



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

**Wednesday, 28 February 2018 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 Zygadlo	Labour

*Please contact Gill Ferguson on 0151 511 8059 or e-mail gill.ferguson@halton.gov.uk for further information.
The next meeting of the Board is to be confirmed*

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

Part I

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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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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.

ENVIRONMENT AND URBAN RENEWAL POLICY AND PERFORMANCE BOARD

At a meeting of the Environment and Urban Renewal Policy and Performance Board on Wednesday, 15 November 2017 at the Council Chamber, Runcorn Town Hall

Present: Councillors Woolfall (Chair), Fry (Vice-Chair), V. Hill, Howard, Joe Roberts, Sinnott, Wall and Zygadlo

Apologies for Absence: Councillor Nolan and J. Stockton

Absence declared on Council business: Councillor Keith Morley

Officers present: G. Ferguson, W. Rourke and S. Rimmer

Also in attendance: 7 Members of the public

**ITEM DEALT WITH
UNDER DUTIES
EXERCISABLE BY THE BOARD**

Action

EUR15 MINUTES

The Minutes of the meeting held on 20th September 2017 having been circulated were signed as a correct record. Arising from the discussion, it was noted that under Minute No. EUR12, Councillor Fry would replace Councillor Morley as a Member of the Mersey Gateway Regeneration Plan Working Party.

EUR16 PUBLIC QUESTION TIME

It was confirmed that no public questions had been received.

EUR17 EXECUTIVE BOARD MINUTES

The Board considered the Minutes of the meetings of the Executive Board relevant to the Environment and Urban Renewal Policy and Performance Board.

Under Minute No. EXB47 further information would be circulated to Members on the Accelerated Construction Programme.

RESOLVED: That the Minutes be received.

EUR18 ANNUAL ROAD TRAFFIC COLLISION AND CASUALTY REPORT

The Board considered a report which set out full details of the numbers of road traffic collision and casualty numbers in the year 2016, and recommended a continuance of road traffic collision reduction work.

It was noted that the Department of Transport had advised that comparisons with previous years figures should be interpreted with caution, given that there had been changes in the systems for severity reporting by police forces. Whilst this year's figures for Halton were a cause for concern, it was emphasised that this was based on one year's figures only and that casualty figures could be very volatile from one year to the next.

However, trends would now need to be carefully monitored over coming years in order to try and determine whether there was any correlation between casualties and the reduction in resources that could be put into road safety. The Mersey Gateway works must also be seen as a contributory factor over the last few years, as the available highway network decreased in size and consequently traffic migrated onto more minor roads.

A summary for 2016 was set out in the report. It was noted that whilst long term trends remained downward, last year saw significant increases in the numbers of people being slightly injured (SLI) and of those killed/seriously injured (KSI) compared to the figures for the previous year. Within the KSI total, both the number of adults and of children increased but the latter figure was known to be volatile in Halton due to the low numbers and fluctuated from year to year.

RESOLVED: That

1. the overall progress made on casualty reduction in Halton over the past decade be noted;
2. concerns with regard to the achievement of further casualty prevention, as a result of resource reductions, be noted; and
3. the continuing programme of road traffic collision reduction schemes and road safety education, training and publicity be endorsed.

EUR19 EPETITION - COLVEND WAY - EFFECTIVE
SPEED CONTROL MEASURES

The Board received a report of the Strategic Director, Enterprise, Community and Resources which provided an update on action taken relating to an ePetition regarding traffic calming measures installed by Morris Homes at Colvend Way, Widnes as part of the residential development. The petition contained 71 signatures.

It was noted that Colvend Way was a through road constructed by Morris Homes to serve its development. It was subject to a Section 38 Agreement under the Highways Act for its future adoption by the Council. Colvend Way falls within an area wide 20mph speed restriction zone. Two 'thump' type speed control measures were included within the development itself to help self-enforce the 20mph restriction.

Following the installation of the thumps, a Road Safety Audit was carried out which did not find any road safety issue with the thumps, but did make a general observation regarding their effectiveness. The thump profiles were examined and found to be slightly lower than the current Council standard detail height of 37mm, which was the height approved by the Council shown in the Morris Homes drawings.

