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SUSTAINABLE COMMUNITIES OVERVIEW AND SCRUTINY COMMITTEE

Wednesday, 17 November 2010

Present:

Councillor J Hale (Chair)

Councillors T Anderson H Smith
A Brighthouse R Wilkins
D McCubbin KJ Williams
AR McLachlan S Williams
D Mitchell

In attendance:

Councillors L Rennie (Cabinet Member – Streetscene)
C Blakeley (Cabinet Member – Housing and
Community Safety)
G Gardiner (Cabinet Member – Environment)

86 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 D Mitchell declared a personal interest in minute 89 (Arrowe Park Hospital Travel Plan) by virtue of his membership of the Merseyside Integrated Transport Authority.

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.

87 MINUTES

The Director of Law, HR and Asset Management submitted the minutes of the meeting held on 21 June, 2010.

Resolved – That the minutes be received.

88 HIGHWAYS AND TRAFFIC REPRESENTATION PANEL - MINUTES

The Director of Law, HR and Asset Management, submitted the minutes of the panel meeting held on 8 November, 2010 when the following matters were considered:-

16 (1) SCHOOL KEEP CLEAR MARKINGS

Resolved –

(1) That the Panel note the objections to the scheme for provision of waiting restrictions at Elleray Park School, as shown on plan BEng/51/10, and the officers' responses, and recommend to the Sustainable Communities Overview & Scrutiny Committee that the scheme be approved for implementation.

(2) That the scheme for provision of waiting restrictions at Brackenwood Primary School be deferred for further consideration of the alternative 'Access Only' scheme.

17 (2) SPEED LIMIT REVIEW

Resolved – That the Panel:

(1) Note the objections received and the officers' responses; and

(2) Recommend to the Overview & Scrutiny Committee that the following Speed Limit Review recommendations be approved for implementation: -

(a) (2:1) B5137 Brimstage Road, Bebington - Proposal – Relocation of existing 30mph / National Speed Limit gateway;

(b) (3:0) A5137 Brimstage Road / Whitehouse Lane, Brimstage - Proposal – Reduce from National Speed Limit to 50mph

(c) (3:0) A551 Upton Bypass, Upton - Proposal – Increase from 30mph to 40mph

(d) (3:0) Heron Road, Hoylake / Pump Lane, Greasby / Saughall Massie Road, Saughall Massie - Proposal – Reduce from National Speed Limit to 40mph along Heron Road, 50 mph along Pump Lane, and increase from 30mph to 50mph along part of Saughall Massie Road

(e) (3:0) Storeton Village, Storeton - Proposal – Reduce from National Speed Limit to 30mph within Village area and relocation of existing 30mph / National Speed Limit gateway along Lever Causeway.

(f) (3:0) B5136 Thornton Common Road / B5151 Willaston Road, Clatterbridge - Proposal – Reduce from National Speed Limit to 50mph.

(3) PETITION: REQUEST FOR TRAFFIC CALMING MEASURES IN MELLOR ROAD/ROSEBERY GROVE/AMERY GROVE, PRENTON

Resolved – That the Panel:

(1) Note the petitioners request for traffic calming measures to slow the speed of traffic in Mellor Road, Prenton and the surrounding area.

(2) Recommend to the Sustainable Communities Overview and Scrutiny Committee that no further action should be taken in respect of the petition requesting traffic

calming measures to slow the speed of traffic in Mellor Road, Prenton and the surrounding area but that the situation will continue to be monitored.

(4) PETITION: REQUEST FOR FURTHER ROAD SAFETY MEASURES TO SLOW TRAFFIC SPEED IN PARK ROAD, WALLASEY AND THE SURROUNDING AREA

Resolved – That this matter be deferred until the next meeting of the Panel.

(5) PETITION: REQUEST FOR TRAFFIC CALMING MEASURES IN WRIGHT STREET, WALLASEY

Resolved – That the Panel:

(1) Note the petitioner's request for traffic calming measures to slow the speed of traffic in Wright Street and the surrounding area.

