

High Obstruction Housing

North West Liveability
Foundation:
Action Learning Days



About Keep Britain Tidy

Keep Britain Tidy is an environmental charity working to achieve cleaner, greener places for everyone. We campaign in England against litter and neglect, providing advice and leading others by inspiring practical action and better policy. With our origins in the 1950s anti-litter campaigns, we now focus on the range of issues affecting where people live including fly-tipping, fly-posting, graffiti, antisocial behaviour and abandoned vehicles. We run programmes such as Eco-Schools, Blue Flag and Quality Coast Awards for beaches, and the Green Flag for parks to demonstrate practical action. We are part funded through Government and other income is secured through training, consultancy and sponsorship. For more information on how you can make a change visit www.keepbritaintidy.org.

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Contents

Introduction	4
High Obstruction Housing.....	4
Workshop Attendees	6
Workshop	7
The Local Environmental Quality Survey of England – what does it tell us?	7
High Obstruction Housing Areas - an overview of problems and solutions	10
Parked cars.....	10
Litter bins and Household bins	12
Refuse collections.....	12
Street furniture / railings / pedestrian barriers.....	13
A closer look at road closures – the good, the bad and the legal	14
The Good... ..	14
The Bad.....	15
Achieving improvements in street cleansing and related services	16
Contact information	20
Appendix 1: LEQSE Presentation	21
Appendix 2: Road Closures	28
The good case study	28
The bad case study	29
Appendix 3: Traffic Regulation Orders	30
Appendix 4: Further Reading	33

Introduction

The aim of the North West Liveability Foundation (NWLF) is to make the North West a cleaner, safer and greener region. It will achieve this aim by working in partnership with as many local authorities, land managers and relevant organisations as possible from across the North West on a programme of support and events which will help to improve local environmental quality.

The Foundation currently provides a suite of freely accessible sub-regional services designed to deliver the overall aims of the NWLF, including meetings, conferences and action learning days. Action learning days are designed to help solve problems and encourage more effective learning.

As part of the NWLF sub-regional programme four Action Learning Days have been held in the following areas (sub-regions): Cumbria, Cheshire, Greater Manchester and Lancashire¹.

This report provides an overview and findings of the Lancashire sub-regional action learning day.

High Obstruction Housing

The NWLF held the Lancashire action learning day on 28th April 2009 based on the theme of managing cleansing in high obstruction housing areas. The day was hosted by Preston City Council in partnership with Keep Britain Tidy.

The day involved discussion of a range of topics relating to High Obstruction Housing; discussions covered techniques and experiences to establish good practice and gaps in service delivery amongst the partners. The discussion was facilitated by Gill Roxborough, Client Delivery Manager, Keep Britain Tidy and included a presentation from expert witness, Chris de Sa, Senior Survey and Quality Assurance Manager for LEQSE, Keep Britain Tidy.

The agenda for the day was built around the presentations proposed by partners and the experiences of the host organisations.

¹ Keep Britain Tidy already has an extensive sub-regional programme running in Merseyside, so the additional NWLF work is being used to complement this programme.

Discussion covered the following topics:

- What does the Local Environmental Quality Survey of England tell us?
- An overview of problems and possible solutions in High Obstruction Housing Areas
- Looking at road closures with good and bad examples
- Achieving improvements in street cleansing

A range of reading material relating to High Obstruction Housing was included within the agenda packs and for reference during the day. The reading material is listed in appendix 4.

Workshop Attendees

1. Gary Gibson, Waste Enforcement and Monitoring Officer Preston City Council
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The following attended the workshop as Keep Britain Tidy representatives:

1. Facilitator: Gill Roxborough, Client Delivery Manager, T: 07918 625 663
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Workshop

This section of the report consists of notes taken during the day and covers the following agenda items:

- a) The Local Environmental Quality Survey of England – what does it tell us?
- b) High Obstruction Housing Areas - an overview of problems and possible solutions
- c) A closer look at road closures – the good the bad and the legal
- d) Achieving Improvements in Street Cleansing

The Local Environmental Quality Survey of England – what does it tell us?

