



**Environment and Urban Renewal Policy  
and Performance Board**

**Wednesday, 16 November 2016 6.30 p.m.  
Council Chamber, Runcorn Town Hall**

A handwritten signature in black ink that reads 'David WR'.

**Chief Executive**

**BOARD MEMBERSHIP**

Councillor Bill Woolfall (Chair)	Labour
Councillor Mike Fry (Vice-Chair)	Labour
Councillor Valerie Hill	Labour
Councillor Harry Howard	Labour
Councillor Keith Morley	Labour
Councillor Paul Nolan	Labour
Councillor Joe Roberts	Labour
Councillor Pauline Sinnott	Labour
Councillor John Stockton	Labour
Councillor Andrea Wall	Labour
Councillor Geoff Zygadllo	Labour

*Please contact Gill Ferguson on 0151 511 8059 or e-mail [gill.ferguson@halton.gov.uk](mailto:gill.ferguson@halton.gov.uk) for further information.  
The next meeting of the Board is on Wednesday, 8 February 2017*

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

**Part I**

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<b>1. MINUTES</b>	
<b>2. DECLARATIONS OF INTERESTS (INCLUDING PARTY WHIP DECLARATIONS)</b>	
Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary interests, to leave the meeting during any discussion or voting on the item.	
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(A) <b>WASTE MANAGEMENT MATTERS</b>	<b>20 - 21</b>
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*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:** Environment and Urban Renewal Policy & Performance Board

**DATE:** 16<sup>th</sup> November 2016

**REPORTING OFFICER:** Strategic Director, Enterprise, Community and Resources

**SUBJECT:** Public Question Time

**WARD(s):** Borough-wide

### **1.0 PURPOSE OF REPORT**

- 1.1 To consider any questions submitted by the Public in accordance with Standing Order 34(9).
- 1.2 Details of any questions received will be circulated at the meeting.

### **2.0 RECOMMENDED: That any questions received be dealt with.**

### **3.0 SUPPORTING INFORMATION**

- 3.1 Standing Order 34(9) states that Public Questions shall be dealt with as follows:-
- (i) A total of 30 minutes will be allocated for dealing with questions from members of the public who are residents of the Borough, to ask questions at meetings of the Policy and Performance Boards.
  - (ii) Members of the public can ask questions on any matter relating to the agenda.
  - (iii) Members of the public can ask questions. Written notice of questions must be given by 4.00 pm on the working day prior to the date of the meeting to the Committee Services Manager. At any one meeting no person/organisation may submit more than one question.
  - (iv) One supplementary question (relating to the original question) may be asked by the questioner, which may or may not be answered at the meeting.
  - (v) The Chair or proper officer may reject a question if it:-
    - Is not about a matter for which the local authority has a responsibility or which affects the Borough;
    - Is defamatory, frivolous, offensive, abusive or racist;

- Is substantially the same as a question which has been put at a meeting of the Council in the past six months; or
  - Requires the disclosure of confidential or exempt information.
- (vi) In the interests of natural justice, public questions cannot relate to a planning or licensing application or to any matter which is not dealt with in the public part of a meeting.
- (vii) The Chairperson will ask for people to indicate that they wish to ask a question.
- (viii) **PLEASE NOTE** that the maximum amount of time each questioner will be allowed is 3 minutes.
- (ix) If you do not receive a response at the meeting, a Council Officer will ask for your name and address and make sure that you receive a written response.

Please bear in mind that public question time lasts for a maximum of 30 minutes. To help in making the most of this opportunity to speak:-

- Please keep your questions as concise as possible.
- Please do not repeat or make statements on earlier questions as this reduces the time available for other issues to be raised.
- Please note public question time is not intended for debate – issues raised will be responded to either at the meeting or in writing at a later date.

#### **4.0 POLICY IMPLICATIONS**

None.

#### **5.0 OTHER IMPLICATIONS**

None.

#### **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

6.1 **Children and Young People in Halton** - none.

6.2 **Employment, Learning and Skills in Halton** - none.

6.3 **A Healthy Halton** – none.

6.4 **A Safer Halton** – none.

6.5 **Halton's Urban Renewal** – none.

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

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

8.1 There are no background papers under the meaning of the Act.

**REPORT TO:** Environment and Urban Renewal Policy and Performance Board

**DATE:** 16<sup>th</sup> November 2016

**REPORTING OFFICER:** Chief Executive

**SUBJECT:** Executive Board Minutes

**WARD(s):** Boroughwide

## **1.0 PURPOSE OF REPORT**

- 1.1 The Minutes relating to the relevant Portfolio which have been considered by the Executive Board are attached at Appendix 1 for information.
- 1.2 The Minutes are submitted to inform the Policy and Performance Board of decisions taken in their area.

## **2.0 RECOMMENDATION: That the Minutes be noted.**

## **3.0 POLICY IMPLICATIONS**

- 3.1 None.

## **4.0 OTHER IMPLICATIONS**

- 4.1 None.

## **5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

### **5.1 Children and Young People in Halton**

None

### **5.2 Employment, Learning and Skills in Halton**

None

### **5.3 A Healthy Halton**

None

### **5.4 A Safer Halton**

None

### **5.5 Halton's Urban Renewal**

None

**6.0 RISK ANALYSIS**

6.1 None.

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

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

8.1 There are no background papers under the meaning of the Act.

**EXECUTIVE BOARD MINUTES – 16 June 2016**

**TRANSPORTATION PORTFOLIO**

**EXB7 OBJECTION TO PROPOSED 30 MPH SPEED LIMIT, LUNTS HEATH ROAD, WIDNES**

The Board considered a report of the Strategic Director, Community and Resources, on an objection to a proposed 30mph speed limit at Lunts Heath Road, Widnes.

The Board was advised that in December 2015, the Council advertised its intention to introduce a 30mph speed limit on a length of Lunts Heath Road in Widnes (as detailed in Appendix B). This followed a number of requests from residents and a Ward Councillor for a reduction in the speed limit from 40mph. Members noted the continued housing development and multiple access points on Lunts Heath Road.

It was reported that during the consultation period, one objection was received from a resident, the details of which were attached at Appendix A for Members' information. The Board was further advised that this matter had been considered by the Environment and Urban Renewal Policy and Performance Board at its meeting on 23 March 2016, with a recommendation to support the Traffic Regulation Order, subject to the approval of the Executive Board.

RESOLVED: That

- 1) the proposal to make a Traffic Regulation Order to implement a 30mph speed limit on those roads defined in Appendix B, attached to the report be approved; and
- 2) the objector be informed of the decision.

Strategic Director  
- Community &  
Resources

**EXB8 NEC SHORT FORM CONTRACT  
AUTHORISATION FOR BALVAC WORKS**

The Board considered a report of the Strategic Director, Community and Resources, on the NEC Short Form Contract



authorisation for Balvac Works.

It was reported that the Council had an Access Agreement to the SCAPE Framework, which had successfully been utilised for the procurement of Bridge and Structures Maintenance Works.

Following consultation with the Leader, the Chief Executive authorised the entering into of a contract with Balvac, through the SCAPE Framework for the procurement of the Silver Jubilee Bridge (SJB) Complex Major Maintenance Project, using his emergency powers. The reasons for this action and the timescales involved, were set out in the report for Members' information.

RESOLVED: That the Board note that authorisation by the Chief Executive been given for the entering into of a contract with Balvac, through the SCAPE Framework, for the procurement of the SJB Complex Major Maintenance Project.

EXB16 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

- (1) whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following item of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972; and
- (2) whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

RESOLVED: That as, in all the circumstances of the case, the public interest in maintaining the exemption

outweighed the public interest in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following item of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972.

## **PHYSICAL ENVIRONMENT PORTFOLIO**

### **EXB17 PROPOSAL TO FACILITATE DISPOSAL OF THE FORMER BAYER CROPSCIENCE SITE- KEY DECISION**

The Board considered a report of the Strategic Director, People and Economy, which presented the options for the development of the Bayer Cropsience site.

The report provided details on the current position with the site, options for its future development and a recommendation of a preferred approach, for Members to consider.

#### Reason(s) for Decision

To allow the development of a largescale brownfield site for economic gain.

#### Alternative Options Considered and Rejected

The site had been informally marketed and the site had been formally marketed under a development partner. Neither of these approaches had resulted in any viable success for development.

