

Public Document Pack



Executive Board Sub Committee

Thursday, 26 January 2012 10.00 a.m.
The Board Room - Municipal Building,
Widnes

A handwritten signature in black ink, appearing to read 'David W R'.

Chief Executive

ITEMS TO BE DEALT WITH IN THE PRESENCE OF THE PRESS AND PUBLIC

PART 1

Item	Page No
1. MINUTES	
2. DECLARATION OF INTEREST	
Members are reminded of their responsibility to declare any personal or personal and prejudicial interest which they have in any item of business on the agenda no later than when that item is reached and, with personal and prejudicial interests (subject to certain exceptions in the Code of Conduct for Members), to leave the meeting prior to discussion and voting on the item.	
3. RESOURCES PORTFOLIO	
(A) DISCRETIONARY NON DOMESTIC RATE RELIEF	1 - 7
4. TRANSPORTATION PORTFOLIO	
(A) ENHANCEMENT OF VARIABLE MESSAGE SIGNS	8 - 11

*Please contact Gill Ferguson on 0151 471 7395 or e-mail gill.ferguson@halton.gov.uk for further information.
The next meeting of the Committee is on Thursday, 9 February 2012*

Item	Page No
(B) OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDERS, WESTON POINT, RUNCORN	12 - 37
(C) PROCUREMENT OF HIGHWAY IMPROVEMENT AND MAINTENANCE CONTRACT	38 - 40
PART II	
<p>In this case the Board has a discretion to exclude the press and public and, in view of the nature of the business to be transacted, it is RECOMMENDED that under Section 100A(4) of the Local Government Act 1972, having been satisfied that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A to the Act.</p>	
5. HEALTH AND ADULTS PORTFOLIO	
(A) EXTENSION OF CONTRACTS TO PROVIDE HOUSING SUPPORT IN ACCOMMODATION BASED SERVICES	41 - 44

In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.

REPORT TO: Executive Board Sub-Committee

DATE: 26th January 2012

REPORTING OFFICER: Strategic Director – Policy & Resources

PORTFOLIO: Resources

SUBJECT: Discretionary Non-Domestic Rate Relief

WARD(S): Borough-wide

1.0 PURPOSE OF REPORT

- 1.1 The purpose of this report is for members to consider 8 applications for discretionary non-domestic rate relief, under the provisions of the Local Government Finance Act 1988.

2.0 RECOMMENDATIONS: That

- (1) **Under the provisions of Section 47, Local Government Finance Act 1988, discretionary rate relief be granted to the following organisation at the percentage indicated, for the period from 1st April 2011 or the commencement of liability, whichever is the later, to 31st March 2013:**

Age Concern Mid Mersey	20%
Four Estates Ltd	20%
Halton Credit Union Ltd	100%
Halton Haven Hospice	20%
Halton Speak Out	20%
RSPCA Warrington, Halton & St Helens Branch	20%

- (2) **In respect of the following organisations, it is also recommended that they should be granted discretionary rate relief for the backdated element of the charge from 1st April 2010 or the commencement of liability, whichever is the later:**

Four Estates Ltd	20%
Halton Credit Union Ltd	100%

3.0 SUPPORTING INFORMATION

- 3.1 Under the provisions of Section 47 of the Local Government Finance Act 1988, the Authority is allowed to grant discretionary rate relief to

organisations that are either a charity or a not for profit organisation. This relief may also be awarded to Community Amateur Sports Clubs. A summary of the applications follows and a list of the associated figures are attached in **Appendix 1**.

Age Concern Mid Mersey
Unit 5 Salisbury Street, Widnes

Age Concern Mid Mersey is a registered charity, which has the working name of Age UK Mid Mersey. The organisation operates in Halton, St Helens and Warrington and promotes the wellbeing of all older people within the branch area.

The property is used as an administrative base for the organisation, in order to deliver services to older people in Halton. The charity also offers support, information, advice and advocacy services from the office, to assist in making the lives of older people more fulfilling and enjoyable.

As a registered charity, 80% mandatory rate relief has already been awarded but a request has now been submitted for 20% discretionary rate relief. The charity previously traded as Age Concern Halton at 106 Albert Road, Widnes until 31st May 2011 and was awarded the additional relief.

Cost to Taxpayer (75%) 2011/12 £438.33

Four Estates Ltd
Hillcrest Centre, Halton Brook, Runcorn

Four Estates Ltd is a registered charity, which is engaged in a diverse range of community projects and initiatives. Such schemes are undertaken with the overall aim of improving the quality of life of residents and, in particular, those of Hallwood Park, Halton Brook, Murdishaw, Palacefields and the surrounding areas.

The premises are used as the main administrative office for the organisation, which provides social, recreation and leisure facilities to the community. In addition, the offices offer amenities which are utilised to provide ICT and other associated training to the public.

As a registered charity, 80% mandatory rate relief has already been awarded but the application includes a request for the additional relief. Four Estates Ltd has previously been awarded the 20% discretionary rate relief for this operation but the premises have recently been reconstituted by the Valuation Office Agency, with effect from 1st April 2010.

Cost to Taxpayer (75%) 2011/12 £640.76

Halton Credit Union Ltd

72 Halton Lea, Runcorn and 27 Queens Avenue, Widnes

Halton Credit Union Ltd is established as a not for profit company, operating under the Industrial and Provident Act. The organisation is authorised and regulated by the Financial Services Authority and is also affiliated to the Association of British Credit Unions Ltd.

Both premises are used as administrative offices and as bases for this community led organisation, which promotes thrift and provides a saving and loan co-operative, in order to alleviate poverty. The services are available to people residing or working within the borough.

As Halton Credit Union Ltd is not a registered charity, the company does **not** qualify for mandatory rate relief. Consequently, the application is for discretionary rate relief only. The organisation has been awarded discretionary rate relief until 5th March 2011 for the previous application in respect of their former premises at 21 Queens Avenue, Widnes.

Cost to Taxpayer (25%)	2011/12	£1,921.44	(72 Halton Lea)
		£497.95	(27 Queens Ave)

Halton Haven Hospice

114 Bancroft Road, Widnes & 98 Russell Road, Runcorn

Halton Haven is an independent hospice providing palliative care for 15 in-patients and day care for another 50 patients. The organisation provides extensive care for the terminally ill and also offers respite facilities to the community. Although they will not exclude affected parties, their services are intended to provide assistance to the residents of Halton.

The applications are in respect of shops, which are used for the sale of donated goods to the public, in order to raise funds to financially assist the provision of care offered by the Hospice.

As they are a registered charity, 80% mandatory rate relief has already been awarded but their application also includes a request for 20% discretionary rate relief. The hospice has previously been awarded the additional relief, in respect of 57-61 and 136 Widnes Road, Widnes, Units 18 & 21, Expressway Industrial Estate and 25 High Street, Runcorn.

Cost to Taxpayer (75%)	2011/12	£85.52*	(114 Bancroft Road)
		£121.24*	(98 Russell Road)

* based on charge for 1st August 2011 to 31st March 2012 only.

Halton Speak Out
102 Halton Lea, Runcorn

Halton Speak Out is a registered charity, which offers support and advocacy services to young people and adults with a learning disability. The organisation works within the community, in order to feed information supplied by members, to partner agencies by way of consultation.

The property is predominantly used for the delivery of a shopmobility service to the community. The premises are also used to provide information for people with disabilities and to offer meeting facilities, in order to consult with those affected, service providers and partners, to strive to improve the services available.

As a registered charity, 80% mandatory rate relief has already been awarded but the application includes a request for the additional relief. Warrington Disability Partnership, which utilised the same property until 1st April 2011, was awarded 20% discretionary rate relief for a similar operation.

Cost to Taxpayer (75%) 2011/12 £1,061.92*

* based on charge for 1st August 2011 to 31st March 2012 only.

Royal Society for the Prevention of Cruelty to Animals Warrington,
Halton & St Helens Branch
75 Widnes Road, Widnes

RSPCA Warrington, Halton & St Helens Branch is a registered charity providing almoning services to assist people with veterinary treatment, neutering services, micro chipping and associated advice within the relevant area. The branch operates clinics in both Runcorn and Warrington, to offer such services to the public.

The organisation uses the shop in Widnes as a retail operation for the sale of donated goods, to raise funds to support the work undertaken by the branch, which aims to prevent cruelty to animals and to offer welfare assistance to owners of animals on certain benefits.

As a registered charity, the organisation qualifies for mandatory rate relief and has applied for the additional relief. The organisation was previously awarded 20% discretionary rate relief for the premises at Windmill Street in Runcorn.

Cost to Taxpayer (75%) 2011/12 £665.74

4.0 POLICY IMPLICATIONS

- 4.1 Members are required by the regulations to consider each application on its own merit. Any recommendations provided are given **for guidance only** and are consistent with previous decisions, where applicable, and Council policy.