The workshop began with a presentation on the Local Environmental Quality Survey of England (LEQSE) which was facilitated by Gill Roxborough and Chris de Sa. A summary of the presentation is included below and the full presentation can be found in appendix 1.

The Year 7 LEQSE covers 2007-2008, and therefore uses BV199 land uses. The NI 195 land use “High Obstruction Housing” is the same as the BV 199 land use “High Density Housing”.

The survey is carried out by Keep Britain Tidy on behalf of the Department for Environment, Food and Rural Affairs (Defra). The Local Environmental Quality Survey of England (LEQSE) is the biggest survey of its kind.

- The LEQSE looks at almost 19,000 sites across a representative sample of 54 local authorities and covers the nine English regions.
- It compares overall standards of cleanliness
- It is based on seven cleanliness indicators: litter, detritus, fly-posting, graffiti, leaf fall, staining and weed growth.

The index is expressed as a percentage score – the higher the score, the cleaner the land-use.

- High Density Housing is ranked 7th out of the 10 BV 199 land uses
- High Density Housing is the worst performing residential land use for litter and detritus

- Grades for Graffiti & Fly-posting do not appear to be particularly problematic in this land use
 - Graffiti (BV 199 b) = 2%
 - Fly-posting (BV 199 c) = 0%

A summary of some of the main issues:

- Poor condition roads / pavements and channels appear to be affecting all residential land uses
- High Density Housing areas tend to have a higher traffic flow than other residential areas
- High Density Housing areas specifically have higher levels of pavement and channel obstruction than other residential land uses

How does this affect BV 199 / NI 195 Grades?

- Poor condition roads and pavements can trap (and in some cases even add to) detritus
- Large numbers of parked cars obstruct cleansing efforts and also act to trap litter
- Large amounts of pavement obstruction can impede cleansing efforts while street furniture can often trap litter and detritus
- Trees can cause paved area obstruction whilst obstructed channels impede the clearing of leaf and blossom fall

Questions and comments

Some questions were asked during the presentation:

How can comparisons be made to areas in the North West which are very densely populated compared to rural areas for example? It is not really fair to compare them as they are not like for like.

Chris de Sa agreed that this is a problem but that the LEQSE report is just a snapshot of the state of the country at one moment in time. Where urban areas may have more problems with litter, the more rural areas will tend to suffer more from other issues such as fly-tipping.

Chris de Sa then went on to explain the difference between BV 199 and NI 195.

The LEQSE report indicated that overall graffiti and fly-tipping were not major issues but Preston has found that those issues could be problematic especially in High Obstruction Housing areas. Also in Preston there are a lot of cobbled streets which can be difficult to clean.

The LEQSE report does not take into account household bins when looking at obstructions as they are seen as just temporary obstructions. However, the delegates agreed that household bins can often be left out for long periods making them almost semi-permanent and impacting on cleansing. In Pendle however, they will issue Section 46 notices on households that leave their bins out.

There was then some discussion about enforcement. Preston City Council currently has only two enforcement officers so they are stretched. Preston also has a big student population and a high number of errant landlords. Blackburn Borough Council on the other hand has over 20 enforcement officers. However everyone agreed that it is more important to educate residents so they change their behaviour as a lot of the problems could be caused simply because residents don't know what they are supposed to do.

High Obstruction Housing Areas - an overview of problems and solutions

The aim of this part of the Action Learning Day was to allow the delegates to discuss the issues in more detail and begin to build up a picture of what solutions are available.

Firstly the delegates discussed what the main cleansing issues were in High Obstruction Housing (HOH) areas and came up with the following list:

- litter bins / domestic bins
- railings / pedestrian barriers / street furniture
- parked cars
- alley gates
- 'A' frame boards
- street cafes (although not very common in High Obstruction Housing areas)
- pavement material
- overgrown shrubs / hedges
- building works / construction materials

From this list the worst three obstacles were chosen for further discussion and to try and find solutions to the issues. The worst three were considered to be:

- parked cars
- household and litter bins
- street furniture / railings / pedestrian barriers

Parked cars

Cleansing around parked cars is one of the biggest problems in HOH areas and there was much discussion around how this could be tackled.

