



Sustainable Communities Overview and Scrutiny Committee

Date:	Wednesday, 18 November 2009
Time:	6.00 pm
Venue:	Committee Room 1 - Wallasey Town Hall

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AGENDA

1. MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST / PARTY WHIP

Members are asked to consider whether they have personal or prejudicial interests in connection with any item(s) on this agenda and, if so, to declare them and state what they are.

Members are reminded that they should also declare, pursuant to paragraph 18 of the Overview and Scrutiny Procedure Rules, whether they are subject to a party whip in connection with any item(s) to be considered and, if so, to declare it and state the nature of the whipping arrangement.

2. MINUTES (Pages 1 - 12)

To receive the minutes of the meeting held on 21 September, 2009.

3. HIGHWAY AND ENGINEERING SERVICES CONTRACT - SIX MONTH UPDATE

To receive a presentation by the contractor, Colas. A report from the Director of Technical Services will be reported separately.

4. 2009/2010 TRANSPORT CAPITAL PROGRAMME - PROGRESS REPORT (Pages 13 - 22)

5. **LOCAL ENVIRONMENTAL QUALITY DELIVERY PLAN UPDATE**
(Pages 23 - 44)
6. **SECOND QUARTER PERFORMANCE REPORT 2009/10** (Pages 45
- 64)
7. **BUS PUNCTUALITY IMPROVEMENT PARTNERSHIP**
FRAMEWORK AGREEMENT (Pages 65 - 98)
8. **REVIEW OF PILOT PAVEMENT/VERGE PARKING RESTRICTIONS**
(Pages 99 - 104)
9. **YOUNG PEOPLE - COMMUNITY SAFETY**
10. **ANY OTHER BUSINESS**

Report to be circulated separately.

To consider any other business that the Chair accepts as urgent.

SUSTAINABLE COMMUNITIES OVERVIEW AND SCRUTINY COMMITTEE

Monday, 21 September 2009

Present:

Councillor H Smith (Chair)

Councillors	T Anderson	M Redfern
	G Ellis (deputy)	P Reisdorf
	J Hale	S Taylor
	B Kenny	J Williams
	D Mitchell	

COUNCILLOR SUZANNE MOSELEY

The Chair referred to the recent sudden and tragic death of Councillor Suzanne Moseley.

Councillor Sue Taylor, on behalf of the Conservative Group, said that they had lost a valuable friend and colleague and thanked all parties for their messages of condolence. She paid tribute to Suzanne's contribution to the work of the Council, and her particular interest in environmental issues.

Members stood in silent tribute to Suzanne's memory.

10 **DECLARATIONS OF INTEREST/PARTY WHIP**

Members were asked to consider whether they had personal or prejudicial interests in connection with any item(s) on this agenda and, if so, to declare them and state what they were.

Councillor P Reisdorf declared a personal interest in respect of minute 12 (Arrowe Park Hospital Travel Plan) and minute 17 (Road Safety – Reducing Death and Serious Injury on the Road) by virtue his recent road traffic accident and his attendance at the hospital as a patient.

Councillor D Mitchell declared a personal interest in respect of minute 12 (Arrowe Park Hospital Travel Plan) by virtue of his membership of Merseytravel.

Members were reminded that they should also declare, pursuant to paragraph 18 of the Overview and Scrutiny Procedure Rules, whether they were subject to a party whip in connection with any item(s) to be considered and, if so, to declare it and state the nature of the whipping arrangement. No such declarations were made.

11 MINUTES

Members were requested to receive the minutes of the meetings of the Sustainable Communities Overview and Scrutiny Committee held on 1 June, 2009.

Resolved – That the minutes be received.

12 ARROWE PARK HOSPITAL TRAVEL PLAN

The Director of Technical Services submitted a report summarising the aims of the Annual Review of the Wirral Hospitals Travel Plan which was completed by the consultants, Mott MacDonald MIS (Appendix 2), together with the main actions for the coming year.

At a meeting held with the Trust and attended by Sustainable Transport Co-ordinator, revised short term and medium/long term targets were agreed, as detailed in Appendix 2., and subsequently agreed by Merseyside TravelWise.

Key short term targets included;

- Increase membership of 'liftshare' (Car Share database) and develop car share policy, including promotional campaigns;
- Hold promotional events such as Car Free Day and Travel Plan promotion event, as well as ongoing travel plan publicity;
- Continue feedback with local bus operators through Wirral Bus Liaison Group;
- Promote the Salary Sacrifice Scheme for cycle purchases and establish Bus Season ticket loan scheme;
- Continue work of Transport Strategy Group, Cycle User Group, and Car Park Policy Group;
- Review transport information given to patients with appointment letters;
- Provide information to be given to new staff at inductions; and
- Undertake surveys for staff, patients and visitors.

Following the submission of the second Annual Review in September 2008, Members raised several issues;

- The take up and costs of the car parking charges reimbursement scheme
- Car park charges for Blue Badge holders
- High levels of Single Occupancy Vehicles (SOV)
- Decrease in bus use
- The promotion of cycling
- High levels of staff living within 15mins public transport ride away
- Bus stop location

The report updated Members on these issues.

Mr E Mellor from Mott Macdonald, attended the meeting to present the third annual update and answer questions from members covering a range of issues relating to: promotion of the liftshare scheme; improved publicity for the parking charges reimbursement scheme; relocation of the existing bus stops closer to the main hospital entrance; improved signage for the drop off facility at both the front and rear

of the hospital; timescales for achieving the short/long term targets, and costs associated with the implementation of the Plan.

The Director of Technical Services reported that the Plan was work in progress and amendments would be made to reflect the specific points raised by members following the presentation of the report and Action Plan

It was moved by the Chair and seconded by Councillor Kenny that:

“The Committee note and endorse the third annual review of the Wirral University Teaching Hospital NHS Foundation Trust’s Travel Plan.”

It was moved as an amendment by Councillor Hayes and seconded by Councillor Ellis that:

“This committee duly notes the report. However this Committee believes that there should no longer be any car parking charges for visitors and patients of Wirral Hospitals and calls upon the Wirral University Teaching Hospital NHS Foundation Trust to withdraw all car parking charges as soon as is reasonably practicable.”

The amendment was put and lost (4:6).

The motion was put and carried (6:5) (by virtue of the Chair’s casting vote)

Resolved (6:5) - That the Committee note and endorse the third annual review of the Wirral University Teaching Hospital NHS Foundation Trust’s Travel Plan.

13 **ALLOTMENT PROVISION AND DEVELOPMENT**

The Director of Regeneration reported upon the work of the Allotment Development Officer and other issues related to allotments provision and development. The report also included a petition requesting the provision of an allotment site on land near Gilroy Road, West Kirby.

The Allotment Development Officer made progress in a number of areas. Approximately 15 sites had been visited and assessed as potential new allotment sites and at the present time 5 of these were being considered:

- (i) The Warrens, Thingwall
- (ii) Sandringham Avenue, Hoylake
- (iii) Broadway, Greasby
- (iv) Gilroy Road, West Kirby
- (v) Mosslands Drive, Wallasey

The majority of the sites were currently used as public open space and would need planning approval for change of use. Wirral’s Local Development Framework which was currently being drawn up by the Council’s Strategic Planning Section would involve an assessment of allotment provision in the borough in accordance with

Planning Policy Guidance (PPG) 17. Any new sites would need significant capital investment for the provision of water, access roads, toilets and security.

A petition, containing 52 signatures, requesting the lease of a site near Gilroy Road, West Kirby, had recently been received. A spokesperson for the petitioners addressed the meeting.

The Director outlined the Council's policy for self managed sites and reported upon an approach by the Sandringham Avenue Allotments Society asking if the Council would be willing to lease the site to the Society for a peppercorn rent in recognition of the fact that there were no cost implications for the Council in them running the site. They currently paid £750 per annum which they suggested could be used for improvements to the site. It was suggested that a different arrangement for leasing of allotment sites may encourage other allotment societies to consider self management and provide access to sources of external funding.

A spokesperson for the Sandringham Avenue Allotment Society addressed the meeting. She presented a petition, containing 50 signatures, drawing attention to the unmet demand for allotments in the Hoylake area, and the Council's duty under the Small Holdings and Allotments Act to make sufficient provision for allotments and to let them to local residents.

Mr David Jones, Chair of the Wirral Federation of Allotment Societies addressed the meeting. He referred to the development of the Allotment Strategy and other positive initiatives including additional funding for working allotments and the appointment of an allotment development officer, but emphasised the need for further additional funding to be made available for improvements in the important areas of site security, maintaining and improving the infrastructure, bringing derelict plots back into use, and developing new allotment sites.

Mr David Morris, former Council Allotment Development Officer, and current North West Representative for the National Society of Allotment and Leisure Gardens, addressed the meeting. He referred to the early successes in his role as Allotment Development Officer in terms of identifying areas where additional allotment sites are required but emphasised that a more innovative approach was needed to the setting of budgets for the council to meet its statutory responsibilities under the Small Holdings and Allotments Act. He also referred his initial discussions with the PCT regarding sources of funding for allotments in line with its responsibilities for the promotion healthier lifestyles and reported upon the potential use of land adjacent to the new health centre at The Warrens which had recently been granted planning permission.

The Director reported that allotment budget for 2009/10 was £70,000 with an income of £29,900. The financial implications associated with the request to lease the self managed sites at Wingate Avenue, Eastham and Sandringham Avenue, Hoylake, on a peppercorn rent were that there would be a loss of income of £120 and £750 respectively per annum.

The Director responded to questions from members regarding the interpretation of the Small Holdings and Allotments Act, the demand for allotments and current waiting list, the possibility of bringing the potential five new sites into operation

through the use of asset transfer, and the financial, legal and planning issues associated with the development of any new allotment sites.

It was moved by Councillor Reisdorf and seconded by Councillor Redfern that :

“(1) That the work of the Allotments Development Officer be noted.

(2) That further reports be submitted to this Committee on possible allotment sites and any financial implications, and subject to further work by officers, endorses the development of the five sites currently being considered.

(3) That officers look into the possible transfer of Sandringham Avenue and Wingate Allotments to the respective allotment societies as a community asset transfer. “

It was moved as an amendment by Councillor Anderson and seconded by Councillor Taylor that:

“This Committee recognises the demand for allotments and calls on Cabinet to renew its commitment to the Allotment Strategy. It further recommends that:

(1) Peppercorn rents be granted to self managed sites;

(2) Funding for the provision of allotments be increased so that the demand can be met in accordance with the Council’s statutory obligations under the Small Holdings and Allotments Act;

(3) Where there is a demand for allotments to be self managed, the Council transfer the asset to the established allotment society. “

The amendment was put and lost (4:6)

The motion was put and carried (8:2)

Resolved (8:2) –

(1) That the work of the Allotments Development Officer be noted.

(2) That further reports be submitted to this Committee on possible allotment sites and any financial implications, and subject to further work by officers, endorses the development of the five sites currently being considered.

(3) That officers look into the possible transfer of Sandringham Avenue and Wingate Allotments to the respective allotment societies as a community asset transfer.

14 **EASTHAM AREA - CONSIDERATION OF AN AIR QUALITY MANAGEMENT AREA**

The Director of Regeneration submitted a report detailing the results of assessments to determine whether an Air Quality Management Area could be established in the Eastham area, having regard to the available data and to the Policy Guidance (PG09) issued by the Department for Environment, Food and Rural Affairs in February 2009. He reported that before an LAQMA could be considered it was necessary to establish that an Air Quality Objective was breached and based on the results of current assessments only 2 (W29 &2) of 6 sites in the Eastham would meet that criteria. Therefore, until further monitoring results were available, it was too early to conclude that a LAQMA was appropriate for this area.

Resolved –

(1) That Members note the conclusions of this report that so far there is insufficient evidence that the Eastham Area fails to meet the criteria set by the Policy Guidance issued by Department of Environment, Food and Rural Affairs and therefore, currently, there is no requirement that an Air Quality Management Area be declared at this stage.

(2) That Members receive a further report of the monitoring results for Eastham when the “bias adjusted” results are available in early 2010.

15 **'REDUCING THE COUNCIL'S CARBON FOOTPRINT' - SIX MONTHLY PROGRESS REPORT NO 2**

The Director of Technical Services presented a report which updated Members on the various projects currently being undertaken by Technical Services to achieve the Corporate Objective to 'Reduce the Council's Carbon Footprint', as set out in the Council's Corporate Plan.

Members were asked to note the progress made to date on the Project Plan (Appendix 1) and to endorse the further initiatives proposed.

Resolved –

(1) That the Committee note and endorse the performance and progress of the various Council 'Carbon Footprint Reduction' projects to date undertaken by the Technical Services Department.

(2) That the Committee supports the proposal to take advantage of the national climate change campaign “Act on CO2” detailed in section 4.2.2

(3) That the Committee supports the proposals detailed in section 4.4.2 with regards to phase 4 of the IEEP

WIRRAL FLOOD GROUP - PROGRESS REPORT

The Director of Technical Services submitted a report providing an update on the progress made to date by the Wirral Flood Group and seeking the views of members regarding the constitution and future direction of the work of this group.

The Wirral Flood Group comprised the Elected Members Steering Group, relevant Council officers from those service areas with responsibility for addressing the recommendations set out in Sir Michael Pitt's report, plus representatives from the Environment Agency, United Utilities, and Wirral NHS. Its work to date included:

- The agreement of Terms of Reference for the Group (Appendix 1)
- The establishment of the collaborative cross-departmental and agency working on matters related to flooding.
- The opportunity for each agency and organisations responsible for flood prevention and for the management of water in general to bring to a multi-agency audience their individual roles and responsibilities and current work plans
- The compilation of a specific list of Wirral's flooding "hot spots". This list is in its early stages and will remain a "live" document. It is intended for this document to be available to officers and Elected Members, and allow them up to date information on each identified "hot spot" and the current status of work to alleviate or prevent flooding in that location.
- The establishment of a Council, Environment Agency and United Utilities Operational Group which seeks to identify the cause of flooding at each hot spot, who is responsible and more importantly what is being done to reduce the risk of flooding at those locations.

The new Flood and Water Management Bill which was due to come into force in early 2010 would place a statutory responsibility on local authorities to lead on local flood risk management. County and unitary authorities would also be responsible for local flood risk assessment, mapping and planning in relation to ordinary watercourses, surface run-off and groundwater. They would also lead the production of local surface water management plans and the agreement of the associated programmes of work with all stakeholders.

As a result of these new responsibilities, there was a need to recruit some expertise in the area of flood management to fully understand the root cause of flooding and be in a position to carry out a Surface Water Management Plan for Wirral, which was a recommendation of Pitt report and also a statutory responsibility for local authorities in the new Flood and Water Bill. It was envisaged that with this expertise and the ongoing dialogue at both operational and Elected Member level all identified "hot spots" of flooding on Wirral would be addressed.

Through the development of a database capturing the causation of flooding at these "hot spots", the Group would be in a position to engage in a more meaningful manner with the residents and property owners who have been affected by these floods. In addition to this, the Health, Safety & Resilience Team was currently preparing a specific guidance document for property owners on advice they can take both proactively (purchasing sand bags, fitting air brick covers, ensuring road gullies are free from detritus, etc) and also containing the relevant contact emergency details of the agencies with a responsibility for a flooding response.

The Director reported that the alleviation of flooding was a complicated issue, with a range of European, Central Government and Regional directives and strategies requiring actions from most departments of the council and many external agencies. The establishment of the Wirral Flood Group had provided an opportunity for improved co-ordination to ensure that the various agencies were working together to alleviate flooding on Wirral. To date the Wirral Flood Group had been successfully chaired by the Health, Safety & Resilience Operations Manager, but as the work of the Group evolved and having regard to the joint Elected Member and officer representation from a constitutional perspective, Members' views were particularly welcomed on the future Chairperson arrangements for the Group.

There was a general discussion regarding the working arrangements for the Group and it was suggested that the membership should be extended to include community groups from the Greasby and Leasowe areas and other "hot spots" for flooding on Wirral.

Resolved – That the Committee:

- (1) Note the progress to date of the Wirral Flood Group;
- (2) Endorse the proposal to recruit additional flood management expertise as part of the existing Technical Services' staffing establishment;
- (3) That the Health, Safety and Resilience Operations Manager, continue to chair the Group and that the committee agree in principle to the involvement of community groups, subject to a further report to the next meeting on this issue.

17 **ROAD SAFETY - REDUCING DEATH AND SERIOUS INJURY ON THE ROAD**

The Director of Technical services submitted a report detailing the progress made in improving road safety and reducing the number of people injured on Wirral's roads, and the comprehensive programme of ongoing and proposed actions by the Council and its partners in respect of road safety, which aim to achieve the road safety objectives set out in the Council's Corporate Plan and Wirral Local Area Agreement.

Resolved –

- (1) That the Committee note the progress in improving road safety performance and analysis of casualty data outlined in this report;
- (2) That the Committee endorse the proposed Road Safety Action Plan for 2009/10.

18 **GOLF COURSE SECURITY**

The Director of Regeneration submitted a report outlining the current arrangements for security on golf courses.

He reported that a major review of the Parks and Countryside Service, including golf, was currently being undertaken in the form of the Parks and Countryside Service Procurement Exercise (PACSPE) to explore service delivery options and developing a business case for undertaking a procurement exercise for the service. This would be the subject a further report to Cabinet, and could result in changes to the management of the municipal golf courses.

Resolved - That the report be noted.

19 **PLAYBUILDER PROGRAMME UPDATE**

The Director of Regeneration submitted a report outlining the current arrangements for the Playbuilder Programme, approved by Cabinet at its meeting on 23rd April 2009.

The Play Pathfinder and Playbuilder Programme was developed from the Children and Young People Department for Children Schools and Families (DCSF) consultation on the national play strategy, and was a key commitment in the Governments "Children's Plan", launched in December 2007. This programme would invest £235m nationally in children's play for three years from 2008 to 2011. A variety of freely accessible play facilities would be developed targeting the 8-13 year age range specifically. The programme was intended to develop public play spaces close to where children live, make them safe, but also interesting, exciting and stimulating, whilst available to all.

The Director reported that the initial Playbuilder Programme application was prepared by officers from the Children and Young People's Department and the Regeneration Department and a project plan submitted to the DCSF listing the 22 sites to be developed (Appendix 1). No new play areas were currently being proposed, the sites were existing facilities currently maintained by the Parks and Countryside Service, and would continue to be covered under existing maintenance resources. He reported that regular reports on progress were provided by the Project Manager to the Wirral Play Partnership the key mechanism for cross-service and departmental working in the development and promotion of play in Wirral, and to the Youth and Play Service Advisory Committee.

The initial phase of public consultation was being carried out by the Youth & Play Service through local schools and at play sessions near to proposed sites.

Resolved – That the report be noted.

