the proposal on the grounds of road safety.

Are there any other options available for consideration? None

Implementation Date for the Decision: Immediately following the Committee

Contact Officer: Karen Boyle - Technician
Tel: 0151 934 4540
Email: karen.boyle@sefton.gov.uk

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

1.0 INTRODUCTION

- 1.1 A request has been received from a resident to introduce 'At Any Time' parking restrictions at the junction of Viking Close/Eastbourne Road, Southport.
- 1.2 It is alleged that vehicles are being parked on and around the junction and causing access problems for residents.

2.0 SITE SURVEYS

- 2.1 Officers from the Traffic Services have carried out parking surveys and it was noted that vehicles were being parked on and around the junction and causing a road safety hazard for drivers and pedestrians.
- 2.2 It was also noted that there is a pedestrian crossing point in the vicinity of the junction of Viking Close/Eastbourne Road.

3.0 SITE CONDITIONS

- 3.1 Viking Close is a residential area approximately 6.0 metres wide and all properties have off-street parking facilities. Eastbourne Road is a residential/commercial area approximately 7.5 metres wide, residential properties have off street parking and there are on street parking bays for visitors to the commercial properties.

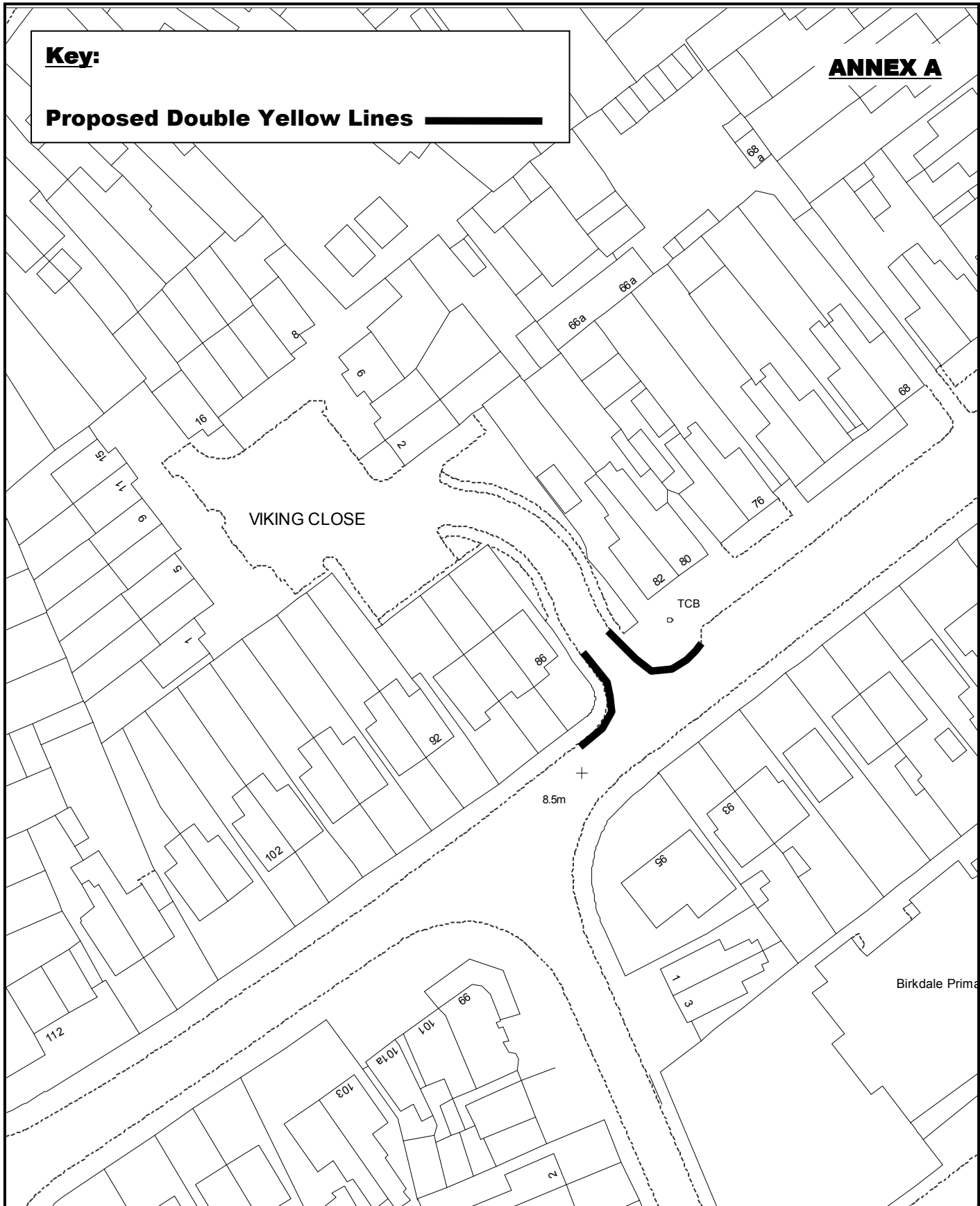
4.0 ACCIDENT RECORD

- 4.1 There have been no recorded injury accidents in the last 3 year period.

5.0 PROPOSALS

- 5.1 It is proposed to introduce 'At Any Time' parking restrictions at the junction of Viking Close/Eastbourne Road, Southport, as shown in Annex A and as detailed in the schedule Annex B.
- 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 (Eastbourne Road, Southport) (On-Street Parking Places, Prohibition and Restriction of Waiting) Order, 2010.

Agenda Item 11