(2) Recommend to the Sustainable Communities Overview and Scrutiny Committee that no further action is taken in respect of the petition requesting traffic calming measures to slow the speed of traffic in Wright Street and the surrounding area but that the situation will continue to be monitored.

(6) TEEHEY LANE , BEBINGTON

Resolved – That the Panel note the objector's concerns, but recommend to the Sustainable Communities Overview & Scrutiny Committee that the pedestrian refuge scheme and 'No Waiting At Any Time' Traffic Regulation Order be implemented as advertised.

(7) ST PAUL'S ROAD, SEACOMBE

Resolved - The Panel note the objection but recommend to the Sustainable Communities Overview & Scrutiny Committee that the pedestrian refuge scheme and Traffic Regulation Order, as shown on plan BENG/48/10, be recommended for implementation.

(8) BERWYN DRIVE, HESWALL - UPDATE

Resolved - That the Panel note that the matters raised from this meeting are being progressed.

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) Scheme for provision of waiting restrictions at Elleray Park School, as shown on plan BEng/51/10;

(B) Speed Limit Review schemes: -

B5137 Brimstage Road, Bebington - Proposal – Relocation of existing 30mph / National Speed Limit gateway;

A5137 Brimstage Road / Whitehouse Lane, Brimstage - Proposal – Reduce from National Speed Limit to 50mph

A551 Upton Bypass, Upton - Proposal – Increase from 30mph to 40mph

Heron Road, Hoylake / Pump Lane, Greasby / Saughall Massie Road, Saughall Massie - Proposal – Reduce from National Speed Limit to 40mph along Heron Road, 50 mph along Pump Lane, and increase from 30mph to 50mph along part of Saughall Massie Road

Storeton Village, Storeton - Proposal – Reduce from National Speed Limit to 30mph within Village area and relocation of existing 30mph / National Speed Limit gateway along Lever Causeway.

B5136 Thornton Common Road / B5151 Willaston Road, Clatterbridge - Proposal – Reduce from National Speed Limit to 50mph.

(C) Pedestrian Refuge scheme and ‘No Waiting At Any Time’ Traffic Regulation Order at Teehey Lane, Bebington, as shown on plan BENG/49/10

(D) Pedestrian refuge scheme and traffic regulation order at St Pauls Road, Seacombe, as shown on plan BENG/48/10,

18 ARROWE PARK HOSPITAL TRAVEL PLAN

The Director of Technical Services submitted a report outlining progress to date on the Wirral University Teaching Hospital (WUTH) NHS Foundation Trust's Travel Plan Review 2010 which included a number of amendments to the plan.

The main aims of the review of the Travel Plan were:

- To provide an update on the Travel Plan implementation
- To demonstrate what has been achieved since the last review
- To identify and make changes to the plan
- To review future actions and target dates

WUTH had commissioned Mott MacDonald to undertake a review of the Travel Plan and the associated Traffic Management and Parking Policy, in consultation with the Council's Sustainable Transport Coordinator. Copies of the Travel Plan Review 2010, Appendix 2, and Traffic Management and Parking Policy Report, Appendix 3, were attached and formed the main part of this report.

In summary the review included:

- The results of a staff and patient/visitor travel survey and confirms that future surveys will be undertaken every two years.
- Highlights key achievements and progress on delivery of the previous action plan.
- A breakdown of the costs of delivering the travel plan and a proposal that public parking charges are increased in line with the increases in charges in other hospitals and public car parks in Wirral since 2005. It also proposed that in future parking charges should be increased periodically in line with inflation or the increase in parking charges in Wirral Council car parks, subject to coin of the realm limitations.
- Confirmed that 300 free public parking spaces would continue to be provided and details the control measures to be implemented to ensure these spaces remain available for public use.

There was a requirement through the Section 106 Agreement that WUTH undertake a review of the Travel Plan on an annual basis and currently this review was also reported to members annually. It was proposed that the requirement for an annual review, including consultation with Wirral's Sustainable Transport Co-ordinator should remain but that future reporting to Members be undertaken on a bi-annual basis. Members were reminded that WUTH could not alter or amend the Travel Plan without the prior written approval of the Council, and the integrity of the Plan would not therefore be diminished by this proposal.