20 **HIGHWAYS AND TRAFFIC REPRESENTATION PANEL - 17 SEPTEMBER - MINUTES**

The Director of Law, HR and Asset Management, submitted the minutes of the panel meeting held on 17 September, 2009 when it was resolved:-

(i) That the panel note the objections received and the officers' responses and recommend to the Overview and Scrutiny Committee that the "Cycling Strategy" scheme at the junction of Mount Pleasant Road and Mount Road, Wallasey, as shown on Plan No. Beng/59/09/a, be approved for implementation.

(ii) That the panel note the objections received and the officers' responses and recommend to the Overview & Scrutiny Committee that the "Local Safety" scheme, as shown on Plan Beng/54/09a, be approved for implementation in Higher Bebington Road and Pulford Road, Bebington.

(iii) That the panel note the objectors' concerns and recommend to the Overview and Scrutiny Committee that the traffic regulation order for the introduction of Residents' Parking Scheme Visitor Permits at Silverburn Avenue, Moreton, be made as advertised, subject to the issue of permits being restricted to one household and one visitor.

(iv) That the panel note the objection received and the Officers' response and recommend to the Overview & Scrutiny Committee that waiting restrictions, as shown on Plan 62/09, be approved for implementation in Holm Lane and Holm View Close, Oxton.

Resolved –

(1) That the minutes of the panel be received.

(2) That the committee recommend to the Cabinet Member that the following schemes be approved:

(a) "Cycling Strategy" scheme at the junction of Mount Pleasant Road and Mount Road, Wallasey, as shown on Plan No. Beng/59/09/a.

(b) "Local Safety" scheme at Higher Bebington Road and Pulford Road, Bebington, as shown on Plan Beng/54/09a.

(c) Residents' Parking Scheme Visitor Permits at Silverburn Avenue, Moreton, subject to the issue of permits being restricted to one household and one visitor.

(d) Waiting restrictions in Holm Lane and Holm View Close, Oxton., as shown on Plan 62/09.

21 **FIRST QUARTER PERFORMANCE REPORT 2009/10**

The Directors of Technical Services and of Regeneration presented a report providing an overview of progress made against the indicators for 2009/2010 and key projects which are relevant to the Sustainable Communities Overview and Scrutiny Committee, together with a performance indicator summary (Appendix 1).

Resolved – That the Committee note the contents of this report.

22 **DECISIONS TAKEN UNDER DELEGATED POWERS**

The Director of Technical Services advised the Committee that no decisions had been taken under delegated powers since the last meeting.

Resolved – That the report be noted.

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WIRRAL COUNCIL

SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE – 18 NOVEMBER 2009

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

2009/10 TRANSPORT CAPITAL PROGRAMME - PROGRESS REPORT

1.0 EXECUTIVE SUMMARY

- 1.1 As part of the process of improving financial and performance planning, this report provides a progress update on the Technical Services Capital Programme and Members are asked to note the report.

2.0 BACKGROUND

- 2.1 On 15th January 2009 Cabinet approved a report from the Director of Technical Services advising members that in November 2007 the Department for Transport (DfT) approved a Local Transport Capital Settlement for Wirral of £6,507,000 for 2009/10. This report set out a proposed Local Transport Plan (LTP) capital programme for approval. This was a key decision included on the forward plan.
- 2.2 Members will be aware that this settlement has subsequently been allocated across 4 sub-blocks comprising Congestion, Road Safety, Air Quality & Environment and Accessibility.
- 2.3 On 19th March 2009 Cabinet approved a further report on the 2009/10 Transport Capital Programme setting out project details relating to proposed schemes within the Road Safety & Air Quality and Environment (Walking Strategy & Cycling Strategy) sub-blocks.

3.0 REPORT

- 3.1 This report highlights the progress in the delivery of those elements of the Capital Programme Congestion, Road Safety, Air Quality & Environment and Accessibility sub-blocks undertaken by the Traffic Management Division accounting for £2.01M of the total £6.057M allocation.

4.0 CONGESTION

- 4.1 Schemes and Initiatives primarily focussed on reducing / managing levels of Congestion and the negative impact of the motor vehicle, and / or promoting Public Transport and the effective movement of Freight.
- 4.2 £425,000 allocation for Public Transport Improvements, Bus/Rail Projects, Strategic Signing & UTC - Telematics / CCTV projects.
- 4.3 **Bus / Rail projects**

Claughton Road Bus Station Improvements

Works to introduce a double Puffin Crossing to link pedestrian safety to Birkenhead Market together with substantial improvement to existing bus stop arrangements were completed on site in September 2009.

4.4 **Traffic Management**

Speed Limit and Traffic Regulation Order Review

Work has been completed on the assessment of existing speed limits, which started in April 2009. This involved detailed analysis of existing accident records, collection of survey data through the deployment of over 170 Automatic Traffic Counters (ATCs) and analysis of each route including function of the road and levels of vulnerable road user activity.

A speed limit review workshop involving Wirral Traffic Management Officers, Merseyside Police and Consultants has been held to assess the suitability of existing speed limits and discuss whether any amendments are required. A number of issues were covered including accident analysis, cost and safety benefits, enforcement, maintenance of proposed schemes, changes in driver behaviour and consistency of speed limits. It is anticipated that the formal statutory consultation process for phase 1 schemes will commence during November 2009.

The review of existing Traffic Regulation Orders is currently ongoing. It is anticipated that the review of TROs will be completed by November 2009 with a view to advertising any changes in parallel with the speed limit review.

4.5 **UTC - Telematics / Intelligent Transport Systems**

Surveys are now being undertaken for new CCTV cameras and Variable Message Signs to link to new Intelligent Transport System and Urban Traffic Control Unit. It is expected these works will be complete by February 2010.

5.0 **ROAD SAFETY**

5.1 Schemes to reduce road accident casualties and ensure a safe and well-maintained highway asset.

5.2 £950,000 allocation for Local Safety Schemes, School Travel Improvements and Major safety Schemes.

5.3 **Local Safety Schemes - £500,000**

A41 / Hooton Interchange, Eastham

An Order has been issued to carry out carriageway resurfacing works, revised lane signing and changes to the road marking arrangements. Works are expected to start on site late October / early November 2009.

A41 New Chester Road / Allport Road, Bromborough

An Order has been issued to carry out carriageway resurfacing works. Works are expected to start on site late October / early November 2009.

Barnston Road, Barnston

Works to introduce 'cats-eye' road studs were completed in July 2009.

Brimstage Road, Brimstage

Phase I (of II) works to introduce new specialist carriageway markings, amended signing, marker-posts and 'cats-eye' road studs on Brimstage Road between Heswall railway-bridge and Brimstage Village were substantially completed in July

2009. All outstanding works from Phase I, along with proposals for Phase II will be carried out in conjunction with planned structural maintenance works for Brimstage Road between Clatterbridge Interchange and Brimstage Village.

Chester Road ('Gayton Arms' roundabout to Borough Boundary)

Detailed design work on this scheme is currently being finalised and subject to Committee approval, it is hoped that works to introduce a traffic regulation order to reduce the speed limit will be introduced on site late in 2009.

Fender Lane, Bidston

Detailed design work on this scheme is currently being finalised and subject to Committee approval, it is hoped that works to introduce a traffic regulation order to reduce the speed limit will be introduced on site late in 2009.

Heron Road, Meols

Works to introduce new specialist road markings, signing amendments, marker-posts and 'cats-eye' road studs were completed in July 2009.

Milner Road/Whitfield Lane, Heswall

An Order has been issued for Works to introduce improved road markings and signing. Works are expected to start on site shortly.

Mount Road, Bebington

An Order has been issued for Works to improve street lighting, carriageway resurfacing works, improved road markings, marker-posts, 'cats-eye' road studs and signing. Works are expected to start on site shortly.

Pulford Road - Higher Bebington Road, Bebington

An Order has been issued for Works to introduce physical Traffic Calming features (speed-cushions) and vehicle actuated signing. Works are expected to start on site shortly.

Raby Hall Road, Raby/Bromborough

Detailed design work on this scheme is currently being finalised. An order for works to introduce new specialist carriageway markings, amended signing, marker-posts and 'cats-eye' road studs will be issued before the end of November 2009.

Thornton Common Road - Neston Road, Thornton Hough, Raby

Detailed design work on this scheme is currently being finalised. An order for works to introduce new specialist carriageway markings, amended signing, marker-posts and 'cats-eye' road studs will be issued before the end of October 2009.

Willaston Road - Clatterbridge Road

Detailed design work on this scheme is currently being finalised. An order for works to introduce new specialist carriageway markings, amended signing, marker-posts and 'cats-eye' road studs will be issued before the end of October 2009.

Additional (Local Safety) Schemes

Due to savings that may be made on the capital expenditure within the LSS programme it may be possible to programme a number of additional local safety schemes.

On 19th March 2009, Cabinet resolved that in the event it proves impractical to proceed with an approved scheme or unallocated finance becomes available, the Director of Technical Services be authorised to select a suitable alternative from the reserve list in consultation with the party spokespersons.

Such schemes would be identified and prioritised based upon the potential accident savings and expected first-year rate of return.

5.4 **Major Safety Schemes - £300,000**

M53 Junction 3

Scheme design now completed and works to be tendered late November 2009. Works to commence on site February 2010 after A552/M53 bridge works completed by Highways Agency.

North Wallasey Approach Road

An Order has been issued for works to introduce a Road Restraint System (Safety Barrier) on the North Wallasey Approach Road - eastbound link road between the A554 and A551. Works are expected to start on site late in 2009 and be completed prior to Christmas. Additional road markings and signing arrangements are currently being finalised with an order for these works imminent.

5.5 **School Travel Improvements (Safer Routes To School) - £150,000**

Weatherhead High School

An order has been issued for works to introduce improvements to the existing school bus stop arrangements.

St George's Primary School

An order has been issued for works to provide pedestrian guardrail.

Castleway Primary School

An order has been issued for works to provide a new footpath and footway crossing.

Sandbrook Primary School

The formal public consultation period advertising my proposals to introduce a limited waiting traffic regulation order and footway improvement works commenced recently. Subject to no objections and Committee approval, it is hoped that works will be introduced on site late in 2009.

Irby Primary School

An order has been issued for works to provide pedestrian guardrail.

Stanton Road Primary School

The formal public consultation period advertising my proposals to introduce a 'flat-top road hump' commenced recently. Subject to no objections, it is hoped that works will be introduced on site late in 2009.

Brookdale Primary School

The formal public consultation period advertising my proposals to introduce a limited waiting traffic regulation order commenced recently. Subject to no objections and Committee approval, it is hoped that works will be introduced on site late in 2009.

Mount Primary School

An order has been issued for works to provide specialist road markings.

St Anselms School

An order has been issued for works to introduce improvements to the existing school bus stop arrangements.

South Wirral High School

An order has been issued for works to introduce improvements to the existing school bus stop arrangements.

Liscard Primary School

An order has been issued for works to provide specialist road markings.

Hoylake Holy Trinity School

An order has been issued for works to introduce improved road markings.

Meadowside School

An order has been issued for works to provide new (replacement) signing.

Black Horse Hill Primary School

An order for works to provide a vehicle actuated sign is imminent.

Sustrans 'Bike-it' project

There are currently 17 'Bike it' Schools within Wirral. Embedded within each of these schools is a 'Bike it' Crew, made up of pupils and 2 adult Bike It Champions who are responsible for progressing the initiative.

During 2008/09 the Sustrans 'Bike It' Bronze, Silver and Gold School Mark was piloted in Merseyside 'Bike it' Schools to encourage the schools to maintain momentum once the 'Bike it' officer moved to a new batch of schools. This scheme has now been launched nationally in well over 600 schools.

SRTS promotional activities

This allocation supports a wide variety of activities to promote sustainable modes of transport e.g. Crafty's Road Safety Calendar, equipment for walking buses, Junior Road Safety Officer's high visibility jackets and School based competitions which promote cycling and walking. It is expected that this budget allocation will achieve its full spend by March 2009.

6.0 AIR QUALITY AND ENVIRONMENT (Walking Strategy & Cycling Strategy):

6.1 *Schemes to improve air quality, the quality of life and the environment and promote healthier communities.*

6.2 £450,000 allocation for Pedestrian Signals, Dropped Kerbs, Pedestrian Refuges, Signing and Cycling Schemes.

Pedestrian Improvements:

6.3 Pedestrian Signals

Woodchurch Road / Osmaston Road, Prenton

Works to introduce a Puffin Crossing were completed in early October 2009. Carriageway resurfacing works are programmed to commence shortly prior to commissioning.

Old Chester Road / Town Lane, Bebington

Works to introduce a Toucan Crossing (together with associated cycleway facilities) were completed on site in September 2009.

6.4 Pedestrian Dropped Kerbs

Various locations

Works to introduce pedestrian dropped crossings at several sites across the Borough were completed in May 2009.

6.5 Pedestrian Refuge Islands

Hoylake Road / Chapelhill Road, Moreton

Works to introduce a pedestrian refuge were completed on site in October 2009.

Slatey Road / Park Road South, Birkenhead

Works to introduce a pedestrian refuge island are currently in progress on site and are expected to be complete before the end of October 2009.

6.6 Area Forums

Following extensive consultation with the Area Forums during October, funding allocation from the Integrated Transport block has now been divided for various schemes.

6.7 **Cycling**

Mount Pleasant Road / Mount Road, Wallasey

An Order has been issued for works to introduce a Toucan crossing and additional, associated cycle facilities. Works are expected to start on site in November 2009.

Rake Lane / Earlston Road, Wallasey

An Order has been issued for works to introduce a Toucan crossing and additional, associated cycle facilities. Works are expected to start on site in November 2009.

Central Park, Liscard

Works to introduce extensive cycle signing were completed on site in June 2009.

Liscard Town Centre Link, Liscard

Detailed design work on this scheme is currently being finalised. An order for works to introduce a segregated off-road cycle facility will be issued before the end of November 2009.

7.0 **ACCESSIBILITY**

Schemes and initiatives to improve access to jobs, healthcare, education.

£100k has been allocated from the 09/10 Capital Programme for improving "Accessibility" for Wirral, which is made up of several projects, as detailed below:

Contribution to Merseyside Transport Partnership Community Transport Access Grant (CTAG) (£20k)

This is an annual contribution to Merseytravel who administer the CTAG on behalf of the Merseyside Transport Partnership. The CTAG is a pot of money which community groups across Merseyside can submit bids to in order to support accessibility projects.

Travel Training (£25k)

The travel training scheme has now been expanded to 2 full time travel trainers with a third travel trainer funded using non - LTP monies from the Learning and Skills Council to provide travel training for Special Educational Needs Students.

Expansion of WorkWise Scooter Commuter Scheme (£25k)

The Scooter Commuter Scheme provides 10 scooters for loan in Wirral, however due to the demand and the success of this scheme Wirral LTP funding has allowed this to be expanded to allow an additional 15 scooters to be available on Wirral.

Deeside Accessibility Project / Promotional work relating to Borderlands (Wrexham-Bidston) Rail Line (£5k)

In conjunction with Flintshire Council, TAIH and Merseytravel a "How to Get to Deeside Industrial Estate" Guide to assist Wirral residents access employment opportunities available at Deeside has been produced and distributed. In addition a

contribution has been made to the marketing and promotional work of the Borderlands (Wrexham-Bidston) Community Rail Officer.

Other Projects (£25k)

- Information provision via production and distribution of "How to get to Guides" for 2 key locations on the Wirral.
- Greasby Study – supporting work and survey to support development of community project in Greasby area.
- Pedestrian Audits to support the implementation of the Merseyside Pedestrian Strategy.

8.0 FINANCIAL IMPLICATIONS

8.1 The Capital Programme for 2009/10 reflects the programme reported in March 2009 taking into account subsequent Cabinet decisions.

8.2 The 2009-2010 spend will be closely in line with the budget allocation although there may be minor variations between operational service areas.

8.3 Existing staff and consultants, where appropriate, are used to design, implement and supervise the schemes. Future maintenance is to be met from the revenue budget.

9.0 STAFFING IMPLICATIONS

9.1 There are no specific staffing implications arising directly from this report.

10.0 EQUAL OPPORTUNITIES IMPLICATIONS

10.1 There are no specific ethnic minority, elderly persons or equal opportunities implications arising directly out of this report. Some schemes are of particular benefit to children, the elderly, persons with disabilities and pedestrians.

11.0 COMMUNITY SAFETY IMPLICATIONS

Most of the schemes within the identified programmes have positive Community Safety Implications, through improvements in road safety are designed to complement the Council's corporate objectives of "Making Wirral Safer" and "Improving Transport".

12.0 LOCAL AGENDA 21 IMPLICATIONS

12.1 A number of schemes within the programme will assist pedestrian movements and thereby support a reduction on the reliance upon the private motor vehicle, which is an aim of national and local policies and is identified within the Local Transport Plan.

12.2 Cycling infrastructure proposals and the development of a borough-wide cycle network supports the aims and objectives of Local Agenda 21.

13.0 HUMAN RIGHTS IMPLICATIONS

13.1 There are no specific planning implications arising from this report.

14.0 PLANNING IMPLICATIONS

14.1 There are no specific planning implications arising from this report.

15.0 ANTI-POVERTY IMPLICATIONS

15.1 There are no anti-poverty implications arising from this report.

16.0 SOCIAL INCLUSION IMPLICATIONS

16.1 There are no social inclusion implications arising from this report.

17.0 LOCAL MEMBER SUPPORT IMPLICATIONS

17.1 This report has implications for all Wards.

18.0 BACKGROUND PAPERS

18.1 No specific background papers have been used in the preparation of this report.

19.0 RECOMMENDATIONS

19.1 That Committee notes the contents of the report.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES

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WIRRAL COUNCIL

SUSTAINABLE COMMUNITIES OVERVIEW AND SCRUTINY COMMITTEE – 18TH NOVEMBER 2009

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

LOCAL ENVIRONMENTAL QUALITY DELIVERY PLAN UPDATE

1.0 EXECUTIVE SUMMARY

1.1 This report updates Members on the current position of the Local Environmental Quality (LEQ) delivery plan for 2009/10. The plan has been prepared and monitored by Technical Services in partnership with Biffa Waste Services, Regeneration, Neighbourhood Management Projects and local housing associations. The plan aims to achieve a number of LEQ objectives in order to support the delivery of the Council's Corporate Plan and Wirral Local Area Agreement (LAA).

2.0 BACKGROUND

2.1 Context of LEQ

There are a number of aspects of LEQ that contribute to overall quality of life within communities. Increasingly, health practitioners and researchers are proving the benefits of good quality local environment to the health and wellbeing of individuals. At a recent Super Regional Meeting organised by Keep Britain Tidy (KBT) on behalf of DEFRA, the Department of Health presented a number of research findings that linked poor LEQ with three key health risks:

- Physical Inactivity
- Social Impacts (people not getting out and about and socialising within their community)
- Air pollution.

For example, People who feel safe in their locality are more likely to be physically active. If levels of graffiti and litter are high, people are likely to be 50% less active and as such more likely to be obese. People who have access to good quality parks and open spaces are three times less likely to be inactive and 40% less likely to be obese.