Therefore at the request of the Council, Morris Homes amended the thump profiles on 17 October 2017, to the maximum height allowable under current DfT advice of 45mm. It should be noted that it is not permitted to install this type of traffic calming at a height of 100mm. Following the amendment of the thumps, a completion certificate was issued, allowing the road to open.

Members were advised that it was intended to continue to monitor the effectiveness of the traffic calming features. In addition, speed activated signs had also been requested in the petition and it was proposed that it would be possible to add the road to the list of sites at which the mobile speed activated signs were periodically located.

A Community Speed Watch scheme was also requested in the petition. In order to access the scheme residents needed to contact Cheshire Police and a minimum of 6 resident volunteers was required to operate it.

RESOLVED: That Members note that improvements were made to the speed control measures on 17th October

2017 and their outgoing effectiveness would be monitored. Colvend Way would be added to the list of sites at which the Council's mobile speed activated signs were periodically located.

Strategic
Director
Enterprise,
Community,
Resources

EUR20 PETITION REQUESTING ZEBRA CROSSING FACILITIES AND 20 MPH SPEED LIMIT ON BEECHWOOD AVENUE, RUNCORN

The Board considered a report of the Strategic Director Enterprise, Community and Resources, which advised that a petition containing 82 signatures had been received requesting the installation of zebra crossing facilities near Beechwood and Hillview Schools (the latter also mentioned the new park) and a 20 mph speed limit on Beechwood Avenue.

It was noted that there were no pelican, puffin or zebra crossings in the area of the schools at the present time. However there were School Crossing Patrols outside Beechwood and Hillview Primary Schools, although the site outside Beechwood Primary School was currently vacant due to the previous patrol leaving and the post would be advertised shortly.

Members noted that pedestrian vehicle surveys had recently been carried out as part of the annual review of School Crossing Patrols and using data from these surveys the criteria for controlled crossings was not met for the peak periods and therefore they could not be justified. In addition it was noted that where controlled crossings had been installed where they were generally only required for very specific and short times of the day, they could become dangerous as drivers become accustomed to passing along the road without stopping and hence they may either fail to stop when they need to or stop suddenly. For these reasons the installation of a controlled pedestrian crossing adjacent to the school entrances was not therefore recommended.

With regard to the request for a 20 mph speed limit on Beechwood Avenue it was noted that in 2015 a proposal to make the whole of Beechwood including a 20 mph zone was advertised. A number of objections were received and following consideration by the Board in June 2015 and subsequently the Executive Board in September 2015, the Traffic Regulation Order was made to make the whole of Beechwood a 20 mph zone excluding Beechwood Avenue. Given the process only took place two years ago it was not the best use of resources to rerun it again as the same

outcome was likely.

RESOLVED: That the petitioners be informed as follows:

- That pedestrian/traffic surveys have been carried out and zebra crossing facilities are not justified; and
- That a 20 mph speed limit has been considered previously and not progressed due to objections.

EUR21 PERFORMANCE MANAGEMENT REPORTS FOR QUARTER 1 OF 2017/18

The Board received a report from the Strategic Director, Enterprise, Community and Resources, which presented the Performance Monitoring Reports for Quarter 1 of 2017/18.

The reports related to the following functional areas which reported to the Board and detailed progress against service objectives and milestones, and performance targets and provided information relating to key developments and emerging issues that had arisen during the period:

- Development and Investment Services;
- Highways and Transportation, Logistics and Development Services;
- Waste and Environmental Improvement and Open Space Services; and
- Housing Strategy.

Arising from the discussion the following matters were raised by Members:

- what statistics/data do we keep with regard to duration of planning process and applications;
- further information was requested on the development at Gorse Lane. Members were advised that discussions were ongoing with end users and an announcement would be made shortly;
- further information was requested regarding the concessionary travel scheme negotiations; and
- with regard to bins being stolen/burnt out – who owns the bins and what was the position regarding insurance.