Although the recent open marketing had been for a period of five months, the site had been available on the market for circa five years in total.

#### Implementation Date

1 October 2016.

RESOLVED: That

- 1) the current position be noted;
- 2) the disposal of approximately 40 acres of land by way of a development agreement as per the terms set out in Appendix A, be approved;
- 3) the Operational Director, Economy, Enterprise and Property be authorised in consultation with the Leader and portfolio holders for Resources and Physical Environment to agree the final net price payable; and
- 4) the Operational Director, Economy, Enterprise and Property be authorised to arrange for all required documentation to be completed to the satisfaction of the Operational Director, Legal and Democratic Services.

Strategic Director  
- People and  
Economy

**14<sup>th</sup> July 2016**

EXB24 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

- (1) whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following items of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972; and
- (2) whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

RESOLVED: That as, in all the circumstances of

the case, the public interest in maintaining the exemption outweighed the public interest in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following items of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972.

**PHYSICAL ENVIRONMENT PORTFOLIO AND RESOURCES PORTFOLIO**

EXB26 PROPOSED DEVELOPMENT AT VENTURE FIELDS, DENNIS ROAD, WIDNES.

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which provided options for the future development of the Venture Fields site, Widnes.

The report provided supporting background information as well as an outline of the current position regarding development potential for the site. An addendum to the report, setting out a third option, was tabled at the meeting for Members' consideration.

RESOLVED: That

- 1) the Board approve the developer to build the new 65,000 sq ft facility and the Council to purchase the completed building for £6M and to take out prudential borrowing to repay the loan over 20 years;
- 2) Members give approval for the Council to grant the lease to LPW Technology Ltd as per the terms set out in Appendix C attached to the report;
- 3) the Operational Director for Economy, Enterprise and Property be authorised to arrange for all required documentation to be completed to the satisfaction of the Operational Director, Legal and Democratic Services; and

Strategic Director  
- Enterprise,  
Community &  
Resources

- 4) that the Chief Executive be asked to use his emergency powers in consultation with the Leader, to approve the addition of the Venture Fields scheme into the Council's Capital Programme to be funded from borrowing, and to report the action to the next available meeting of the Council.

**15<sup>th</sup> September 2016**

**TRANSPORTATION PORTFOLIO**

**EXB33 MERSEY GATEWAY BRIDGE PROJECT PROGRESS UPDATE**

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which provided an update on the progress with the Mersey Gateway Bridge Project (the Project) and the performance of the Mersey Gateway Crossings Board Limited (MGCB) for the period January to June 2016.

The Board was advised that the MGCB was a special purpose vehicle established by Halton Borough Council (the Council) with the delegated authority to deliver the Project and to administer and oversee the construction, maintenance and tolling of the new crossing including the tolling of the existing Silver Jubilee Bridge. The MGCB was commissioned to deliver the Project on behalf of the Council and operate as a commercial, (though not-for-profit), organisation on an arm's length basis.

The report set out updates under the following areas:-

- Construction progress;
- Compensation Event;
- Relief Event;
- Health and Safety;
- Key Performance Indicators;
- Risk and a Risk Register; and
- Business Plan.

**RESOLVED:** That

- 1) progress with the Mersey Gateway Bridge Project as set out in the report, be noted; and

- 2) performance of the Mersey Gateway Crossings Board Limited in monitoring the Project Company's (MER) performance, as set out in the report, be noted.

EXB34 STREET LIGHTING HIGHWAY ELECTRICAL TERM MAINTENANCE CONTRACT

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on the Street Lighting Highway Electrical Term Maintenance Contract.

It was reported that, in November 2010, Tarmac commenced a term maintenance contract to maintain all electrical equipment within the Borough. The initial contract was for five years, with the option to extend up to five, one year extensions. One extension had been utilised and it was noted that the normal expenditure covered by the contract was around £0.5m each year. However, Members were advised that due to capital funding being secured to install LED lanterns, this would increase the work to be carried out through the contract and consequently, expenditure was likely to exceed £1m.

It was noted that, although there was no statutory duty to provide street lighting, where it was provided, there was a requirement that it should be maintained in a serviceable condition.

RESOLVED: That

- 1) an extension to the Street Lighting Term Maintenance Contract, under Procurement Standing Order 1.15, be agreed, for a period of one year from 1 November 2016 to 31 October 2017; and
- 2) it be recorded that the expenditure is anticipated to be in excess of £1m per annum.

Strategic Director  
- Enterprise,  
Community &  
Resources

EXB35 SURFACE TREATMENT TERM MAINTENANCE CONTRACT

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on a procurement process for the provision of a Surface

Treatment Term Maintenance Contract.

The Board was advised that the existing contract for surface treatment of the highway would end on 31 March 2017. It was necessary to make arrangements to secure a new term maintenance contract during the current financial year, to commence on 1 April 2017. It was reported that the value for a five year contract would be in the region of £3m, and under procurement rules, the contract would be tendered.

The Board was advised that tender submissions would be evaluated on a ratio of price (30%) and quality (70%), the outcome being reported to Executive Board at a future meeting.

RESOLVED: That it be noted that a procurement process will be entered into via The Chest, with the purpose of securing a Surface Treatment Term Maintenance Contract for carriageway and footway surface dressing and micro asphalt across the Borough.

Strategic Director  
- Enterprise,  
Community &  
Resources

## **PHYSICAL ENVIRONMENT PORTFOLIO**

### **EXB39 BRENNAN LODGE SUPPORTED HOUSING SCHEME**

The Board considered a report of the Director of Adult Social Services which informed them that the contract with The Salvation Army for the delivery of supported housing services at Brennan Lodge had been terminated.

The Board was advised that the service was originally commissioned to provide a single homeless service in Widnes. The service was procured in 2014/15 and opened in July 2015. The Salvation Army were commissioned to deliver the service following a robust procurement process, and following contract award, they joined the steering group responsible for the property development.

It was noted that, due to ongoing issues and areas of concern identified within the scheme, and as detailed in the report, an action plan was devised for the relevant Officers to update and complete. The service audit review was completed in June 2016, and although it confirmed that there had been slight improvements, repeated errors still existed within the procedural practice and case file

management that had not been previously addressed.

The report set out three possible options for Brennan Lodge, which were; to fully lift the suspension of the service; to continue with partial suspension; or to terminate the contract with the current provider. Members were advised that the Local Authority had served formal notice on The Salvation Army, giving three month's notice to terminate the contractual agreement.

RESOLVED: That the Board note

- 1) the report;
- 2) that the contract with The Salvation Army has been terminated; and
- 3) that a re-procurement process has commenced, the outcome of which will be reported to the Executive Board.

Director of Adult  
Social Services

EXB40 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

- (1) whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following items of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972; and
- (2) whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

RESOLVED: That as, in all the circumstances of the case, the public interest in maintaining the exemption



outweighed the public interest in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following items of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972.

### **PHYSICAL ENVIRONMENT PORTFOLIO**

#### **EXB41 3MG HBC FIELD**

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which provided an update on the disposal of the HBC Field site and the use by the Chief Executive of his emergency powers.

The Board had previously approved the disposal of land at HBC Field and the details of an option agreement with the end user at its meeting on 5 November 2015. In order to progress the negotiations and to finalise the legal documentation, the Chief Executive, in consultation with the Leader and the Portfolio Holders for Physical Environment, Transportation and Resources, had used his delegated powers to make amendments to the Heads of Terms having considered the rationale presented.

**RESOLVED:** That the Board endorse the use of emergency powers by the Chief Executive in consultation with the Leader and the Portfolio holders for Physical Environment, Transportation and Resources.

### **ENVIRONMENTAL SERVICES PORTFOLIO**

#### **EXB43 WASTE TRANSPORT SERVICES**

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which sought approval to waive Procurement Standing Orders in connection with the proposed arrangements for the delivery of Halton's residual household waste contract.

The report set out a number of Options for Members'

consideration in relation to the arrangements for the bulk transportation of Halton's kerbside collection of residual household waste to a Rail Transfer Loading Station, from October 2016.