There is also industry wide recognition that poor LEQ can encourage other anti-social behaviour that if kept unchecked could spiral into more significant crimes. This theory is known as the "Broken Windows Effect", made famous by Rudolph Giuliani during his time as New York's Mayor.

Finally, the emphasis that Wirral resident's themselves place on LEQ is demonstrated at area forums and through customer consultation such as the Residents' Survey. Through analysis of the customer queries raised to the

Council so far in 2009/10, “Street Cleansing”, “Fly Tipping”, “Hedges and Shrubs” and “Parks and Countryside” are 4 of the service areas receiving the highest volume of queries made by Elected Members and MPs on behalf of their constituents.

2.2 LEQ and the strategic fit in Wirral

Wirral achieved its BV199 (predecessor to National Indicator 195) “stretch” target for 2008/2009 and as such received a reward grant of £ £818,635. Wirral Council continue to recognise the importance of LEQ to its residents and therefore included the National Indicator, NI 195, in the LAA. This indicator measures the cleanliness of our streets and open spaces with regards to (a) Litter, (b) Detritus, (c) Graffiti and (d) Fly posting. In addition, Wirral has a local indicator that measures the standard of cleanliness in our 5% most deprived areas by monitoring the percentage of streets and open spaces that fail to meet cleansing standards with regards to litter and detritus (combined score), using NI195 survey methodology. Progress with this indicator is detailed in section 3.2. Both targets support the achievement of Wirral’s Corporate Objective of creating “*exemplary standards of street cleanliness*” and are LAA priorities.

2.3 LEQ Delivery Plan Governance

At its meeting on the 7th of April 2009, The Environment Overview and Scrutiny Committee endorsed the LEQ project plan (minute 37 refers). The latest version of the delivery plan is appended to this report. The Living and Working Environment Partnership are responsible for co-ordinating the Delivery Plan actions. Six weekly meetings are chaired by Wirral Council Technical Services as the lead statutory body responsible for local environmental quality issues. The core aims of the partnership are to:

- Maintain and improve the standard of the local environment for residents and businesses through effective partnership working between key agencies and organisations
- Monitor, review, report and take corrective action for the improvement plans relating to the Living and Working Environment Partnership that set out to achieve the SCS and LAA Improvement Priorities
- Optimise the use of available partner resources to achieve Living and Working Environment objectives through effective working and communication between partner organisations and use of performance/management information
- Promote effective engagement and consultation with local communities and neighbourhoods to facilitate in particular the community and voluntary sector for the achievement of Living and Working Environment objectives.

Overall progress and key risks associated with the achievement of annual LAA targets are monitored by the Local Strategic Partnership.

The Cabinet Member for Streetscene and Transport and the Technical Services Senior Management Team also regularly monitor progress on the delivery plan actions throughout the year

3.0 PERFORMANCE OVERVIEW

3.1 Borough wide NI195 Performance

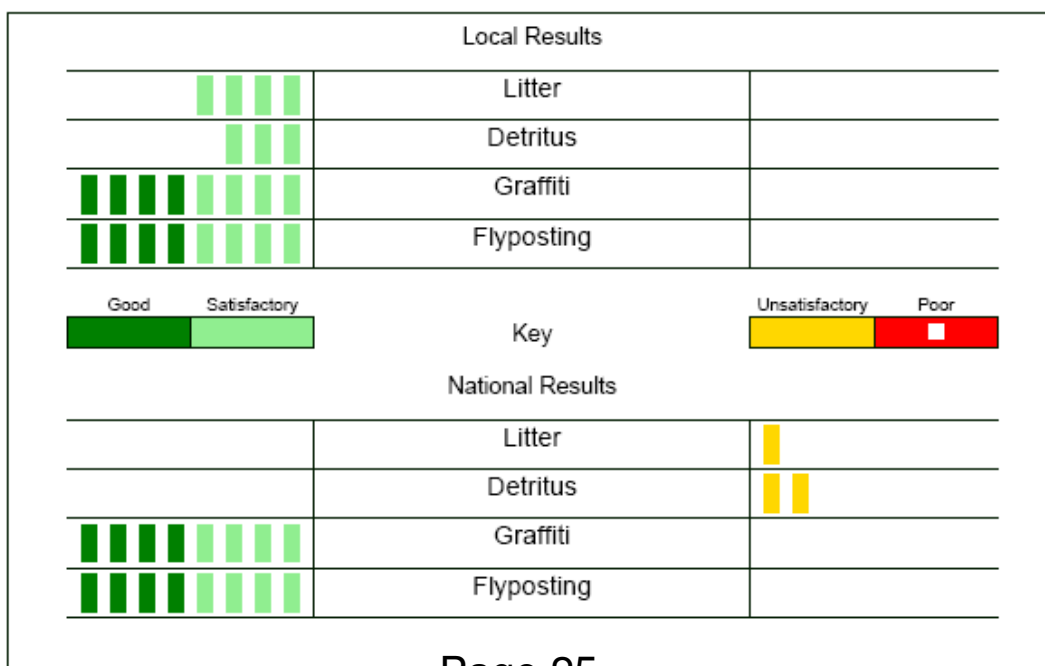
Table 1 shows our LAA targets and past performance, highlighting the improvement made over the last few years in order to work towards our Corporate Objective of creating “*exemplary standards of street cleanliness*”.

Table 1: LEQ LAA targets and Performance to date

	2008/9	2009/10	2010/11
NI195 Target Litter	8%	7.5%	7%
NI195 Actual Litter	7%	7% (1st tranche indicator)	NA
NI195 Target Detritus	10%	9%	8%
NI195 Actual Detritus	9%	9% (1st tranche indicator)	NA
NI195 Target Graffiti	7%	6%	6%
NI195 Actual Graffiti	4%	4% (1st tranche indicator)	NA
NI195 Target Fly-Posting	1%	0.5%	0.5%
NI195 Actual Fly-Posting	0%	0% (1st tranche indicator)	NA

Table 2 shows how Wirral compared to the national average in 08/09 with regards to LEQ standards. This chart shows that nationally overall levels of litter and detritus are considered to be “unsatisfactory” by DEFRA. However, Wirral was at the upper end of “satisfactory” with regards to LEQ for litter and detritus last year. We anticipate that achieving our LAA targets over the next two years will move us to the highest score of “good”. Wirral’s levels of graffiti and fly posting are already considered to be “good”, in line with national standards.

Table 2: LEQ Wirral vs National standards (08/09)



Whilst Wirral are on track to meet its NI195 LAA target, the standard of LEQ varies considerably between land-use categories. The Council’s cleansing contractor use this detailed survey information to target resources more effectively. For example, managing detritus in the “other highways” category has become a focus of one of the Environmental Streetscene Contract’s work streams due to 21% of survey samples failing to meet require standards. The high presence of graffiti in parks and open spaces (22% of survey samples failing) has also been tabled for discussion at the Living and Working Environment Partnership meetings. By focusing on the worst performing land classes, significant improvements can be made to the overall NI195 scores.

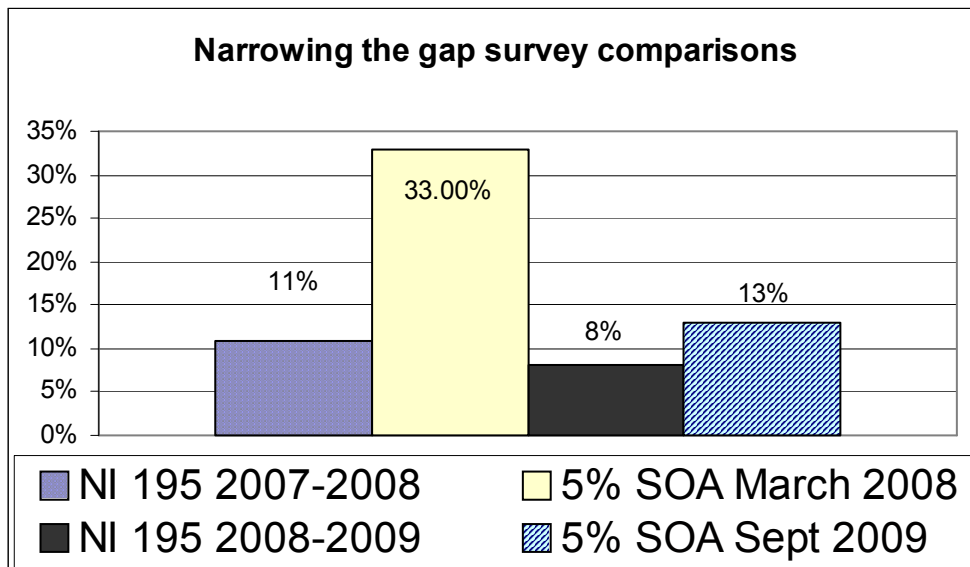
3.2 Narrowing the Gap

Table 3 shows the impact that has been made in reducing of levels of litter and detritus in Wirral’s 5% most deprived areas. In March 2008 the Keep Britain Tidy Group (KBT) carried out an independent survey. They found that 33% of streets and open spaces failed to meet NI195 cleansing standards in deprived areas, compared to 11% of streets failing across the borough as a whole resulting in a 22% gap in litter and detritus levels. KBT returned in September this year to conduct a second survey and found the LEQ gap had been reduced to just 5%. This calculation is based on the combined litter and detritus scores based on the NI195 survey methodology.

It is important to note that the improvement in these areas has **not** been achieved at the expense of cleansing standards elsewhere in Wirral. The most recent NI195 scores, at the end of year 2008/9, show only 8% of Streets failing to meet standards. In comparison this figure stood at 11% at the end of 2007/8.

The KBT survey concludes that only 13% of streets and open spaces in deprived areas have unacceptable levels of litter and detritus, against a 2009/10 target of 24%. The target has therefore been exceeded.

Table 3



4.0 DELIVERY PLAN ACTIONS/PROJECTS

Projects detailed in the LEQ delivery plan are all aimed at helping Wirral to improve environmental quality for residents and are grouped under four main themes:

- Narrow the gap in cleanliness standards between the 5% most deprived areas and the borough as a whole.
- Monitor and respond appropriately to the levels of flytipping across the borough.
- Continue to improve the overall cleanliness of public highways through the Environmental Streetscene Contract and Biffa “partnering” arrangement.
- Work with partners and statutory landowners to identify and deliver borough wide improvements in environmental quality.

4.1 Performance Monitoring

The delivery plan itself is made up of 14 projects that are further broken down into 39 detailed actions (Appendix 1). Each detailed action is then graded as red, amber or green (RAG) in order to identify its status. The current breakdown of the status of each detailed action is as follows:

- Red: 3 (all related to one project)
- Amber: 10
- Green: 26

Therefore, the current status of the 14 projects is:

- Green 7
- Amber / Green: 1
- Amber: 3
- Red: 1
- Completed: 2

4.2 Project Status Update

4.2.1 Green Projects

The following projects are considered to be on track to achieving the objectives. An overview of each project can be found in appendix 2:

- Continue to promote the Tidy Business Campaign within the SOA area and beyond
- Merseyside Improvement & Efficiency Partnership (MIEP) funding to set baseline data for Merseyside surveying of NI195
- Review of cleansing equipment and techniques in order to tackle smoking related litter, paying particular attention to retail areas

- Liveability Mapping exercise
- Launch a smoking litter awareness campaign
- Improve partnership working with other statutory landowners regarding LEQ issues, specifically in Wirral's 5% most deprived areas
- Develop new and enhanced graffiti removal service.

4.2.2 Amber/Green Projects

Empty Property Strategy

As part of Wirral Council's Empty Property Strategy the Empty Property Team have established a scheme called HOUSED (Home Ownership Using Sustainable Empty Dwellings). The scheme enables those wishing to own their home, the opportunity to purchase a property that has been refurbished to extremely high standards at an affordable price

The HOUSED Scheme has delivered the acquisition of 14 houses and the refurbishment of 13 to Decent Homes, Secure By Design and Eco-Homes Standards to date. Phase 4 is currently out to tender and comprises of 1 property.

The Empty Property Team in partnership with Legal Services is piloting the Enforced Sales Procedure targeted at the worst empty properties on the Borough using S101 of the Law of Property Act 1925. The procedure allows the sale of empty properties to recover debts owed to the Council.

The first successful Enforced Sale case has been taken to court and the Council was awarded the "Order of Sale". This long-term empty property has blighted a neighbourhood for over 10 years and has accumulated over £14,000 worth of debt in unpaid Council Tax, plus other Council debt for works in default. The Council recently sold the premises at auction to a local developer who is currently seeking planning permission to refurbish the premises. There are currently 6 more Enforced Sales cases with the Legal Team.

4.2.3 Amber Projects

Develop community environment champions

Since April this year, the post of Community Engagement Officer has been being split between operational contract management and engagement. However, an assistant contract manager is now in post, meaning that from November, the Engagement Officer is now concentrating wholly on working with communities.

This project involves the recruitment of up to 250 individuals to participate in the programme. These individual volunteers will engage with other residents in their area and act as a point of contact for the Waste and Recycling Team (WRT). Initial progress in identifying interested individuals is already underway via 'Big Tidy Up' litter-picks (80 of which have been carried out to date).

Develop and implement citizen charters in 3 pathfinder areas

Beechwood and Ballantyne community charter is currently at print. A community day is being arranged to take place over the Christmas period to officially launch the initiative.

The impact of this charter will be assessed following its release. Other environmental charters will be developed following this assessment.

CRM Springboard Integration with Biffa

Currently only limited IT staffing resource in Wirral has been secured to deliver this project. One staff member is available to carry out the work, and providing they are not re-directed to other IT priorities elsewhere in the Council, the initiative should progress.

On completion of this important project, it is expected that the Streetscene Call Centre staff will be able to communicate with Springboard via CRM to enable access to real time information. Eventually it will form part of the vision of "customer self -service" whereby a customer will be able to log onto Wirral Council, log a call regarding, for example a missed bin, and view the current status.

The Technical Services Customer Access Strategy Team is monitoring this project. A revised project plan has been developed to reflect current IT resource availability. It is expected that this project will make significant progress over the next 5 months, but will need to be continued throughout 2011/12 in order to rollout the integration of all service areas related to the Biffa Contract. Wirral Council IT resources will need to be secured in the Customer Access Strategy Work plan for 2011/12.

4.2.3 Red Projects

Develop Key Stage 2 education pack tackling the issue of litter

This project has been delayed partly due to financial difficulties in identifying a specific budget for this initiative.

It seems probable the situation will be resolved shortly and the project will be implemented in 2011/12.

4.2.4 Completed Projects

The projects listed in this section are complete but will stay on the plan as a record. More information about these projects can be found in Appendix.

- Review use of HMRI Wardens to enhance partnership working
- Dog Fouling initiatives

4.2.5 On street Recycling: (*Intrinsically linked to LEQ- being monitored through the Waste and Recycling LAA delivery plan.*)

In April 2009, an on-street recycling trial was rolled out to the four areas of Bromborough, Heswall, Birkenhead and Liscard. A total of 22 double litter and recycling bins were installed in the main shopping areas, allowing residents and visitors to recycle newspapers, magazines, drinks cans, plastic drinks bottles and glass drinks bottles on the go. The bins were purchased using funding from the European Metal Recycling (EMR) Reload Fund.

Since their introduction, residents have used these bins to recycle 3.32 tonnes of paper, cans, glass and plastic bottles. Participation has been particularly high in Birkenhead and Liscard town centres.

Contamination has been quite low in Bromborough and Heswall, consisting mainly of liquids and plastic food containers. Birkenhead and Liscard, with their much higher footfall, have had a higher percentage of contamination, though has also been mainly liquid with some food containers and drink cups. We intend to reduce contamination by improving the signage on the bins.

Due to the success of the on-street recycling trial, I recommend expanding the coverage of these receptacles to other areas of the Borough including West Kirby, Hoylake, New Brighton, Oxton and Moreton (approximately 30 receptacles). Waste Capital Infrastructure Grant (WCIG) has been already allocated to purchase these receptacles for the initial trial (Cabinet, 3 April 2008, Minute 577) but was unused due to the funding we secured through EMR. A number of on-street recycling bins have also been requested through the You Decide process this year.

Biffa will service the bins as part of the existing contract at no extra cost to the Council. In return, I propose a number of glass recycling banks be removed that are no longer required by residents as they are able to recycle glass in their grey bins. Notices will be placed on the banks scheduled for removal to inform residents and to advise of the location of alternative banks. The dome shaped glass banks provided by Berrymans will continue to be available for residents to use. The on-street recycling bins will help keep the areas tidy through increased litter bin provision, divert even more recyclable material from landfill and raise the profile of recycling to residents, workers and visitors.

6.0 SUMMARY

- 6.1 Overall, the actions contained within the delivery plan are very effective with regards to improving environmental quality for Wirral residents and contribute to the achievement of our LAA and our "Narrowing the Gap" local target. The overall LEQ standards in Wirral are higher than the national average. The Living and Working Environment Partnership will continue to develop joint initiatives with LAA partners aiming to further improve environmental quality in the most efficient way, especially in the poorest

performing land use categories. Much of the significant improvements made to cleanliness standards in Wirral's most deprived areas can be attributed to the increased community engagement initiatives being delivered by Neighbourhood Management Teams and the work of the Technical Services engagement staff. As the Living and Working Environment Partnership develops it will prioritise work with communities in order to develop a sustainable mechanism for continuing to improve LEQ standards for the people of Wirral and its visitors.

7.0 FINANCIAL IMPLICATIONS

7.1 There are no revenue implications arising from this report.

8.0 EQUAL OPPORTUNITIES IMPLICATIONS

8.1 There are no specific implications under this heading.

9.0 PLANNING IMPLICATIONS

9.1 There are no specific implications under this heading.

10.0 COMMUNITY SAFETY IMPLICATIONS

10.1 There are no community safety implications arising from this report.

11.0 HUMAN RIGHTS IMPLICATIONS

11.1 There are no specific implications under this heading.

12.0 LOCAL AGENDA 21 IMPLICATIONS

12.1 All activities detailed in this report supported the principals of the LA 21 Agenda, contributing positively to Wirral's Nottingham Declaration and Sustainability plans.

13.0 SOCIAL INCLUSION IMPLICATIONS

13.1 There are no specific implications under this heading.

14.0 ANTI-POVERTY IMPLICATIONS

14.1 There are no specific implications under this heading.

15.0 ACCESS TO INFORMATION ACT

15.1 There are no specific implications under this heading.

16.0 LOCAL MEMBER SUPPORT IMPLICATIONS

16.1 There are no specific implications under this heading.

17.0 RECOMMENDATIONS

- 17.1 Members are requested to note of the progress made in the LEQ 2009/10 delivery plan and endorse the proposed expansion of the on-street recycling receptacles detailed in section 4.2.5.