RESOLVED: That the first quarter performance monitoring reports be received and noted.

Meeting ended at 7.05 p.m.

REPORT TO: Environment and Urban Renewal Policy & Performance Board

DATE: 28th February 2018

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: 28th February 2018

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.

APPENDIX 1

Extract of Executive Board Minutes Relevant to the Environment and Urban Renewal Policy and Performance Board

EXECUTIVE BOARD MEETING HELD ON 16th November 2017

EXB71 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 Section 100A (4) 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 paragraphs 3 and 5 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 that 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 Section 100A (4) 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 paragraphs 3 and 5 of Schedule 12A of the Local Government Act 1972.

**PHYSICAL ENVIRONMENT PORTFOLIO,
TRANSPORTATION PORTFOLIO AND RESOURCES
PORTFOLIO**

EXB72 FORMER CASTAWAY SITE - LAND DISPOSAL

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on the disposal of the former Castaway Site, Widnes.

The Board was advised that, following negotiations, heads of terms had been agreed in principle for the Council to sell the land as indicated on the plan appended to the report. Details of the proposed use of the land were set out in the report.

RESOLVED: That disposal of part of the former Castaway Site, as shown edged blue on the plan attached to the report, for the sum stated in the report, be approved.

Strategic Director
- Enterprise,
Community and
Resources

EXECUTIVE BOARD MEETING HELD ON 14th December 2017

PHYSICAL ENVIRONMENT PORTFOLIO

EXB75 HALTON HOUSING TRUST (HHT) ANNUAL REPORT

The Board considered a report of the Strategic Director, People, which provided an update on the progress of Halton Housing Trust (HHT) for the past twelve months.

The Board received a verbal update from Nick Atkin, Chief Executive of HHT, and Ingrid Fife, Chair of HHT Board. They reported on progress to date in delivering some key achievements, partnerships and strategic priorities.

The Board noted some of the key organisational achievements which included the construction of 152 new homes; secured additional grant funding of £1.9m to deliver 62 new homes under the 2016-21 Shared Ownership and Affordable Homes Programme; continued the Implementation of the Digital First Programme which transformed the way services were accessed; re-housed Syrian families as part of a joint project with Halton Borough Council and Refugee Action; and secured Disability Confident Employer status, amongst other achievements which were detailed in the report.

Members had the opportunity to ask questions and clarify information contained in the presentation before Mr Atkin and Ms Fife were thanked for attending.

RESOLVED: That the progress report be noted.

**PHYSICAL ENVIRONMENT PORTFOLIO AND
TRANSPORTATION PORTFOLIO**

EXB84 RUNCORN DE-LINKING OF THE SILVER JUBILEE
BRIDGE - KEY DECISION

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on options for the delivery of the de-linking of the Silver Jubilee Bridge (SJB) in Runcorn and the allocation of associated financial resources.

The opening of the new Mersey Gateway Bridge and temporary closure of the SJB provided a unique opportunity to redefine the existing road infrastructure in the area of the Town close to Runcorn main-line station. It was reported that changes to the road layout and removal of certain structures would improve the visibility of the Town Centre and its connectivity to and from Runcorn Station. It would also make it easier to create and release sites for future development.

Members noted that the Council had commissioned a de-linking report setting out two key options for promoting positive access and movement to the SJB, the Expressway and the Station Quarter. After consideration of the de-linking report, a preferred option had been identified, based on the assessment of costs, technical feasibility and future proofing of the development.

Reason(s) for Decision

To unlock sites for development in and around the Runcorn Station Quarter.

Alternative Options Considered and Rejected

The options considered and rejected were outlined in section 5 of the report.

Implementation Date

March 2018.

RESOLVED: That

Strategic Director
- Enterprise,

- 1) the development of the option as outlined in Section 5.2 of the report be agreed;
- 2) Full Council be recommended to approve a variation to the Capital Programme to cover the costs as outlined in Section 5.3 of the report; and
- 3) the Strategic Director, Enterprise, Community and Resources be authorised, in conjunction with the Portfolio holders for Physical Environment and Transportation, to take the necessary steps to ensure value for money through the appropriate procurement processes.