Mr J Foster, Director of Facilities and Estates WUTH, and Mr J Realey, Car Parks Operational Manager, attended the meeting and answered a range of questions from members relating to:-

- the low take up of the staff car share scheme;
- purchase of cycles through the salary sacrifice scheme;
- the NHS Carbon Reduction Strategy and measures to achieve this objective e.g. the inter site bus, reduced use of officer vehicles and mileage claims;
- the possibility of introducing a further park and ride scheme to the hospital from Tranmere Rovers F.C.;
- the daily turnover of patient and visitors car parking spaces;
- the justification for the proposed increase in car parking charges and the response in terms of the NHS policy that income should match expenditure, and that this was an appropriate fee which was in line with council car parking charges;
- the VAT bill from services suppliers and whether this offset the VAT on car parking income (a more detailed response would be provided to members);

- the current location of the bus stop and ways of separating pedestrians from the car park in front of the hospital;
- the need for a patient and visitor survey to monitor and assess the effectiveness of the Travel Plan

Resolved – That the Committee:

(1) Note and endorse the contents of the Wirral University Teaching Hospital NHS Foundation Trust's Travel Plan Review 2010 and Traffic Management and Parking Policy Report.

(2) Endorse the reporting of future Travel Plans on a bi-annual basis to committee whilst reporting an update to the action plan on an annual basis to officers.

19 **OBJECTIONS TO TRAFFIC SIGNAL JUNCTION IMPROVEMENT - UPTON ROAD/NOCTORUM AVENUE, UPTON**

The Director of Technical services reported concerning objections received to the introduction of a new traffic signal control junction improvement and associated 'No Waiting at Any Time' - Traffic Regulation Order (TRO) at the junction of Upton Road / Noctorum Road, Upton.

He reported that the provision of a new traffic signal installation at the junction of Upton Road / Noctorum Avenue, Upton, was identified as a priority scheme within the Integrated Transport Block programme of works which was approved by cabinet on 14 January, 2010. The proposed traffic signal junction improvements were designed to address a long-standing history of traffic capacity issues resulting in congestion and delay, together with a 'No Waiting at Any Time' – traffic regulation order to ensure effective operation aspects of the traffic signal control. It was also provide improved facilities for public transport users, pedestrians and cyclists (linkage to National Cycle Network Route 56).

Following a public consultation exercise, a petition and four individual letters of objection were received. The over-riding concern of the unresolved objections was that the proposed scheme would encourage the use of Coniston Avenue and Windermere Road - Wirral Way as a short-cut / rat-run to avoid queuing at the new traffic signal junction, resulting in increased traffic volume, speeding vehicles, disruption for residents and congestion.

A further email representation which was received between the time of writing the report conclusion of the Public Consultation gave support to the scheme in principle but raised a number of technical issues relating to the extension of the cycle route and provision of more bus stops in this area, which would be given further consideration.

The Director reported that the aim of the scheme was to reduce congestion and delay and improve facilities for public transport users, pedestrians and cyclists. It was therefore recommended that provision of traffic signal control at the junction of Upton

Road / Noctorum Avenue, Upton and associated TRO, as shown on plan no. BENG/54/10, be implemented as advertised. Further traffic surveys would be undertaken following completion to identify the extent of any resultant 'rat-running' and, if proven, future consideration would be given to the introduction of appropriate remedial measures.

Councillor Harry Smith addressed the meeting, in his capacity as a ward councillor, and indicated his support for the scheme which would be a major benefit to this junction. He thanked the officers for their response to the objectors and commented that the scheme would reduce congestion and current problems relating to the use of adjoining roads by through traffic. He also highlighted some practical issues relating to the proposed relocation of the bus stop to prevent loitering and anti-social behaviour which the Director agreed to raise with Merseytravel.

Councillor George Davies, ward councillor, addressed the meeting. He thanked the officers for their efforts in response to the objections received indicating that appropriate measures would be taken to discourage any excessive through traffic in the adjoining roads following the introduction and monitoring of the scheme.