5.0 OTHER IMPLICATIONS

- 5.1 75% of any discretionary rate relief granted to organisations receiving mandatory rate relief must be met by the Council Taxpayer, whilst 25% must be met if mandatory rate relief has not been awarded. Appendix 1 identifies the cost to the Council Taxpayer for each application. The applicant provides education to the community, which is consistent with the Council's Corporate Plan.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

None specifically applicable.

6.2 Employment, Learning and Skills in Halton

Four Estates Ltd provides ICT training to the local community.

6.3 A Healthy Halton

None specifically applicable.

6.4 A Safer Halton

None specifically applicable.

6.5 Halton's Urban Renewal

None applicable.

7.0 RISK ANALYSIS

- 7.1 There are no key risks associated with the proposed action.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 All of the applicants offer their services to all sections of the community, without any prejudice.

**9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D
OF THE LOCAL GOVERNMENT ACT 1972**

9.1	Document	Place of Inspection	Contact Officer
	Application forms and supporting evidence	Kingsway House, Caldwell Road, Widnes	Phil Murphy, Business Rates Manager

APPENDIX 1

Ratepayer	Address	Annual Rates 2011/12 £	Actual Rates Liability 2011/2012 £	Mandatory Rate Relief Awarded	Actual Rates Payable 2011/2012 £	Discretionary Rate Relief Claimed	Annual Cost of Relief to HBC 2011/2012 £	Actual Cost of Relief to HBC 2011/2012 £
Age Concern Mid Mersey	5 Salisbury St, Widnes	2,922.19	2,922.19	80%	584.44	20%	438.33	438.33
Four Estates Ltd	Hillcrest Centre, Runcorn	4,271.74	4,271.74	80%	854.35	20%	640.76	640.76
Halton Credit Union Ltd	72 Halton Lea, Runcorn	7,685.75	7,685.75	Nil	7,685.75	100%	1,921.44	1,921.44
	27 Queens Ave, Widnes	1,991.80	1,991.80	Nil	1,991.80	100%	497.95	497.95
Halton Haven Hospice	114 Bancroft Rd, Widnes	855.18	570.12	80%	114.02	20%	128.28	85.52
	98 Russell Rd, Runcorn	1,212.40	808.27	80%	161.65	20%	181.86	121.24
Halton Speak Out	102 Halton Lea, Runcorn	7,361.00	7,079.43	80%	1,415.89	20%	1,104.15	1,061.92
RSPCA Warrington Halton, & St Helens	75 Widnes Rd, Widnes	4,438.25	4,438.25	80%	887.65	20%	665.74	665.74

REPORT TO: Executive Board Sub-Committee

DATE: 26th January 2012

REPORTING OFFICER: Strategic Director – Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Enhancement of Variable Message Signs System

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

1.1 This report requests the Sub-Committee's agreement to the award of a contract for the supply, installation and commissioning of 3 Variable Message Signs to enhance the existing system. The report identifies significant benefits arising from operating systems that are compatible with neighbouring authorities. Procurement is therefore proposed to be restricted to one supplier and the waiving of standing orders is sought.

2.0 RECOMMENDATION: That

- 1) Procurement Standing Orders 3.1 to 3.7 be waived to obtain equipment that uses the same communication systems as our existing signs to ensure compatibility; and**
- 2) The quotation from Siemens Traffic Controls for the supply, installation and commissioning of 3 Variable Message Signs for £47,501.00 be accepted.**

3.0 SUPPORTING INFORMATION

- 3.1 On 16 November 2006, the Executive Board Sub-Committee approved a report for the provision of Variable Message Signs (VMS) on the approaches to the Silver Jubilee Bridge, to provide information on traffic conditions and proposed works. Ten signs have now been installed and are operational, and we are generally receiving good feedback regarding the information supplied. However, a number of requests have been received to provide information, particularly in advance of Knowsley Expressway, so that drivers can take an alternative route to avoid any problems on the Silver Jubilee Bridge.
- 3.2 The provision of better information to the travelling public will become more important with the proposed construction of the Mersey Gateway. Works will impact on traffic flows, particularly on the approaches to Ditton Roundabout and Bridgewater Interchange. The proposed additional signs will help in providing better information.

3.3 It is proposed to install additional signs at the following locations, subject to the approval of this report:

- A561 Speke Boulevard (outside former Metal Box Factory) (Liverpool City Council have agreed to a sign at this location)
- A5300 Knowsley Expressway (subject to identifying a suitable power supply) (Knowsley Council have agreed to a sign at this location)
- B5419 Kingsway, Widnes (near Simms Cross School)

3.4 The existing signs are controlled via a computer in Rutland House and arrangements have been made for the signs to be activated outside of office hours by the staff within the 24/7 Team at the Contact Centre. The Contact Centre staff have a library of pre-determined legends, which they can set when requested by the Police or the Highways On Call staff. For planned events the system is programmed in advance to switch the signs on/off. The system is continuing to be developed to improve the information provided to the travelling public and the information is now available on the Council's website <http://www3.halton.gov.uk/doitonline/localtrafficreportmaps/>

3.5 In the previous report it was agreed to develop the provision of journey time data for journeys across the Silver Jubilee Bridge via the website. The initial system using our Automatic Number Plate Recognition (ANPR) cameras is now operational. It is still planned to expand the system utilising data from the Cheshire Police ANPR system to provide additional data on traffic flows within the Borough which mainly covers the routes across the Silver Jubilee Bridge, however the implementation has been delayed due to reduced resources within the Police and ourselves.

3.6 The proposed system developments are further steps to ensuring that the Council can comply with the Traffic Management Act that requires local highway authorities to provide improved information to drivers on traffic conditions and to monitor traffic flows. It is likely that the system will need to be expanded further, if funding is available.

4.0 POLICY IMPLICATIONS

4.1 Under the Traffic Management Act there is a requirement to provide information to drivers on traffic conditions and to monitor traffic flows. The provision of information using VMS assists in fulfilling this duty.

5.0 OTHER IMPLICATIONS

5.1 Resource Implications

5.1.1 Funding for the installation costs of the three signs will be provided through the Risk Management Capital Budget. If one sign is

purchased then the cost is £20,933.00, hence it is more economical to purchase three signs at the cost of £47,501.00. There will also be some costs for the provision of electricity supplies and traffic management for the installation of the signs; this should be about £3,000.00 in total.

- 5.1.2 Operational costs will be met through the Intelligent Traffic Systems Revenue Budget. Each sign costs about £310.00 pa (power £210.00 and communications £100.00) to operate. In addition, the annual sign maintenance contract is about £1,000.00 per sign after the guarantee period ends. It is proposed to pay for any repairs as required rather than have a maintenance contract, although when the Traffic Signal Maintenance Contract is due for renewal the option of including the maintenance of the signs will be investigated.

5.2 Social Inclusion Implications

- 5.2.1 None

5.3 Sustainability Checklist

- 5.3.1 Under the Traffic Management Act there is a requirement to provide information to drivers on traffic conditions and monitor traffic flows. Providing better information to the travelling public helps reduce congestion and delays, which results in reduced pollution and frustration to motorists.

5.4 Value for Money

- 5.4.1 The use of tried and tested systems, which are already in use by neighbouring authorities and ourselves, provides good value for money.

5.5 Legal Implications

- 5.5.1 None

5.6 Crime and Disorder Issues

- 5.6.1 None

5.7 Human Rights Act Implications

- 5.7.1 None

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

6.2 Employment, Learning and Skills in Halton

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

6.3 A Healthy Halton

The avoidance of unnecessary delays and queuing of traffic can reduce air pollution.

6.4 A Safer Halton

There are no direct implications on the Council's 'A Safer Halton' priority

6.5 Halton's Urban Renewal

There are no direct implications on the Council's 'Halton's Urban Renewal' priority

7.0 RISK ANALYSIS

There are no risks associated with this report and therefore a risk assessment is not required. Road traffic signs that present warnings and advice to road users at critical decision making points on the network, need to be readily understood by the majority of drivers and this practice is in accordance with the legislation for road traffic signs.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 There are no Equality and Diversity implications arising as a result of the proposed action.

9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

Document	Place of Inspection	Contact Officer
Report to Executive Board Sub Committee 16 Nov 2006 Variable Message Signs & Journey Time Monitoring System	Internet	N/A

REPORT TO: Executive Board Sub Committee

DATE: 26th January 2012

REPORTING OFFICER: Strategic Director - Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Objections to Proposed Traffic Regulation Orders, Weston Point, Runcorn

WARDS: Heath

1.0 PURPOSE OF THE REPORT

1.1 To report on objections that have been received following public consultation on proposed Traffic Regulation Orders to impose prescribed movements on vehicles exiting private entrances on Picow Farm Road (between the Weston Point Expressway and Sandy Lane), a 7.5 tonne vehicle weight restriction on the full adopted length of South Parade and parts of Sandy Lane and Lydiate Lane and other adjacent roads and a range of waiting restrictions on South Parade, Lydiate Lane, Bankes Lane and the immediate area.