DAVID GREEN
DIRECTOR, TECHNICAL SERVICES

APPENDIX 2: Green Status Projects

2a. Continue to promote the Tidy Business Campaign within the SOA area and beyond

To date, 61 tidy businesses have been recognised via the scheme. An innovative project (based in Oxton Village) aims to raise the profile of the scheme by creating Britain's first 'Tidy Business Village'. The launch of this project will coincide with the turning on of the Oxton Christmas lights on Saturday 5th December.

Three representatives from the WRT were recently invited by KBT to Birmingham to share Wirral's approach with other local authorities throughout England and Wales. The WRT will be submitting an award application for KBT's next round of annual awards, under the category: "Keep Britain Tidy Business Awards Initiative".

2b. Merseyside Improvement & Efficiency Partnership (MIEP) funding to set baseline data for Merseyside surveying of NI195

Following the allocation of funding from the MIEP a NI195 base lining exercise is due to commence in November 2009. This exercise will involve survey shadowing from KBT. The results of this shadowed tranche of NI195 surveying will help to compare scores throughout Merseyside. A subsequent exercise will then be carried out to attempt to establish and share best practice between the various local authorities involved. This may identify areas in which efficiencies can be made at a regional level.

2c. Review of cleansing equipment and techniques in order to tackle smoking related litter, paying particular attention to retail areas

This year has seen the introduction of hand held blower /vacuum petrol driven machines as a method of dealing with smoking related litter. It has been agreed that the crews will employ the machines in the Primary and Secondary Retail areas for the period up to and including the N195 survey in November 2009. The performance achieved will be measured and a decision made as to whether using the machines has a positive effect on the standard of cleanse and if these particular machines are the best for the job. Technical Services are also working with Biffa and manufacturers to modify the equipment design to make them user-friendly, so they may be used for longer periods of time.

2d. Liveability Mapping exercise

This project aims to review fly tipping, graffiti and street cleansing data and produce maps to highlight the hotspot areas. Data for the first two quarters is currently being collated and utilised to produce two sets of maps identifying such locations for 2009/10 so far.

Following the production of these maps a number of community driven projects will be set up in an attempt to tackle the issues in highlighted problem

locations. Particular attention will be paid to areas located within the 32 most deprived super output areas.

2e. Launch a smoking litter awareness campaign

A smoking related litter (SRL) awareness campaign is being developed in conjunction with Tranmere Rovers. Over 5000 'Stubbi' portable ashtrays have been purchased to distribute in and around Prenton Park on match days throughout the 2009/10 season. The portable ashtrays support the Wirral Council and Tranmere Rovers logos, the idea being that the branding will enhance the message and encourage their consequent usage. This campaign will be run in conjunction with various partners including KBT, the Environment Agency and youth football teams throughout Wirral.

2f. Improve partnership working with other statutory landowners regarding LEQ issues, specifically in Wirral's 5% most deprived areas

Work is ongoing with the Merseyside Cleaner Safer Greener Partnership (MCSG) to further develop relationships with statutory landowners including Mersey Travel and Virgin Media. It is envisaged that environmental partnership arrangements will be set up with both these statutory undertakers covering the whole of Merseyside.

A partnership working arrangement has already been established with Scottish Power Manweb regards removal of graffiti from their substations throughout Wirral (see 3.12).

2g. Develop new and enhanced graffiti removal service

Wirral's 'Graffiti Busters' team are now operational throughout the borough. They are currently removing all graffiti from both public and private property in line with the most recent changes to policy.

The approach to graffiti in Wirral is not simply concerned with its removal. The Graffiti Steering Group (GSG) comprises of representatives from various departments of Wirral Council and a number of strategic partners. It looks at ways in which prevention can be enhanced and also feeds offenders into the restorative justice system. A number of successful prosecutions have already taken place during the 2009/10 year so far.

The GSG has already secured funding from Scottish Power Manweb and a number of key RSLs in Wirral. This funding should secure the future and expansion of the service. Future proposed partnering arrangements include Virgin Media and Mersey Travel.

APPENDIX 3: COMPLETE PROJECT UPDATES

3a. Review use of HMRI Wardens to enhance partnership working

The WRT will continue to work in partnership with Wirral's Warden service following their recent review. A member of the Environmental Wardens team has been seconded to the WRT since August 08 with great success.

3b. Dog Fouling initiatives

Members previously considered a series of reports during 2006 – 2008. These reports outlined dog fouling enforcement issues, presenting a range of potential initiatives to combat dog fouling for Members consideration, and reporting on both the Councils previous 'Wirral Dogwatch' campaign and the Councils new 'Don't give a dog a bad name' campaign that was launched in 2008. Council further allocated an additional £40,000 in the 2008/2009 budget to maintain the campaign and in particular to tackle dog fouling in coastal areas and country parks

In response to the above, the 2009 'Don't give a dog a bad name' campaign targeted Wirral's coastal waterfront areas and parks in a rolling programme of highly visual face-to-face engagement with dog walkers.

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APPENDIX: TS 3 Local Environmental Quality

Plan Owner: Tara Dumas

Version 3 Update to Sustainable Communities OSC Nov 2009

	Activity	Planned Outcome	Activity Owner & Partners	Detailed Actions	Review Date / Milestones	Progress To Date	Next Steps	On Target R-A-G
Narrow the gap in cleanliness standards between the 5% most deprived areas and the borough as a whole	Develop community environment champions	Enhance community engagement with local environmental quality issues in order to reduce the amount and occurrence of littering.	Technical Services Together Woodchurch neighbourhood management	Recruit 250 individuals to participate in the programme	Sept 09	In progress - over 500 individuals from 40 groups have been identified	Continue development	A
				To develop a constitution for the organisation	Sept 09	Programme delayed due to Community Eng Manager being tasked with temp area manager roll.	Project commencement following role specification for Community Engagement Officer	A
				50 community led litter-picks to be carried out	Sept 09	Completed	NA	G
				A further 20 to be carried out by the Christmas	Jan 09	Completed (target exceeded by 10)	NA	G
	Continue to promote the Tidy Business Campaign within the SOA area and beyond.	Improve cleanliness standards in secondary retail areas, in order to meet BV199 stretch target and future LAA NI 195 targets.	Technical Services Chamber of Commerce, Keep Britain Tidy, elected Members and Wardens service	Continue to develop partnership working with local businesses	ongoing	In progress 61 tidy business awards to date. All business led enquiries now directed to Tidy Business Co-ordinator. TBO working with pubs and other businesses to tackle smoking related litter. Over 40 free smoking bins issued to business premises. 3 x meetings conducted with licence traders re smoking/alcohol related litter.	Oxton Village: '1st Tidy business Village in Britain' project.	A

APPENDIX: TS 3 Local Environmental Quality

Plan Owner: Tara Dumas

Version 3 Update to Sustainable Communities OSC Nov 2009

	Activity	Planned Outcome	Activity Owner & Partners	Detailed Actions	Review Date / Milestones	Progress To Date	Next Steps	On Target R-A-G
Page 38	Develop and implement citizen charters in 3 pathfinder areas.	Enhance community engagement with local environmental quality issues in order to reduce environmental crime and increase cleansing standards in 3 targeted areas.	Woodchurch neighbourhood Management, Together and Beechwood and Balantyne Community Housing Association	Design and develop local charter with community focus for one pilot area	April 09	Beechwood and Balantyne chosen, charter developed.	Complete	G
			Beechwood and Balantyne Community Housing Association	Deliver local charter with community focus in one pilot area (Beechwood and Ballantyne).	April 09	Micah Gold Consultants, have developed a draft and this is due to go to print following recent comments from partners.	Printing timetable on its way, pick a Saturday to Launch. (Slippage due to Recruitment of Neighbourhood manager at BBCHA).	A
			Woodchurch neighbourhood Management, Together and Beechwood and Balantyne Community Housing Association	Organise and deliver community day roadshows	July 09	1st day to be delivered in Beechwood following print of Charter.	Printing timetable on its way, pick a Saturday to Launch. (Slippage due to Recruitment of Neighbourhood manager at BBCHA).	A
				Deliver other charters to a given number of pilots	August 09	Beechwood and Balantyne chosen, charter developed. More to follow.	Following initial Beechwood pilot	A
				Evaluate charters	September 09	Initial evaluation following launch of Beechwood Charter.	Utilise information from evaluation to shape further projects	A
			Community environment days	Enhance community engagement with local environmental quality issues in order to reduce the amount and occurrence of littering.	Woodchurch neighbourhood Management, Together, Beechwood and Balantyne Community Housing Association, elected Members and Wardens service	Hold 8 events in total	Dec 09	Target exceeded (16)

APPENDIX: TS 3 Local Environmental Quality

Plan Owner: Tara Dumas

Version 3 Update to Sustainable Communities OSC Nov 2009

	Activity	Planned Outcome	Activity Owner & Partners	Detailed Actions	Review Date / Milestones	Progress To Date	Next Steps	On Target A-G
Monitor and respond appropriately to the levels of flytipping across the borough	Continue to develop and deliver the national "The Big Tidy Up Campaign" to Wirral residents	Enhance community engagement with local environmental quality issues in order to reduce the amount and occurrence of littering.	BEANBAG Technical Services EnCams	Attempt to expand the campaign into areas not reached by the efforts in 08.	Sept 09	Wirral contributed nearly one third	Attempt to launch Oxton as Britain's first 'Tidy Business Village' by Christmas lights event 4/12/09	A
Continue to improve the overall cleanliness of public highways through the Environmental Streetscene Contract and Biffa "partnering" arrangement	CRM Springboard Integration with Biffa	To attempt to streamline BIFFA street cleansing service and to allow Streetscene call centre to relay realtime information to customers.	Biffa Waste Services + WMBC WITS	Set up reports to measure KPIs / defaults	Mar - 10	UAT testing on schedule	Street cleansing and new missed bins to go live.	G
				Test / prove Missed bin CRM/Springboard integration		Revision of project brief to be completed by end Sept 2009. Project to be monitored through Liaison meetings	Rescheduled plan being produced still within timescale	G
				Apply test to other service areas		Negotiations for rest of workforce underway.	Will be phase 2.	A
				Ensure PDA use rolled out to street cleansing workforce, starting with entry cleansing crews		Biffa agreed to roll out PDA's to large mechanical sweepers by March 2010.	Mecanical sweepers using PDA .Operational data recording problem resolution required.	G
MIEP funding to set baseline data for Merseyside surveying of NI195	To enable all Merseyside LA's NI195 survey results to be compared in confidence. This will also enable the MCSGP to establish best practice re. street cleansing and possibly identify regional efficiencies.	All other Merseyside Local Authorities and Keep Britain Tidy	Keep Britain Tidy	Work with ENCAMS to establish baseline data for all Merseyside local authorities.	Jul- 09	Funding successful (July 2009)	Review survey results to assess need.	G
				Establish baseline data for Wirral from Keep Britain Tidy surveys.		First tranche of Surveys to be completed by end November.	Ni195 surveying to be shadowed by ENCAMS in November.	G
Review of cleansing equipment and techniques in order to tackle smoking related litter, paying particular attention to retail areas.	Improve cleansing standards borough wide in order to meet BV199a stretch target of 14% and LAA NI195 targets by reducing presence of small accumulations of smoking related litter	Biffa Technical Services		Trial of alternative equipment in most effected areas	Jun 09	trials completed – awaiting review from Biffa	Report being drafted in relation to the schedule s and usage	G
				Review of trials and consideration of mainstreaming / identifying capital budget requirements through partnering board.	Jun 09	Biffa recruited additional supervisor to monitor primary/sec retail areas (from Sept 2009)	Reporting mechanism to be drafted by Biffa.	G

APPENDIX: TS 3 Local Environmental Quality

Plan Owner: Tara Dumas

Version 3 Update to Sustainable Communities OSC Nov 2009

	Activity	Planned Outcome	Activity Owner & Partners	Detailed Actions	Review Date / Milestones	Progress To Date	Next Steps	On Target R-A-G
Work with partners and statutory land owners to identify and deliver borough wide improvements in environmental quality	Review use of HMRI Wardens to enhance partnership working between key council departments (Technical Services / Regenerations) and RSL's	Improve cleansing standards borough wide in order to meet BV199a stretch target of 14% and LAA NI195 targets by reducing occurrence of litter (long term strategy)	Regeneration WMBC Technical Services WMBC Together / HMRI Wardens			Complete	NA	G
	Liveability Mapping exercise	Improve cleansing standards borough wide in order to meet BV199a stretch target of 14% and LAA NI195 targets by reducing litter and fly tipping on al land	Together, Wardens Service and Wirral Partnership Homes (WPH)	To ensure the collection of monthly data from as many land owning partners as possible	09/10	WPH and Wardens engaging in project, further engagement from other partners not anticipated.	Continue collecting data	G
				To produce a set of boroughwide maps showing liveability issues for the first quarter of 09/10	July 09	1st quarter maps complete	produce maps for 2nd quarter of 09/10	G
				To produce a number of projects directed specifically at the identified 'hot-spot' areas	Sept 09	Awaiting 2nd quarter data and then projects will be developed on info from 1st 2 quarters of 09/10	Awaiting 2nd quarter data and then projects will be developed on info from 1st 2 quarters of 09/10	G
				To continue the above mapping/project process following each set of quarterly maps	Mar 09	ongoing	Continue collecting data	G
	Empty Property Strategy	Increase the amount of empty properties brought back into use and to maintain empty properties to higher standards, in order to reduce the negative impact on environment quality at street and neighbourhood level.	Regeneration Planning / Planning Enforcement Building control Fire Brigade (Arson Reduction) Housing strategy Council tax Cosmopolitan Housing Association	Continue Enforced sales pilot	on-going	one successful pilot case delivered	Work with District Environmental Health, Planning DC & Building Control with regards to identifying suitable cases for the pilot. Also work with the Legal Team with regards to putting the relevant cases together to deliver Enforced Sales as appropriate.	A
				"HOUSED" Scheme – use of grant funding to refurbish long term vacant properties in sustainable streets and sell on open market with a 10% discount	on-going	3 phases of the HOUSED Scheme already successfully delivered	Refurbish HOUSED properties in Phase 4	G

APPENDIX: TS 3 Local Environmental Quality

Plan Owner: Tara Dumas

Version 3 Update to Sustainable Communities OSC Nov 2009

Activity	Planned Outcome	Activity Owner & Partners	Detailed Actions	Review Date / Milestones	Progress To Date	Next Steps	On Target R-A-G
Launch a smoking litter awareness campaign, targeting public houses, shops, offices and eateries.	Improve cleansing standards borough wide in order to meet BV199a stretch target of 14% and LAA NI195 targets by reducing presence of small accumulations of smoking related litter	Tranmere Rovers	Discuss basics of SRL campaign with Tranmere Rovers regarding distribution of 'STUBBIS' prior to matches.	Sep-09	Complete	NA	G
		Tranmere Rovers, PR	Meet with Tranmere Rovers to discuss concept further and work out an action plan for the duration of the project.	Oct-09	Date to be arranged	Hold meeting	G
			Order 'STUBBIS' , following sign off of artwork from both PR and Tranmere Rovers	Oct-09	Awaiting completion of artwork	Chase artwork sign off	G
		Tranmere Rovers, local football youth teams re. distribution	Distribute 'STUBBIS' prior to a number of home games throughout the 09/10 Season	May-10	Awaiting order delivery in November	Liase with local football leagues to gauge interest of local youth teams in project. This will be in exchange for a match ticket	G
		Tranmere Rovers, local football youth teams re. research	Measure impact of campaign	May-10	This will commencing May 2010	Completion	G
Develop Key Stage 2 education pack tackling the issue of litter	Improve cleansing standards borough wide in order to meet BV199a stretch target of 14% and LAA NI195 targets by reducing the number of recurring enviro-crime offences	Children and Young People's department, PR and Graphics.	Develop education support pack to accompany existing DVD	Sept 09	Not completed – no budget due to additional garden waste leafleting	NA	R
		Children and Young People's department	Re-produce pack and circulate to all schools. Develop web based activities	Sept 09	Not completed – no budget due to additional garden waste leafleting	NA	R
			Evaluate use of pack	Sept 09	Not completed – no budget due to additional garden waste leafleting	NA	R
Dog Fouling initiatives	Reduce the occurrence of dog fouling across the borough in order to improve cleanliness standards and public satisfaction.	ENCAMS	Consultation with Encams on feasibility of attitude survey prior to and following campaign.	April / May 09	Complete	NA	G
		Regeneration, Animal Control and welfare, Community Safety – Community Patrol Officers, Anti Social behaviour Team, Youth Offending Team	Enhanced enforcement, awareness, and reward campaign targeted at waterfronts and country parks during late spring & throughout summer.	May till August 09	Complete	NA	G
		Regeneration, Animal Control and welfare, Community Safety – Community Patrol Officers, Anti Social behaviour Team, Youth Offending Team.	Increased officer presence programmed for scheduled early evenings and weekends throughout campaign period.	May till August 09	Complete	NA	G

APPENDIX: TS 3 Local Environmental Quality

Plan Owner: Tara Dumas

Version 3 Update to Sustainable Communities OSC Nov 2009

Activity	Planned Outcome	Activity Owner & Partners	Detailed Actions	Review Date / Milestones	Progress To Date	Next Steps	On Target R-A-G	
Improve partnership working with other statutory landowners with regards to environmental quality issues, specifically in SOA areas.	Improve cleansing standards borough wide in order to meet BV199a stretch target of 14% and LAA NI195 targets by reducing the number of recurring enviro-crime offences, paying particular attention to land adjoining adopted highway.	Other Merseyside Districts via Merseyside Cleaner Greener Safer Network	Review second LEQ survey in SOA areas in order to highlight and quantify environmental issues, as well as identifying types of land where problems occur.	May 09	March 09 survey deemed not statistically viable so Encams commissioned to do full survey (Sept 09)	Second set of LEQ surveying to be carried out in November 2009	G	
			Develop further the existing regional network of partners in the Merseyside cleaner safer greener partnership. This include RSLs and Statutory Undertakers such as Mersey Travel and Utility Companies	Sept 09	Meeting set up with Merseyrail to discuss cleansing standards outside stations (OCT 09)	Develop relationship with Mersey Travel via MCSG	G	
			Identify opportunities for partnership working in 09/10	09/10	First meeting w/ highways agency took place in May – second to follow Oct 09	Continue meetings	G	
	Develop new and enhanced graffiti removal service	Improve NI195 scores by reducing levels of graffiti within the borough through programmed removal of offensive and non-offensive graffiti.	WMBC ASB Team, Together, Probation Service, Youth Offending Service, Newly developed community action groups	Establish information flow for graffiti removal requests, and data capture	July 09	Complete	NA	G
			WMBC ASB Team, Together, Wardens Service	Secure co-operation from partners to gather intelligence re graffiti occurrences	July 09	Awaiting info from Parks and Open Spaces – letter sent to Director of Regen	Chase up contact with Parks and Open Spaces	A
			WMBC ASB Team, Together	Measure Impact of graffiti removal service	July 09	Ongoing – NI195 suggest steady improvements (4% against a target of 6% lower is better)	Continue to compare NI195 scoring and ENCAMS LEQ surveying in November	G
				Promotion of new service / policy to public	May 09	Completed launch	Arrange further public roadshows to promote service, possibly alongside ASB Team	G
				Increase external funding for service from Utility companies and RSLs	2009/10	Graffiti steering group progressing Manweb partnership (SLA) Outstanding: Partnership opportunity with Virgin Media and all Merseyside districts re graffiti – unsatisfactory progress being made	Arrange SLA with Scottish Power and push Virgin arrangement via MCSG Partnership	G