Resolved – That the Committee note the objections received and recommend to the Cabinet Member that the scheme and traffic regulation order, as shown on plan no. BENG/54/10, be implemented as advertised.

20 ROAD SAFETY - REDUCING DEATH AND SERIOUS INJURY ON THE ROADS

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

The corporate priority to reduce road traffic accidents was reflected in the Wirral Local Area Agreement for 2008 to 2011, which included the following priority areas (which were also National Performance Indicators):

- NI 47 – People killed or seriously injured in road traffic accidents; and
- NI 48 – Children killed or seriously injured in road traffic accidents.

Wirral's current performance for these two key indicators was detailed in appendices 1-3 of the report.

Ongoing analysis of casualty data on Wirral had revealed that during the five years since 2004 when the KSI casualty record peaked at 203 KSIs (Appendix 3, Figure 1), the numbers of people Killed or Seriously Injured had steadily declined by an average of 6.6% per year, resulting in a total reduction in KSIs of 30% by 2009. Whilst Wirral continued to make steady progress in improving road safety, it was unlikely that it would meet the national target for all deaths and serious injuries by the end of 2010.

The total number of people killed or seriously Injured during the most recent complete calendar year, 2009, was 142 against the corresponding interim target of 123 KSI. Whilst still above target for all age groups of KSI casualties it was noted that during the last 10 years the total number of casualties had fallen from 1933 in 2000 to 991 in 2009, some 49%.

The Director reported that, in recognition of the key importance of Road Safety to the Council and the Community as a whole, Wirral's Accident Reduction Partnership had developed a Road Safety Action Plan for implementation during 2010/11 (Appendix 4) which covered five main workstreams:

- Enforcement (ENF);
- Education, Training & Publicity (ETP);
- School Travel Planning (STP);
- Communications (COM); and
- Engineering (ENG).

He reported that close working between key partners was a key feature of this Road Safety Action Plan and was essential to ensure effective interventions to deal with potential future areas for action such as casualties involving older people, pedestrians, motorcyclists and in-car casualties. There was also a rigorous approach to the monitoring and delivery of the Road Safety Action Plan which included: regular performance management reports to chief officers and elected members; quarterly inter-agency meetings between key partners; reporting through the LAA management structures; and regular Cabinet member briefings. The Council also implemented a range of physical works to achieve road safety objectives contained within the Local Transport Plan (LTP) Road Safety Block. The 2010/11 programme included an overall allocation of £980,000 for safety schemes which was approved by Cabinet on 4th February 2010 (Minute 315).

The Director responded to a range of issues raised by including:

- the sharing of best practice and benchmarking with the best performing authorities;
- enforcement and an acknowledgement of the support received from Merseyside Police at Area Command level;
- the prevention of Drink Driving, associated initiatives and enforcement;
- budget reductions (paragraph 7.1) - and the response indicating that these were road safety encouragement measures which would not directly affect road casualties;
- de-regulation and the enforcement of waiting restrictions outside schools

Resolved – That the Committee:

- (1) Note the progress in improving road safety performance and analysis of casualty data outlined in this report;
- (2) Endorse the proposed Road Safety Action Plan for 2010/11.

21 GREEN SPECIFICATION AND RENEWABLE ENERGY GENERATION BY THE COUNCIL

The Director of Technical Services presented a report outlining the background to the development of a Green Specification in the form of a best practice guide for designers, which would require sustainable materials and products with recognised environmental benefits, and, where practicable, renewable energy technologies, to be incorporated into all Council building projects.

This Committee had previously endorsed progress of the Carbon Reduction Programme, and a range of measures including:

- Energy Efficiency schemes (improved lighting installations, boiler replacements)***
- Energy Awareness and carbon reduction promotions and campaigns***
- Automatic meter reading***
- Combined heat and power (CHP)***
- Launch of Wirral CRed initiative***
- Waste reduction and improved recycling service***

He reported that his department's Design Consultancy Division had designed a number of projects in recent years which had incorporated green materials and technologies, and help contribute to the Council's strategic objectives and priorities for improvement in sustainability and carbon emission reduction (paragraph 2.6 refers).