2.0 RECOMMENDATION: That

(1) notice be given of the Council's intention to create those vehicle weight restriction and waiting restriction Traffic Regulation Orders as per Appendix One, (Appendices 'A'[3] – 'A'[6]) attached;

(2) the prescribed movement Order not be implemented at this stage, subject to the agreement of the adjacent properties to amend their exits to prevent HGVs from making the advertised prohibited movements; and

(3) objectors be notified accordingly.

3.0 SUPPORTING INFORMATION

3.1 At the meeting of the Environment & Urban Renewal Policy & Performance Board on 15 June 2011, a petition concerning heavy industrial traffic on South Parade, Weston Point, Runcorn was considered. A number of recommendations were approved that included: proposals to review existing direction signs and re-sign routes to industrial sites; to introduce a time limited weight restriction on South Parade and Sandy Lane; and the review the existing waiting restrictions in the area.

3.2 Despite revised signing in the area and the best efforts of local businesses to direct their traffic away from South Parade, complaints continue from residents relating to heavy industrial traffic using South Parade. To address this issue and in an attempt to respond to the concerns of residents and local ward councillors, proposed Traffic Regulation Orders were advertised to: impose prescribed movements on vehicles exiting private entrances on Picow Farm Road (between the Weston Point Expressway and Sandy Lane); to impose an overnight 7.5 tonne vehicle weight restriction on the full adopted length of South Parade, parts of

Sandy Lane and Lydiate Lane, and other adjacent roads; and finally to amend existing waiting restrictions on various roads.

3.3 The full details of these Traffic Regulation Order proposals are set out in Appendix One, (Appendices 'A'[1] –'A'[6]), this being the report to the Operational Director (Policy, Planning & Transportation) and on the basis of which the Orders were advertised using delegated powers.

4.0 OBJECTIONS & ALTERNATIVE SUGGESTIONS

4.1 Objections have been received from (ward) Councillor Hodgkinson, Ineos Enterprises, Ineos ChlorVinyls and a 28 name petition. These objections, attached as Appendices Two, Three, Four and Five respectively are summarised below:

Objector	Objection or Suggestion	Reason	Comments & Recommendations
Cllr. Hodgkinson	Objection: To 30min waiting limit adjacent to sandwich shop on South Parade	Would be abused by HGVs, cars could use side roads.	If HGVs stop here, cars drivers can still use the side roads but either way. This proposal is a limited waiting restriction and would provide a convenient short length of short-stay parking and is likely to support and sustain a small local business. Recommendation - overrule objection.
Cllr. Hodgkinson	Suggestion: A permanent 'No Entry' for HGVs from Lydiate Lane end of South Parade	Would stop HGVs following SatNavs along South Parade and stop them using South Parade to access Picow Farm Road when SJB is backed up.	The intention of this proposal is to prevent the use of South Parade between 9.00pm and 7.00am only. The suggestion to erect a permanent 'No Entry' for HGVs would not necessarily prevent vehicles following SatNavs as the content of all SatNavs is beyond our control. The proposed restriction provides an alternative entry point for long established businesses during the day and also ensures that Sandy Lane does not have to accommodate all inbound HGV movements. It further avoids the need for HGVs to U-turn on Bankes Lane which could

			be the case if a permanent 'No Entry' were erected. Recommendation - overrule suggestion.
Ineos Enterprises	Objection: To Prescribed Movement Order requiring all vehicles to turn left onto Picow Farm Road when exiting Ineos Salt Works.	Too restrictive for their staff both travelling to/from work and other sites, inconvenient & wasteful. Inability for vehicles to bypass Expressway when travelling between sites in bad weather, congestion etc.	There is no provision within the national signing regulations for signing the proposed Prescribed Movement Orders as applying only to traffic above a certain weight limit whilst allowing lighter traffic to undertake the relevant movement. If the restriction is imposed, this could result in a number of things – Ineos general traffic possibly starting to run through the old access and out onto South Parade, adverse impacts on Ineos' site operations and efficiency, increased mileage and hence pollution. A better solution would be to construct physical measures that would actually prevent HGVs from turning left or right from Ineos but would allow smaller vehicles to undertake these manoeuvres if they needed to. Ineos have verbally agreed to carry out these physical works and it is therefore recommended that the TRO should be deferred, subject to written agreement and the situation being monitored.
Ineos ChlorVinyls	Objection: To Prescribed Movement Orders requiring all vehicles to turn northwards onto Picow Farm Road when exiting adjacent premises.	Too restrictive for their staff both travelling to/from work and other sites, inconvenient & wasteful. Inability for vehicles to bypass Expressway when travelling between sites in bad weather, congestion etc.	Recommendation – defer implementation of Prescribed Route Orders and review situation following implementation of physical measures by Ineos to prevent southbound HGV movements.
Ineos ChlorVinyls	Suggestion: Revise proposed Prescribed Movement Orders to refer to 'all vehicles above 7.5 tonnes weight' rather than 'all vehicles'.	Would stop just HGVs from leaving Ineos sites to travel southwards on Picow Farm Road. Other traffic unaffected.	

Ineos ChlorVinyls	Suggestion: Revise southern extent of vehicle weight restriction to exclude Lydiate Lane.	To allow operational access to Ineos site at Gate 1 adjacent to Lydiate Lane/South Parade junction.	<p>There is no space within the adopted highway for non-Ineos heavy traffic to turn back at this point. Ineos Gate 1 is only used when Gate 2 is not fully available. The Order be implemented subject to the Order being suspended when Ineos need to use Gate 1 for planned works. If it is an emergency then there is an exemption in the Order to cover this situation. Ineos have confirmed that this proposal is acceptable.</p> <p>Recommendation – overrule representation and implement Order but accommodate planned works as required by Ineos.</p>
28 name petition	Objection: petition supports all proposed waiting restrictions except limited restriction (30 minutes) on South Parade.	No grounds for objection are stated.	<p>Cheshire Police have been asked to evaluate this and they have no objection. See also the comments in response to Councillor Hodgkinson’s objection on the same matter.</p> <p>Recommendation - overrule objection.</p>
28 name petition	Objection: To 9pm to 7am time limits on vehicle weight restriction for Weston Point area.	Would prefer a 7pm to 6:30am restriction.	<p>The Mersey Gateway Port opens at 7am, a 6:30am entry would result in lorries queuing for access to the docks, creating a noise nuisance, which was one of the original complaints the Council was being asked to address. A 7pm lorry ban could prove restrictive for deliveries etc. to residential properties and the traffic surveys do not suggest a restriction is needed before 9.00 pm.</p> <p>Recommendation - overrule objection.</p>

28 name petition	Suggestion: Supports Cllr. Hodgkinson's request for a permanent 'No Entry' for HGVs from Lydiate Lane end of South Parade	Would stop HGVs following SatNavs along South Parade and stop them using South Parade to access Picow Farm Road when SJB is backed up.	See comments on Councillor Hodgkinson's suggestion above. Recommendation - overrule suggestion.
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4.2 It is not thought that any of the proposed Traffic Regulation Orders should be abandoned, although a deferment of the Prescribed Route Order is recommended, as a result of the objections and suggestions received, for the reasons set out above.

4.3 Cheshire Police have been consulted and have no objections to the proposed Traffic Regulation Orders.

5.0 POLICY IMPLICATIONS

5.1 There are no policy implications.

6.0 FINANCIAL & OTHER IMPLICATIONS

6.1 The total cost of implementing the proposed Traffic Regulation Orders is approximately £7,000. This will be charged to annual traffic management revenue budget.

6.2 There are no direct social inclusion, sustainability, best value, legal or crime and disorder implications resulting from this report.

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

7.1 Children & Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

7.2 Employment, Learning & Skills in Halton

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

7.3 A Healthy Halton

The proposals could assist in improving health of the residents in accordance with the Council's 'A Healthy Halton' priority.

7.4 A Safer Halton

There have been no reported road traffic collisions on South Parade over the last five years that have involved heavy goods vehicles, so there are no apparent safety gains directly associated with removing such vehicles from South Parade.

7.5 Halton's Urban Renewal

There are no direct implications on the Council's 'Halton's Urban Renewal'.

8.0 RISK ANALYSIS

- 8.1 There have been no reported road traffic collisions on South Parade over the last five years that have involved heavy goods vehicles, so there are no apparent safety gains directly associated with removing such vehicles from South Parade. Large commercial/industrial vehicles give the appearance of travelling faster than their actual speed. There have been seven reported road traffic incidents involving injury on the section of Sandy Lane to the west of Picow Farm Road between the years 2006 to 2010, but none involved a HGV.
- 8.2 The proposed restrictions could have an impact on the operation of businesses within the area of the restrictions.
- 8.3 Failure to implement the proposals will probably lead to further complaints from residents of South Parade.
- 8.4 The proposals are not so significant as to require a full risk assessment.