RESOLVED: That

1) the waiver of Procurement Standing Order 1.14.3(a) be approved for the appointment of the Company named in the recommendation, to provide a service for the bulk transport of Halton's residual household waste to the Kirkby Rail Transfer Loading Station ("The Service") for the period 1 October 2016 to 31 March 2017;

2) the financial expenditure required to deliver The Service, as detailed within the report, be approved and be met from the Council's Contingency Budget; and

3) the Strategic Director – Enterprise, Community and Resources be authorised, in consultation with the Executive Board Member for Environmental Services and the Executive Board Member for Resources, to;

i) take all steps necessary to implement The Service for the period 1 October 2016 to 31 March 2017, including the agreement of all contractual arrangements, and;

ii) determine all matters relating to the transport of Halton's residual waste beyond 1 April 2017; including the potential continuation of a bulk transport service and any subsequent procurement arrangements and contract award up to the value of £1m.

**20<sup>th</sup> October 2016**

## **TRANSPORTATION PORTFOLIO**

### **EXB47 LOCAL BUS CONTRACT TENDERS**

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, regarding the procurement of a new Local Bus Contract Framework (the Framework).

The Board was advised that the Framework was a mechanism which allowed the Council to identify public transport operators, who were capable of delivering local bus

Strategic Director  
- Enterprise,  
Community &  
Resources

transport contracts, on its behalf. The framework provided a platform to advertise long and short-term contracts over a reduced advertising period. It was noted that to become part of the Framework, providers were required to demonstrate their capabilities to deliver contracts by completing a Pre-Qualifying Questionnaire which contained a series of quality, financial and experienced based questions relating to the contract requirements.

The Board was advised that the supported local bus framework provided in excess of 370,000 passenger journeys across the Borough, with twenty-four local bus contracts currently operating. The current Framework was due to expire in March 2017, which required the procurement of a new Framework to cover the period April 2017 to March 2019.

RESOLVED: That

- 1) the Local Bus Framework be acknowledged and the requirement to procure a new framework be supported; and
- 2) the Board support the tendering of local supported bus contracts.

#### EXB48 AUTHORISATION FOR USE OF THE SCAPE FRAMEWORK FOR PROCUREMENT OF SCHEMES FOR THE MAINTENANCE AND ADAPTATION OF HIGHWAY STRUCTURES

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which provided a summary of the development of schemes for maintenance and other works to the Silver Jubilee Bridge and other highway structures.

The Board was informed that SCAPE was a public-sector owned built environment specialist with a suite of OJEU compliant frameworks for multiple areas of work. It was reported that the Council had an Access Agreement which had been utilised successfully for the procurement of Bridge and Structures Maintenance works. In June 2016, the Board was advised of the Chief Executive's authorisation for the entering into of a contract with Balvac, through the SCAPE framework, for the procurement of the Liverpool City Region, Silver Jubilee (SJB) Complex Major Maintenance Project.

It was noted that major maintenance works on the SJB complex had been planned as part of the integration of the new

Strategic  
Director -  
Enterprise,  
Community &  
Resources

highway layout for the Mersey Gateway Scheme. This would be effective once the Permission To Use (PTU) had been granted for the new Mersey Gateway Infrastructure, currently anticipated for Autumn 2017. The report set out further details of maintenance works to be undertaken, post PTU on the SJB and on the two footbridges at East Lane, Runcorn, which provided access to the Runcorn Shopping Centre.

RESOLVED: That

1. the use of the SCAPE framework for development of the SJB steel arch superstructure painting scheme to Project Order stage be approved;
2. the use of the SCAPE framework for development of the SJB deck re-configuration scheme to Project Order stage be approved; and
3. the use of the SCAPE framework for procurement of works to replace the structural deck systems of the two footbridges on East Lane, Runcorn be approved.

#### **PHYSICAL ENVIRONMENT PORTFOLIO**

#### **EXB52 LIVERPOOL CITY REGION: STATEMENT OF CO-OPERATION ON LOCAL PLANNING**

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which sought to adopt the Liverpool City Region (LCR) Statement of Co-operation (SoC) on Town Planning matters.

The Board was advised that the Localism Act 2011 placed a legal duty on Local Planning Authorities to engage constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation and strategic cross-boundary land use planning matters.

The SoC, attached at Appendix 1, provided evidence that this statutory co-operation had been undertaken. It was reported that the SoC had been drafted by all six LCR authorities plus West Lancashire District Council and approved by the Combined Authority's Housing and Spatial Planning Board. It was noted that the SoC was required to progress the LCR Single Spatial Framework and was required for each district in preparation of their respective Local Plans. To ensure it remained relevant, the SoC would be updated annually.

RESOLVED: That the Liverpool City Region Statement of Co-operation, attached to the report at Appendix 1, be adopted.

Strategic Director  
- Enterprise,  
Community &  
Resources

**REPORT TO:** Environment & Urban Renewal Policy and Performance Board

**DATE:** 16<sup>th</sup> November 2016

**REPORTING OFFICER:** Strategic Director – Enterprise, Community & Resources

**PORTFOLIO:** Environmental Services, and; Physical Environment

**SUBJECT:** Waste Management Matters

**WARD(S):** Borough-wide

**1. PURPOSE OF REPORT**

1.1 To provide Members with a verbal update on a number of waste management matters.

**2. RECOMMENDATION: That the Policy and Performance Board receive and comment upon the verbal presentation.**

**3. SUPPORTING INFORMATION**

3.1 At their meeting of 26<sup>th</sup> June 2016, Members of the Board discussed a number of waste management related issues. Resulting from this, the Divisional Manager, Waste and Environmental Improvement, was invited to attend the Board meeting to present information and respond to Members' queries on Garden Waste collections, Fly-tipping in the Borough and the introduction of the pilot Food Waste collection service.

3.2 Members will receive a verbal presentation on the matters referred to in paragraph 3.1 and will have the opportunity to provide comment and ask questions of the Divisional Manager.

**4. POLICY IMPLICATIONS**

4.1 There are no policy implications associated with this report.

**5. OTHER/FINANCIAL IMPLICATIONS**

5.1 Financial and resources implications will be included in the verbal presentation made to Members at the Board meeting.

**6. IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

**6.1 Children and Young People in Halton**

No direct impact

**6.2 Employment, Learning and Skills in Halton**

No direct impact

**6.3 A Healthy Halton**

By reducing the number of incidents of fly-tipping and improving cleanliness standards, the Council will be making a positive contribution towards improving the local environment and the appearance of the borough, which shall in turn have an overall beneficial effect on health and wellbeing.

**6.4 A Safer Halton**

The Council's efforts to improve environmental standards and reduce environmental crime will have a positive impact upon the Safer Halton Priority, and contribute towards the 'Cleaner, Greener, Safer' agenda.

**6.5 Halton's Urban Renewal**

Overall environmental benefits will make the borough a more attractive location for investment.

**7. RISK ANALYSIS**

7.1 The Council has legislative powers available to deal with environmental crime. Failure to make best use of these powers to improve the local environment may lead to criticism of the Council; thereby damaging its reputation.

**8. EQUALITY AND DIVERSITY ISSUES**

8.1 There are no equality or diversity issues as a result of this report.

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

9.1 There are no background papers within the meaning of the Act.

**REPORT TO:** Environment and Urban Renewal  
Policy and Performance Board

**DATE:** 16 November 2016

**REPORTING OFFICER:** Strategic Director, Enterprise, Community &  
Resources

**PORTFOLIO:** Transportation

**SUBJECT:** Annual Road Traffic Collision & Casualty Report.

**WARD(S)** Boroughwide

### 1.0 PURPOSE OF THE REPORT

1.1 To report road traffic collision and casualty numbers within the Borough in the year 2015 and to recommend a continuance of road traffic collision reduction work.

2.0 **RECOMMENDATION: That the overall progress made on casualty reduction in Halton over the past decade be noted and welcomed.**

### 3.0 SUPPORTING INFORMATION

3.1 Appendix A sets out full details of the numbers of traffic collisions and casualties in the year 2015, and compares these figures with those for previous years. These results are very encouraging, with significant decreases in the numbers of people being slightly injured (SLI) and of those killed/seriously injured (KSI) compared to the figures for recent years. Within the KSI total, both the number of adults and children decreased but the latter figure is known to be volatile in Halton and can fluctuate from year to year.