Community and Resources

PHYSICAL ENVIRONMENT PORTFOLIO

EXB85 RESPONSE TO WARRINGTON LOCAL PLAN CONSULTATION

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which sought endorsement of a response on Warrington's Local Plan Consultation.

Warrington Borough Council had published a 'Preferred Development Options' document for a period of public consultation. The document contained summary information about the level of housing and employment development Warrington would plan for, together with diagrammatic representations and conceptual masterplans for the key development areas.

Details of the proposals and the proposed development areas were set out in the report and appendices. It was reported that Halton's principal concerns were the 'Port Warrington' element and the South West Urban Extension, which would see Warrington extend across the Green Belt to join Halton's boundary. It was noted that two further consultations were planned for 2018 before submission of a document to the Secretary of State for Communities and Local Government for examination.

RESOLVED: That the response (at Appendix A) to the Warrington Local Plan Preferred Development Options Consultation (at Appendix B) be endorsed.

Strategic Director - Enterprise, Community and Resources

EXECUTIVE BOARD – 18th January 2018

TRANSPORTATION PORTFOLIO

EXB98 HIGHWAYS CAPITAL IMPROVEMENT TERM CONTRACT TENDER

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which notified the Board of the approval given to proceed with a procurement process for the provision of a capital projects delivery contract for highway improvement works across the Borough.

The Board was advised that capital funded schemes had been delivered through the existing Highway Maintenance and Improvement Term Contract. It was proposed that the new arrangements would be set up for a three year period, with the option to award a one year extension. It was noted that this would be in line with current capital funding arrangements for Sustainable Transport Enhancement Package (STEP) schemes, which were funded via the Liverpool City Region. It was anticipated that the annual value of the contract in total would be in the region of £800k, making the value of a three year contract approximately £2.4m. As this figure was above the OJEU threshold, the contract would be tendered using 'The Chest' procurement portal.

RESOLVED: That Members note a procurement process will be entered into via The Chest, with the purpose of securing a capital projects delivery contract for the implementation of projects to deliver sustainable highway improvement works across the Borough.

Strategic Director
- Enterprise,
Community and
Resources

EXB99 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

- 3) 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 Section 100A (4) 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 paragraphs 3 and 5 of Schedule 12A of the Local Government Act 1972; and

- 4) 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 that 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 Section 100A (4) 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 paragraphs 3 and 5 of Schedule 12A of the Local Government Act 1972.

RESOURCES PORTFOLIO AND PHYSICAL ENVIRONMENT PORTFOLIO

EXB100 LAND DISPOSAL OF EMPLOYMENT LAND AT JOHNSON'S LANE, WIDNES

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on the disposal of employment land at Johnson's Lane, Widnes.

The Board was advised that, following negotiations, heads of terms had been provisionally agreed for the sale of land at Johnsons Way, Widnes. It was noted that the disposal was subject to planning permission being forthcoming. The proposal would result in a capital receipt from the sale of land and generate future rates income from the occupation of the site.

RESOLVED: That

- 1) the disposal of land shown edged red on the plan attached to the report, to the company and for the value named in the recommendation, both subject to planning permission and subject to contract, be

Strategic Director
- Enterprise,
Community and
Resources

approved; and

- 2) the Operational Director, Economy, Enterprise and Property, be authorised to arrange all required documentation to be completed to the satisfaction of the Operational Director, Legal and Democratic Services.

EXB101 LAKESIDE PHASE 3 CASTLEFIELDS LAND DISPOSAL

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on the disposal of land known as Lakeside Phase 3, Castlefields, Runcorn.

The Board was advised that the Lakeside area in Castlefields had been identified for residential development within the Castlefields Masterplan since 2003. It was reported that the Authority had been approached with a proposal to acquire the final phase 3 site. It was noted that the proposal also supported, and was consistent with, Council policy to build more new homes in Halton and dispose of land assets in an economically effective way.