9.0 EQUALITY & DIVERSITY ISSUES.

- 9.1 There are no direct equality and diversity issues associated with this report.

10.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

Document	Place of Inspection	Contact Officer
Report to Environment & Urban Renewal Policy & Performance Board on 15 th June 2011	Internet	Not applicable

REPORT: M. Noone, Operational Director
Policy, Planning & Transportation

DATE: 8 August 2011

REPORTING OFFICER: S. Johnson - Lead Officer, Traffic & Road Safety

SUBJECT: Various Traffic Regulation Order Proposals,
Weston Point, August 2011

WARDS: Heath

1. PURPOSE OF REPORT

1.1 To seek approval for the introduction of vehicle weight restrictions, waiting restrictions and two prescribed movement Traffic Regulation Orders to address issues associated with heavy goods vehicles accessing Mersey Gateway Port and other industrial sites in Weston Point, Runcorn and parking adjacent or near to residential properties.

2. RECOMMENDATIONS

2.1 It is recommended that notice be given of the Council's intention to introduce the following Traffic Regulation Orders to:

[1] require all vehicles exiting private entrances on the east side of Picow Farm Road (between the Weston Point Expressway and Sandy Lane) to make a right turn into Picow Farm Road as Appendix 'A' [1]

[2] require all vehicles exiting private entrances on the west side of Picow Farm Road (between the Weston Point Expressway and Sandy Lane) to make a left turn into Picow Farm Road as Appendix 'A' [2]

[3] implement a 7.5 tonne vehicle weight restriction in Runcorn on the full adopted length of South Parade and parts of Sandy Lane and Lydiate Lane and other adjacent roads as Appendix 'A' [3]

[4] introduce a range of waiting restrictions on South Parade, Lydiate Lane, Bankes Lane and immediate area as defined in Appendix 'A' [4] – [6]

2.2 Subject to no objections being sustained at the end of the public objection period and to the approval of the Police and emergency services and satisfactory consultation, the Orders be made.

3. SUPPORTING INFORMATION

3.1 Residents of South Parade have recently lodged a series of complaints and a petition (see Environment and Urban Renewal PPB - 15th. June 2011) complaining about various problems associated with heavy goods vehicles accessing the Mersey Gateway Port (MGP) docks and several Ineos sites (Energy from Waste, Caustic Soda & Salt Works). The issues include vibration, noise, air pollution, congestion, inconsiderate parking and queuing. Drg. No. 9020 refers and the proposals in this report are resolutions from the E & UR PPB meeting.

3.2 Revised signing has been installed on the Expressway system and local roads near the sites, directing HGVs to use Picow Farm Road/Weston Point Expressway junction to avoid the residential area of South Parade. Ineos have taken steps to install temporary barriers to direct heavy traffic leaving their sites on Picow Farm Road (Energy from Waste, Caustic Soda & Salt Works) towards the same junction. However, drivers have a tendency to take the most direct route they know or that their SatNavs indicate, and this is frequently along South Parade, Lydiate Lane and Bankes Lane if heading to/coming from the south or M56.

3.3 It is believed many of these particular problems could be greatly reduced by directing all traffic joining Picow Farm Road (between the Weston Point Expressway and Sandy Lane junctions) from adjacent major industrial premises to turn to the north and thus use the Picow Farm Road/Weston Point Expressway junction. It is recommended that this be achieved through the implementation of two Prescribed Route traffic regulation Orders. Drg. No. 9052 and Appendices 'A' [1] and [2] refer.

3.4 One issue which has been raised regularly by South Parade residents is that of HGVs arriving at the docks before they open at 7.00am only to stand and wait with their engines running. The dock operator has taken steps to discourage these early arrivals but it is now proposed that this concern be addressed through the introduction of a 9pm to 7am overnight vehicle weight restriction on South Parade and parts of Sandy Lane and Lydiate Lane and other adjacent roads as Appendix 'A' [3] and Drg. no. 9050. This restriction would not include the 'Except for access' clause. Baker Road and Mather Avenue already carry vehicle weight restrictions, these Orders would be revoked as the area is to be incorporated into this proposed, wider area overnight weight restriction.

3.5 A series of waiting restrictions are also proposed, as Appendices 'A' [4] to [6]. Implementation would see South Parade, Lydiate Lane and Bankes Lane and associated junctions receive 'At Any Time' restrictions generally, though with working day (Mon-Fri 8am. to 6pm.) limits on the east side of South Parade for the convenience of residents. In addition, a section of the east side of South Parade between the two legs of Sydney Street is recommended for short stay 30 minute parking to ensure a regular turnover of space use adjacent to the nearby fast food outlet. Drg. nos. 9043 & 9044 refer.

3.6 Existing Monday to Saturday 8am to 6pm waiting restrictions in Sydney Street and Leonard Street are no longer required and exist only as an inconvenience to residents, who broadly ignore them anyway.

4.0 CONSULTATION

4.1 During the formal advertising period to follow, all directly affected residents, businesses and premises will be notified in writing of these proposals as will all the emergency services and other regular consultees including ward councillors, the Freight Transport Association, etc.

5.0 FINANCIAL IMPLICATIONS

5.1 The total cost of implementing the proposed traffic regulation Orders is approximately £7,000. This will be charged to annual traffic management revenue funds.

6. OTHER IMPLICATIONS

6.1 There are no direct policy, social inclusion, sustainability, best value, legal or crime and disorder implications resulting from this report.

7. IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

7.1 Children & Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

7.2 Employment, Learning & Skills in Halton

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

7.3 A Healthy Halton

The proposals could assist in improving health of the residents in accordance with the Council's 'A Healthy Halton' priority.

7.4 A Safer Halton

There have been no reported road traffic collisions on South Parade over the last five years that have involved heavy goods vehicles, so there are no apparent safety gains directly associated with removing such vehicles from South Parade.

7.5 Halton's Urban Renewal

There are no direct implications on the Council's 'Halton's Urban Renewal'.

8.0 RISK ANALYSIS

8.1 There have been no reported road traffic collisions on South Parade over the last five years that have involved heavy goods vehicles, so there are no apparent safety gains directly associated with removing such vehicles from South Parade. Large commercial/industrial vehicles give the appearance of travelling faster than their actual speed. There have been seven reported road traffic incidents involving injury on the section of Sandy Lane to the west of Picow Farm Road over the years 2006 to 2010, but none involved a HGV.

8.2 The proposed restrictions could have an impact on the operation of businesses within the area of the restrictions.

8.3 Failure to implement the proposals will probably lead to further complaints from residents of South Parade.

9.0 EQUALITY & DIVERSITY ISSUES.

9.1 There are no direct equality and diversity issues associated with this report.

10. BACKGROUND PAPERS

10.1 There are the following background papers under section 100D of the Local Government Act 1972:

Report to Environment & Urban renewal policy & Performance Board on 15th June 2011

Details of Proposed Order

[a] Type: Prescribed Movement Order

[b] Details:

The proposed Order will require all vehicles exiting premises and private driveway accesses on the east side of Picow Farm Road, Runcorn to turn right onto Picow Farm Road, Runcorn.

[c] Associated revocations: None.

[d] Exemptions: Standard

[e] Statement of Reasons:

To reduce traffic flows through the residential areas of Weston Point, Runcorn.

[f] Plan: Drg. no. 9052, for deposit only.

[g] Date to be advertised: ASAP

[h] Date to be effected: ASAP

[i] Advertising code: 2050 1570 W041

Details of Proposed Order

[a] Type: Prescribed Movement Order

[b] Details:

The proposed Order will require all vehicles exiting premises and private driveway accesses on the west side of Picow Farm Road, Runcorn to turn left onto Picow Farm Road, Runcorn.

[c] Associated revocations: None.

[d] Exemptions: Standard

[e] Statement of Reasons:

To reduce traffic flows through the residential areas of Weston Point, Runcorn.

[f] Plan: Drg. no. 9052, for deposit only.

[g] Date to be advertised: ASAP

[h] Date to be effected: ASAP

[i] Advertising code: 2050 1570 W041

Details of Proposed Order

[a] Type: 7.5 tonne Vehicle Weight Restriction, 7 days a week, 9pm. to 7am.

[b] Details: Mersey View, Post Office Lane, South Road, West Road, Sandy Lane from its junction with West Road as far east as its junction with Picow Farm Road, South Parade, Baker Road, Cullen Road, Allen Road, Mather Avenue, Leonard Street, Mather Avenue, Leonard Street, Sydney Street and Lydiate Lane from South Parade as far east as Mather Avenue.