Comments included:

Barrows: Use manual cleansing rather than mechanical although it is still difficult to sweep under and would not improve detritus. Operatives generally prefer automotive cleansing to using barrows as this may be perceived as low status. Even with barrows, street cleaners tend to prefer using litter pickers over a brush and that still leaves the problem of detritus and dog fouling. In one authority it had become

apparent that some of the cleansing team were not even aware of what detritus was or how to remove it which suggests a training issue.

Mechanical v non-mechanical: the effectiveness of mechanical sweepers may often be compromised in high obstruction housing areas where cars parked both sides of the carriageway mean the truck can only clean the middle of the road. Alternating weeks between manual and mechanical cleansing may improve the issue. Vacuum pipe cleansing could be another solution but there needs to be enough clearance on the pavement to get the vehicle down. Also this means the cleansing happens at walking pace so time taken could be an issue.

Power washing: Power washing could remove rubbish and detritus from under parked cars but could also cause damage to the cars and so could be problematic.

Get the community on board: Try and get the community more involved – for example in some European countries people take responsibility and pride in cleaning the road and pavement in front of their houses, and this could have a significant impact.

Community schemes: A lot of people do want to get more involved with helping to clean up – there are some good schemes such as Manchester's Community Guardians. Use could also be made of existing community groups such as Neighbourhood Watch Schemes. Could community payback schemes also be an option?

Leaflet drops: One authority had tried a leaflet drop to ask residents to move their cars on a certain day but it was not very successful. Using Police Community Support Officers to deliver them might give greater authority to the request. Work with the Highways department and get them to close the road for a set period so that the street cleansing team can give the area a deep cleanse – removing graffiti and rubbish at the same time. This kind of operation would also help to raise awareness of what the council does. Try and make it a well publicised operation that everyone will buy into.

Litter bins and Household bins

Litter bins

Litter bins are not as frequent in High Obstruction Housing areas but those that are in place should be kept clean and emptied frequently.

Design of bins: Authorities need to consider the type of bin used, whether it is easy to keep clean and ensure it is easy for the operative to empty without spilling waste.

Placement on street: Consider where the bin is placed for maximum usage and other practical issues.

Refuse collections

Impact of weather (wind, gritting, etc): Recycling materials often get blown around when it is windy so authorities should consider making sure recycling containers are an adequate size and have secure tops to stop waste escaping.

Spillage: Train bin crews to show them what standards they need to work to. For example, where bin operators work to 'task and finish' the emphasis may tend more, perhaps, towards doing it quickly rather than to the required standard. Some authorities schedule the cleansing rota to take place after bin collections to deal with any spilled refuse. Wheelie bins tend to keep waste enclosed a lot more effectively than boxes or bags.

Domestic bins – consider better education / more enforcement:

Boxes and bins can cause obstructions particularly in High Obstruction Housing areas making it difficult for cleansing operatives. Some bins are often left out semi-permanently or even permanently. Councils should consider better education – quite often residents are not aware of what the correct procedures are especially in areas where there is a transient population and a high percentage of rented accommodation. Consider more enforcement for persistent offenders.

National standard for bins / type of collection / colour schemes: with every authority using different colours / containers for various wastes and recycling materials there is an issue around making it easier for people to recognise how to dispose of refuse and recyclable materials correctly. A national standard or even a European wide standard could simplify recognition.

Street Furniture / railings / pedestrian barriers

Designing out grime: it was identified as good practice to build, develop and maintain good relationships with council town planners to highlight issues in relation to cleansing and obstacles to efficient and effective cleansing in the built environment. Consideration should be given to issues such as litter traps, access for machinery, surfaces that discourage fly-posting and types of materials used to ensure they are durable and easy to clean.

Design of streetscape: there is a need for consultation and communication / planning with the appropriate agencies and departments.

Appropriate machinery size: look at using smaller machines and different cleansing methods. Detritus build up is also an issue. Manual sweeping is more appropriate around street furniture.

Better training for operatives: in one authority the operatives didn't know what detritus was – what to look for or how to remove it. This indicates that training is an issue in some authorities and putting them through NI 195 training would help.