<p>METROPOLITAN BOROUGH OF SEFTON</p> <p>Alan Lunt, LL.B. (Hons.), M.Sc. Director of Built Environment</p>	<p>Title</p> <p>Viking Close/Eastbourne Road, Southport</p>	<p>Drawn</p> <p><i>KMB</i></p> <p>Scale</p> <p><i>NTS</i></p> <p>Date</p> <p><i>MAR 13</i></p>	
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ANNEX B

Schedule: 11

Restricted Roads (No Waiting At Any Time)

Roads and parts of roads in which waiting is prohibited twenty four hours a day

1	2
Street	Side
<u>Viking Close</u>	<u>Both Sides</u> from a point 10 metres north-west of the north-west kerbline of Eastbourne Road to the north-west kerbline of Eastbourne Road
<u>Eastbourne Road</u>	<u>North-west Side</u> from a point 10 metres south-west of the south-west kerbline of Viking Close to a point 10 metres north-east of the north-east kerbline of Viking Close

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Agenda Item 12

Report to: SOUTHPORT AREA COMMITTEE **Date of Meeting:** 27 MARCH 2013

Subject: Links Avenue, Southport - Proposed Disabled Persons' Parking Places

Report of: Director of Built Environment **Wards Affected:** Cambridge

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 provide a disabled resident with a parking place directly outside their place of residency.

Recommendation(s)

It is recommended that the Southport 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 Places 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	√		

Reasons for the Recommendation:

Agenda Item 12

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.

(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:

Legal	None
Human Resources	None
Equality	
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 (FD 2211/13) has been consulted and notes the indicated expenditure will be met from existing budgets.

The Head of Corporate Legal Services (LD 1527/13) has been consulted and any comments have been incorporated into 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 Requests have been received from the residents of 49 and 51 Links Avenue, Southport 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 :