[c] Associated revocations: The Mather Avenue and Baker Road (Part) (Weight Restriction) Order 1997.

[d] Exemptions: Standard but no exemption for access.

[e] Statement of Reasons: To prevent heavy goods vehicles travelling through residential areas in Weston Point, Runcorn during the night hours, and to prevent HGV queuing at Mersey Gateway Port prior to port opening at 7am.

[f] Plan: Drg. no. 9050, for deposit only.

[g] Date to be advertised: ASAP

[h] Date to be effected: ASAP

[i] Advertising code: 2050 1625 W041.

Details of Proposed Order

[a] Type: 'At Any Time' Waiting Restrictions:

[b] Details: Bankes Lane, both sides, from its junction with Lydiate Lane to a point 262metres south east of the centre of its junction with Cheshyres Lane.

Cheshyres Lane, both sides, from its junction with Bankes Lane to a point 8 metres north east of the north east kerb line of Bankes Lane.

Mather Avenue, both sides, from its junction with Lydiate Lane to a point 8 metres north of the north kerb line of Lydiate Lane.

Lydiate Lane, both sides, full length.

Sydney Street, both sides, both legs, from their junctions with South Parade to points 8 metres east of the east kerb line of South Parade.

Leonard Street, both sides, from its junction with South Parade to a point 8 metres east of the east kerb line of South Parade.

Baker Road, both sides, from its junction with South Parade to a point 8 metres east of the east kerb line of South Parade.

South Parade, both sides, full length, with the exception of the following:

East side, between points 9 metres and 57 metres north of the centre line of Baker Road.

East side, between points 9 metres and 95 metres north of the centre line of Leonard Street.

East side, between points 9 metres and 48 metres north of the centre line of Sydney Street (north connection point)

East side, between points 8 metres south of the centre line of the northerly junction of Sydney Street with South Parade and 9 metres north of the centre line of the southerly junction of Sydney Street with South Parade.

West Road, both sides, from its junction with South Road, for a distance of 35 metres from the west kerb line of South Road.

South Road, both sides, from its junction with West Road, for a distance of 18 metres from the north kerb line of West Road.

Sandy Lane, both sides, from its junction with South Road, for a distance of 17 metres from the east kerb line of South Road.

[c] Associated revocations: The Lydiate Lane (C751) and South Parade (C751) (Part) (Prohibition of Waiting) Order 1968 and the Runcorn Urban District Council (Leonard Street South Parade and Sydney Street) (Restriction of Waiting) Order 1972.

[d] Exemptions: Standard

[e] Statement of Reasons: To protect sightlines especially around junctions, to prevent obstruction and parking congestion and to prevent heavy industrial/commercial traffic from waiting adjacent to homes in the immediate area.

[f] Plan: Drg. nos. 9043 & 9044, for deposit only.

[g] Date to be advertised: ASAP

[h] Date to be effected: ASAP

[i] Advertising code: 2050 1625 W041.

Details of Proposed Order

[a] Type: Limited Waiting, Monday to Friday, 8.00am to 6.00 pm, 30 minutes Maximum With No Return Within An Hour.

[b] Details: South Parade, east side, between points 8 metres south of the centre line of the northerly junction of Sydney Street with South Parade and 9 metres north of the centre line of the southerly junction of Sydney Street with South Parade.

[c] Associated revocations: The Lydiate Lane (C751) and South Parade (C751) (Part) (Prohibition of Waiting) Order 1968 and the Runcorn Urban District Council (Leonard Street South Parade and Sydney Street) (Restriction of Waiting) Order 1972.

[d] Exemptions: Standard

[e] Statement of Reasons: To provide limited areas of short term parking adjacent to a local fast food outlet whilst preventing long stay parking.

[f] Plan: Drg. no. 9043, for deposit only.

[g] Date to be advertised: ASAP

[h] Date to be effected: ASAP

[i] Advertising code: 2050 1625 W041.

Details of Proposed Order

[a] Type: No Waiting, Monday to Friday, 8am to 6pm.

[b] Details:

South Parade, east side, between points 9 metres and 57 metres north of the centre line of Baker Road.

South Parade, east side, between points 9 metres and 95 metres north of the centre line of Leonard Street.

South Parade, east side, between points 9 metres and 48 metres north of the centre line of Sydney Street (north connection point)

[c] Associated revocations: The Lydiate Lane (C751) and South Parade (C751) (Part) (Prohibition of Waiting) Order 1968 and the Runcorn Urban District Council (Leonard Street South Parade and Sydney Street) (Restriction of Waiting) Order 1972.

[d] Exemptions: Standard

[e] Statement of Reasons: To keep the defined areas clear of parked vehicles during the working day whilst providing unrestricted parking for residents overnight and at weekends.

[f] Plan: Drg. no. 9043, for deposit only.

[g] Date to be advertised: ASAP

[h] Date to be effected: ASAP

[i] Advertising code: 2050 1625 W041.



Mick Noone, BA(Hons), M.Sc., C.Eng.,
 MICE, MCIHT, CMILT
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South Parade, Runcorn

**Access To Adjacent
 Business Areas**

Scale: NTS Date: May. 2011
 Drawn: SJ Checked:
 Drg. No.: 9020



32 Clifton Road
Runcorn
Cheshire
WA7 4SZ

29th September 2011

Mr David Parr
Chief Executive
Municipal Building
Kingsway
Widnes
WA8 7QF

5 OCT 2011

Dear Mr Parr,

Various Traffic Regulations on Various Roads in Weston Point, Runcorn.

I wish to respond to the traffic notice published on 31st August 2011.

I support the proposed prescribed movement orders on Picow Farm Road.

I support the proposed waiting restrictions with one exception. I object to the limited waiting between 8am and 6pm for a maximum of 30 minutes on a section of South Parade. I consider that the whole length of South Parade should be subject to no waiting on Monday to Friday from 8am to 6pm. I am concerned that heavy goods vehicles would abuse this provision. I am aware that the takeaway relies on customers in cars for some of its trade, but there are opportunities to park on the nearby side roads.

I support the proposed 7 days a week 9pm to 7am 7.5 tonne weight restriction on various roads in Weston Point.

Nevertheless I consider there should also be a permanent 'no entry' restriction on vehicles over 7.5 tonnes entering South Parade from the Lydiate Lane direction. The no-entry sign should be located shortly after the overhead pipelines on Lydiate Lane where drivers are able to carry out a safe U turn. Signs on the expressway should indicate that access to Weston Docks, Salt Union and the Ineos incinerator is via the Picow Farm Road junction. This additional order would formalize an informal arrangement which involves Weston Dock traffic entering the docks via Sandy Lane and leaving the docks via South Parade. It would also ensure that heavy goods vehicle drivers do not simply follow their satellite navigation systems, which currently direct them along South Parade from the Weston Expressway, or use South Parade to access Picow Farm Road when queues for the Silver Jubilee Bridge extend south of the Picow Farm Road junction.

I would be happy to discuss any of the issues I have raised with your staff.

Yours sincerely


Cllr Mike Hodgkinson

INEOS Enterprises Limited

 Enterprise House
 South Parade
 PO Box 9
 Runcorn, Cheshire
 WA7 4JE

 Tel: +44 (0) 1928 561111
www.ineosenterprises.com

Mr David Parr
 Halton Borough Council
 Municipal Building
 Kingsway
 Widnes
 Cheshire
 WA8 7QF

10 October 2011

Dear Mr Parr

With reference to "Prescribed Movement, Traffic Regulation Order, Picow Farm Road between Expressway and Sandy Lane, Runcorn."

As the Site Manager for INEOS Enterprises' Salt Works, I write to you with a number of concerns regarding the above proposal.

The proposal, which would require 'all vehicles' (including works vans and employee vehicles) to turn left onto Picow Farm Road when exiting the INEOS Salt Works via Barlow Way, at all times, I believe is too restrictive.

My concern particularly relates to the staff working at the plant who live in Runcorn as this would require them to travel via the Weston Point Expressway, irrespective of whether this is the shortest route. Similarly we also have staff that are required to travel between the Salt Works and other INEOS locations in Runcorn and if the proposals proceed as proposed, this again would require them to travel via the Weston Point Expressway, which isn't the most commodious route, and therefore environmentally friendly.

Furthermore, if this proposal is to proceed in its proposed form, I am concerned that this could result in business disruption when there is a blockage on the Weston Point Expressway or we experience adverse weather conditions, as vehicles travelling between sites would end up in traffic queues, which I believe is unacceptable.

INEOS Enterprises' is a responsible neighbour and we take very seriously the concerns of local residents. We fully appreciate that HGV traffic in Weston Point is a concern and we support restrictions to HGV traffic routes, however I request that you re-consider the restriction, which relates to 'all vehicles'.