#### 3.2 In summary during 2015:

- There were 224 road traffic collisions involving personal injury within Halton, this total was lower than trend lines would have indicated. These incidents produced 304 casualties, a 19% decrease on the 2014 figures;
- 28 of the casualties were classed as serious, and sadly there were 4 deaths compared to 6 in 2014. The total of 32 killed or seriously injured (KSI) is significantly lower than in any of the previous years;
- The child serious injury (CKSI) total of 2 represents a large percentage decrease over 2014's total of 4. The CKSI annual total is subject to relatively large year to year variations.
- The number of people of all ages being slightly injured (SLI) dropped to 272 from 325 in 2014.

3.3 It remains to be seen if the casualty and collision decreases seen locally in 2015 are a return of a downward trend (after recent year's flat-lining and last year's increase) or just a temporary drop caused by unique local circumstances. However nationally,



road casualties decreased by 4% in 2015, as set out in the Department for Transport 2015 Comprehensive Annual Report on Road Casualties available via:

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2015>

Looking at the data and in terms of casualty reduction in 2015, Halton was one of the best performing Local Authorities, both regionally and nationally.

Examination of the table and chart on page 3 of Appendix A reveals that with the odd exception, most surrounding Local Authorities achieved significant reductions in KSI numbers. In the case of 2014 to 2015 variations, and as was seen nationally, these movements were in the main towards the lower numbers of KSI casualties, with Halton recording the largest downturn in the region. This is felt to be extremely encouraging, especially following last year's regrettable increase. However, it must be emphasised that this is based on one year's figures only and remembering that casualty figures can be very volatile from one year to the next. Many collisions occur that could not necessarily have been avoided regardless of the engineering measures or effort put into road safety education. However, trends will now need to be carefully monitored over coming years in order to try and determine whether there is any correlation between casualties and the reduction in resources that has taken place in road safety. The ongoing Mersey Gateway works must also be seen as a contributory factor, as the available highway network has decreased in size and consequent traffic management arrangements have resulted in lower traffic speeds.

- 3.4 Halton's 2015 encouraging casualty figures provide no guarantees that achieving further reductions will be possible, in the current climate of reduced resources.
- 3.5 As previous annual reports to this PPB on this subject have stated, in April 2011, Halton lost capital and revenue grants allocated specifically for Road Safety which in part funded Road Safety education, training and publicity and associated staff resource. Like many parts of the Council's activities, the resources available to promote road safety have significantly reduced. This means that work must now be prioritised to where the largest potential accident savings can be achieved.
- 3.6 In 2010, the ten year casualty reduction targets set in 2000 expired. The new Government published its 'Strategic Framework for Road Safety' in May 2011, based on what the Government described as the "key principles" of localism, the "Big Society", non-regulatory approaches and deficit reduction. Within this Strategic Framework is an Outcomes Framework which does set out an expectation for progress on road casualty reductions. Without providing specific targets, and quoting a central KSI reduction forecast of 40% by 2020 based on a 2005-09 base average, the Framework sets out a belief that reductions can be made by encouraging best practice amongst local authorities and comparing local progress with national trends. The only other countries in the EU that do not have targets as part of their road safety strategies are Luxembourg and Malta. Thus, the national focus of future casualty reduction work remains unclear.

#### 4.0 POLICY IMPLICATIONS

- 4.1 The work on casualty reduction is consistent with the policies and approaches incorporated in Halton's Local Transport Plan and the Liverpool City Region's Transport Plan for Growth.

## 5.0 FINANCIAL IMPLICATIONS

- 5.1 There are no direct funding implications from this report. However, the funding for casualty reduction work is derived from a number of sources. These include:

- **The Local Transport Plan/Integrated Transport Block Grant** - Provides capital funding for engineering based casualty reduction schemes; and
- **The Council's Revenue Budget** – Provides funding for local road safety education, training and publicity initiatives, the School Crossing Patrol Service and traffic management measures.

The Integrated Transport Block (ITB) will, from 2017/18, become part of the Liverpool City Region Single Capital Pot and hence it is not possible at this stage to state with any degree of certainty what future allocations will be. Initial indications are that funding for measures funded through the ITB, including road safety engineering measures, is likely to be less than they current year's allocation.

The Council also currently provides £20,000 p.a. to the Cheshire Road Safety Group for Speed Enforcement cameras. However, no funding has yet been identified for 2017/18 and beyond for this activity.

## 6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

### 6.1 Children & Young People in Halton

By helping to create a safer environment, road safety casualty reduction work assists in the safeguarding of children and young people and in the achievement of accessible services.

### 6.2 Employment, Learning & Skills in Halton

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

### 6.3 A Healthy Halton

Any reduction in road casualties will have the direct benefit of releasing health resources and thereby enable funding to be focused on other areas of health care.

### 6.4 A Safer Halton

Road safety casualty reduction work of all types supports this priority through the introduction of initiatives and interventions designed to deliver a safer environment.

### 6.5 Halton's Urban Renewal

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

## 7.0 RISK ANALYSIS

- 7.1 It is possible that continued reductions in road safety education, training and publicity

resources could have an adverse effect on the Borough's road accident casualties and collision numbers but this link can only be established over a period of several years. No full risk assessment is required.

**8.0 EQUALITY AND DIVERSITY ISSUES**

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

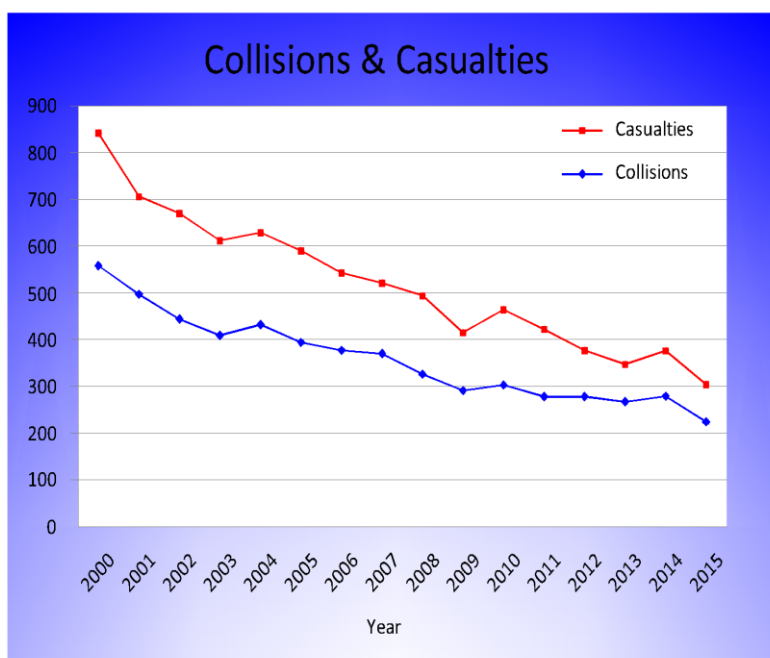
**9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

9.1 There are no background papers under section 100D of the Local Government Act 1972.

## Halton 2015 Traffic Collisions Review

## Appendix A

2015 has seen a dramatic decrease in the number of road traffic collisions and casualties in Halton, outstripping, by some margin, the reductions recorded nationally. These reductions are welcome and continue the downward trend for both collisions and casualty figures, but given that Halton is unique in achieving such significant reductions in headline figures, the impact of the ongoing Mersey Gateway works should not be discounted.