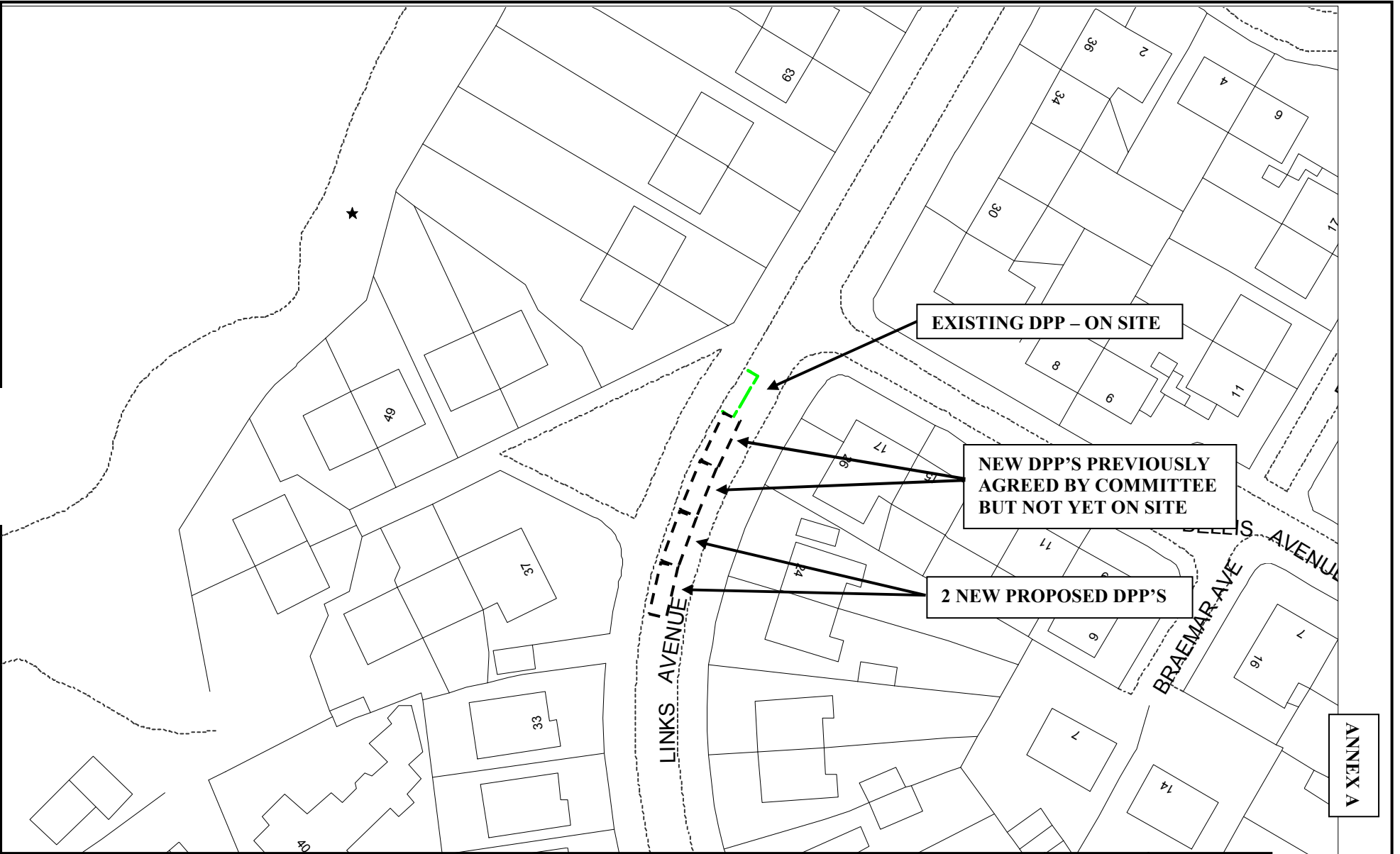
Links Avenue - North-west Side

from a point 26 metres south west of the south west projected kerblines of Bellis Avenue to a point 32 metres south west of the south west projected kerblines of Bellis Avenue

Links Avenue - North-west Side

from a point 32 metres south west of the south west projected kerblines of Bellis Avenue to a point 38 metres south west of the south west projected kerblines of Bellis Avenue

- 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 Order will be revoked and replaced with a new Order:-
 - Metropolitan Borough of Sefton (Links Avenue, Southport) (On-Street Parking Places, Prohibition and Restriction of Waiting) Order, 2012.
- 2.3 A Plan showing the proposed location of the bays is attached for members information.

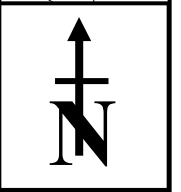


Alan Lunt, LL.B. (Hons.), M.Sc.
Director of Built Environment

**PROPOSED DISABLED PERSONS PARKING PLACES
- LINKS AVENUE, SOUTHPORT**

Drawn
Scale
Date

PMcC
NTS



Agenda Item 13

Report to: Southport Area Committee **Date of Meeting:** 27 MARCH 2013

Subject: Monitoring of Traffic Regulation Orders

Report of: Director of Built Environment **Wards Affected:** All Southport

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

Exempt/Confidential No

Purpose/Summary

To appraise Members of the progress of proposed Traffic Regulation Orders which have been approved by the Area Committee.