The Director reported that the Green Specification had now been completed. It provided advice on best practice for designers to incorporate green technologies and sustainable products and materials into Council building projects, access to current best practice material specifications and an appendix containing examples of typical approved products which would ensure consistency of materials and equipment across the Council's buildings. It was a key principle of the guide that energy demand, and thus energy consumption and emissions from buildings, should be reduced before renewable technologies were considered.

It was proposed that all new buildings and major refurbishments designed by the Council's Technical Services Department, or consultants procured to provide such services to the Council, should be designed in accordance with the general principles contained in the Council's Green Specification Guide, 'Wirral Green Spec' (Appendix A). Where relevant and appropriate, the guide would also be applied to all building adaptation, reconfiguration or renovation designs, including works included in the Council's Strategic Asset Review and Accommodation Strategy. The guide would be a live document, which would be continually reviewed, revised and updated to reflect changing legislation and good practice guidance when necessary.

In addition, where practicable for the project concerned, all designs would consider the introduction of renewable energy generation technologies. All future Scheme and Estimate reports presented to Cabinet for approval would include details of any proposed renewable energy facilities, which could be incorporated, where practicable, as part of the scheme, together with the associated costs and benefits.

The Green Specification Guide would also be made available to private developers who were procuring building works in Wirral via the Developers Guide to encourage them to follow similar principles to the Council's own designers and, therefore, contribute to corporate objectives and priorities.

The increased costs associated with the inclusion of renewable technologies would be assessed by Technical Services Department staff and separately identified in the Scheme and Estimate reports to Cabinet, together with the resulting benefits, such as the potential revenue income via Feed in Tariffs for any proposed renewable energy facilities and likely pay-back period. This would enable Cabinet to assess the benefits resulting from the enhanced scheme and ensure that this was an integral consideration of any scheme proposals.

The continued membership of the National Green Register of construction professionals required a revenue commitment of approximately £150 per annum and could be met from existing resources.

Resolved – That the Committee note and endorse the content of this report and refer the following recommendations to Cabinet for approval:

- (1) That the Green Specification Guide (Appendix A) be adopted by the Council for use on all Council building projects;
- (2) ***That all future Scheme and Estimate reports for building projects include details of proposed renewable energy generating facilities, where it is practicable to incorporate these, together with the associated costs and environmental and financial benefits of such enhanced schemes;***
- (3) That membership of the National Green Register be continued;
- (4) That the Green Specification Guide be linked to the Developers Guide and promoted by the Technical Services Department

22 PROTECTING THE VULNERABLE FROM DOORSTEP CRIME

The Director of Law, HR and Asset Management, submitted a report detailing the work of the Trading Standards Division in relation to preventing and detecting traders who prey on the vulnerable, based on research conducted by Derek Payet of Trading Standards (Cooling Off the Cold Callers: A Review of the Regulation and Control of Doorstep Selling within the English Legal System).

He outlined the legal position and powers that were available to the Council to prevent doorstep crime arising from doorstep callers, high pressure salespeople, bogus officials and distraction burglary. The emphasis was on prevention and Trading Standards had developed two separate strategies to prevent residents falling foul of rogue traders:

(i) The establishment of 'No Cold Calling' zones to discourage cold callers from specific residential areas - usually a street or small cluster of houses. The introduction of the scheme provided the opportunity for householders to collectively discourage the often-unwelcome practice of cold calling. The zones were visibly identified by overt signs and by each participant displaying a sticker on their door. Residents were given information on how to deal with cold callers should the signs be ignored and advice about some security products. An example of the sign was attached at schedule A.

In a new initiative "No Cold Calling Zones" were being developed in partnership with, and funded by, Wirral Partnership Homes. The WPH zones would give additional protection to their tenants and also increase public awareness of the No Cold Calling Zone "brand. An example of the sign was attached at schedule C. Further "No Cold Calling Zones" were being planned in Neighbourhood Action Areas.