RESOLVED: That

- 1) disposal of the site to the company and for the value named in the recommendation, subject to contract, be approved; and
- 2) the Strategic Director, Enterprise, Community and Resources, be authorised to arrange for all required documentation to be completed to the satisfaction of the Operational Director, Legal and Democratic Services.

Strategic Director
- Enterprise,
Community and
Resources

TRANSPORTATION PORTFOLIO

EXB103 JOINT INTELLIGENT TRANSPORT SYSTEMS CONTRACT FOR THE LIVERPOOL CITY REGION

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on the procurement of a Joint Intelligent Transport Systems Control for the Liverpool City Region (LCR).

The Board was advised that, in order to achieve savings and efficiencies in the operation of highways and traffic functions within the LCR, investigations had taken place to identify opportunities for joint working. One of the first opportunities identified had been a joint contract for the supply, installation and maintenance of Intelligent Transport Systems (ITS). The report set out details of the procurement process and the benefits of a joint contract.

RESOLVED: That the Board approves Halton joining the Joint ITS Contract for the Liverpool City Region and awarding the contract to the Contractor detailed in paragraph 1.3.

Strategic Director
- Enterprise,
Community and
Resources

REPORT TO: Environment & Urban Renewal
Policy and Performance Board

DATE: 28 February 2018

REPORTING OFFICER: Strategic Director Enterprise, Community &
Resources

SUBJECT: Performance Management Reports for
Quarter 2 of 2017/18

WARDS: Boroughwide

1.0 PURPOSE OF REPORT

- 1.1 To consider, and raise any questions or points of clarification, in respect of performance management for the second quarter period to 30 September 2017.
- 1.2 Key priorities for development or improvement in 2017-18 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Board as detailed below:
- Development and Investment Services
 - Highways and Transportation, Logistics and Development Services
 - Waste and Environmental Improvement and Open Space Services
 - Housing Strategy

The report details progress against service objectives and milestones, and performance targets and provides information relating to key developments and emerging issues that have arisen during the period.

Progress concerning the implementation of any high-risk mitigation measures relevant to this Board is included within Appendix 1.

2.0 RECOMMENDED: That the Policy and Performance Board

- 1) Receive the second quarter performance management reports;**
- 2) Consider the progress and performance information and raise any questions or points for clarification; and**
- 3) Highlight any areas of interest and/or concern where further information is to be reported at a future meeting of the Board.**

3.0 SUPPORTING INFORMATION

- 3.1 Departmental objectives provide a clear statement on what services are planning to achieve and to show how they contribute to the

Council's strategic priorities. Such information is central to the Council's performance management arrangements and the Policy and Performance Board has a key role in monitoring performance and strengthening accountability.

4.0 POLICY IMPLICATIONS

4.1 There are no policy implications associated with this report.

5.0 OTHER IMPLICATIONS

5.1 There are no other implications associated with this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Departmental service objectives and performance measures, both local and national are linked to the delivery of the Council's priorities. The introduction of a Thematic Priority Based Report and the identification of business critical objectives/ milestones and performance indicators will further support organisational improvement.

6.2 Although some objectives link specifically to one priority area, the nature of the cross - cutting activities being reported, means that to a greater or lesser extent a contribution is made to one or more of the Council priorities.

7.0 RISK ANALYSIS

7.1 Not applicable.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Not applicable.

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

Not applicable.

Environment and Urban Renewal PPB – Priority Based Monitoring Report

Reporting Period: **Quarter 2 – 1st July 2017 – 30th September 2017**

1.0 Introduction

- 1.1 This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the second quarter of 2017/18 for service areas within the remit of the Environment and Urban Renewal (E&UR) Policy and Performance Board.
- 1.2 Key priorities for development or improvement in 2015-18 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment & Urban Renewal Policy & Performance Board i.e.:
- Development & Investment Services
 - Open Spaces and Waste and Environmental Improvement
 - Highways, Transportation & Logistics and Physical Environment
 - Housing Strategy
- 1.3 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 9 of this report.