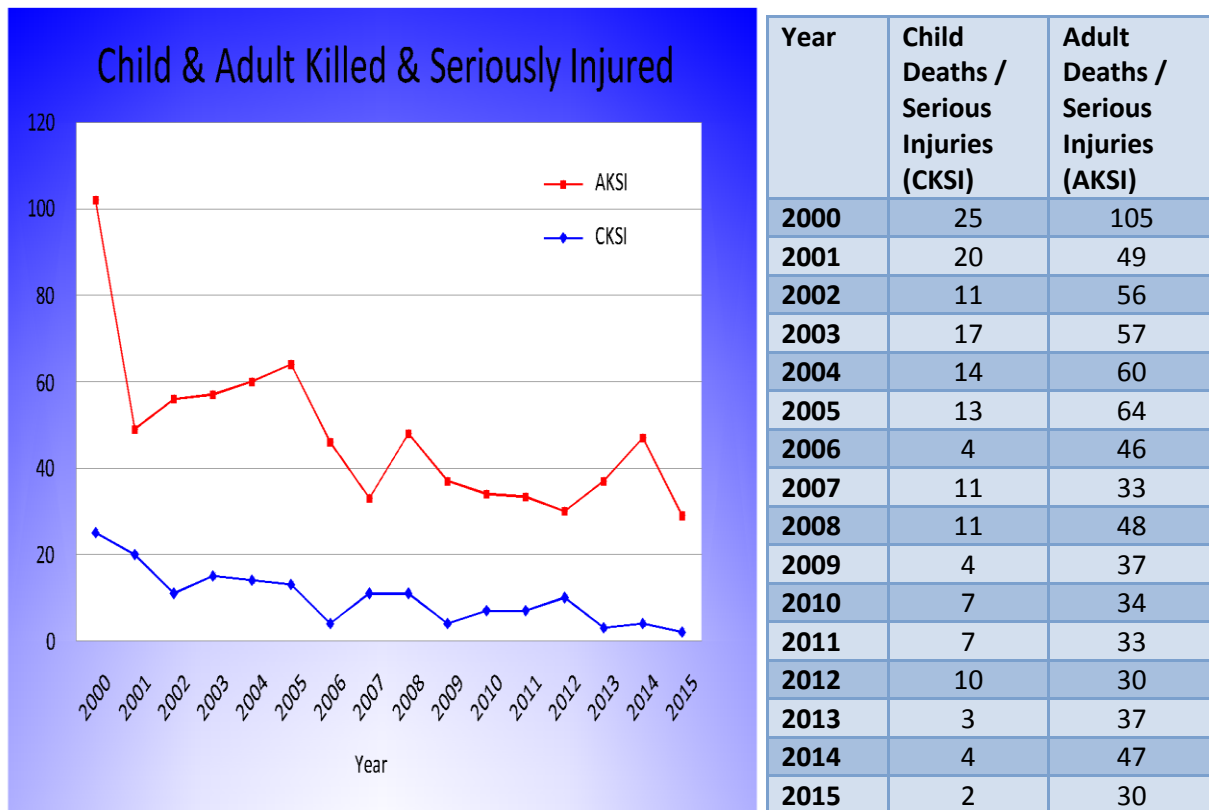


Year	Collisions	Casualties
2000	558	842
2001	497	706
2002	444	670
2003	409	612
2004	432	629
2005	394	590
2006	377	543
2007	370	521
2008	326	494
2009	291	415
2010	303	464
2011	278	422
2012	278	377
2013	267	347
2014	279	376
2015	224	304

The decreases achieved were across all class of casualties – KSI, CKSI and SLI. It remains to be seen if these casualty reductions are part of a wider trend, or more likely due to a combination of factors unique to Halton.

Nationally in 2015, there has been a 4% reduction in casualties whereas Halton has seen a 19% drop in casualty numbers. Whilst there is always a certain amount of volatility, given the small numbers involved, the decreases seen in 2015 are unlikely to be matched in future years.

Consideration must be given to the impact of the ongoing Mersey Gateway works to casualty / collision numbers. The highway network has certainly shrunk in size and several junctions on the Runcorn Expressway system with relatively high collision figures previously are being permanently removed / amended. Also, the increase in traffic congestion on some parts of the network as a result these works could possibly have impacted on casualty numbers, as slower moving traffic is less likely to result in injury accidents.



## Local Indicators

### Killed and Seriously Injured, All Ages (KSI) (*Local Indicator PPTLI 6*)

2015 saw a large decrease in the number of all-age casualties killed or seriously injured (KSI) in Halton, to a total of 32. Whilst these reductions are very pleasing it is still extremely regrettable that 4 people lost their lives on Halton's roads last year.

Over the previous few years, Halton struggled to achieve reductions in KSI figures and last year (2014) even saw a significant increase in these numbers.

As always with these figures, given the small numbers involved and their inherent volatility, it is always more advantageous to use a rolling average, taken over a number of years than to concentrate on just one year's figures. Even then, the five year rolling average (PPTLI 6) reduced from 42.4 to 40.6 after increasing last year. It remains to be seen whether the reductions achieved this year are a one-off event or part of a new and welcome downward trend.

### Children (U16) Killed and Seriously Injured (CKSI) (*Local Indicator PPTLI 7*)

In 2015, 2 children were killed or seriously injured in Halton, a record low. Due to the numbers being so low, this annual total is traditionally very prone to variations, year on year. The five year rolling CSKI average (PPLTI 7) is now 5.2, compared with 6.2 last year.

### Slight, All-Age Casualties (SLI) (*Local Indicator PPTLI 8*)

In 2015, there was a 13% reduction in people slightly injured in Halton, in contrast to a 6% increase the year before.

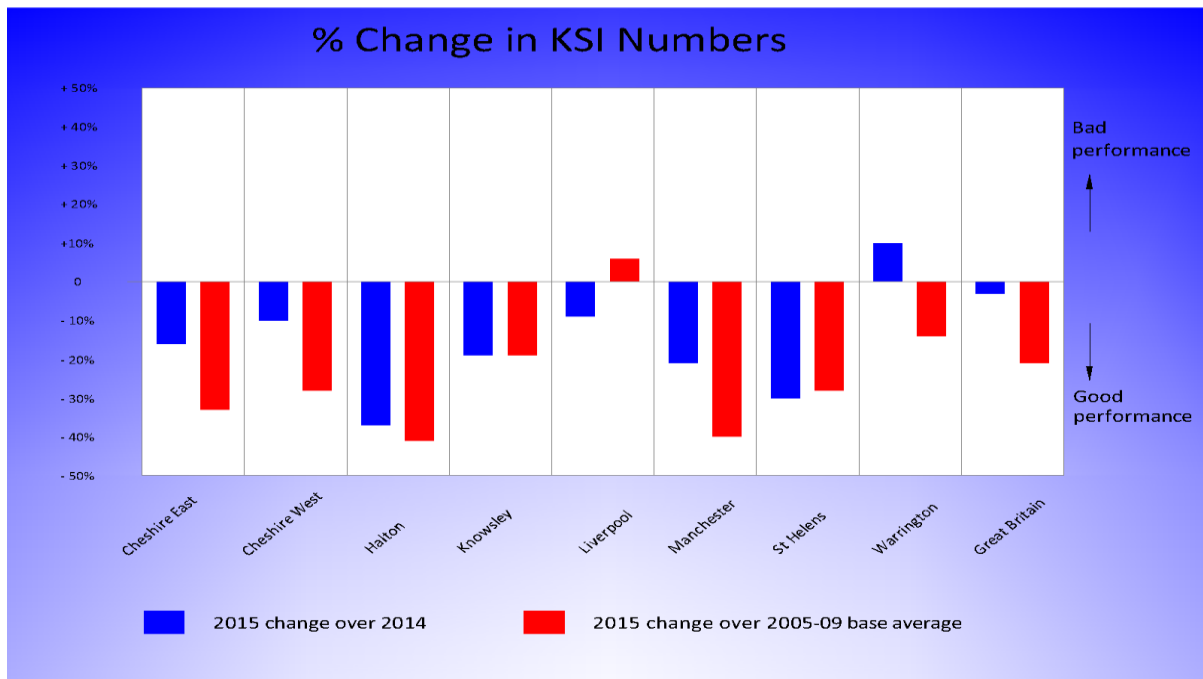
Halton compares very favourably with the situation nationally, where a 4% reduction has been achieved.

### Strategic Framework for Road Safety

In 2011, the Government set out a strategy for Road Safety that set out an outcomes framework designed to help Local Government, local organisations and citizens to monitor progress towards improving road safety and decreasing the number of fatalities and seriously injured casualties.

The framework included six key indicators which relate to road deaths. These were intended to measure the key outcomes of the strategy, but in Halton, given the low number of fatalities, and the consequent fluctuations, it was proposed to use KSI rates instead. Halton's performance in reducing KSI casualties, relative to our neighbours, can now be compared:

KSI	2005-2009 average	2014	2015	2015 change over 2014	2015 change over 2005-09 average
Cheshire East	284	225	189	-16%	-33%
Cheshire West & Chester	238	191	171	-10%	-28%
<b>Halton</b>	<b>54</b>	<b>51</b>	<b>32</b>	<b>-37%</b>	<b>-41%</b>
Knowsley	58	58	47	-19%	-19%
Liverpool	218	254	231	-9%	+6%
Manchester	222	169	134	-21%	-40%
St Helens	65	67	47	-30%	-28%
Warrington	104	81	89	+10%	-14%
GB	30,041	24,582	23,869	-3%	-21%



With the exception of Warrington BC, Halton and all neighbouring local authorities saw a drop in their numbers of KSI casualties in 2015. Halton achieved the biggest fall in the region, a very welcome achievement following the regrettable rise in casualties in the previous year.