(ii) The development of the Wirral Trader Scheme which was a member of the Local Authority Assured Trader Scheme Network, supported by the Office of Fair Trading. Applicants were audited by Trading Standards to determine their consumer complaint history, court proceedings and business practices.

The implementation of the Preferred Contractors' Protocol by the Private Sector Housing Renewal Team (PSHR) with the requirement that all contractors quoting to carry out contracts for residents under the 'Loan Assistance Scheme' had been vetted and were committed to the Wirral Trader Scheme, and had achieved continuous improvements and increased customer satisfaction. However, more contractors were required in specific trade sectors to satisfy demand and PSHR had provided funding of £40,000 to enable the recruitment of 50 'Preferred Contractors' to

the Trader Scheme, at no cost to the contractor, for a 12 month 'trial period'. Additionally the funding will also enable the recruitment of a project officer on a 12 month contract to promote the scheme and increase membership.

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

23 FOOD SAFETY AND NUTRITION

The Director of Law, HR and Asset management reported upon current activities being undertaken within the Regulation Division to promote healthy eating.

He reported that the effective use of research provided about key messages on healthy eating and the nutritional impact of food would help to reduce the consequences of poor diet for those people most at risk in areas of poor health equality. Excessive consumption of salt, saturated fat and sugar could become contributory factors in diet related ill health such as Cardio-vascular disease (CVD), coronary heart disease, hypertension, strokes and obesity related ailments. To gain a better understanding of the nutritional content of take-away meals a sampling programme of traders was undertaken in 2008 throughout the Borough and submitted to the public analyst. Overall the analytical results showed that the high levels of fat, salt and calorific content of takeaway meals could contribute to long term health risks.

The Director reported that trading standards officers had designed a Food Standards Agency approved practical guide for take away traders explaining how they could minimise the long term health risks associated with their product for inclusion with the FSA Safer Food, Better Business pack. This pack was developed to help small businesses put in place food safety management procedures and was distributed to food premises as they were inspected (Schedule A). In addition, a project on healthy eating had recently been initiated which would involve an additional programme of visits and practical guidance within food premises in support of scheduled routine enforcement visits. The officer would also evaluate the take up of the healthy eating messages to assist the development of future campaigns.

He reported that the Environmental Health Division was currently working in partnership with the FSA and undertaking preparatory work pending the introduce the National Food Hygiene Rating Scheme (Scores On the Doors) which would enable the Council to publicise hygiene scores for local food businesses on a dedicated web site. Certificates indicating scores would also be issued for display in the premises window allowing consumers to make an informed choice on where they eat. As the scheme progressed towards an expected launch in June, 2011 the facility would be enhanced to signpost people who enter the web pages to further healthy eating and healthy lifestyle information. In the longer term it was proposed to introduce a Wirral healthy eating award in conjunction with the scores on the doors scheme.

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

24 DOG FOULING

The Director of Law, HR and Asset Management, presented a report providing an update on the work of the Dog Fouling Enforcement Team managed by Wirral Community Patrol Service.

Following the successful “Give a Dog a Bad Name” dog fouling campaign, the budget resolution for 2010/2011 provided a further £40,000, “to be used to build on the current successful scheme with funding being used in conjunction with Jobs For The Future funding in order to employ trainees who would be trained in patrolling and enforcement and add to the strength of the team giving greater coverage over longer periods of time.” The Director reported that six Dog Fouling Enforcement Officers were being employed in each of two phases, extending the life of the programme from July 2010 to September 2011. They had had received training in:

- Dog fouling enforcement
- Litter enforcement
- Managing conflict and aggression
- Customer care
- Basic health and safety

Whilst their primary purpose was prevention and enforcement of dog fouling, the team also reported other issues in relation to the streetscene. Between the end of June 2010 and the end of September 2010 they had identified whilst on patrol 5934 incidents requiring action e.g. safety issues, exposed wires on lampposts, uneven pavements, fly tipping, graffiti, criminal damage. Instances of graffiti, littering and fly tipping were also referred to Technical Services Department for action.