APPENDIX: TS 3 Local Environmental Quality

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Version 3 Update to Sustainable Communities OSC Nov 2009

	Activity	Planned Outcome	Activity Owner & Partners	Detailed Actions	Review Date / Milestones	Progress To Date	Next Steps	On Target R-A-G
			Procurement	Procure a 3 year contract	Sept 09	ITT being prepared. tendering on an accelerated procurement basis . Ojeu to go out December 09	Compare other procurement exercises across the UK	G

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WIRRAL COUNCIL

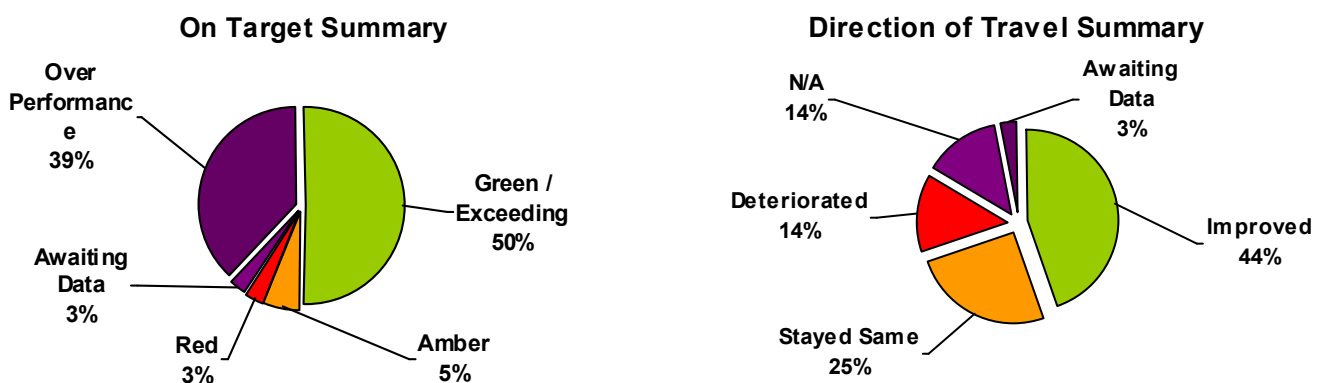
SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE – 18TH NOVEMBER 2009

SECOND QUARTER PERFORMANCE REPORT 2009/2010

1.0 EXECUTIVE SUMMARY

1.1 This report provides an overview of progress made against the indicators for 2009/2010 and key projects which are relevant to the Sustainable Communities Overview & Scrutiny Committee.

1.2 There are 36 indicators that can be reported at the second quarter period.



Appendix 1 provides the status of all the 2009/10 indicators that can be reported to this Scrutiny Committee for quarter two.

1.3 This report sets out overall performance against the 2009/10 projects relevant to the Sustainable Communities Overview & Scrutiny Committee and corrective actions are detailed in section 3.3.

- Of the 40 projects relevant to this Overview and Scrutiny Committee there are 28 projects that are green (all milestones that should have been met at this point have been met).
- 10 of the 40 projects have a status of amber (some non-critical milestones have been missed or there is a danger of non-critical slippage) and 2 have a status of red (critical milestones missed/serious slippage). Corrective action to bring these projects back on track is provided.
- There are no projects outstanding.

2.0 BACKGROUND

2.1 At the Scrutiny Programme Board meeting on the 27th May 2009, it was agreed that performance information on the activities relevant to each Overview and Scrutiny Committee would be placed in the web library and a presentation made to the next appropriate meeting. In addition Chief Officers would present reports to relevant Overview and Scrutiny Committees on specific financial matters which fell within their remit.

3.0 PERFORMANCE HEADLINES

3.1 Achievements

3.1.1 Performance headlines for this strategic objective include:

- Technical Services accounted for 77% of all Councillor/MP contacts received (increased from 66% in previous quarter) and resolved 93% of these contacts within the 10 day time scale.
- Percentage of household waste sent for reuse, recycling and composting is estimated to be 40% at quarter two.
- 34 Wirral businesses have been awarded Tidy Business awards as a part of a national campaign to encourage businesses to minimise waste, recycle more and improve their environment. Performance indicators for street cleanliness continue to improve well with all targets being met or exceeded.
- Good news for Wirral's parks and countryside as 11 areas are given a prestigious Green Flag award. Equally admirable is the inclusion of four designated bathing areas in this year's Good Beach Guide.
- 1274 vulnerable households have been assisted with at least one main energy efficiency measure under Warm Front. This has exceeded the target of 1153 for quarter two.
- 7920 anti-social behaviour incidents have been reported during the first six months of 2009/10. This is lower than the target set and an improvement on performance at the same stage as last year. Wirral Anti Social Behaviour Team is embarking on a new timetable of street-based surveys in a bid to help residents tackle anti social behaviour.
- Indicators measuring youth alcohol referrals have already exceeded annual targets. This is due to the success of activities complementing this intervention including initiatives such as 'Operation Stay Safe' in mobilising a well coordinated and targeted response to alcohol fuelled anti social behaviour.
- First Mortgage rescue scheme in Merseyside delivered in Wirral.
- New Brighton's Floral Pavilion Theatre & Conference Centre has achieved the Silver Award from the nationally recognised Green Tourism Business Scheme.
- Wirral Council has become the first Merseyside Local Authority to sign up to the 10:10 campaign to secure a 10% cut in Carbon emissions by 2010.
- With two leading restaurants featured in this year's 'Which Good Food Guide', Wirral is proving that it is continuously raising the quality of it's food and tourism offers.
- In Partnership with Local Housing Associations, Residents Associations and BEANBAG, Pest Control has surveyed nearly 1000 households in Bidston Rise and parts of Seacombe to assess levels of rodent activity.
- Regional training initiatives were initiated for training Chinese community in Safer Food better Business in partnership with EH Merseyside and the Food Standards Agency. 16 businesses were successfully introduced to Safer Food Better Business through one to one coaching in partnership with Multi Cultural Centre Bilingual Community Advice Worker.

3.2 Performance Issues

The following indicators have not met the quarterly target by more than 10% and are therefore assessed as **red** or have missed the target by between 5% and 10% and are assessed as **amber**:

Data Key	
Actual	(A)
Estimate	(E)
Provisional	(P)

Portfolio	PI no	Title	2009/2010 Q1 Target	2009/2010 Q1 Actual	On target	Direction of travel
Culture, Tourism and Leisure	DEPT 4191	Total number of electronic workstations available to users per 10,000 population	10.0 Lower = Better	10.99 (A)	Amber	Improved
Context:						
Corrective action: Planned replacement of PC's will be continuing.						

Portfolio	PI no	Title	2009/2010 Q1 Target	2009/2010 Q1 Actual	On target	Direction of travel
Housing and Community Safety	LOCA L 4277	Youth Alcohol Referral – Parents Advised	150	142 (E)	Amber	N/A
Context: This is a new multi agency initiative to reduce alcohol induced anti social behaviour, by not only confiscating alcohol from youths but providing both enforcement and further support for the individual and their parents.						
Corrective action: The number of parents informed that their children had been stopped and searched or arrested (where alcohol was involved) during the second quarter was 3 times the number made during the first. Having under performed this now brings the process within 6% of the 2nd quarter target and on track to meet or exceed the annual target. The sudden increase is due to increased activity in reducing alcohol fuelled anti social behaviour, not least 'Operation Stay Safe' which not only enforces order amongst disorderly youths, but also provides a place of safety for youths who are so intoxicated they become vulnerable themselves. Seven such operations have taken place over the period and the increase in stop searches and arrests where alcohol was involved has identified the individuals requiring further interventions involving the parents. This demonstrates the success of multi agency initiatives in mobilising a well coordinated and targeted response to alcohol fuelled anti social behaviour.						

Portfolio	PI no	Title	2009/2010 Q1 Target	2009/2010 Q1 Actual	On target	Direction of travel
Housing and Community Safety	NI 32	Repeat incidents of domestic violence	9 Lower = Better	12 (A)	Red	N/A

Context: Wirral Family Safety Unit remains confident that performance is exemplary and domestic violence victimisation lower than in other areas. This stringent target has not been met for two reasons: 1. High reporting last year and 2. changes in counting rules. 1 Successfully increasing the number of domestic violence victims reporting last year has increased the percentage of repeats in the last quarter (who previously reported in the last 12 months). 2. The new way domestic violence referrals are measured changed in April 09, from the methods used under Local Area Agreement 4103 reporting to Police to that now introduced by National Indicator NI 32 (reporting to MARAC) yet repeats are measured across the last 12 months (across two counting methods)

Corrective action: Wirral are in the process of changing the Risk Assessment model from 'FSU9' to 'DASH 2008' (Domestic Abuse Sexual and Honour-based) in line with the latest guidance from CAADA (Coordinated Action Against Domestic Abuse) and ACPO (Association of Chief Police Officers) The Family Safety Unit have established a referral pathway with the Family Intervention Project (for clients with children under 5), experiencing domestic abuse with one or more of the following social issues; alcohol, drugs, poor housing, low educational achievement and mental health issues. Referrals from Children and Young People and drug services have increased over the last quarter, creating both an invaluable support network for clients with a range of challenging social issues and an increase in victims more vulnerable to repeat victimisation.

3.3 The following projects have been assessed as **amber** (some non-critical milestones have been missed or there is a danger of non-critical slippage) or **red** (critical milestones have been missed or there is serious slippage):

Portfolio	Key project	Status	Corrective Action
Housing and Community Safety	Family Intervention Project (Regeneration)	Amber	Head of Service Participation and Inclusion, within Children and Young Peoples Dept is now taking the lead in renegotiation of the contract with Action for Children to incorporate the YCAP clients and the referral process is being developed for the YCAP element of the FIP
Housing and Community Safety	Challenge & Support Project (Regeneration)	Amber	Project progressing well but capacity issues. Existing Enforcement Officer to become dedicated to Challenge & Support work (increasing the total to three). Short term funding from the DCSF has allowed the appointment of an Analyst for two months to build a database to more effectively and efficiently manage information related to the Project.
Housing and Community Safety	Parenting Support project (Regeneration)	Amber	Project was mainstreamed in 2007/8 following the concluding of one-year DfES funding.

Portfolio	Key project	Status	Corrective Action
Culture Tourism & Leisure	Commission a Heritage Strategy (Regeneration)	Red	Need to review the requirement for a Heritage strategy and alternative options.
Culture Tourism & Leisure	Develop proposals for redevelopment of Europa Pools (Regeneration)	Red	No longer proceeding following withdrawal of funding from PCT
Culture Tourism & Leisure	Install mercury abatement equipment at Landican Crematorium (Regeneration)	Amber	Delay in programme due to review of specification
Culture Tourism & Leisure	Undertake a Gateway Review of Parks and Countryside (Regeneration)	Amber	Timetable adjusted to accommodate slippage in production of Business Case
Culture Tourism & Leisure	Produce a revised development and promotional plan for museums (Regeneration)	Amber	Timetable readjusted to accommodate Asset transfer programme
Culture Tourism & Leisure	Produce a development and improvement plan for the library service (Regeneration)	Amber	Awaiting publication of report on DCMS public Inquiry
Housing and Community Safety	Introduction and use of DASH Risk assessment programme to supplement existing structures (Regeneration)	Amber	Technology issues have delayed the implementation of this element. Training of all agencies required to use the DASH is planned but has not yet taken place.
Environment	Investment in Energy Efficiency Programme (IEE) phases 2 and 3 (Technical)	Amber	Discussions ongoing with Head of Asset Management to determine which projects can proceed

Portfolio	Key project	Status	Corrective Action
	Services)		
Environment	Building Insulation Programme and Electrical Energy Efficiency Scheme (Technical Services)	Amber	Discussions ongoing with Head of Asset Management to determine which projects can proceed

Appendix 2 provides the status of all the 2009/10 projects assessed as Green that can be reported to this Scrutiny Committee for quarter two.

4.0 RISKS

- 4.1 The current economic climate poses a threat to the market value of recyclates collected as part of the Council's domestic waste recycling scheme and this financial risk is being closely monitored by the Council in conjunction with MWDA.

5.0 FINANCIAL IMPLICATIONS

- 5.1 Cultural Services income levels continue to be monitored throughout the year. Influences outside the control of the department such as the impact of the recession and weather conditions have a major impact on achieving target income levels the projected under achievement of income for the year is currently £300,000.
- 5.2 Cabinet on 1 October recommended to Council the revocation of the earlier decision to close the libraries and the implications will be reported to Cabinet in November.
- 5.3 The Technical Services income budgets continue to be closely monitored in the light of the economic climate. The winding up of Operational Services is concluding and any residual costs will be contained within the provision set aside for this purpose. Parking services income is being adversely affected by reduced demand and this is compounded by a fall in receipts from fixed penalty charges. It is unlikely that compensatory savings can be made to make up this shortfall.
- 5.4 Cabinet on 23 July received a report on the new street lighting energy contract. As a consequence the £180,000 policy option was not required and this sum was returned to the general balance. It was also agreed that £137,000 of the saving be used to develop Invest-to-Save street lighting initiatives.
- 5.5 On July 23 Cabinet approved the Property Maintenance Programme and the Safer Routes to Schools Programme.
- 5.6 The works at Bidston Moss Viaduct are progressing well under the overall control of the Highways Agency whilst work at Thurstaston crossroads has recently commenced. The improvements to West Kirby Marine Lake have now been completed after initial difficulties with the contract.
- 5.7 In terms of the capitalisation of highways spend further analysis is being undertaken to ensure that such spend complies with the more stringent definitions of capital spend. This work is being closely linked with the development and implementation of

the Council's Asset Management Strategy and awaited guidance on recording infrastructure assets.

6.0 STAFFING IMPLICATIONS

6.1 There are no staffing implications arising directly from this report.

7.0 EQUAL OPPORTUNITIES IMPLICATIONS

7.1 There are no equal opportunities implications arising directly from this report.

8.0 COMMUNITY SAFETY IMPLICATIONS

8.1 There are no community safety implications arising directly from this report.

9.0 LOCAL IMPLICATIONS 21

9.1 There are no local agenda 21 implications arising directly from this report.

10.0 PLANNING IMPLICATIONS

10.1 There are no planning implications arising directly from this report.

11.0 ANTI-POVERTY IMPLICATIONS

11.1 There are no anti-poverty implications arising directly from this report.

12.0 SOCIAL INCLUSION IMPLICATIONS

12.1 There are no social inclusion implications arising directly from this report.

13.0 LOCAL MEMBER SUPPORT IMPLICATIONS

13.1 There are no Local Member support implications arising directly from this report.

14.0 BACKGROUND PAPERS

14.1 The following background papers have been used in the preparation of this report

Wirral Corporate Plan 2009-2012
Technical Services Departmental Plan 2009-2010
Regeneration Departmental Plan 2009-2010

15.0 RECOMMENDATION

15.1 Committee is requested to note the contents of this report.

DAVID GREEN
DIRECTOR, TECHNICAL SERVICES

PERFORMANCE INDICATOR SUMMARY

Direction of Travel Summary

% PIs	No. of PIs	
44.44%	16	Improved by more than 2.5% on previous year's performance
13.89%	5	Deteriorated by more than 2.5% on previous year's performance
25.00%	9	Stayed within +/-2.5% of previous year's performance
2.78%	1	Awaiting data
13.89%	5	Not applicable
100.00%	36	(Note: percentages rounded to 2 decimal places)

Target Summary

% PIs	No. of PIs	
50.00%	18	Green (within +10/-5% of the target)
5.56%	2	Amber (missed target by between 5% and 10%)
2.78%	1	Red (missed target by more than 10%)
38.88%	14	Over-performing (more than 10% of the target)
2.78%	1	Awaiting data
0.00%	0	Target not set
0.00%	0	Not Applicable
100.00%	36	(Note: percentages rounded to 2 decimal places)

Strategic Objective: Create more jobs, achieve a prosperous economy and regenerate Wirral

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Environment	LOCAL 4010	Consumer protection visits per high risk premises	48%	49.5% (A)	Green	Deteriorated
Context:						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Environment	LOCAL 4125a	% of total high risk businesses found to be compliant at year end	95%	100% (A)	Green	Unchanged
Context:						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Environment	LOCAL 4125b	% of total medium risk businesses found to be compliant at year end	95%	99.1% (A)	Green	Unchanged
Context:						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Environment	LOCAL 4125c	% of total low risk businesses found to be compliant at year end	95%	99.3% (A)	Green	Unchanged
Context:						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Environment	LOCAL 4127	Total number of enforcement projects conducted into the supply of illegal goods or services	4	4 (A)	Green	Unchanged
Context:						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Culture, Tourism and Leisure	LOCAL 4136	The number of books and other items issued by the Council's libraries per head of population.	2.60	3.08 (A)	Blue	Improved
Context:						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Culture, Tourism and Leisure	LOCAL 4149	The number of physical visits per 1000 population to public library premises	3000	2901 (A)	Green	Deteriorated
Context:						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Culture, Tourism and Leisure	DEPT 4191	Total number of electronic workstations available to users per 10,000 population	10.0 Lower=Better	10.99 (A)	Amber	Improved
Context:						
Corrective action: Planned replacement of PCs will be continuing						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Culture, Tourism and Leisure	LOCAL 4197	Percentage of requests for books met within 7 days	50%	60.7% (A)	Blue	Improved
Context:						
Corrective action:						

Strategic Objective: Create a clean, pleasant, safe & sustainable environment

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Housing and Community Safety	NI 15	Number of most serious violent crimes (PSA 23: Priority Action 1) per 1000 population	0.33 Lower=Better	0.32 (A)	Green	Deteriorated
Context:						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Housing and Community Safety	NI 16	Number of serious acquisitive crimes per 1000 population	6.5 Lower=Better	4.09 (A)	Blue	Improved
Context:						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Housing and Community Safety	NI 20	Number of "Assaults with less serious injury" (including racially and religiously aggravated) offences per 1,000 population as a proxy for alcohol related violent offences	2.32 Lower=Better	2.42 (A)	Green	Improved
Context:						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Housing and Community Safety	NI 29	Number of gun crimes per 1,000 population	0.041 Lower=Better	0.019 (A)	Blue	Improved
Context:						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Housing and Community Safety	NI 33a	Number of deliberate primary fire fires per 10,000 population	4.90 Lower=Better	4.45 (A)	Green	Improved
Context:						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Housing and Community Safety	NI 33b	Number of secondary deliberate fires per 10,000 population	28.53 Lower=Better	20.22 (A)	Blue	Improved
Context:						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Streetscene and Transport Services	NI 191	Residual household waste per household	275 Lower=Better	237.59 (E)	Blue	Improved
Context: This is an estimated figure as the necessary data is not yet available. Improvement in year end predicted performance due to commencement of new garden waste reception facility and imminent street sweeping recycling trial.						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Environment	NI 192	Percentage of household waste sent for reuse, recycling and composting	41%	40% (E)	Green	Unchanged

Context: This is an estimated figure as the necessary data is not yet available. Improvement in year end predicted performance due to commencement of new garden waste reception facility and imminent street sweeping recycling trial.