Other obstacles:

- Guard rails / pedestrian barriers / lamp posts / other street furniture
- Advertising 'A' frames
- Type of material used for footpath / roads (cobblestones, broken flags, etc)
- Overgrown vegetation
- Construction materials / skips

A closer look at road closures – the good, the bad and the legal

Case studies were handed out to the delegates who then discussed the issues highlighted in each of them. They looked at a good example of a road closure as well as a bad example and a discussion followed on from that.

A guidance document on Traffic Regulation Orders is included in appendix 3.

The Good...

The good example was based on a case study which can be found in appendix 2.

Get the community on board – Look at community guardian style schemes. Do not promise something and then not deliver; it does not look good if all the preparation work is done and residents have moved their vehicles and then the cleansing does not go ahead for whatever reason.

Manage expectations – This type of exercise is a big operation but residents could expect more than what is being delivered so it is important to manage expectations. A waste amnesty on a clean up could attract builders – also residents may come to expect it as part of the service. One authority carries out regular clean ups but it is important to let residents know it is a one off.

Promote achievements – The council should promote its achievements to create a bigger impact. One authority has a beat sweep and they could look at using the team to send out leaflets and talk to residents; tie in with street cleansing and beat sweeps. The council could get a local agreement to close the road but need to sell it to residents as a benefit for them rather than the council dictating. Promote it as a benefit / extra service. It is better to do deep clean on a rota basis – this is your one chance!

Neighbourhood managers / weeks of action – There is a week long clean up – churches, schools and other community groups all get involved. It would be difficult to blitz an area without including residents. Can get better buy-in from residents to achieve sustainability

One authority wouldn't really know how to go about getting a road closure. They are a two tier authority and it may be the County Council which is responsible for road closures, so they are not really sure how to instigate it.

The Bad...

The bad example was based on another case study (can be found in appendix 2) where the authority had difficulties getting resident buy-in and removing their parked cars.

They did not give the residents motivation so there was no buy-in. The parking enforcements weren't carried out properly and so the council would have been acting illegally by impounding cars. One authority carried out a clean up but the residents weren't interested in getting involved so the council walked away.

Commuters who didn't know about the clean up still parked up even though the residents had got involved. Members knew strategy beforehand so there were few complaints from them. Councils do need to get buy-in from members so they do not complain and if residents do complain, they can explain the reason for it. The whole council must be involved and be aware of what is happening.

Achieving improvements in street cleansing & related services

The following notes were from the presentation based on the Defra document: Achieving improvements in Street Cleansing & Related services. The document is available on the Defra website – go to:

<http://www.defra.gov.uk/environment/localenv/litter/pdf/street-clean.pdf>

The document was intended to suggest areas of action for council leaders and Chief Executives that would be important when conducting reviews of service. It addresses the challenges associated with cleansing and local environmental quality and offers solutions and strategies to overcome them. It also focuses on how efficiencies can be realised.

In a country where between 50% and 80% of urban highways and footways are typically obstructed by parked vehicles, street furniture and other objects, it is an aspect of street cleansing where significant efficiencies can be achieved.

The five challenges:

1. Systematic monitoring and service management
2. Overcoming impediments to service delivery
3. Adapting services to social and economic change
4. Staff training and motivation
5. Targeted communication, campaigning & enforcement

Systematic monitoring and service management

- Using the NI 195 reporting tool available from the NI 195 website
- It can be used as an intelligence system to highlight any areas that need extra resource and targeting.
- Can feed back to other teams and departments and use the information collected to give monthly updates to management.
- There is some cross-checking between different authorities in NI 195 surveying. It is about sharing experience and that can help drive improvements in the North West.

- Some Police Community Support Officers just report issues but do not necessarily deal with them; everyone needs to work together.
- There should be more monitoring of the service by managers; they cannot monitor all street cleansing but they could consider carrying out random sampling.

Other options may include use of:

- radios
- mobile phones
- data collection devices (good for improving response times and monitoring capability)
- tracking devices on vehicles / barrows

Is IT tracking equipment expensive in relation to the benefits it brings?

Tracking systems on vehicles may be potentially a contentious measure. One authority reported it has plans in place to trial such a tracking system.