As stated previously, given the very small numbers involved, Halton's casualty figures are prone to wide percentage variations, year on year. However, even by the usual wide fluctuations in numbers, last year's casualty reductions were dramatic and not easily explained. Despite the ongoing reductions in staff and resources, Halton has still been able to undertake a number of successful road safety initiatives, targeting a wide variety of at-risk road users in 2015. In addition, the Traffic Management Section installed a number of accident remedial engineering schemes. Indeed, casualty reduction informs much of the work undertaken by the Traffic Management Section. However, the ongoing reduction in resources available for road safety measures will mean a greater prioritisation of activities will be required, the impact of which will need to be closely monitored.

Nevertheless, given the dramatic casualty reduction achieved in Halton last year, the impact of the ongoing Mersey Gateway works should not be ignored. This major project has resulted in a number of road closures, with many high speed roads that have significant accident histories being temporarily closed. Also, this shrinking of the highway network has resulted in an increase in traffic on the remaining roads, together with an increase in congestion and consequent reduction in traffic speeds.

The Government has targeted a reduction of 40% in KSIs by 2020, relative to the baseline 2005-09 figures, something Halton has already achieved this year. The difficulty will be to sustain these reductions in the face of reduced resources and once the Mersey Gateway works are complete.

<b>REPORT:</b>	Environment & Urban Renewal Policy & Performance Board
<b>DATE:</b>	16 <sup>th</sup> November 2016
<b>REPORTING OFFICER:</b>	Strategic Director, Enterprise, Community & Resources
<b>PORTFOLIO:</b>	Transportation
<b>SUBJECT:</b>	Introduction of waiting restrictions to prevent parking adjacent to Moore Primary School
<b>WARDS:</b>	Daresbury

## **1.0 PURPOSE OF REPORT**

- 1.1 To report on consultation that has been carried out on the proposal to introduce waiting restrictions on Lindfield Close, Runcorn Road and Beechmoore near to Moore Primary School, in order to address parking congestion and to then recommend a way forward.

## **2.0 RECOMMENDATION that:**

**This Board supports the proposal to make an Order to introduce “At Any Time” waiting restrictions on parts of Lindfield Close, Runcorn Road and Beechmoore in Moore as shown in Appendix ‘A’ and defined in Appendix ‘C’ and that the report be submitted to the Executive Board for its consideration.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 In March 2014, a resident raised the issue of parking congestion in the area of Moore Primary School, associated with parents’/carers’ vehicles being parked on nearby junctions and Runcorn Road, blocking both sightlines and desire lines for drivers and pedestrians alike. In July 2015, Cheshire Police requested the introduction of waiting restrictions in the same areas to help resolve these problems. In November 2015, waiting restrictions as shown in Appendix ‘A’ were the subject of public advertising and a consultation process that extended to ward Councillors, Moore Parish Council and the frontage properties. This proposal included leaving the existing double white line system in place in order to prevent overtaking on a length of road where forward visibility is limited because of the railway bridge parapet.
- 3.2 During the consultation period, one objection (Appendix D) was received from a resident whose property does not directly front on to the proposed restriction, its concerns being:



*[1] Parking demand being displaced into surrounding areas.*

Please refer to para. 7.2 below.

*[2] Inconsiderate parking by visitors causing obstruction.*

This is a matter for Cheshire Police and the comments were passed to them for appropriate action.

*[3] A need for better transport arrangements associated with the school.*

Whilst Moore Primary School encourages parents to avoid driving children to school, it has pupils from a widespread area and hence it this is not always practical. It is believed that there are no current plans to alter the transport arrangements at the school.

*[4] Additional yellow lines are needed along Runcorn Road*

These cannot be included in the current proposal as they were not advertised. Any additional restrictions would need to be subject to a separate consultation.

3.3 Moore Parish Council submitted an objection which is included in Appendix E. It is not a statutory consultee. However, it could have been sent details of the proposals as a matter of courtesy, but unfortunately this was overlooked when the details were published. That said, the Parish Council acknowledges that it did see the advert in the local press. Its main points are as follows:

1. *There is a longstanding Parish Council objection in principle to yellow lines in the village, this has been raised with Officers on many occasions.*

*They are visually unacceptable and create unnecessary restrictions on a small village where, at times, flexibility in parking is essential for the community.*

Where there are parking issues, such as on Runcorn Road, double yellow lines are generally well observed and are usually more self-enforcing than other restrictions. In conservation areas, it is permitted to use narrower lines to reduce the visual impact and this could be considered in Moore. Also, in response to the concern about the visual impact of yellow road markings, there are already yellow markings in Lindfield Close, Moore for the 'School Keep Clear' marking. It is felt that the need to consider and improve road safety should override any potential visual impact of yellow lines which are recognised and used extensively throughout the country.

2. *The proposed waiting restrictions are "At Any Time". The issue they are seeking to address occurs for limited time periods twice a*

*day, as pupils are dropped off / collected from the school.*

The need to maintain visibility splays is required at all times hence the proposal for “At any time” restrictions at the junctions indicated on the plan. The fact that double yellow lines would also be implemented adjacent to the double white lines would merely serve to reinforce the principle that nobody should park here at any time. Limited waiting adjacent to double white lines cannot be condoned.

3. *The Police already have powers to deal with the issue if they chose to do so. Council drawing number 9817 is incorrect in that it indicates a dashed line to the centre of Runcorn Road in the area of the proposed works. For part of the area where the restrictions are proposed there is a double white line in the centre of the road with associated restrictions. It is our understanding that the Police have “chosen” not to enforce this.*

Cheshire Police has carried out enforcement in the area for obstruction offences as these can be enforced by the Police Community Support Officer (PCSO). Enforcement for contravention of the double white line system is an offence that carries penalty points and a higher fine and, therefore, must be enforced by a uniformed police officer. No notices for this offence have been issued in this area, but drivers have been advised of the offence. Most drivers appear not to be aware of the rules regarding double white lines, as evidenced by the number of drivers who park adjacent to the double white lines and, when spoken, to are unaware of the offence.

4. *There have been no accidents associated with the parking issue.*

Whilst there may have been no reported accidents relating to parking issues, it is a concern for the police and they have received numerous complaints about the inconsiderate parking and resulting hazards. Due to its reduced resources, the Police have requested the waiting restrictions to make it clearer as to where vehicles cannot park.

The other items raised in the letter do not relate to this current proposal and will be dealt with separately.

- 3.4 Moore Primary School submitted an objection after an officer of the Council contacted it, as it had not submitted any comments during the consultation period. Its objection is included in Appendix F and the main points are as follows:

1. *The overwhelming view of staff is to object to the proposals for a number of reasons. Firstly, the position of the school, in a semi-rural area, makes it necessary for many of our children to arrive by car. While it may be possible for some of our older children to walk the 30-40 minute journey from Sandymoor to school, families*

*with young children would find this incredibly difficult and dangerous along a very busy main road. We would be putting our children in danger as they would all have to walk along the narrow single pavement from the Estate to the school.*

Whilst the view above is appreciated, the existing double white lines were installed to prohibit overtaking along the section of road where visibility was restricted by the railway bridge. Where there are double white lines, parking should not take place on either side of the carriageway. This has, unfortunately, become common practice in this case. This needs to be controlled and is supported by the Police. As parking should not be taking place along this relatively short section of road, which the school admit is a very busy main road, the proposal should not necessarily impact adversely on how children arrive at school. Wherever possible, walking to school should be encouraged as part of the Healthy Halton Priority. Also, by prohibiting parking on the radii of junctions on the routes to the school; this creates a safer environment for those who chose to walk to school, by improving visibility at the junctions.