2.0 Key Developments

- 2.1 There have been a number of developments within the Directorate during the period which include:-

Development & Investment Services

- 2.2 The Skills Factory SIF proposal was successful at OBC stage and we have been invited to submit a Full Business Case to the Combined Authority. Techspace One continues to perform well – reaching almost 20% occupancy this quarter – with first tenants moving in including Hitachi high Technologies.
- 2.3 Lakeside Phase 2 continues on site with completion delayed slightly due to complications with highways works. A planning application for Phase 3 was submitted by Keepmoat. We are currently in negotiations with regards to the land purchase offer.
- 2.4 Alstom have completed the Training Academy and have taken on the first cohort of apprenticeships. Stobart have secured planning consent to a new office HQ at Viking Park.
- 2.5 The External Funding Team is experiencing a high demand for funding advice with 70 enquiries having been received in the period to end September 2017; with a further 6 enquiries received in the first few weeks of October. Not all enquiries convert into full project support; however, the Team operates a pipeline list of around 30 projects which are receiving more in-depth support with bid-writing. The team is currently supporting applicants with the submission of bids totalling around £6.2m.
- 2.6 The Business Improvement and Growth (BIG) Team managed 48 commercial property inward investment enquiries in Quarter II 2017/18. The cumulative inward investment enquiries total (Quarter 1 – 4) is, therefore, 111 (44.4%) against a target of 250. 1 inward investment enquiry was 'converted' (inward investment enquiries 'converted' into actual investment projects) in Quarter II. The cumulative conversions total (Quarter 1 + Quarter 2) is, therefore, 7% against a target of 10%

- 2.7 The Halton Business Growth Programme continues to progress well. The programme has engaged with 174 businesses. There are currently 109 Halton Businesses participating in the programme. The Halton Business Growth Programme has until December 2018 to meet a Company Assists target of 123 and a Jobs Created target of 108. To date 79 businesses have been assisted and 19 jobs created.
- 2.8 The following tables describe the performance of the Halton element of the Liverpool City Region Growth Hub Programme firstly, since its inception in October 2015 and secondly, in Quarter II 2017 - 2018:

Figure 1 : Growth Hub Engagement : Lifetime of the Programme (October 2015 – September 2017)

Unique Company Engagements	1,368
Total Engagements	2,709
Total	4,077

Figure 2 : Growth Hub Engagement : Current Quarter (July 2017 – September 2017 inclusive)

Unique Company Engagements	207
Total	207

- 2.9 The Business Improvement and Growth (BIG) Team continue to support Halton and Chamber of Commerce and Enterprise (the Project Management Organisation or PMO) to the deliver the BID programme in Halton:

- One member of the BIG Team is assigned full time to manage the day to day operation of the BID and prepare for a re-ballot of all businesses on Astmoor and Halebank which will take place in February 2018. The ballot will seek to continue the programme for a further five years. A second Officer is working with the Chamber to draft a 'Renewal Prospectus' and 'Business Plan' for the new programme.
- The development of the 'Renewal Prospectus' follows an extensive consultation exercise, undertaken by external consultants, with Astmoor and Halebank businesses to determine their key priorities for a further five year BID term.
- It is anticipated that the 'Renewal Prospectus' will be distributed in October\November 2017.
- A further round of consultation will then be undertaken with the BID businesses to inform the development of a detailed 'BID3 Business Plan'. The BID3 Business Plan is a detailed operational plan for the delivery of BID3 and is the document and programme of work which the businesses will be asked to vote upon.
- The outcome of that vote will determine whether the BID Programme will continue for a further five years.
- In order for a BID ballot to be approved two specific criteria tests must be satisfied :
 1. The majority of those voting in the ballot are in favour, and
 2. The total rateable value of those properties or hereditaments which vote in favour exceeds the total of those voting against
- Should the BID3 ballot achieve a positive outcome the programme will commence on April 01 2018.
- Halton Chamber of Commerce and Enterprise, the Project Management Organisation or PMO, will then assume total responsibility for the delivery of the BID Programme in Halton