Other issues to consider for monitoring purposes

Examples may include:

- Market research
- Weather
- Weather can affect cleansing – in coastal areas sand will get blown around on windy days. Hot weather in resort areas brings higher levels of tourists with a concomitant increase in litter. In frosty weather gritting will take place so wait until the frosty season is over.
- Market research can be extremely useful to support LEQ survey monitoring;
- No one size fits all – in larger authorities market research may be more accessible or could even support their own market research team but it was acknowledged that this may be more difficult for smaller authorities.
- NW authorities get a chance to meet up and exchange information through the Lancashire Waste Partnership and also through the LAA.

Targeted communication, campaigning and enforcement

Some local authorities underestimate:

- Differing household size
- Adult literacy skills
- Access to a car
- People's confidence / preference for different media

- Levels of affluence
- Engage with the community – find out who the target groups are
- Raising awareness
- Informing people of their responsibilities
- Enforcing to encourage responsibility
- Enforcement is complementary to targeted education and campaigning
- Keep Britain Tidy have campaign materials that local authorities can use for free in their own campaigns.

Cleansing strategies

- Consider a 24 hour cleansing service – for example traffic islands are easier to clean when there is less traffic. The night time economy also has an impact on street cleansing regimes.
- Put a strategy in place especially if street cleansing is outsourced – proper management is essential.

Staff training and motivation

'Knowing how to sweep well is not an innate human skill'

- Provide suitable training for permanent, seasonal and agency staff
- Skills and diligence of operatives – how are rounds managed and scheduled properly? Are operatives properly trained?

Visit Local Environment Skills at www.localenvironmentskills.org

Effective use of equipment and methods

In line with the rise in litter picking has been the increasing use of mechanical sweeping equipment, which promises higher productivity in return for *considerably higher capital and revenue costs*. Unfortunately, four issues frequently compromise this aim:

- pavement and channel obstruction;
- mechanical reliability;
- operational standards; and
- unproductive time when vehicles are driving from operational bases to work sites

All these factors increase considerably the net cost / kilometre or m2 of **effective** sweeping achieved.

One council was wasting up to 80% of cleansing budget on ineffective cleansing. This was due to the authority automating their cleansing services and getting rid of manual cleansing methods altogether. Therefore a lot of areas that the machines could not reach did not get cleansed.

Work with other departments more effectively – in one authority there are nine different departments i.e. parks will not pick litter off pavements and vice versa. Management do not want their staff using their resources on other departments. This is also problematic if services are out on contract.

In one authority neighbourhood services is in the same department as street cleansing so they work together as a team. However it can be difficult changing the attitudes of operatives – for example a gardener who perceives his role as grounds maintenance – not litter picking.

Contact Information

Please do not hesitate to contact us should you have any questions or would like to discuss any element of this report.

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Appendix 1: LEQSE Survey presentation

Cleansing in High Obstruction Housing Areas

Local Environmental Quality Survey of England (LEQSE)



Notes

- The Year 7 LEQSE Survey covers 2007-2008, and therefore uses BV199 land uses
- The NI 195 land use “High Obstruction Housing” is the same as the BV 199 land use “High Density Housing”



Higher Density Housing

Housing areas should be classed as 'Higher Density' if the proportion of dwellings with purpose-made off-street parking facilities is less than 50%. 'Off-street parking' may include specially formed parking bays and garage courts located adjacent to the highway, or areas of hard standing on grassed areas comprising engineered cellular concrete blocks designed to provide vehicle parking areas. Higher density housing areas can also include occasional small retail premises, offices, manufacturing, and warehousing sites.



Introduction to the LEQSE Survey

- Undertaken by ENCAMS on behalf of the Department for Environment, Food and Rural Affairs (Defra)
- The Local Environmental Quality Survey of England (LEQSE) is the biggest survey of its kind
 - Looks at almost 19,000 sites across a representative sample of 54 local authorities
 - Covers the nine English regions.



Land uses – Ranked in order of Cleanliness

High Density/Obstruction Housing = Joint ninth out of the twelve LEQSE and uses (along with low density social housing and secondary retail & commercial) on 65%.