The team monitored the weekly incidence of illegal dog fouling and in two hotspot locations they had noted significant reductions.

Seacombe Promenade 53% reduction in incidence.

Poulton Road 99% reduction in incidence.

In addition to their enforcement responsibilities, the team was also engaged in the education of dog owners through attendance at public events or providing advice to dog owners whilst they were on patrol.

On a motion by Councillor Smith seconded by Councillor McLachlan it was:-

Resolved-

(1) That the Committee note the content of this report.

(2) That the Cabinet be asked to provide the necessary funding to ensure the continuation of the Dog Fouling Enforcement Team and that this request be considered in the light of other demands on council services.

25 SECOND QUARTER PERFORMANCE REPORT 2010/11

The Director of Technical Services and presented an overview of progress made against the indicators for 2010/2011 and key projects which were relevant to the Sustainable Communities Overview and Scrutiny Committee covering the second quarter, from July to September 2010. Appendix1 provided the detail of the performance indicators that were reported for the second quarter and included the context and corrective action as requested by the committee.

There were 39 indicators that could be reported at the second quarter to this Committee. In summary, 34 projects were green (all milestones had been met), 1 projects was amber (some non-critical milestones were missed), and 4 projects had been withdrawn. Appendix 2 provided a list of the projects that were green.

The departmental financial monitoring highlighted the following budget variations:-

- The Government announcement on reducing grant support to local authorities had led to a revised programme being approved by Cabinet on 22 July.
- There was a projected overspend of £300,000 relating to bridges and in particular, works at The Dell underpass where substantial additional substructure work was identified. The M53 junction 3 scheme, which was the largest within the programme, was nearing completion.
- The start date for the Landican Crematorium Mercury Abatement Scheme, was revised to September, 2010. The extension to the cemetery was now complete and planting work would take place during the winter period.

The Director of Law, HR and Asset Management, gave a verbal update on corrective action which was being taken in respect of performance indicators 4267 (high risk licensed premises inspected) and 4272 (under age sales of alcohol).

Resolved – That the report be noted.

26 UPDATED WORK PROGRAMME 2010/11

The Committee received an update on its work programme including reports to be scheduled for the next two meetings.

Resolved – That the work programme be noted.

27 FORWARD PLAN

The Committee had been invited to review the Forward Plan prior to the meeting in order for it to consider, having regard to the Committee's work programme, whether scrutiny should take place of any items contained within the Plan and, if so, how it could be done within relevant timescales and resources.

Resolved – That the forward plan be noted.

28 DECISIONS TAKEN UNDER DELEGATED POWERS

In accordance with the Approved Scheme of Delegation, the Director of Technical Services reported upon his acceptance, under delegated authority, of the following tenders:

Project Title: Coronation Park
Football Pitch Drainage
Contract Sum: £87,074.05
Contractor: Souters Sports Ltd

Project Title: Graffiti and Fly Posting Removal
Contract 2010/2013
Contract Sum: £69,014.00 per annum
Contractor: LC Together

Project Title: Comprehensive Lift Maintenance
Contract 2010/2013
Contract Sum: £44,328.01 per annum
Contractor: Knowsley Lift Services Ltd

Project Title: Specialist Consultancy Advice and Support for the Highway
and Engineering Services NEC 3 Contract
(2 year contract)
Contract Sum: £30,800 per annum
Consultant: Earle Integrated Project Management and Consulting

Resolved - That the report be noted.

29 SITE VISITS - UPDATE

Members' views were requested on arrangements for site visits.

Resolved – That this matter be deferred until the next meeting of this committee.

30 ANY OTHER URGENT BUSINESS APPROVED BY THE CHAIR

The Chair circulated a list of outstanding actions from previous meeting of this committee.

Resolved –

(1) That officers report back to the next meeting on the progress of these matters.

(2) That the scrutiny topic Review of Young People and Community Safety be referred to the new Anti-Social Behaviour Commission and that a further report be brought back to a future meeting of this committee.