Recommendation(s)

It is recommended that the report be noted

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 13

Reasons for the Recommendation:

The Council has the power to make Traffic Regulation Orders (TRO's) under Sections 1 and 2 of the Road Traffic Regulation Act 1984. The procedures for making TRO's are set out in Schedule 9 Part III of the Act. Approval of Traffic Regulation Orders fall under the remit of Area Committees.

What will it cost and how will it be financed?

(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:

Legal	None
Human Resources	None
Equality	
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 & ICT (FD 2206/13) has been consulted and has no comments to make on this report as there are no direct financial implications

The Head of Corporate Legal Services (LD 1522/13) has been consulted and has no comments to make on this report.

Are there any other options available for consideration? None.

Implementation Date for the Decision: N/A

Contact Officer: Dave Marrin
Tel: 0151 934 4295
Email: dave.marrin@sefton.gov.uk

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

1.0 BACKGROUND

- 1.1 This report summarises the process involved in introducing a Traffic Regulation order (TRO) and provide accurate monitoring of progress.
- 1.2 Once a proposal has been approved by the Area Committee it is advertised in the local press and on site notices and a period of 21 days is allowed for any objections to be made. If no objections are received then the Order will be made and an operational date set. If objections are received then a subsequent report will be made to the Area Committee for resolution. Any changes made by the Committee will then be incorporated into the Order, the Order made and an operational date set.
- 1.3 Officers only place orders and issue instructions to the Contractors for the implementation of road lining and signing associated with Traffic Regulation Orders once the operational date is known.
- 1.4 Once the order has been issued to the Contractor the works should be completed within 4 weeks.
- 1.5 Annex A shows the current position of TRO's which have been approved by this Committee.
- 1.6 Changes since the last report to Area Committee have been highlighted in bold.
- 1.7 TRO's will be removed from the list once they have been introduced on site, unless Members raise any concerns about their completion.
- 1.8 This report will be presented to all future meetings of the Area Committee.

TECHNICAL SERVICES DEPARTMENT
SOUTHPORT AREA COMMITTEE – MONITORING REPORT – TRAFFIC REGULATION ORDERS

LOCATION	TYPE OF ORDER	ORIGINAL COMMITTEE DATE	ADVERT PLACED IN PRESS	OBJECTIONS RECEIVED	SECOND COMMITTEE DATE	OPERATIONAL DATE OF ORDER	PASSED TO CONTRACTOR	COMPLETED & CHECKED ON SITE	TOTAL MONTHS FROM 1 ST REPORT
Ovington Drive Commercial Area	NWAAT, Limited Waiting, Loading Bay, Disabled Bay	23.11.11	14.3.12	No	N/A	See Note 1			16
Hoghton Place	NWAAT	18.7.12	1.8.12	Yes	21.11.12	16.1.13	12.12.12	15.1.13	6
Virginia Street	NWAAT	18.7.12	17.10.12	No	N/A	13/02/13	24.1.13	Lines complete Signs not yet complete	8
per Aughton Rd / Birch St	NWAAT	26.9.12	17.10.12	No	N/A	02.1.13	Jan 13	15.1.13	4
icks Rd / Meadow Brow	NWAAT	26.9.12	17.10.12	No	N/A	02.1.13	Feb 13		6
l Lane	NWAAT	26.9.12	17.10.12	No	N/A	02.1.13	Jan 13	15.1.13	4
menade, Southport	Limited Waiting	21.11.12	6.2.13	No	N/A	10.4.13	March 13		4
Stamford Road Area	20mph	21.11.12	12.12.12	No	N/A	15.2.13	24.1.13	Not yet Checked	4
Lynton Drive	NWAAT	21.11.12	12.12.12	No	N/A	20.2.13	7.2.13	13.2.13	3
Botanic Road	DPP	21.11.12	12.12.12	No	N/A	20.2.13	19.2.13		4
Links Avenue	DPP	21.11.12	12.12.12	Yes	23.3.13 Objection has recently been withdrawn				4
Lord Street Service Road (Market St – Eastbank St)	Taxi Rank, Loading Bay	23.1.13	20.2.13	No	N/A				2
Mornington Road Area	20mph	23.1.13	6.2.13	Yes	27.3.13				2

Note 1 - Awaiting carriageway resurfacing by James Hall & Co. (landowner) prior to progression.