2.10 Regional Growth Fund (RGF) Rounds 3 & 4

- In 2015 Halton Borough Council concluded the delivery of the government's Regional Growth Fund (RGF) Round 1 and Round 2 programme in 2015
- Halton Borough Council provided grant support to **11** local companies delivering total grant of **£609,562.04** and generating private sector leverage of **£3,290,354.03**
- The Council is contractually obliged to monitor the outputs associated with the programme until March 31 2018. Specifically, the Council must record how many jobs have either been created or safeguarded as a result of grant support.
- The Halton RGF 3 & 4 programme had jobs created output target of **102** sustainable jobs. To date the programme has created **124.5**.
- The Team are currently undertaking a further round of monitoring visits with companies who have received RGF grant and it is anticipated that the jobs created total will rise.

Open Spaces and Waste and Environmental Improvement

2.11 In September, the Council delivered a number of activities during National 'Recycle Week'. The aim of the week is to encourage the public to recycle more, by demonstrating the benefits of recycling items from all around the home. The national theme for Recycle Week this year was "Recycling – It's worth it" and throughout the week Officers held events at the following locations;

- Castlefields and Upton Community Centres
- Runcorn and Widnes Markets
- Runcorn Shopping Centre Halton Direct Link

2.12 Details of the events were posted on social media and residents were able to go along to speak with officers for advice and guidance on recycling and waste prevention. Officers provided a range of information leaflets and booklets. Residents were able to watch a video of materials collected from blue bins being processed at a Material Recovery Facility. An interactive Recycling Dance Mat video game, designed to increase awareness of what materials can be recycled through the Council's blue bins scheme, was also available for those wishing to take part.

2.13 Positive feedback was received from members of the public with and it is estimated that officers engaged with over 300 residents during the events.

2.14 A new community engagement programme 'Walk In Days' has commenced at the Council's Halton Direct Link shops. The aim of the programme, which sees Waste Management Officers at the shops one day per week, is to increase resident engagement, promote the Council's recycling services and help provide detailed advice on recycling related enquiries. The programme will be piloted over a number of weeks and, if successful, a scheduled programme will be developed that will see 'Walk in Days' delivered across further Council buildings.

2.15 Enforcement Actions

August

- 3 x Prosecutions for small scale fly-tipping incidents. The 3 offenders were each issued with Fixed Penalty Notices but failed to pay them. Each offender received a criminal conviction and financial penalty of £260.
- 1 x Prosecution for breach of a Section 108 Notice issued under Section 108 of the Environment Act 1995. This Power is used for dealing with suspects who fail to attend for interview in relation to waste offences. In this particular case, the defendant was suspected of fly-tipping household waste on land at Brindley Street, Runcorn. The suspect was invited on 3 separate

occasions to attend an interview to explain any involvement with the alleged offence however failed to do so or make any contact with the Council. Under the terms of a S108 Notice, should an offender fail to attend for interview on the 3rd scheduled occasion or contact the Council to arrange an alternative date and time then they would commit the offence of obstructing an authorised Officer in the line of their duty. The offender failed to attend or contact the Council and was prosecuted in court and received a criminal conviction and a financial penalty totalling £884.

September

- Prosecution of an offender for fly-tipping waste at Nelson Street, Runcorn. Offender received a criminal conviction and financial penalty totalling £475.
- Case was listed at Court for breach of a statutory notice issued under Section 108 of the Environment Act 1995. The defendant failed to attend Court on the day of the hearing and a warrant has been issued for her arrest.
- In addition to the prosecutions listed above, Officers have also made use of new Powers to issue Fixed Penalty Notices for fly-tipping offences; having issued 3 since their implementation in March of this year as well as a further 6 Fixed Penalty Notices for small scale fly-tipping incidents.
- The Enforcement Team currently has 14 scheduled interviews in the month of October with suspected offenders, 6 case files are currently with Legal waiting to be listed at Magistrates Court for prosecution and a further 4 case files are in progress.
- As well as undertaking enforcement actions, Council Officers are heavily involved in proactive partnership working. In recent weeks this has seen Officers working closely with a local Housing Association to tackle problems with fly-tipped refuse in an area of the New Town. This has resulted in the issuing of 19 warning letters and 2 residents being invited to attend a formal investigatory interview. These actions have helped to significantly reduce the numbers of incidents in the area.
- Following on from the success of a pilot initiative in 2016, discussions have recently been held with Cheshire Constabulary in relation to carrying out joint HBC/Police enforcement patrols in areas suffering from significant littering, dog fouling, fly-tipping and anti-social behaviour problems. It is hoped that the joint patrols will be introduced over the coming weeks and in addition to reducing problems, the initiative seeks to offer reassurance to those residents who suffer as a result of the irresponsible actions and behaviour of others.