Yours Sincerely



Dr Frank Rourke
INEOS Enterprises Salt Business
Runcorn Salt Site Manager

 INEOS Enterprises Limited
 Registered in England No 4651437
 Registered Office
 Runcorn Site HQ, South Parade
 PO Box 9, Runcorn, Cheshire WA7 4JE

David Parr
Chief Executive
Halton Borough Council
Municipal Building
Kingsway
Widnes WA8 7QF

4th October 2011

Dear David

HALTON BOROUGH COUNCIL VARIOUS TRAFFIC REGULATIONS ON VARIOUS ROADS, RUNCORN

In response to the Council's notification of their intention to make a number of amended Orders under the Road Traffic Regulations Act 1984, in Weston Point, Runcorn, we (INEOS ChlorVinyls) have the following comments to make regarding the proposals.

Picow Farm Road, Runcorn (part) Prescribed Movement Order 2011

1. The effect of the intended prescribed movement order to ensure that 'all vehicles' exiting premises, head North along this section of Picow Farm Road, will have a detrimental effect on the general purpose vehicles movements to and from our two business locations along this section of Picow Farm Road. We fully understand and support the intention of the order and would request that the order be revised from 'all vehicles' to 'all vehicles above 7.5 tonnes in weight'.

2. There is also a concern about the impact that the proposed restriction would place on vehicles using this section of Picow Farm Road when the Expressway is experiencing congestion due to a blockage or in adverse weather conditions, and whether alternative routes would be made available in such circumstances.

Various Roads in Weston Point, Runcorn (Vehicle Weight Restriction and Revocation) Order 2011.

1. We would request a minor change to the Southern Boundary of the proposed scheme, to exclude the section of Lydiate Lane between Mather Avenue and the corner of South Parade, to allow operational access to our Site Entrance at Gate 1, as we do need to re-open this entrance for operational needs from time to time.

Yours sincerely


Otto Schnurr
Runcorn Site Manager

Committee
Services

33 South Parade
Weston Point
Runcorn
WA7 4HZ

6th October 2011

Mr. David Parr
Chief Executive
Municipal Building
Kingsway
Widnes
WA8 7QF

Dear Mr. Parr,

Re Various Traffic Regulations on Various Roads in Weston Point, Runcorn

We the signatories wish to respond to the traffic notice published on 31st August 2011

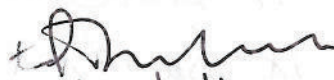







We support the proposed prescribed movement orders on Picow Farm Road.


We support all waiting restrictions with the exception of the limited waiting between 8am & 6pm for a maximum of 30 minutes in any hour between the Sydney Street junctions with South Parade.

We do not support the proposed time window of the curfew i.e. 9pm to 7am, we would prefer 7pm to 6.30am.

We fully support Cllr. Hodgkinson in his request for a permanent 7.5 tonne weight restriction on vehicles entering the southern end of South Parade.

Yours sincerely

	E.P. THORNHILL	33, South Parade
	J.R. THORNHILL	" " " "
	A. BARRICK	15 South Parade
	A. JOO/SAY	17 South Parade
	A. Rowland	41 South Parade
	H. KNIGHT	47 South Parade
	A REES	55 SOUTH PARADE
	W.R. HOUGH	65 South Parade

D. Lind	DENIS LEICESTER	2, SANDY LANE
Mell	M Dunbebin	4 Sandy Lane
ARL	A Dunbebin	4 Sandy Lane
M. Swanson	M. SWANSON	14 Sandy Lane
Swanson	L SWANSON	14 SANDY LANE
J. Lawrence	J LAWRENCE	11 SANDY LANE
P.L. Kelly	TT GILHOOLEY	17A SANDY LANE
W. Ward	W WARD	21 SANDY LANE
E. Wilson	L HAYES	25/27 SANDY LANE
D HARRISON	J. Johnson	31 SANDY LANE
F JOHNSON	B. JOHNSON	21. South Parade
B. Johnson	J K SOETENDAL	1A South Parade,
J E. Soetendal	KARL BEYINGTON	5, SOUTH PARADE
Karl Beyington	G. VALERIE JONES	23 south parade
G V Jones	G WORTHINGTON	10 allen Road
L. W. H. H. H.	K. TERRETTA	37. South Parade
M Soetendal	M SOETENDAL	18 Sandy Lane
DIANE SOETENDAL		5 SOUTH PARADE
		5, South Parade