The only land use to be ranked lower is “Other Highways”

Land-use Class	2007/08 (Year 7) %	2006/07 (Year 6) %
Transport facilities	77	72
Public open space	73	71
Primary retail & commercial	72	70
Watersides	72	70
Low density private housing	70	70
Main roads	70	67
Industry & warehousing	67	62
Rural roads	66	65
Low density social housing	65	64
Secondary retail	65	64
High density housing	65	63
Other highways	59	58



BV 199 grades

- High Density Housing is ranked 7th out of the 10 BV 199 land uses
- High Density Housing is the worst performing residential land use for litter and detritus
- Grades for Graffiti & Fly-posting do not appear to be particularly problematic in this land use
 - Graffiti (BV 199 b) = 2%
 - Fly-posting (BV 199 c) = 0%



What can the infrastructure grades tell us?

A summary of some of the main issues and what surveyors have found while out surveying



- High Density Housing areas specifically have higher levels of pavement and channel obstruction than other residential land uses



Appendix 2: Road Closures

The good case study

Sometimes, a quick brush-up isn't enough. In older parts of town with no off-street parking, jobs like gully cleaning are a major operation. We often have to close roads and divert traffic - a lot of effort for a seemingly simple task.

But then it occurred to us: if we must clear the streets of parked cars for one cleaning job, why not bring in other cleaning services while we have the chance and give the area a really deep clean?

A pilot scheme was so successful – and popular with residents – that we have now set up an ambitious programme for deep cleaning around 100 streets three times per year. Storm water drains are cleaned, dumped rubbish removed, graffiti cleaned and pavements weeded and jet-washed. We repair potholes, and tow away untaxed or abandoned vehicles. And, for good measure, we encourage residents to order our free bulky household waste collection on the day - ensuring that gardens, which can become dumping grounds for rubbish, are also cleared.

Roads are closed between 8.30 and 3.30, although in many cases they have been opened again before noon, much to residents' delight.

During a deep cleaning operation our people make a point of talking to residents to explain what they are doing. It demonstrates clearly that we care too about the local environment and want to engage with grassroots communities. It's the sharp end of local democracy in action. As well as promoting a wide range of council services, such 'on street' discussions with local people and community groups has also led to other ideas for future initiatives.

To date, our monitoring has shown that a deep clean encourages residents to take greater pride in their neighbourhood and areas stay cleaner and tidier for longer. So, it's cost-effective; our programme costs a little over £20,000 and gives two streets a week some much needed extra care and attention throughout the year.

And the PR value is huge. The word we get on the street is very favourable and letters to the local paper have been fulsome in their praise. And, as one delighted resident told us: "It's no-ones fault, but over time the neighbourhood had begun to

look a bit sad. This is just the spring clean we needed to give us a fresh start and enable us to take a renewed pride in our surroundings.”

The bad case study

On a normal day, when there are cars parked on the roads, it is not possible to do a thorough clean of the roads. One council held a large clean up operation which included gully maintenance, street sweepers clearing footpaths and large sweepers clearing the roads.

Residents were notified of the cleanup before the work started and the dates of each street closure were published on the council website.

Signs and cones marked where the work was to take place and residents were informed that if vehicles were parked within this area on the day of cleansing, which was covered by a temporary parking restriction order, that the council's parking enforcement contractor may be called to issue a penalty charge and if required, have the vehicle impounded.

The Council did not fine anyone or remove any cars because they had not given enough advance notice. They had hoped to avoid this type of action by lifting any parked vehicles off the ground, cleaning the area and then putting the cars back.

Unfortunately, some of the vehicles that were to be used for this purpose broke down, so the council was unable to adhere to some of the advertised days. The council decided to proceed with the street cleansing on most of the days that the removal vehicles were not working but splashed parked cars and received a lot of complaints. Three people threatened to take the council to court for not following various laws on parking enforcement.

Most people did move their vehicles, though in some areas, the parking restriction was generally ignored by commuters much to the disgust of the residents who moved their cars.

The council also discovered that detritus was actually filling some potholes and broken up road channels, so in some cases the cleansing has actually contributed to the continued break-up of the highways infrastructure.

Appendix 3: Traffic Regulation Orders

Traffic Regulation Orders - Your Questions Answered

What is a Traffic Regulation Order (TRO)?