- 2. The result of introducing the proposals would, I feel, just move the problem to another part of the village possibly causing further more dangerous parking and creating problems for residents which would then impact on our good community links.*

The same comments as above apply in that parking should not be taking place along this length of Runcorn Road.

- 3. Furthermore, it will result in parents 'voting with their feet' and moving their children to schools in other authorities which border us (Warrington, Chester and Cheshire West). We are a small school that have worked hard to build our reputation and our pupil numbers over the last few years and feel that this would be detrimental to our good relationships with our parents and with our village community.*

This is not a valid reason to object to the proposal, so cannot be considered

- 4. Finally, I would like to know what alternative measures the police/council have considered before making the decision to introduce the parking restrictions?*

The police have tried to enforce the current rules and restrictions, but there is a high level of ignorance to the rules regarding double white line systems and parking on junctions, hence the current proposals to make it clearer as to the requirements and hopefully reduce the need for the police to take enforcement action that includes penalty points and higher fines.

- 3.5 Following the objections, an officer from the Council and the local Police Community Support Officer were invited to attend Moore Parish Council on Wednesday 3<sup>rd</sup> February 2016 and the proposals were discussed with the parish councillors present. After some discussion it was agreed to investigate an alternative, which is included in Appendix B.
- 3.6 This proposal, which was put to the Parish Council and the Police, is essentially the same as the original, apart from replacing a length of the proposed double yellow lines on the north side of Runcorn Road with a parking bay for up to 6 vehicles. Whilst this appeared to offer a potential solution by providing a number of potential parking spaces, it would necessitate the removal of the double white lines (as parking is not allowed adjacent to them) and would also result in potentially dangerous parking manoeuvres taking place on the bend as vehicles attempt to access one of the parking spaces at the busiest times of the day. For this reason, Council officers now feel unable to recommend the proposal.
- 3.7 Subsequent to an officer from the Council and the local Police Community Support Officer attending Moore Parish Council on Wednesday 3<sup>rd</sup> February 2016, they have attended subsequent meetings on 4<sup>th</sup> May 2016, 6<sup>th</sup> July 2016 and 5<sup>th</sup> October 2016 and both proposals were again discussed with the parish councillors present, the purpose being to try and reach a solution acceptable to everyone. Unfortunately, this has not been possible. At the July meeting, the parish council proposed putting out "No Waiting" cones at the areas where double yellow lines would be installed. This was to be done by the caretaker from the school on each morning and afternoon. Council officers and the police do not support this proposal, as it is not an enforceable option, as "No Waiting" cones should only be used for short term situations and their use should not exceed seven continuous days. The caretaker has, nonetheless, and against the advice of the police, been putting out the cones. Some have been moved and/or ignored to enable cars to park; in addition, when the caretaker is not available or has higher priority duties, such as gritting the paths within the school site in periods of adverse weather, he would not be able to put cones out. Ward members have requested that more time be given to observe the effectiveness of this action. This is being monitored by the police but is not seen as a long term sustainable solution. A verbal update on this option will be given to the meeting.
- 3.8 Ward members, who are concerned that waiting restrictions may be ignored when there is no police/PCSO enforcement around and that public money may, therefore, be wasted in providing the lines, have requested that, as an alternative, a Police Constable visit the site occasionally to issue the fines and penalties associated with parking adjacent to double white lines. These comprise both a fine and penalty points on licences and hence are more severe than just parking on double yellow lines. This would be in the hope that the issuing of these more severe penalties would dissuade offenders. Whilst this could be

tried as a short-term alternative, there is no guarantee that it will be effective, especially in the long term. There may well be more adverse reaction from those who may incur these penalties.

3.8 One resident did request an extension of the originally proposed parking restrictions further to the east along Runcorn Road; however this request will need to be considered separately at a future date. The reason for this is that it is not possible to extend the area covered by the proposed waiting restrictions without following the statutory consultation procedures. A verbal request has also been received for the restrictions to be extended eastwards due to parked vehicles creating difficulties for vehicles entering or leaving properties.

3.9 For Members further information, there is an ongoing discussion involving the school, the police, the Parish Council and officers regarding the renewal of the 'School Keep Clear' markings on the west side of Lindfield Close, although they are not part of the proposals under consideration in this report.

#### **4.0 POLICY IMPLICATIONS**

4.1 None.

#### **5.0 FINANCIAL IMPLICATIONS**

5.1 The total cost of introducing the requested waiting restrictions would be approximately £1,000. This would be funded through annual traffic management revenue allocations.

#### **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

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

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

6.3 A Healthy Halton  
There are no direct implications on the Council's 'A Healthy Halton' priority.

6.4 A Safer Halton  
The proposed waiting restrictions will serve to prevent obstruction and protect sightlines for all road users.

6.5 Halton's Urban Renewal

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

## **7.0 RISK ANALYSIS**

7.1 There is a variable and uncertain road safety risk associated with not introducing these proposed restrictions, the degree of risk depending on the number of drivers who continue to park obstructing the highway and sight lines at this location.

7.2 Traffic parking displaced from the locations to receive the new restrictions, could place an extra parking demand on adjacent areas but the priority needs to be the safety of all road users. At the present time, this section of Runcorn Road carries double white line centre markings which prohibit kerbside parking but appear not be effective. Vehicles should not park on the radii of junctions and the proposed restrictions would serve to deter this.

7.3 No full risk assessment is required.

## **8.0 EQUALITY & DIVERSITY ISSUES.**

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

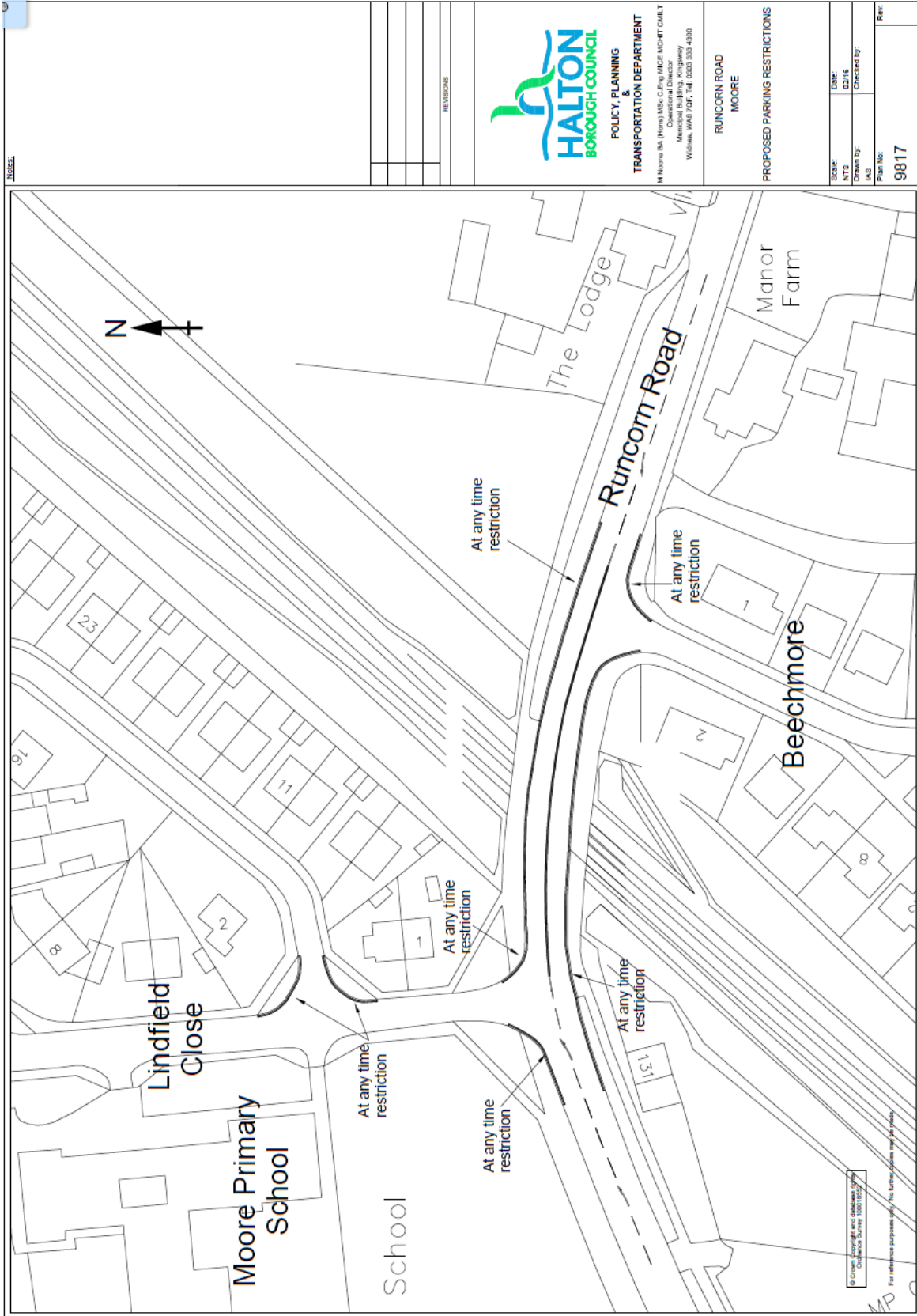
## **9.0 KEY DECISIONS ON THE FORWARD PLAN**

9.1 These proposals do not constitute a key decision and are not included in the Forward Plan.

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

10.1 **None.**

APPENDIX A







**Details of Proposed Order:**

[a] "At Any Time" Waiting Restrictions.