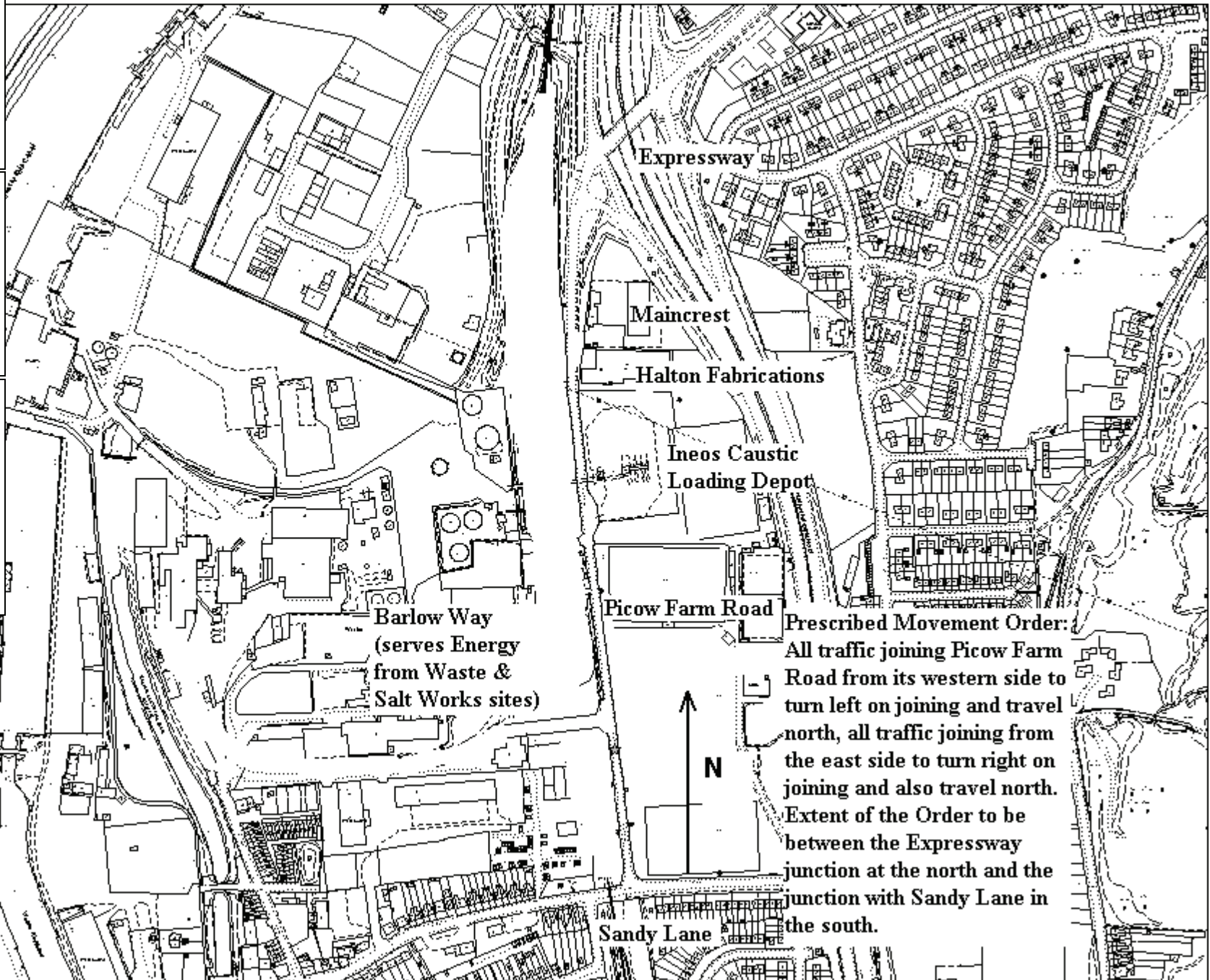
DWOODS DONNA WOODS 13 MERSEY VIEW

**Prescribed Movement
Traffic Regulation Order,
Picow Farm Road between
Expressway and Sandy
Lane, Runcorn**

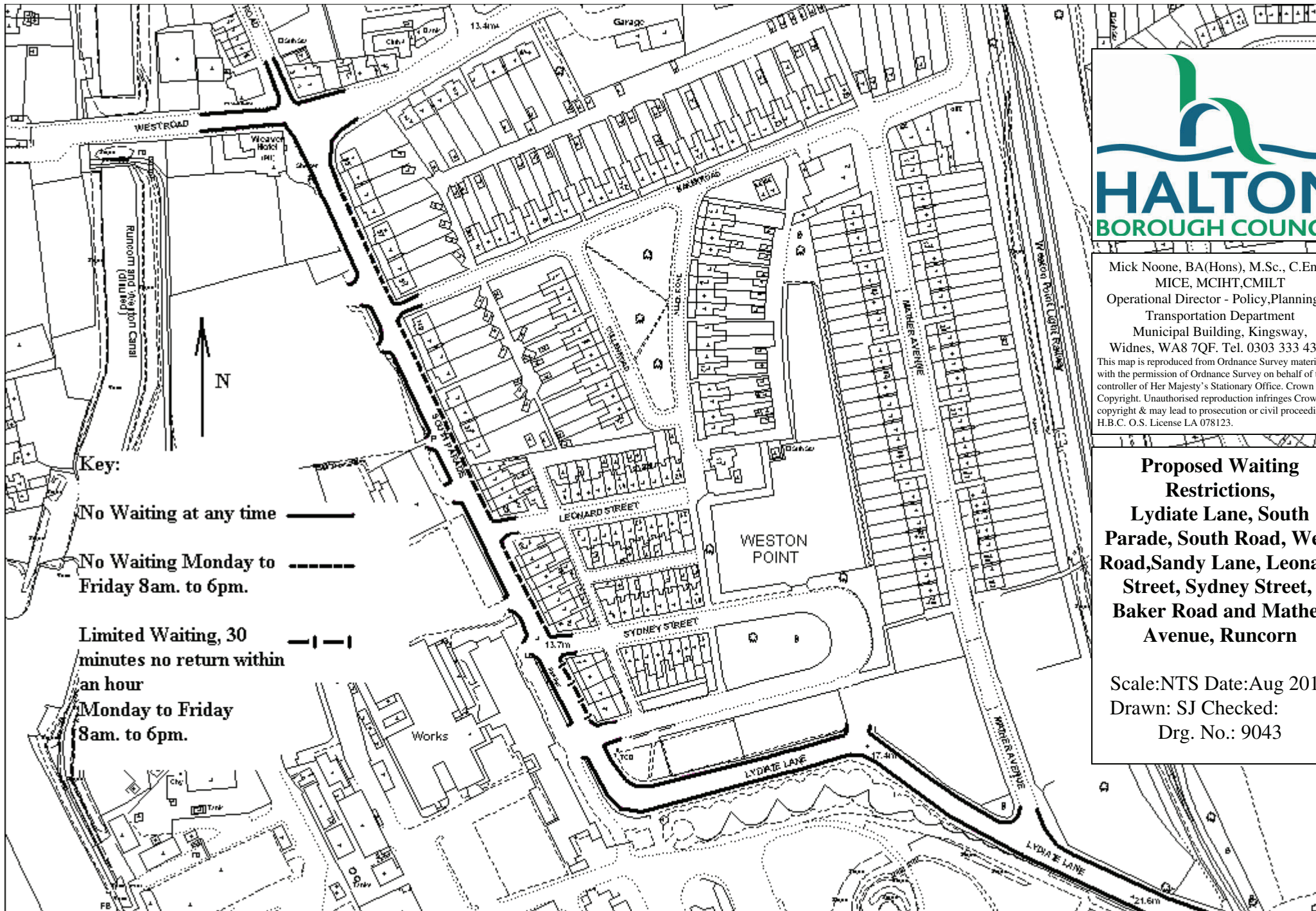
Scale: NTS Date: July 2011

Drawn: SJ Checked:

Drg. No.: 9052



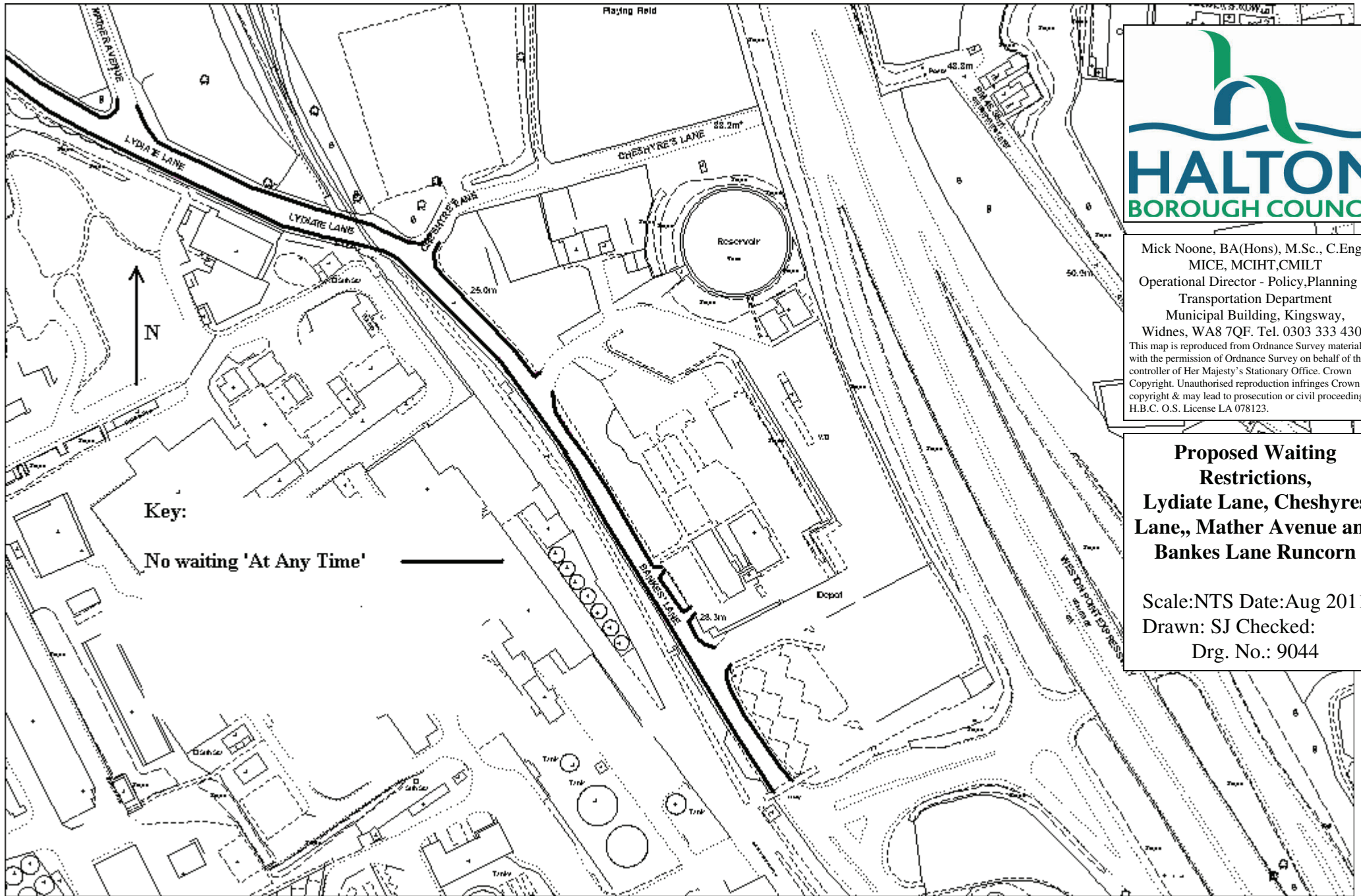
Prescribed Movement Order:
All traffic joining Picow Farm Road from its western side to turn left on joining and travel north, all traffic joining from the east side to turn right on joining and also travel north. Extent of the Order to be between the Expressway junction at the north and the junction with Sandy Lane in the south.