Tuesday, March 19, 2013

TRO/MON/dm

Report to: SOUTHPORT AREA COMMITTEE **Date of Meeting:** 27 MARCH 2013

Subject: Consolidation of Traffic Regulation Orders

Report of: Director of Built Environment **Wards Affected:** Birkdale, Dukes, Kew & Meols

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

Exempt/Confidential No

Purpose/Summary

To recommend the progression of simplified Traffic Regulation Orders at various locations.

Recommendation(s)

It is recommended that: -

- (i) Traffic Regulation Order's, relating to Bank Passage, Brook Street, Eastbank Street, Eastbank Street Square, Eastbourne Road, Falkland Road, Palace Road, Regent Road, St. George's Place, Walnut Street, Wright Street be progressed.
- (ii) 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		√	

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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 £300 - All costs will be funded from within the Traffic Management revenue budget for 2012/13.

(B) Capital Costs Nil

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

Legal	None
Human Resources	None
Equality	
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 (FD 2210/13) has been consulted and notes the indicated expenditure will be met from existing budgets.

The Head of Corporate Legal Services (LD 1526/13) 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: Immediately following the Committee meeting.

Contact Officer: Colin Taylor
Investment Programmes and Infrastructure

Tel: 0151 934 4189

Email: colin.taylor@sefton.gov.uk

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

1.0 BACKGROUND

- 1.1 The Council has a Policy of simplifying Sefton's Traffic Regulation Orders (TRO's) by consolidating orders to produce one order for each road, rather than an Order which will contain a number of roads.
- 1.2 In the vast majority of cases, the new TRO's will simply reflect the waiting restrictions, which are currently on site. In this situation, it is simply proposed to advertise the new TRO in the local press, without placing notices on site.
- 1.3 Where the current waiting restrictions are considered either inappropriate, or too restrictive, the opportunity is taken to review existing waiting restrictions, and if considered necessary, introduce amended waiting restrictions or remove waiting restrictions altogether. In these cases, the TRO will not only be advertised in the local press, but also on site via the usual site notices.
- 1.4 As part of this process the location of consolidated TRO's is circulated to all Ward Members to enable them to comment on any local issues relating to the existing TRO's.

2.0 PROPOSED TRAFFIC REGULATION ORDERS.

- 2.1 Annex A details the roads where new TRO's will be progressed, the effect of which will result in no change to the existing restrictions currently on site.
- 2.2 Annex B details the list of roads where new TRO's will be progressed, the effect of which will result in changes to the existing restrictions currently on site. The extent of the proposed changes are included in Annex B. All other restrictions along the lengths of roads will remain the same.

3.0 CONSULTATION

- 3.1 Copies of the Annexes have been forwarded to the relevant Ward Councillors. At the time of preparing the report, no comments or objections to the progression of the proposed TRO's had been received. Any late comments from the Ward Councillors will be reported orally to the meeting.

Schedule of Proposed Traffic Regulation Orders

NO CHANGE to Existing Restrictions

Ref No.	Location	Ward
0195	Bank Passage, Southport	Dukes
0423	Brook Street, Southport	Meols
0937R2	Eastbank Street, Southport	Dukes / Kew
0938	Eastbank Street Square, Southport	Dukes
0939R1	Eastbourne Road, Birkdale	Birkdale
1039	Falkland Road, Southport	Kew
2199	Palace Road, Birkdale	Dukes
2415	Regent Road, Birkdale	Dukes
3121	Walnut Street, Southport	Kew
3300R2	Wright Street, Southport	Dukes
2558R1	St Georges Place, Southport	Dukes

Schedule of Proposed Traffic Regulation Orders

CHANGES to Existing Restrictions

Ref No.	Location	Ward	Proposed Changes
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NONE

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