Corrective action:

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Streetscene and Transport Services	NI 195a	Improved street and environmental cleanliness (levels of litter)	7% Lower=Better	7% (A)	Green	Improved

Context: This is the up to date (July figures) first tranche survey results. The second tranche is due November 2009.

Corrective action:

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Streetscene and Transport Services	NI 195b	Improved street and environmental cleanliness (levels of detritus)	9% Lower=Better	7% (A)	Blue	Improved

Context: This is the up to date (July figures) first tranche survey results. The second tranche is due November 2009.

Corrective action:

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Streetscene and Transport Services	NI 195c	Improved street and environmental cleanliness (levels of graffiti)	6% Lower=Better	3% (A)	Blue	Improved

Context: This is the up to date (July figures) first tranche survey results. The second tranche is due November 2009.

Corrective action:

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Streetscene and Transport Services	NI 195d	Improved street and environmental cleanliness (levels of fly posting)	0.5% Lower=Better	0% (A)	Blue	Unchanged

Context: This is the up to date (July figures) first tranche survey results. The second tranche is due November 2009.

Corrective action:

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Housing and Community Safety	LOCAL 4206	Number of reported incidents of anti-social behaviour	8779 Lower=Better	7920 (A)	Green	Improved

Context:

Corrective action:

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Environment	LOCAL 4267	% of High Risk Licensed Premises inspected over 12 months	50%	83% (A)	Blue	Improved

Context: This target has been exceeded due to the necessity to visit high risk premises that have been the subject of complaints from members of the public.

Corrective action:

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Housing and Community Safety	LOCAL 4269	Reduce the level of vehicle nuisance	848 Lower=Better	811 (A)	Green	Improved

Context:

Corrective action:

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Housing and Community Safety	LOCAL 4270	Reduce the number of criminal damage incidents reported to Merseyside Police	2457 Lower=Better	1957 (A)	Blue	Deteriorated
Context:						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Housing and Community Safety	LOCAL 4275	Youth Alcohol Referral - Arrests	50	151 (E)	Blue	N/A
Context: This is a new initiative and therefore there was no baseline information from which to make accurate targets. Alcohol related anti social behaviour is a known problem and the high number of arrests represents a success in redressing this problem.						
Corrective action: The number of youths arrested where alcohol was involved over the past 6 months has already exceeded the annual target. This is due to activities complementing this intervention not least 'Operation Stay Safe' which not only enforces order amongst disorderly youths, but also provides a place of safety for youths who are so intoxicated they become vulnerable themselves. Seven such operations have taken place over the period and the increase in youths arrested are a measure of the success of this initiative in mobilising a well coordinated and targeted response to alcohol fuelled anti social behaviour.						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Housing and Community Safety	LOCAL 4276	Youth Alcohol Referral - Stop Search	175	374 (E)	Blue	N/A
Context: The increase in youths stop searched where alcohol was involved is an indication of the success in co-coordinating agencies to prevent alcohol fuelled anti social behaviour.						
Corrective action: The number of youths stopped and searched where alcohol was involved over the past 6 months has already exceeded the annual target. This is due to activities complementing this intervention not least 'Operation Stay Safe' which not only enforces order amongst disorderly youths, but also provides a place of safety for youths who are so intoxicated they become vulnerable themselves. Seven such operations have taken place over the period and the increase in youths being stopped and searched is a measure of the success of this initiative in mobilising a well coordinated and targeted response to alcohol fuelled anti social behaviour.						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Housing and Community Safety	LOCAL 4277	Youth Alcohol Referral - Parents Advised	150	142 (E)	Amber	N/A

Context: This is a new multi agency initiative to reduce alcohol induced anti social behaviour, by not only confiscating alcohol from youths but providing both enforcement and further support for the individual and their parents.

Corrective action: The number of parents informed that their children had been stopped and searched or arrested (where alcohol was involved) during the second quarter was 3 times the number made during the first. Having under performed this now brings the process within 6% of the 2nd quarter target and on track to meet or exceed the annual target. The sudden increase is due to increased activity in reducing alcohol fuelled anti social behaviour, not least 'Operation Stay Safe' which not only enforces order amongst disorderly youths, but also provides a place of safety for youths who are so intoxicated they become vulnerable themselves. Seven such operations have taken place over the period and the increase in stop searches and arrests where alcohol was involved has identified the individuals requiring further interventions involving the parents. This demonstrates the success of multi agency initiatives in mobilising a well coordinated and targeted response to alcohol fuelled anti social behaviour.

Strategic Objective: Improve health and well being for all, ensuring people who require support are full participants in mainstream society

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Housing and Community Safety	NI 32	Repeat incidents of domestic violence	9 Lower=Better	12 (A)	Red	N/A

Context: Wirral Family Safety Unit remains confident that performance is exemplary and domestic violence victimisation lower than in other areas. This stringent target has not been met for two reasons: 1. High reporting last year and 2. changes in counting rules. 1 Successfully increasing the number of domestic violence victims reporting last year has increased the percentage of repeats in the last quarter (who previously reported in the last 12 months). 2. The new way domestic violence referrals are measured changed in April 09, from the methods used under Local Area Agreement 4103 reporting to Police to that now introduced by National Indicator NI 32 (reporting to MARAC) yet repeats are measured across the last 12 months (across two counting methods)

Corrective action: Wirral are in the process of changing the Risk Assessment model from 'FSU9' to 'DASH 2008' (Domestic Abuse Sexual and Honour-based) in line with the latest guidance from CAADA (Coordinated Action Against Domestic Abuse) and ACPO (Association of Chief Police Officers) The Family Safety Unit have established a referral pathway with the Family Intervention Project (for clients with children under 5), experiencing domestic abuse with one or more of the following social issues; alcohol, drugs, poor housing, low educational achievement and mental health issues. Referrals from Children and Young People and drug services have increased over the last quarter, creating both an invaluable support network for clients with a range of challenging social issues and an increase in victims more vulnerable to repeat victimisation.

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Culture, Tourism and Leisure	LOCAL 4237	The number of housebound readers	700	705 (A)	Green	Deteriorated
Context:						
Corrective action:						

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Environment	LOCAL 4272	Percentage of sales of alcohol during test purchase exercises	20% Lower=Better	1.47% (A)	Blue	N/A
Context:						
Corrective action:						

Strategic Objective: Raise the aspirations of young people

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Culture, Tourism and Leisure	LOCAL 4252	Borough wide coverage of the Bookstart scheme	45%	47.5% (A)	Green	Unchanged
Context:						
Corrective action:						

Strategic Objective: Create an excellent Council

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Environment	NI 182	Satisfaction of businesses with local authority regulatory services	80%			

Context: Reporting of data will always be delayed by a scheduled 5 weeks to allow time for sending out of questionnaires, business responses, and the collation of information received.

Corrective action:

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Environment	NI 184	The percentage of food establishments within the local authority area which are "broadly compliant" with food law.	80%	80% (A)	Green	Improved

Context:

Corrective action:

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Environment	LOCAL 4011	Public satisfaction levels with services provided by Fair Trading	90	92.7% (A)	Green	Unchanged

Context:

Corrective action:

Portfolio	PI no	Title	2009/2010 Q2 Target	2009/2010 Q2 Actual	On target	Direction of travel
Environment	LOCAL 4261	Score against a checklist of enforcement best practice for Trading Standards	100%	100% (A)	Green	Unchanged

Context:

Corrective action:

PROJECTS ASSESSED AS COMPLETED OR GREEN

The following projects have been **completed** or assessed as **green** (all milestones that should have been met at this point have been met):

- Deliver the Advancing Assets Programme for Community Centres
- Support the development and promotion of the New Floral Pavilion as part of the New Brighton Regeneration
- Expand coverage of the kerbside co-mingled recycling scheme to include all remaining Wirral Households
- Improve the quality of recyclates delivered to the Materials Recovery Facility
- Increase diversion of street cleansing waste streams from landfill
- Deliver initiatives through partnership working aimed at educating and empowering residents and businesses to minimise waste and maximise recycling
- Provide Designers' Guide for Sustainable Development
- Wirral CRed Scheme. Help to achieve 60% carbon reduction in the borough by 2025. Assist in the operation of the LAA
- Deliver programme of Microgeneration projects (Renewables).
- Related Energy Projects
- Awareness Raising Programme
- Narrow the gap in cleanliness standards between the 5% most deprived areas and the borough as a whole
- Monitor and respond appropriately to the levels of flytipping across the borough
- Continue to improve the overall cleanliness of public highways through the Environmental Streetscene Contract and Biffa "partnering" arrangement
- Work with partners and statutory land owners to identify and deliver borough wide improvements in environmental quality
- Develop & undertake effective roads policing enforcement activity & community engagement in partnership with Merseyside Police.
- Develop & implement education & training targeted at high risk road user groups (Link to RoadSafe Action Plan ETP section)
- Develop & implement communications strategy targeting road safety issues in conjunction with National; Regional & Local priorities. (Link to RoadSafe Action Plan COM section)
- Develop & implement programmes of Safer Routes To Schools encouraging safer sustainable travel & further development of school travel plans. (Link to RoadSafe Action Plan STP section)
- Identify & implement range of physical highway improvements aimed at reducing road casualties. (Link to RoadSafe Action Plan ENG section)
- Improve the highway network through implementation of the Capital Programme
- Underage sales prevention programme
- Young Persons Alcohol Intervention Project
- Provide a Hate Crime Multi Agency Risk Assessment Conference
- Takeaway Food Survey
- Alcohol Intervention Project
- Undertake projects as part of Sport and Physical Activity Alliance Programme
- Continue to develop and enhance the services of the Family Support Unit

WIRRAL COUNCIL

SUSTAINABLE COMMUNITIES OVERVIEW AND SCRUTINY COMMITTEE – 18 NOVEMBER 2009

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

BUS PUNCTUALITY IMPROVEMENT PARTNERSHIP FRAMEWORK AGREEMENT

1.0 EXECUTIVE SUMMARY

- 1.1. This report is to inform Members of the development of the Merseyside Bus Punctuality Improvement Partnership Framework Agreement (PIP). This Framework has been approved by the Merseytravel Executive on 5 October 2009 for formal ratification by the Local Authorities of Merseyside.
- 1.2. The PIP is an agreement between the Merseyside Passenger Transport Executive, Bus Operators and the Local Authority to facilitate improvement to the punctuality of bus services within Merseyside.
- 1.3. The aim of the PIP is, as part of an improved public transport offer, to continually improve and then maintain the punctuality of bus services operating within or originate/termination within Merseyside.
- 1.4. Members are asked to note the report and refer to Cabinet for ratification.

2.0 BACKGROUND

- 2.1. Rising levels of traffic and congestion have led to lengthening journey times along some bus routes. This situation has been addressed through the Merseyside Local Transport Plan, which advocated a mixture of capacity improvements and demand management measures designed to control this group in congestion.
- 2.2. The Merseyside Transport Partnership (MTP) have all signed up to deliver the Merseyside Local Transport Plan, and the Merseyside Bus Strategy, and therefore have demonstrated their commitment to improving the punctuality of bus services within Merseyside recognising that improvements to punctuality can contribute towards:

Economic development – by providing improved journey times for commuters and freer flowing traffic

Reduced congestion – by providing a real alternative to the car for leisure and work trips

Improved air quality – by reducing the number of vehicles on the road

Improving social inclusion and accessibility – by creating more sustainable communities and improving opportunities for better access to training, jobs, healthcare and education.

2.3. Within the context of the Merseyside Bus Strategy, the objective is:-

“to provide a high quality bus network that meets the needs of the people of Merseyside in a secure, accessible, sustainable and cost effective way.”

2.4. The concept of Punctuality Improvement Partnerships was first raised in 2004 by the Bus Partnership Forum, which was chaired by the then Minister of State for Transport and was set up to determine combined ways forward between the Government (DfT), local authorities, bus operators and the Senior Traffic Commissioner on a number of issues relating to the Bus Industry where differences of viewpoint were seen as stifling progress. A number of sub-groups were set up to deal with specific issues.

2.5. One such sub-group was the Performance Monitoring Task and Finish Group, established to allow common determination of minimum acceptable bus reliability and timekeeping standards as well as agree ways forward for making improvements. The major recommendation from the group was the creation of Punctuality Improvements Partnerships (PIPS) between bus operators, local authorities and PTEs.

2.6. The Traffic Management Act 2004 places obligations on Local Transport Authorities to adopt policies that will ensure the efficient use of the road network and minimise delays to road users. Under the TMA 2004, Local Transport Authorities are required to work with relevant partners, including bus operators and Traffic Commissioners to develop improvement plans to ensure compliance with the TMA 2004. The Partners recognise that partnership working will help achieve mutual ends of a punctual public transport system and a free flowing road network.

3.0 THE PIP

3.1. The PIP is an agreement between Merseyside Passenger Transport Executive, the Local Authorities and the Bus Operators of Merseyside. The PIP is included at Appendix 1. The main report sets out the background, definitions and objectives of the PIP as well as information surrounding achievement of shared objectives. The PIP also includes 3 appendices which detail the data sharing agreement (draft), monitoring methodology and proposed joint actions to assist with overcoming any identified issues.

3.2. The PIP is designed to facilitate improvement to the punctuality of bus services within Merseyside, and is a demonstration of:

- (a) A commitment to genuine co-operative working between the bus operators and the local authorities.
 - (b) A shared objective to achieve measurable improvement in the punctuality of bus services.
 - (c) An agreement between the bus operators, the Transport Authority, and the Highway Authority as to the method of monitoring the punctuality of bus services.
 - (d) A willingness jointly to use the findings of punctuality monitoring surveys together with any other relevant data to identify methods of improving the delivery of bus services.
 - (e) Jointly agreed targets for improvement.
 - (f) A common understanding of the confidentiality of any commercially sensitive information and an agreed framework which such information may be used by any of the partners.
- 3.3. It has been drafted jointly by officers of the Merseytravel Executive, Liverpool City Council, Arriva, Stagecoach and First.
- 3.4. Fundamental to the Merseyside PIP is the concept that data will be collated and presented in standard quarterly Punctuality Performance Monitoring Reports. The reports will help to identify any route specific or operational issues that have had a negative effect on service punctuality.
- 3.5. The PIP will be applied to a chosen route or “corridor”, whereby the Merseytravel Executive, Wirral Council and the Bus Operators will sign to demonstrate their commitment to the objectives, targets and crucially, the Data Sharing Agreement.
- 3.6. The PIP clearly specifies the data to be shared. The data shall not be shared outside these parameters (except in accordance with the provisions of any legislation, e.g. Freedom of Information Act 2000) and there shall be remedies available to all parties for any breach of the Agreement. It should be noted that discussion pertaining to the Data Sharing Agreement (Appendix 1 of the PIP) is ongoing, and may be subject to change. This does not affect the principles, aims and objectives of the PIP, which is what the Merseytravel Executive have approved.
- 3.7. There are natural synergies with the emerging work on Statutory Quality Partnerships (SQP). It is intended that PIPs will be implementing alongside SQPs, but will be able to be applied to any given route or corridor should all relevant partners agree.
- 3.8. The aim of PIPs is clearly consistent with the DfT’s drive to address congestion, through the specified 11 congestion corridors across Merseyside. Thus in accordance with the provisions of the joint Merseyside Local Transport Plan, and within the wider context of a wider

Quality Bus Partnership, the PIP Partners will seek to build on the improvements already made to the bus network, and achieve a continuous growth in bus passenger numbers.

4.0. FINANCIAL AND STAFFING IMPLICATIONS

4.1. There are no financial or significant staffing implications arising directly from this report.

5.0. EQUAL OPPORTUNITIES IMPLICATIONS

5.1. There are no specific equal opportunities implications arising directly from this report.

6.0. PLANNING IMPLICATIONS

6.1. There are no specific planning implications arising directly from this report.

7.0. COMMUNITY SAFETY IMPLICATIONS

7.1. There are no specific community safety implications arising directly from this report.

8.0. HUMAN RIGHTS IMPLICATIONS

8.1. There are no specific human rights implications arising directly from this report.

9.0. LOCAL AGENDA 21 IMPLICATIONS

9.1. There are no specific Local Agenda 21 Implications arising directly from this report.

10.0. ANTI-POVERTY IMPLICATIONS

10.1 There are no anti-poverty implications arising directly from this report.

11.0. ACCESS TO INFORMATION ACT

11.1. No background papers have been used in the preparation of this report.

12.0. LOCAL MEMBER SUPPORT IMPLICATIONS

12.1 This report is relevant to all Members.

13.0. RECOMMENDATION

13.1 That Committee note the contents of this report and refer to Cabinet for ratification.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES

Dated

2009

Merseyside Passenger Transport Executive

- and -

_____ **Council**

- and -

_____ **(Bus Operator)**

**Bus Punctuality Improvement
Partnership Agreement**

Louise Outram
Secretary to the Executive
Merseyside Passenger Transport Executive
24 Hatton Garden
Liverpool L3 2AN

Ref: LAD/JCW/CON1951E/SB - 17.09.09

Bus Punctuality Improvement Partnership

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Bus Punctuality Improvement Partnership Agreement

1. Introduction

- 1.1 This Bus Punctuality Improvement Partnership is an agreement between Merseyside Passenger Transport Executive (“the Executive”) and _____ Council (“the Council”) on behalf of the Merseyside LTP Partnership (“the LTP Partnership”) and _____ Bus Company (“the Bus Operator”) (collectively called “the Partners”) and is designed to facilitate improvement to the punctuality of bus services within Merseyside.
- 1.2 This document focuses on a data sharing agreement, the standards to be achieved and the measures that the Partners propose to implement, within the key area of punctuality.
- 1.3 The aim of the Bus Punctuality Improvement Partnership is, as part of an improved public transport offer, to continually improve and then maintain the punctuality of bus services operating within or originating/terminating within Merseyside.