Mick Noone, BA(Hons), M.Sc., C.Eng.,
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**Proposed Waiting
 Restrictions,
 Lydiat Lane, South
 Parade, South Road, West
 Road, Sandy Lane, Leonard
 Street, Sydney Street,
 Baker Road and Mather
 Avenue, Runcorn**

Scale: NTS Date: Aug 2011
 Drawn: SJ Checked:
 Drg. No.: 9043



Key:

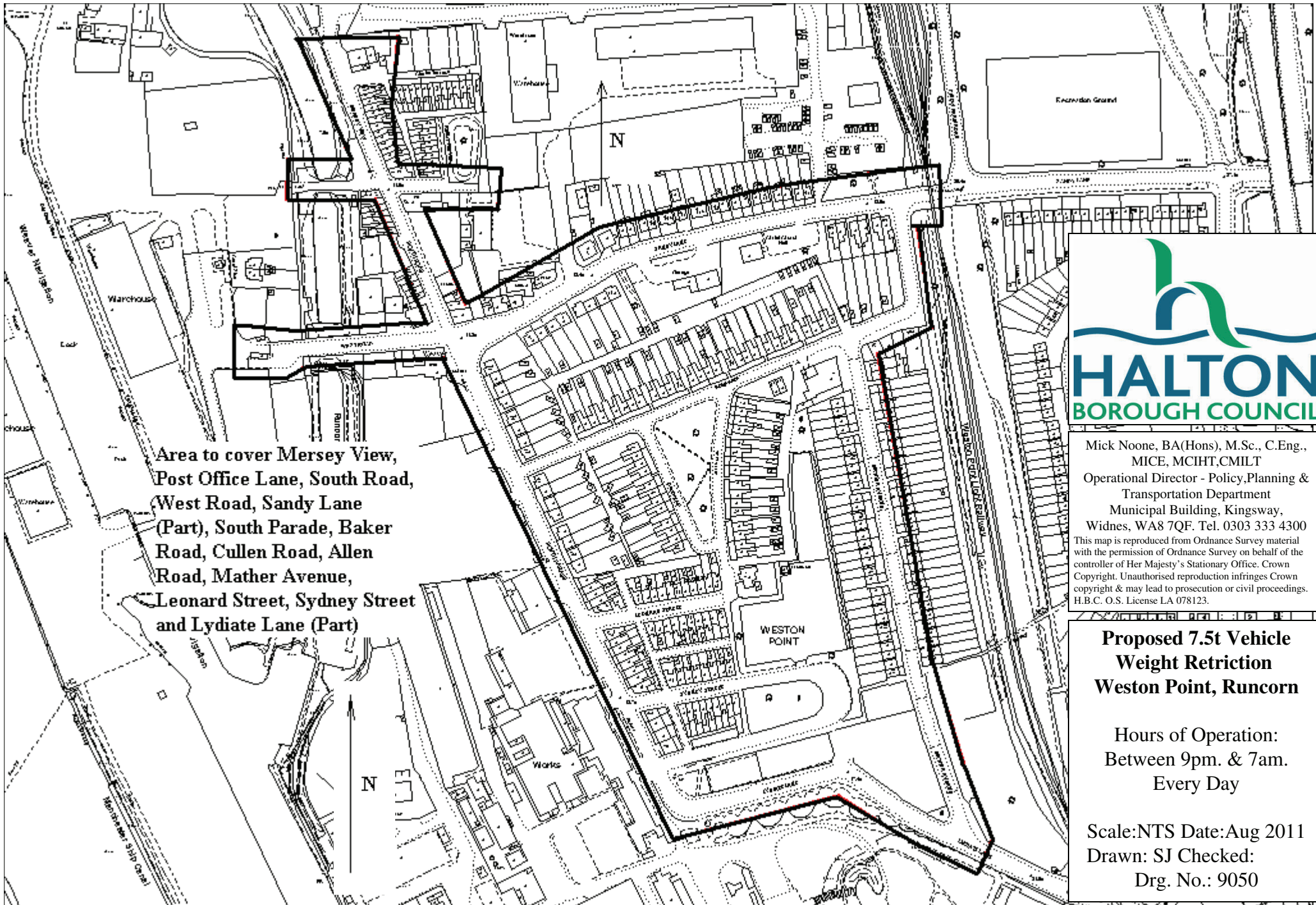
No waiting 'At Any Time' ———



Mick Noone, BA(Hons), M.Sc., C.Eng.,
 MICE, MCIHT, CMILT
 Operational Director - Policy, Planning &
 Transportation Department
 Municipal Building, Kingsway,
 Widnes, WA8 7QF. Tel. 0303 333 4300
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**Proposed Waiting
 Restrictions,
 Lydiate Lane, Cheshyres
 Lane,, Mather Avenue and
 Bankes Lane Runcorn**

Scale:NTS Date:Aug 2011
 Drawn: SJ Checked:
 Drg. No.: 9044



Area to cover Mersey View,
 Post Office Lane, South Road,
 West Road, Sandy Lane
 (Part), South Parade, Baker
 Road, Cullen Road, Allen
 Road, Mather Avenue,
 Leonard Street, Sydney Street
 and Lydiate Lane (Part)



Mick Noone, BA(Hons), M.Sc., C.Eng.,
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**Proposed 7.5t Vehicle
 Weight Retriktion
 Weston Point, Runcorn**

Hours of Operation:
 Between 9pm. & 7am.
 Every Day

Scale: NTS Date: Aug 2011
 Drawn: SJ Checked:
 Drg. No.: 9050

REPORT TO: Executive Board Sub-Committee

DATE: 26th January 2012

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Procurement of Highway Improvement & Maintenance Contract

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

1.1 In accordance with Procurement Standing Order 2.1, the purpose of this report is to provide advance information to the Sub-Committee regarding proposals to enter into a contract the value of which is likely to exceed £1,000,000.

2.0 RECOMMENDATION: That the Sub-Committee note the intention to procure a contract for delivery of works associated with improving and maintaining the highway network in Halton.

3.0 SUPPORTING INFORMATION

3.1 Works associated with improvement and maintenance of the highway network are currently delivered through two separate term contracts with Lambros (Paving Contractors) Ltd and Amey LG Ltd respectively.

3.2 The Highway Improvement Term Contract with Lambros was formed on 9th July 2007. The Contract was for an initial period of three years. This was however extended to July 2012 by approval of the Sub-Committee on 15th July 2011.

3.3 The Sub-Committee also resolved that in consultation with the portfolio holder, discussions be held with Lambros with a view to extending the Contract term by a further period of 8 months to 31st March 2013. This would make it easier to pursue the option of a single contract as it would synchronise expiry of both the Lambros and Amey Contracts. Discussions with Lambros will therefore be initiated to develop this resolution. The 8 month extension would require a waiver to Standing Orders and this will be forwarded in due course for future Sub-Committee consideration.

3.4 The Highway Maintenance Term Contract with Amey was formed on 1st April 2005. The Contract was for an initial period of five years and this too has been extended 31st March 2013 by approval of the Sub-Committee on 2nd April 2009.

- 3.5 The Highway Development and the Bridge & Highway Maintenance Divisions have identified that the two existing contracts share a number of common features and that there is the potential to procure a combined contract which could, through economies of scale, increase value for money in works delivery.
- 3.6 It has also been recognised that the opportunity to engage current forms of contract (as opposed to the older types of contract which now apply to the existing ones) and to rationalise works ordering and payment processes, will enhance efficiency and increase our ability to drive down costs.
- 3.7 Based upon current capital and revenue budgets, the value of works delivered through a new combined contract would be in the order of £3.5m/year. However, it has to be recognised that future reductions in capital grant and requirements to identify savings from revenue budgets will have implications for this.
- 3.8 In conjunction with HBC Procurement Centre of Excellence, opportunities for collaborative procurement with neighbouring authorities, either using a contract already in place or by involving partner authorities in the drafting, tender evaluation and administration of a potential shared / cross boundary contract have been and will continue to be investigated.
- 3.9 Any joint or collaborative arrangements will be subject to compliance with Procurement Standing Order 1.3.
- 3.10 In May 2011 the Audit Commission published the report "Going the distance - Achieving better value for money in road maintenance". This highlighted that better procurement and collaboration would deliver savings for many councils. The procurement method now proposed allows the Council to consider and adopt the recommendations of the Audit Commission report.
- 3.11 HBC Procurement Centre of Excellence will continue to be engaged during the development and procurement of the contract.
- 3.12 The portfolio holder for Transportation has been consulted and is satisfied with the recommendation of this report.

4.0 POLICY IMPLICATIONS

- 4.1 None

5.0 OTHER IMPLICATIONS

5.1 Value for Money

Implementation of a combined Highway Improvement and Maintenance Term Contract, invites increased efficiency through incorporation of modern contractual practice, economies of scale and through a new

competitive process. This should allow the Council to adapt more readily to the consequences of potential future reductions in capital grant and requirements to identify savings from revenue budgets.

6.0 IMPLICATIONS FOR THE COUNCIL’S PRIORITIES

6.1 Children and Young People in Halton

There are no direct implications arising from the recommendation.

6.2 Employment, Learning and Skills in Halton

There are no direct implications arising from the recommendation.

6.3 A Healthy Halton

There are no direct implications arising from the recommendation.

6.4 A Safer Halton

There are no direct implications arising from the recommendation.

6.5 Halton’s Urban Renewal

There are no direct implications arising from the recommendation.

7.0 RISK ANALYSIS

7.1 The risk associated with failing to increase efficiency and value for money in the provision of highway improvement and maintenance is that service delivery in these areas could fail to satisfy statutory obligations or levels of public expectation.

8.0 EQUALITY AND DIVERSITY ISSUES

There are no issues relating to equality or diversity.

9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

Document	Place of Inspection	Contact Officer
Notes of 15 th July 2011 Executive Board Sub-Committee	HBC Website & Intranet	Mike Bennett
Notes of 2nd April 2009 Executive Board Sub-Committee	HBC Website & Intranet	Mike Bennett

Document is Restricted