A TRO is the legal instrument by which traffic authorities implement most traffic management controls on their roads. Under the provisions of the Road Traffic Regulation Act 1984, local authorities can implement Traffic Regulation Orders (TROs), designed to regulate, restrict or prohibit the use of a road or any part of the width of a road by vehicular traffic or pedestrians. A TRO may take effect at all times or during specified periods, and certain classes of traffic may be exempted from a TRO.

Who can implement a TRO?

County councils, metropolitan district councils and London boroughs all have powers to make TROs on the roads for which they are responsible. The Secretary of State has similar powers with respect to trunk roads.

What are the different types of TROs?

- Permanent TROs, which remain in force until superseded or revoked.
- Experimental orders, which may last for up to 18 months, with extensions available in certain circumstances.
- Temporary orders (for road works, or the avoidance of danger to the public, or for litter clearance and cleaning) which may last for: up to six months for footpaths, bridleways, cycle tracks and byways open to all traffic; and up to 18 months on other roads, with extensions available in certain circumstances.

When can a TRO be implemented?

A TRO may be implemented for one or more of the following purposes:

- Avoiding danger to persons or traffic;
- Preventing damage to the road or to buildings nearby;
- Facilitating the passage of traffic;
- Preventing use by unsuitable traffic;
- Preserving the character of a road especially suitable for walking or horse riding;

- Preserving or improving amenities of the area through which the road runs;
- For any of the purpose specified in paragraphs (a) to (c) of the Environment Act 1995 in relation to air quality.

Orders can also be made for roads in special areas of the countryside (e.g. National Parks) for the purpose of conserving or enhancing the natural beauty of the area. TROs can also be implemented to allow for improved access to recreational opportunities or to provide for the study of nature. Similar orders in London may be mad for a slightly wider range of purposes.

What effect can a TRO have on pedestrian and vehicular access?

A TRO must not normally have the effect of preventing pedestrian access at any time, or preventing vehicular access for more than 8 hours in a day, to premises on or adjacent to the road. However, this restriction does not apply if the local authority state in the order that they are satisfied that vehicular access should be limited for more than 8 hours in 24 in order to: avoid danger or damage, or facilitate the passage of vehicles along a road, or preserve amenity by restricting or prohibiting heavy commercial vehicles.

What must a local authority do prior to implementing a TRO?

Permanent TROs are subject to The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, which can be seen at http://www.opsi.gov.uk/si/si1996/Uksi_19962489_en_1.htm These impose various legal requirements prior to making an order, including:

- publishing a notice of the proposals in a local newspaper;
- allowing potential objectors 21 days to make representations;
- taking other steps the authority may consider appropriate for ensuring adequate publicity is given to persons likely to be affected by any provision in the order, which may include roadside notices and delivery of letters to premises; and
- holding a public inquiry if the TRO would:
 - a. restrict the passage of public service vehicles; or

- b. prohibit loading or unloading of vehicles (i) at all times, (ii) before 07.00 hours, (iii) between 10.00 and 16.00, or (iv) after 19.00 and an objection has been made to the order.

Who needs to be consulted before a TRO is implemented?

The police along with the Freight Transport Association and Road Haulage Association must be consulted before a TRO can be implemented.

Who may object to a TRO?

Any person may object to a TRO. The traffic authority is obliged to consider such objections (and, if a public inquiry is held, the Inspector's recommendations) before deciding whether or not to make the order.

What must be done once an order is made?

- Once an order is made, the regulations require (amongst other things) that:
 - a notice to that effect be published in a local newspaper;
 - that objectors be notified in writing of the decision (and, where the objections have not been acceded-to, the reasons for it);
 - other publicity steps be taken as the authority considers appropriate; and
 - the requisite traffic signs are placed on or near the road and maintained for as long as the TRO remains in force.

Appendix 4: Further Reading

1. Poole Bridge Regeneration Initiative DESIGN STRATEGY GUIDANCE MANUAL, Draft Supplementary Planning Guidance: May 2004 - <http://www.rudi.net/pages/8048>
2. Manual for Streets: Department for Transport – March 2007 - <http://www.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>
3. Achieving improvements in street cleansing & related services: Defra – 2005 - <http://www.defra.gov.uk/environment/localenv/litter/pdf/street-clean.pdf>