2. Background

- 2.1 Rising levels of traffic and congestion have led to lengthening journey times along the major bus routes across Merseyside. Average journey times have lengthened by some 10 mins in the peak over last 5 years, and the variability of running times has worsened. This situation is being addressed through the Merseyside Local Transport Plan, which advocates a mixture of capacity improvements and demand management measures designed to control this growth in congestion.
- 2.2 In accordance with the provisions of the joint Merseyside Local Transport Plan, and within the context of a wider Quality Bus Partnership, through this Bus Punctuality Improvement Partnership, the Partners seek to build on the improvements already made and achieve a continuous citywide growth in bus passenger numbers.

Merseyside Local Transport Plan (LTP2)

- 2.3 The Partners have all signed up to the LTP, and the Merseyside Bus Strategy (MBS), and so demonstrated their commitment to improving the punctuality of bus services within Merseyside, recognising that improvements to punctuality can:

Contribute towards....	By....
Economic development	Providing improved journey times for commuters and freer flowing traffic
Reduced congestion	Providing a real alternative to the car for leisure and work trips
Improved air quality	Reducing the number of vehicles on the road
Improving social inclusion and accessibility	Creating more sustainable communities and improving opportunities for better access to training, jobs, healthcare and education.

- 2.4 Within the context set by LTP2 the objective of the MBS is:-

“...to provide a high quality bus network that meets the needs of the people of Merseyside in a secure, accessible, sustainable and cost effective way”

Traffic Commissioner

- 2.5 The Bus Punctuality Improvement Partnership also helps the Bus Operator maintain compliance with the Traffic Commissioner’s (bus industry regulator) standards under the Transport Act 1985 as amended (“the Transport legislation”) which requires the Bus Operator to register routes and times of local bus services that they operate.
- 2.6 Under the Transport legislation, bus operators are under a statutory obligation to adhere to that timetable set out at registration, failure to do so would render the Bus Operator liable to monitoring and enforcement by the Traffic Commissioner.

- 2.7 Traffic Enumerators will monitor punctuality at a number of sites and report findings back to the Traffic Commissioner. Where performance is poor bus operators will be given the chance to submit evidence of mitigating circumstances including variable and unpredictable congestion issues that are beyond the operator's direct influence or control.
- 2.8 All Partners are fully committed to resolving punctuality issues at the same time as maintaining a high quality level of service on the network. Progress achieved by the partnership will be reported to the Traffic Commissioner for the North West on an annual basis.

Traffic Management Act 2004

- 2.9 The Traffic Management Act 2004 places obligations on Local Transport Authorities to adopt policies that will ensure the efficient use of the road network and minimise delays to road users. As part of this obligation, each Local Transport Authority will be required to appoint a Traffic Manager, whose remit will be to direct the Authority's actions to minimise disruption to road users from congestion.
- 2.10 Under the Traffic Management Act 2004, Local Transport Authorities are required to work with relevant Partners including bus operators and Traffic Commissioners to develop improvement plans to ensure compliance with the Traffic Management Act 2004.
- 2.11 The Partners recognise that partnership working will help achieve mutual ends of a punctual public transport system and a free flowing road network.

3. **Definitions**

3.1 Punctuality is:-

- Adherence to the published timetable at all timings points on route.

3.2 Punctuality is currently generally short of the standard expected by the public. The PIP will seek to address this, by establishing a benchmark,

at the outset, of prevailing levels of punctuality along the designated route(s).

4. **Objectives**

4.1 For the Partners to jointly work to:-

4.1.1 Achieve the Traffic Commissioner's target of the specified percentage of journeys arriving within the window of 1 minute early to 5 minutes late at published timing points, in accordance with the Traffic Commissioner's (current) Practice Direction.

4.1.2 Ensure that at least 90% of advertised journeys run to time, recognising that **all** partners will have a role to play in achieving this target.

4.1.3 Minimise journey time delay and variability.

4.1.4 Reduce bus vehicle emissions resulting from more consistent speeds and reduced delay.

5. **Achievement of the Shared Objectives**

5.1 The shared objective for the Partners of improving bus punctuality across Merseyside is to increase the desirability of public transport as a means of managing congestion levels, and to support the development of sustainable transport routes to improve social inclusion, economic development opportunity & air quality within Merseyside.

5.2 The shared objectives will be achieved by:-

A Joint sharing and usage of data from monitoring surveys and any other relevant sources (subject to the provisions of the separate data sharing agreement) to establish levels of compliance, the reasons for any shortcomings and to identify means of improvement. This is demonstrated by the Data Sharing Agreement in Appendix A.

- B Achievable timetabling by the Bus Operator and the Executive (for contracted services), bearing in mind the generally prevailing traffic conditions.
- C Timely exchange of information and regular liaison so as to plan for any disruption to the highway network and to inform the public of significant punctuality shortcomings. To include where practicable, provision by the Council of estimates of delay to bus journeys and, where it is not possible to quantify such delay, to provide a statement to that effect.
- D Jointly identify causes and locations ('Hot Spots') of delays to services and targeted enforcement action by the Council to improve conditions.
- E The Council to give its enforcement priority to traffic regulation orders on bus routes, particularly in the morning and evening peaks.
- F Any investment by the Bus Operator in vehicles, ticketing equipment and training which should minimise boarding and alighting times, particularly for people with a mobility impairment.
- G A commitment to real time passenger information (RTPI) thereby reducing perceived waiting times and allowing passengers to make informed choices about their journey options.
- H A commitment to comprehensive route upgrading of the radial corridors, based upon the Integrated Corridor Management (ICM) Approach, including bus priority to reduce both journey time variability and journey times, subject to the availability of funding.
- I The Council to continue to invest in UTMC, and further, to enhance its control room functionality to achieve pro-active management of the network.

J The Executive will collect and analyse monitoring data as set out in Appendix B for the purpose of monitoring punctuality for LTP2, to provide a good cross section of punctuality at start points, mid route, and non-timing points. Where practicable, this data will be used to corroborate the data supplied by the Bus Operator. Additional surveys may be undertaken as required, where the existing datasets are not sufficient.

6. **Use/Publication of Sensitive Information/Data**

Data deemed to be either commercially sensitive or confidential in nature arising from this agreement will be subject to the “Data Sharing Agreement” which covers all data sharing activities between the Executive, the Council and the Bus Operator.

7. **Interpretation**

7.1 The details of the Agreement are set out in the Appendices and accompanying Schedules. The whole document is to be taken in its entirety when interpreting and applying the Agreement.

7.2 The Partners declare their commitment to the objectives of the Bus Punctuality Improvement Partnership, and the delivery of any improvement plans subsequently put in place by the Partners.

7.3 This Bus Punctuality Improvement Partnership will be reviewed from time to time or at the request of any of the Partners.

Agreed and accepted for and on behalf the Executive

Agreed and accepted for and on behalf of the Council

Agreed and accepted for and on behalf of the Bus Operator

.....Signed

.....Signed

.....Signed

.....Name

.....Name

.....Name

.....Title

.....Title

.....Title

.....Date

.....Date

.....Date

Data Sharing Agreement

Dated: _____

Merseyside Passenger Transport Executive

_____ (Council)

_____ (Bus Operator)

Data Sharing Agreement

THIS AGREEMENT made as of the

day of

2009

BETWEEN:

- (1) **(BUS OPERATOR)** of
("the Bus Operator") **AND**
- (2) _____ **COUNCIL** of
("the Council") **AND**
- (3) **MERSEYSIDE PASSENGER TRANSPORT EXECUTIVE** of 24 Hatton
Garden Liverpool L3 2AN (hereinafter called "the Executive")

Context

The Data Sharing Agreement has been put in place for the purpose of sharing information between the Executive, the Council and the Bus Operator as part of the Punctuality Improvement Partnership. This Agreement formalises the relationship of the Punctuality Improvement Partnership through the sharing of mutually beneficial data for the purpose of allowing all parties to fulfil their designated roles and responsibilities in respect to Local Transport Plans and Traffic Commissioner Duties.

1. **Definitions**

1.1 In this Agreement, except where the context otherwise requires:-

"Bus" means a bus or coach belonging to The Bus Operator and used by it in the course of its business for the carriage of passengers, and "Buses" shall be construed accordingly;

"Confidential Information" means all data and information supplied by the Executive, Council or The Bus Operator under this Agreement whether in the form of written and/or printed documents (including facsimile transmissions), oral communications, data stored on

magnetic or electronic media or data communicated over communication lines, but does not include:-

- (a) information which is or which subsequently becomes within the public domain other than by reason of a breach of this Agreement;
- (b) information which the relevant Party can reasonably demonstrate was known by it, under no obligation of confidence, prior to its receipt of such information; or
- (c) information which becomes otherwise lawfully available to a Party other than as a result of a breach of any duty of confidence under this Agreement;
- (d) the Council Data set out in Schedule 1;

“Effective Date” means the date referred to in Clause 3.1;

“Review Meeting” has the meaning given in clause 6.1.

1.2 As used in this Agreement:

- (a) the masculine includes the feminine and the neuter; and
- (b) the singular includes the plural and vice versa.

1.3 Headings are included in this Agreement for ease of reference only and shall not affect the interpretation or construction of this Agreement.

1.4 References to Clauses and Schedules are unless otherwise provided references to clauses of and schedules to this Agreement. The Schedules form part of the terms and conditions of this Agreement.

2. **Background**

The purpose of this Agreement is to set out the rights and obligations of the Parties in respect of the sharing of Confidential Information.

3. **Agreement Period**

3.1 **Effective Date**

This Agreement shall take effect from _____.

3.2 **Termination**

This Agreement shall terminate on the earlier of:-

- (a) The expiry of 3 months written notice given by any Party to the other Parties;
- (b) the service by any Party on the other Parties of an appropriate notice on the happening of any of the events referred to in sub-clause 3.3 below; or
- (c) at any time by mutual written consent.

3.3 **Termination for Cause**

This Agreement may be terminated immediately by any Party by notice in writing served on the other Parties where any of the other Parties:-

- (a) is in material or continuing breach of any of its obligations under this Agreement and fails to remedy the breach (if capable of remedy) for a period of 30 days after written notice to do so is served on the Party in default by the other; or
- (b) if any Party becomes insolvent or any proceedings shall be commenced by or against the Party under any bankruptcy, insolvency or similar laws.

3.4 **Variation**

No addition to, or modification of, any provision of this Agreement shall be binding on any Party unless made in writing and signed by duly authorised representatives of all Parties.

3.5 Continuation of Rights

Termination or variation of this Agreement shall not prejudice the rights of any Party which may have arisen on or before the date of such termination or variation.

4. Effects of Termination

4.1 Upon termination of this Agreement for any reason whatsoever each Party shall, within 30 days of the effective date of termination, return all documentation, statements and other materials (and all copies thereof) provided to the Party under or in connection with performance of this Agreement and which contains Confidential Information of any other Party. If requested each Party shall certify in writing that it has fully complied in all respects with this provision after the return of such documentation.

5. Intellectual Property

5.1 In consideration of the rights granted to it pursuant to this Agreement, each Party acknowledges that all intellectual and industrial property rights in any images, data or other items or information received from any other Party shall belong to the disclosing Party.

5.2 The Parties hereby grant to the other Parties a royalty-free, revocable licence, to use or permit the use of, any images, data or other items or information produced or received from each Party for the purposes set out in Schedule 1, and from time to time agreed and included in Schedule 1, PROVIDED THAT the receiving Party shall not use or permit the use of such images, data or other items or information

without the prior written agreement of the disclosing Party where such use may:

- (a) reasonably be considered to be detrimental to the business interests of the disclosing Party, or
- (b) is by a person who may reasonably be considered to be a business competitor of the disclosing Party, or
- (c) where use is for financial gain

5.3 Each Party shall notify the other Parties promptly of any data supplied to them that does not fall within that set out within Schedule 1, and agree that all such data will fall outside the scope of the licence specified in this clause 5. The receiving Party will not use such data for any purpose other than in accordance with the prior written consent of the disclosing Party and will on the request of the disclosing Party return all copies of such data in its possession to the disclosing Party.

5.4 The obligations in this clause 5 will continue for 6 months beyond the duration of this Agreement.

6. **Review**

6.1 Provision of Review

The terms of this Agreement shall be reviewed in accordance with the following sub-clauses:-

6.1.1 Review Meetings

Reviews shall be carried out by way of a meeting between the Parties (the Review Meeting) who shall be obliged to attend such meeting.

6.1.2 Timing of Reviews

Reviews shall be carried out six-monthly during the currency of this Agreement; and at such other times as are required by any Party on giving reasonable written notice to the other.

6.1.3 Subjects for Review

Each Party must submit to the other details of those matters that it requires to be discussed at the appropriate Review Meeting in writing at least two weeks prior to the date of such meeting.

6.1.4 Outstanding Matters

If any outstanding matters referred to in a Review cannot be settled to the satisfaction of all Parties, any Party may refer such outstanding matter for dispute resolution in accordance with the terms of clause 9.5 below.

7. **Confidentiality**

7.1 Each Party undertakes with the other:-

7.1.1 to share the Confidential Information eg patronage and reliability figures, concessionary fare information for the purpose of improving services

7.1.2 to keep all Confidential Information belonging to the other Parties (including all portions and copies) secret and confidential in the same manner as its own Confidential Information;

7.1.3 not, without the written consent of the disclosing Party, to disclose or reveal Confidential Information (or any portion or copy) to any person other than to such officers or employees or

- sub-contractors to whom it is necessary to reveal such information for the furtherance of this Agreement;
- 7.1.4 not to use Confidential Information (or any portion or copy) other than in the furtherance of this Agreement;
- 7.1.5 not to make any copies of any document, drawing, facsimile transmission or any magnetic or electronic medium upon which Confidential Information is stored or comprising or containing (in whole or in part) any Confidential Information without the prior written consent of the disclosing Party;
- 7.1.6 to ensure that any Confidential Information received by it will be at all times within its possession or under its control;
- 7.1.7 on termination of this Agreement, to return to the disclosing Party all documents and any data stored on magnetic or electronic media (including copies) which contain Confidential Information; and
- 7.1.8 to ensure that all employees including those of any other authority which the Parties have agreed in writing shall have access to Confidential Information or subcontractors who may gain access to Confidential Information are informed of the confidential nature of that information and are contractually bound to safeguard that confidentiality on the same terms as this Agreement.
- 7.2 Each Party acknowledges and agrees that it will not use any of the other Parties' Confidential Information for any purpose without the prior written consent of such Party. If any Party wishes to make use of the

other Party's Confidential Information it shall notify the other Party (including full details of the use to be made, and the third parties to whom it may be disclosed) and the other party may at its sole discretion:-

7.2.1 grant its consent without conditions;

7.2.2 grant its consent with such conditions as it requires e.g. (but without limitation) requiring:-

- (a) that the outputs from the use of such Confidential Information not be disclosed to any third party without further consent from the other Party;
- (b) that third parties to whom Conditional Information is disclosed enter into confidentiality arrangements with the other Party;
- (c) destruction of data created after the use of the Conditional Information; and
- (d) a full indemnity in respect of loss or damage flowing from the use of Conditional Information; and/or

7.2.3 withhold its consent in respect of all or any part of the request.

7.3 The restriction on disclosure shall not apply to Confidential Information to the extent that it:-

- (a) is required to be disclosed by law (including under the Freedom of Information Act 2000) or by any governmental or other regulatory authority acting within the scope of its powers
- (b) is or becomes part of the public domain through no fault of the receiving Party

- (c) is known to the receiving Party prior to the disclosure by the disclosing Party without an obligation to keep such Confidential Information confidential
- (d) is subsequently furnished by the disclosing party to a third Party without restriction on disclosure or use
- (e) is subsequently obtained by the receiving party from a third Party without breach of any obligation of confidentiality owed to any third party or the disclosing Party;
- (f) is independently developed by the receiving party or within the receiving Party's group without any breach of this Agreement; or
- (g) is approved for public release by the disclosing Party and the disclosing Party shall give prior written notification of such disclosure to the other party where practicable.

7.4 The duty of confidentiality shall apply to Confidential Information for a period of 5 years from the date of its disclosure.

8. **Limitation of Liability**

The entire liability and responsibility for any and all claims, damages or losses arising from this Agreement for any Party shall not exceed One Million Pounds (£1,000,000) in any calendar year. Notwithstanding any provision contained herein, no Party shall be liable for any indirect, consequential, special, incidental or contingent damages or expenses, whether in contract, tort (including negligence) or otherwise, arising in any way out of this Agreement.

9. **Force Majeure**

No Party will be liable for any delays or failures to perform its respective obligations under this Agreement which are due to circumstances beyond its reasonable control (including for the avoidance of doubt but without limitation, fire, flood, explosions, electrical failures, acts of God, civil disorder or industrial action, acts or omissions of such Party). Each Party will inform the other Parties immediately if its performance becomes impossible due to a reason falling within this clause

10. **Waiver**

No delay, neglect or forbearance on the part of any Party in enforcing against the others any provision of this Agreement shall be or be deemed to be a waiver or in any way prejudice the rights of that Party under this Agreement.

11. **Entire Agreement**

This Agreement is made in good faith and contains all statements and representations upon which the Parties have relied in entering into it. This acknowledgement shall not apply to any misrepresentations and/or breaches of warranty which constitute fraud.

12. **Notices**

All notices which are required to be given under this Agreement shall be in writing and shall be sent to the address of the recipient set out in this Agreement or such other address as the recipient may designate by notice given in accordance with the provisions of this clause. Notice may be delivered personally or by first class pre-paid letter or facsimile transmission using the numbers notified to the other Parties from time to time and shall be deemed to have been served if by hand when delivered, if by first class post

48 hours after posting and, if by facsimile transmission, when despatched. Addresses for the service of notices are as set out at the head of this Agreement.

13. **Dispute Resolution and Governing Law**

This Agreement shall be governed by and construed in accordance with the laws of England and Wales. In the event of a dispute between the Parties with respect to the Agreement which dispute cannot be settled following good faith efforts by the Parties, the Parties agree to attempt to resolve said dispute by way of high level negotiations. If such negotiations are unsuccessful, the Parties agree to consider mediation using the services provided by the Centre for Dispute Resolution though nothing in this Agreement shall oblige any Party to enter into such mediation.

IN WITNESS WHEREOF this Agreement has been read, understood and signed by
duly authorised officials of the Executive, the Bus Operator and the Council.

Agreed and accepted for
and on behalf of

**MERSEYSIDE PASSENGER
TRANSPORT EXECUTIVE**

Agreed and accepted for
and on behalf of

_____ **COUNCIL**

Signed

Signed

Name

Name

Title

Title

Date

Date

Agreed and accepted for
and on behalf of

_____ **BUS OPERATOR**

Signed

Name

Title

Date

Schedule One

The Bus Operator Data

<u>The Bus Operator Data</u>	<u>Permitted Use</u>
Service timetable plan to bus stop level detail: <ul style="list-style-type: none">• Service Code• Trip ID – unique per journey• Journey Start Time	This data will be supplied by the bus operators to monitor punctuality and journey time data on the specified services along the PIP corridor.
Vehicle Position Data	It may also be used for RTPI purposes.
Bus Punctuality Data	To assist with journey time analysis, this data will be supplied by the bus operators to help in identifying locations and causes of bus delays.
Passenger Boarding/Alighting Data	This data will be supplied by the bus operators to help in identifying locations and causes of bus delays. The data will be also be used by the PTE to estimate patronage trends along the core radial corridors, to help identify the growth areas, and also provide evidence as to the areas where decline is occurring. This will assist with deriving more robust geographical and corridor patronage figures, to ensure LTP funds are targeted where they will be most effective.