[b] Details:

Runcorn Road:

South side from a point 20 metres west of the centre of the junction with Lindfield Close to a point 18 metres east of the centre of its junction with Beechmoore.

North side from a point 20 metres west of the centre of the junction with Lindfield Close to a point 18 metres east of the centre of its junction with Beechmoore

Lindfield Close: Both sides for a distance of 10 metres from the north kerb line of Runcorn Road and both sides for a distance of 11 metres from the east kerb line of Lindfield Close opposite Moore Primary School, adjacent to nos. 2 & 3 Lindfield Close.

Beechmoore: Both sides for a distance of 8 metres from the south kerb line of Runcorn Road.

[c] Plans: Drg. No. 9817 (attached in Appendix "A").

[d] Associated revocations: None.

[e] Exemptions: Standard

[f] Date to be advertised: ASAP

[g] Date to be effected: ASAP

[h] Advertising code: 5400 1625 2544

Justification: To prevent obstructive parking and protect sightlines.



THEY ALSO PARK OPPOSITE MY VAN AT  
BEECHMOOR AND BIN WAGON OF  
DELIVERY VEHICLES CANNOT GET THROUGH

IF YELLOW ARE NEEDED THEY SHOULD  
START AT VILLAGE FARM GATE DOWN TO  
SIX ACRE LAAN BUT THE SCHOOL WOULD  
HAVE TO ALTER ITS GATE 'IN' AND OUT  
OR GO BACK TO RULES WHEN I WAS  
YOUNG UNDER 3 MILES FROM SCHOOL WALK

LOOK FORWARD TO HEARING FROM YOU

YOURS TRULY

MOORE PARISH COUNCIL

21 Lindfield Close  
Moore  
Warrington  
WA4 6UG  
14<sup>th</sup> December, 2015

Dear Mr. Parr

**Proposed “At Any Time” Waiting Restrictions Runcorn Road, Lindfield Close and Beechmoore in Moore**

The Parish Council were unaware of the Council’s proposals to progress with “At Any Time’ waiting restrictions at the above. There has been no prior consultation or notice to them.

The matter has been brought to our attention, fortunately, through the published notice in the press.

We have in the past raised concerns at the lack of consultation on highway matters and we reiterate our concern that, as the locally elected body, the Parish Council should have been consulted prior to the public notice process commencing.

The Council object to the proposals on the following grounds:

1. There is a longstanding Parish Council objection in principle to yellow lines in the village, this has been raised with Officers on many occasions.

They are visually unacceptable and create unnecessary restrictions on a small village where, at times, flexibility in parking is essential for the community.

2. The proposed waiting restrictions are “At Any Time”. The issue they are seeking to address occurs for limited time periods twice a day, as pupils are dropped off / collected from the school.

Outside these limited times there are no issues.

The proposals are disproportionate to the problem to be addressed and will create unnecessary issues for residents whose day to day use of the road in front of their property is neither a source of nuisance nor a road safety hazard.

3. The Police already have powers to deal with the issue if they chose to do so. Council drawing number 9817 is incorrect in that it indicates a dashed line to the centre of Runcorn Road in the area of the proposed works. For part of the area where the restrictions are proposed there is a double white line in the centre of the road with associated restrictions. It is our understanding that the Police have “chosen” not to enforce this.

It will only take a few enforcement actions by the Police to expedite the issue without the costs and adverse impact the proposed restrictions will cause.

4. There have been no accidents associated with the parking issue.

We have previously been advised that Halton Borough Council will not allocate expenditure on highway matters unless there is a proven necessity to do so, a trigger for such action being an accident record. On this basis there are no good grounds to progress with the proposals.

The negative impacts on nearby residents and the local community will outweigh any gain; there is an alternative solution over which the Police have adequate existing control.

On a separate but related matter, when David Parr attended the Parish Council on 3<sup>rd</sup> December, 2014 the matter of reducing the speed on Runcorn Road beyond the school through to Sandymoor from 40 mph to 30 mph was discussed. This is a longstanding concern of the Parish Council. There is a significant highway anomaly in a short section of a 40 mph road sandwiched between 30 mph zones in a residential area.

We have been advised by the Council that there is no justification for such under highway guidance given that there has been no accident history and that funding is not available.

The Parish Council have reviewed the guidance and conclude that it supports the speed reduction at this location.

The funds allocated for the unnecessary proposed parking restrictions around the school could and, in the view of the Parish Council should, be reallocated to the speed reduction proposal. This would make a positive contribution to road safety.

We would ask that the Council withdraw their proposals for the "At Any Time" waiting, that the Police review their position with respect to enforcement and that a meeting be convened with Highways Officers to progress speed reduction on Runcorn Road.

Yours sincerely,  
Moore Parish Council

*Catherine J. Fitch*

Clerk to Moore Parish Council

**From:** Moore - Head  
**Sent:** 07 January 2016 10:05  
**To:** Steve Johnson  
**Subject:** RE: MOORE PARKING RESTRICTIONS REQUEST

Dear Steve,

Thank you for your email and for the information sent. Having only been in post at Moore for a term, I felt it necessary to share the information with the whole staff to gain a more rounded, historic view of the proposals.

The overwhelming view of staff is to object to the proposals for a number of reasons. Firstly, the position of the school, in a semi-rural area, makes it necessary for many of our children to arrive by car. While it may be possible for some of our older children to walk the 30-40 minute journey from Sandymoor to school, families with young children would find this incredibly difficult and dangerous along a very busy main road. We would be putting our children in danger as they would all have to walk along the narrow single pavement from the Estate to the school.

The result of introducing the proposals would, I feel, just move the problem to another part of the village possibly causing further more dangerous parking and creating problems for residents which would then impact on our good community links.

Furthermore, it will result in parents 'voting with their feet' and moving their children to schools in other authorities which border us (Warrington, Chester and Cheshire West). We are a small school that have worked hard to build our reputation and our pupil numbers over the last few years and feel that this would be detrimental to our good relationships with our parents and with our village community.

Finally, I would like to know what alternative measures the police/council have considered before making the decision to introduce the parking restrictions?

I trust this clarifies the school position and await your response regarding the alternative proposals which have been considered.

Kind regards

Eileen Smith

*Eileen Smith*

**Headteacher**

**Moore Primary School**

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**From:** Steve Johnson  
**Sent:** 04 January 2016 11:26  
**To:** Moore - Head  
**Subject:** MOORE PARKING RESTRICTIONS REQUEST

Dear Mrs. Smith,

This Council has received a request from Cheshire Police for the introduction of some limited sections of 'At Any Time' waiting restrictions. The greater part of the proposals relate to Runcorn Road where the present double white centrelines already effectively prohibit parking, and adjacent road junctions where again, parking should not take place. I attach a sketch of the affected areas.

I know all schools face problems with parking at starting and finishing time and I understand you have previously made efforts to encourage parents to take a responsible approach to parking in the area if they choose to drive. Could I ask you to have a look at the proposals and let me know if you have any objections?

Thank you for your help with this.

With best regards,

*Steve Johnson*

Traffic & Road Safety

t. 0151 511 7521