Schedule Two

Council Data

<u>Council Data</u>	<u>Permitted Use</u>
Traffic Delay and Traffic Flow Data	To determine possible measures to minimise delay through identifying areas of congestion.
Traffic Signal Programme Data	<ul style="list-style-type: none">To assist with journey time analysis, this data will be supplied by _____
Parking Violations and Enforcement Data	Council to help in identifying locations and causes of bus delays.
Road Works Management Data	To enable adequate planning for dealing with anticipated delays
ITIS data	<ul style="list-style-type: none">Traffic speed data (commonly referred to as 'ITIS data') is supplied by the company ITIS Holdings plc (Integrated Transport Information Services) to the DfT. The basic data results from a GPS-based tracking system that records the position every minute of vehicles that are signed up to the system.

Schedule Three

Use of Data

Responsibilities

The responsibilities of each of the Partners within the punctuality partnership are set out below:-

Responsibilities	
The LTP Partnership	Production and dissemination of monthly/quarterly monitoring reports Liaison with Police/Highways Agency/Parish and Town Councils Enforcement Activity Co-ordination of Route Improvement Plans Provision of the Local Transport Plan annual capital works programme for planning purposes
Bus Operator	Supply of punctuality data from manual/electronic collection methods in agreed format Co-ordination of Operational Improvement plans.

Reporting and Information Dissemination

Quarterly

Data will be collated and presented to Partners in standard quarterly Punctuality Performance Monitoring Reports. The reports will help to identify any route specific or operational issues that have had a negative effect on service punctuality. Where data allows, the following figures will be reported:

Local Transport Plan indicators:-

- 90% of buses starting their route on time
- 90% of buses on time at intermediate timing points
- To demonstrate an improvement in the punctuality of buses on time at non-timing points and in excess waiting time on frequent services.

Punctuality Performance Reports will be provided to the Partners at least a week prior to the appropriate meeting in order that appropriate comment on service performance and collected data can be made by the Partners. It is expected that

improved relative journey times for buses will be recorded to monitor the effectiveness of the PIP.

The reports will also include summary information on the improvement plans undertaken for the period of that the report covers.

Partners recognise that bespoke performance reports will be required on an ad-hoc basis and will mainly consist of performance data on specific routes where punctuality problems have been identified.

The quarterly performance reports will be subject to agreement by the Partners.

Monitoring and Methodology

- B1. For the purpose of monitoring reliability and punctuality for LTP2, the Executive collects roadside observational data at 14 locations across Merseyside, to provide a good cross section of punctuality at start points, mid route, and non-timing points. Where practicable, this data will be used to corroborate the data supplied by the Bus Operator. Additional surveys may be undertaken as required, where the existing datasets are not sufficient.
- B2. The Partners agree to adopt a co-operative approach to the monitoring and reporting of the punctuality of bus services in the administrative area of Merseyside
- B3. The methodology to be applied will be agreed between the Partners. A number of methodologies for data collection are available, including:-
- (a) GPS monitoring of punctuality through electronic ticketing systems.
 - (b) Programmed sampling techniques adopted by operators to measure performance standards – usually at bus stations – by manual recording of actual departure times.
 - (c) Routine roadside monitoring of bus punctuality where high service frequencies allow statistically significant off-bus monitoring to be achieved.
 - (d) Random spot checks undertaken at timing points to gauge adherence to timetables.
 - (e) Analysis of Real Time Information.
 - (f) [List others]
- B4. The targets for punctuality improvements are set out in Appendix A (schedule 3).

Proposed Joint Actions

Integrated Corridor Management Approach and Plans

Where problems or issues are identified that have a detrimental effect on service punctuality, improvement plans will be put in place by the Partners. These will consist of arrangements agreed by the Partners for overcoming the identified issues, which may include but not be limited to:-

- Traffic management issues
- Over crowding issues
- Physical constraints on the actual bus journey
- Operational issues

The Partners will seek to gather appropriate evidence relating to the problem or issue affecting service punctuality and develop options which will mitigate or rectify the adverse affect on punctuality and reliability.

Options available will include but not be limited to:-

- Traffic engineering measures
- Additional/enhanced bus services
- Intelligent traffic management systems
- Marketing and promotion campaigns
- Measures undertaken by the Bus Operator

Where actions are identified, responsibility for them will be attributed to either the Bus Operator, the Executive or the Council or where appropriate third parties.

Where actions are identified within improvement plans they will be monitored and progress will be reported at the appropriate meeting.

There will be two types of improvement plan. Route Improvement Plans will concentrate on service routes where punctuality is being negatively affected. Operational Improvement Plans will be mainly Bus Operator based and cover issues around the management of bus services.

Route Improvement Plans

In the event of punctuality being adversely affected along service routes the Partners shall first seek to gather data specific to that route with the aim of identifying and evidencing the issues to be dealt with. The data to be collected will include:-

- Punctuality at both timing and non-timing points along the route to be compared with scheduled service information.

- Traffic data along affected routes including:-
 - intelligence on possible or known causes of delays
 - location and duration of temporary traffic management measures
 - location and duration of third party utility works on the highway;
 - location and duration of current/recent highway maintenance works; and
 - route accident statistics
- Information on new developments along routes affected, eg size and location
- Operator information on boarding delays

Where appropriate additional observational surveys may be carried out to ascertain the nature of issues identified along specific routes.

Actions to be considered by each of the Partners are listed but not limited to those set out below:-

- Traffic management measures
- Use of intelligent transport systems and information provision – Urban Traffic Management Control
- Boarding at bus stops
- Management and or introduction of bus priority measures
- Highway engineering measures
- Improved mechanisms for dissemination of information on punctuality issues
- Route and timetable planning to consider punctuality issues
- Liaison with police on traffic management issues which affect bus punctuality
- Liaison and consultation with third party utilities carrying out highway works

Operational Improvement Plans

It is recognised that Partners engage in day to day activities that help to improve punctuality on bus services as and when required. If required full Operational Improvement Plans will be put in place which will consist of but not be limited to a combination of one or all of the actions listed below:-

- Actions to address vehicle and driver availability
- Actions to improve driver changeovers
- Liaison with traffic management team
- Bus stop issues common to more than one route
- General information dissemination on service disruption
- Vehicle allocation along routes
- Route and timetable planning to consider punctuality issues; route timetables may have to change following changes to the highway, eg speed limit change, that may affect journey times

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**WIRRAL COUNCIL
SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE –
18 NOVEMBER 2009**

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

REVIEW OF PILOT PAVEMENT/VERGE PARKING RESTRICTIONS

1.0 EXECUTIVE SUMMARY

- 1.1 At the meeting of this committee on 14 March 2007 Members approved the introduction of pavement/verge parking restrictions as a pilot scheme in the 20 roads listed in Appendix 1.
- 1.2 The roads listed were among those identified by Members, the public and Council highway inspection staff as roads where pavement parking was a problem and in all cases was unnecessary because the width of the road is sufficiently wide to allow vehicles to park fully on the road without causing an obstruction to passing traffic. The selected routes in all cases have facilities for off-street parking, i.e. private drives, and are also locations where the pavement construction is predominantly paving flags which are liable to cracking and displacement because of vehicle overloading leaving the council exposed to potential public liability insurance (tripping) claims.
- 1.3 A number of the locations also have grass verges within the limits of the pavement and the verges are also used for unnecessary parking and overloading causing damage which makes them unsightly and impassable at this time of the year.

2.0 BACKGROUND

- 2.1 It was intended to implement the restrictions in all of the above locations in September 2008 following consultation with the public, the emergency services and in some locations schools.
- 2.2 However because of changes in traffic sign legislation which became effective in September 2008 the spacing of the traffic signs required to implement the scheme was increased from a distance 60 metres to 30 metres.
- 2.3 The implications of this change has resulted in twice the number of traffic signs being required than was originally envisaged and a doubling of the scheme costs.
- 2.4 As a consequence it was necessary to divide the scheme into three separate works programmes for both the described financial reasons and also for resource purposes because of the considerable administrative and legal resource required to process each individual traffic order.

3.0 REPORT

- 3.1 The first phase of the pilot restrictions were introduced in the following 6 locations;
- | | |
|--------------------------|---|
| Teehey Lane, Bebington | (Higher Bebington Road to Heath Road, Bebington) |
| Kings Lane, Bebington | (Kings Road to Old Chester Road, Bebington) |
| Kings Road, Bebington | (Borough Road, Birkenhead to Kings Lane, Bebington) |
| Woodchurch Road, Prenton | (Osmaston Road to Palmwood Close, Prenton) |
| Holm Lane, Oxton | (Talbot Road to Oulton Close, Oxton) |
| Bayswater Road, Wallasey | (Newport Avenue to Greenleas Road, Wallasey) |
- 3.2 For these initial 6 roads the consultation exercise with residents, emergency services and Merseytravel involved letters being sent out advising of the nature of the restrictions and the reasons for implementing them on a pilot basis.

- 3.3 In response to the Council's consultation with residents a number of letters and telephone enquiries were received both objecting to and supporting the restrictions, but the majority of residents consulted supported the parking restriction proposals.
- 3.4 There has also been positive feedback from elected Members from their meetings with residents of the pilot locations.
- 3.5 The emergency services and Merseytravel responded stating that by effectively restricting the through passage of traffic by forcing vehicles to be parked fully on the road may cause operational problems in terms of delay for their respective services.
- 3.6 However since the introduction of the pilot restrictions there has been no further correspondence from any of the bodies initially consulted indicating any operational problems.
- 3.7 Following the advertising of the proposed orders both on site and in the local press on 19th November 2008 the signs were erected the week after. The restrictions became effective on 1 December 2008.
- 3.8 Since the restrictions became operative compliance in all 6 roads has been generally good with warning letters being sent out initially to advise the owners of those vehicles still being parked on the pavement/verge that any future incidents would be enforced by the council's decriminalised parking enforcement contractor.
- 3.9 Some persistent offenders have been issued with penalty control notices for non-compliance but the majority of these notices were issued within the first few weeks of the introduction of the restrictions and latterly it has not been necessary to issue any further notices.
- 3.10 Locations where P.C.N's have been issued

STREET NAME	No. OF P.C.N's ISSUED
Bayswater Road (Wallasey)	7
Holm Lane (Oxton)	0
Kings Lane (Higher Bebington)	6
Kings Road (Higher Bebington)	5
Teehey Lane (Bebington)	7
Woodchurch Road (Prenton)	Not possible to differentiate pavement parking offences from those occurring on the road.

- 3.11 A further benefit of the proposals is that in those roads where the restrictions have been introduced vehicles parked fully on the road have acted as a traffic calming measure causing approaching vehicles to slow down before passing.
- 3.12 In those roads where the grass verges were in poor condition due to vehicle damage prior to the introduction of the restrictions those verges have now improved and recovered in terms of grass coverage. This is due partly to the reduction in vehicle overrunning and also to the repairs instigated by the council in repairing the verges with topsoil and grass seed in the more overridden and damaged locations.

4.0 PETITION

- 4.1 During the trial period a petition was submitted from the residents of Woodchurch Road requesting the revocation of the traffic order for the section of Woodchurch Road from Holmlands Drive to the railway bridge by junction 3 of the M53 motorway.
- 4.2 Of the 43 properties situated along this section of Woodchurch Road 29 objected to the permanent introduction of the restrictions.

- 4.3 The basis of their objections were specifically in relation to road safety.
- 4.4 Residents consider that if there are more than 2 vehicles in a household it is impractical for them to park 3 or 4 vehicles on a private driveway when there is a 4.5 metre wide pavement available in front of their property which has been used as an “on street” parking facility without problems for many years. By parking their vehicles in adjacent side roads this has caused displacement and added to the parking issues in other roads.
- 4.5 Similarly they claim it is more difficult and hazardous to move vehicles around outside their properties without the use of the pavement because of the speed of the vehicles coming off the motorway slip road which is not visible to those properties nearer the railway bridge.
- 4.6 They also feel that they already have considerable problems driving into and out of their properties on a heavily trafficked principal route with urban clearway parking restrictions prohibiting parking at peak times on the road without their only facility for “on street” parking being removed.
- 4.7 One resident who was not a petitioner and supported the restrictions stated that in his opinion the practice of parking on the pavements obstructed visibility to residents leaving their properties in vehicles causing a potentially hazardous situation when trying to enter the heavy traffic flows on Woodchurch Road.
- 4.8 Due to the proximity of junction 3 in relation to these properties and the volume of traffic coming from the motorway both from a north and south bound direction I have no objection to the traffic order not being continued on this section of Woodchurch Road. I will be considering however as part of a future improvement of the pavement between Holmlands Drive and the railway bridge the introduction of a traffic order to allow residents to park on the pavement in bays marked out by the council following consultation with the residents to ensure that inconsiderate parking close to driveways obstructing visibility is prohibited.

5.0 LOCATIONS FOR THE SECOND PHASE OF IMPLEMENTATION

- 5.1 It is now proposed to introduce pilot restrictions from the approved list in the following roads as part of the second phase of the implementation programme.
- | | | |
|------|-----------------------|---|
| i) | Townfield Lane, Oxton | (Bidston Road to Shavington Avenue) |
| ii) | Storeton Road, Oxton | (Woodchurch Road to Ingestre Road) |
| iii) | Frankby Road, Frankby | (Blackhorse Hill to Newton Park Road) |
| iv) | Greasby Road, Greasby | (Upton By Pass to Frankby Road) |
| v) | Leasowe Road, Leasowe | (Heyes Drive to Reeds Lane – south side only) |
| vi) | Pensby Road, Pensby | (Gills Lane to Whitfield Lane) |
- 5.2 The Consultation process is to commence during November 2009 and subject to the outcome of the process I intend to advertise the orders in December 2009 with the restrictions becoming effective in January 2010.
- 5.3 As with the first pilot scheme the results of the second pilot scheme will be reported back to Members in December 2010 together with a breakdown of enforcement costs.
- 5.4 The remaining 8 locations from the original pilot scheme list will be resurveyed to determine whether the pavement/verge parking problems are still at a level where restrictions should be considered.
- 5.5 The survey will be undertaken after the second pilot scheme has become effective in January 2010. The consultation exercise will commence in February 2010 and subject to the outcome of that process the restrictions could become effective in April 2010.

6.0 FINANCIAL IMPLICATIONS

- 6.1 The change in legislation in September 2008 resulted in the scheme costs for the 6 roads increasing from £11,000 to £22,000.
- 6.2 The enforcement costs incurred for the first pilot scheme were negligible because in all the locations selected the Council's decriminalised parking contractor was enforcing existing parking restrictions so there have been no additional costs for the P.C.N's issued.
- 6.3 It is anticipated that the cost of processing and drafting the Orders in the locations identified in paragraph 5.1 together with the necessary signing costs will be approximately £25,000.
- 6.4 The posts and signs removed from the Woodchurch Road scheme will be reused in one of the locations identified in the second pilot scheme.
- 6.5 The enforcement of the restrictions will be carried out by the Council's decriminalised parking enforcement contractor and there will be increased contractual costs in enforcing the restrictions of those roads listed in paragraphs 5.1
- 6.6 Restricting pavement parking will reduce the Council's expenditure on pavement repairs and will maintain the reduction in public liability insurance claims arising from highway related tripping accidents.
- 6.7 In those locations where the restrictions are to be made permanent and pavement parking will no longer be an issue, I will arrange for the condition of those pavements to be assessed for possible inclusion as pavement reconstruction schemes in a future Structural Maintenance Programme.

7.0 STAFFING IMPLICATIONS

- 7.1 Consultation with residents, the emergency services, Merseytravel and the elected Members together with the processing and drafting of the orders and the preparation of the signing schedules and plans will be carried out by existing staff as part of their normal duties.

8.0 EQUAL OPPORTUNITIES IMPLICATIONS

- 8.1 There are no implications under this heading. Damage caused by pavement parking can have adverse implications for the elderly and people with disabilities.

9.0 COMMUNITY SAFETY IMPLICATIONS

- 9.1 Enforcing and controlling pavement parking will reduce potential hazards and dangers to users of the highway. Vehicles parking in the carriageway can exhibit a traffic calming effect.

10.0 LOCAL AGENDA 21 IMPLICATIONS

- 10.1 Effective control of on-street parking will have positive effects on quality of life issues such as access to property and visual amenity of the environment. It also supports sustainable goals in encouraging use of public transport and may lead to a saving in resource use where fewer repairs to pavements and verges are required.

11.0 PLANNING IMPLICATIONS

- 11.1 There are no implications under this heading.

12.0 ANTI-POVERTY IMPLICATIONS

12.1 There are no implications under this heading.

13.0 SOCIAL INCLUSION IMPLICATIONS

13.1 There are no implications under this heading.

14.0 LOCAL MEMBER SUPPORT IMPLICATIONS

14.1 This report has implications throughout the Borough.

15.0 BACKGROUND PAPERS

15.1 No background papers have been used in the preparation of this report.

16.0 RECOMMENDATIONS

16.1 Members are requested to note the contents of this report and also the proposed amendment to the Woodchurch Road site as detailed in Section 4 of the report.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES

LOCATIONS APPROVED FOR PAVEMENT/VERGE PARKING RESTRICTIONS

ROAD	FROM	TO
Townfield Lane, Oxton	Bidston Road	Shavington Avenue
Holm Lane, Oxton	Talbot Road	Oulton Close
Woodchurch Road, Prenton	Storeton Road	Palmwood Close
Noctorum Way, Oxton	Townfield Lane	Wethersfield Road
Storeton Road, Oxton	Ingestre Road	Waterpark Road, Prenton
Barnston Road, Thingwall/Heswall	Telegraph Road	Arrowe Park Road
Pensby Road, Thingwall/Heswall	Thingwall Road East	Telegraph Road
Frankby Road, Frankby	Greasby Road	Black Horse Hill
Greasby Road, Greasby/Frankby	Upton By Pass	Frankby Road
Upton Road, Moreton	Moreton Road	Hoylake Road
Leasowe Road, Moreton/Wallasey Village	Wallasey Village	Pasture Road
Warren Drive, New Brighton	Grove Road	Victoria Road
Bayswater Road, Wallasey Village	Harrison Drive	North Wallasey Approach
Kings Road, Bebington	Borough Road	Teehey Lane
Teehey Lane, Bebington	Kings Road	Heath Road
Higher Bebington Road, Bebington	Teehey Lane	Pulford Road
Kings Lane, Bebington	Kings Road	Old Chester Road