2.16 During this quarter (on 18th August 2017) a new café franchise began operating in Victoria Park. The new 'Espositos' café is Italian themed and involved a complete refit of the Victoria Park pavilion. The franchisee has made a significant investment in the facility which has already proved to be very popular with park users. This is the second 'Espositos' café the first being at Runcorn Hill Park.

2.17 A new Town Park team started working in the Boroughs largest park in Q2. The team is funded through the 'Energy from Waste Environmental Fund' and having them based in Town Park has allowed significant improvements to be made. There has not been a daily site presence by HBC in Town Park for over a decade. The team will support capital investment that will be made over the coming years. Town Park is the last of the major parks to undergo refurbishment.

- 2.18 Work began on the new Peel House Cemetery during Q2 2017/18. Ground and drainage work in advance of the main construction contract were carried out.
- 2.19 A new digital music system was installed at the crematorium. The new system allows families to select music whilst they are with their funeral director. The system means that CDs are no longer used which removes the risk of music not playing during funeral services.

Highways, Transportation & Logistics and Physical Environment

Development Management

- 2.20 An injunction against the residential use of the Gypsy site at Ponderosa in Daresbury was successfully obtained in the High Court in August 2016. The Council received notification on 6 April 2017 from the Court of Appeal that all attempts to challenge the August 16 decision have been refused. However the Council's injunction remains stayed until Smith's challenge to the PINS decision of October 2016 (dismissing Smith's planning appeal) is heard by the High Court. This challenge was dismissed by the High Court in August 2017. Smith has now applied to the Court of Appeal to challenge the High Court's judgement. The outcome of that application is now awaited.
- 2.21 Planning Application Statistics

Total Applications Received: 149 (Includes Those Withdrawn And Returned)			
Applications Decided	188	Applications On-Hand (Undecided)	168
Pre-Applications Received	33	Pre-Applications Closed	29

N.B. There are certain applications (such as tree preservation orders) that are not counted in the statutory CLG speed of processing statistics. This accounts for the difference between the figures reported above and the figures given for PPT LI 04.

Traffic Division

- 2.22 The LED street lighting conversion programme for this financial year is continuing in the current financial year. A programme to convert traffic signals to LED is underway as funds permit. Both these initiatives will reduce energy and maintenance costs.
- 2.23 The coordination of the works for the Mersey Gateway is now complete and was generally successful in minimising disruption. The Silver Jubilee Bridge is now closed to vehicular traffic on for refurbishment, which will take about 18 months to complete (pedestrian access will be maintained except during working hours Monday - Friday).
- 2.24 A scheme to train older drivers is underway. This allows older drivers to receive training free of charge to help them deal with the challenges of driving with recent changes.
- 2.25 The Runcorn Site COMAH Operators Exercise took place in April 2017 and went well..

Logistics

- 2.26 The bus network in the Borough will significantly change as a result of the opening of the Mersey Gateway. There are major route and timing changes to the bus services which have been widely advertised and information made available.

Highway Development

- 2.27 Work ongoing on Major planning applications and site supervision for Lead Local Flood Authority /Highways. There is ongoing involvement with the Mersey Gateway project, in regulatory and approval authority roles.
- 2.28 M56 junction 11A preferred route announcement was made on 31 August 2017, with a signalised crossroads replacing the current Murdishaw Roundabout being the preferred option.
- 2.29 Work is ongoing with Mersey Gateway Crossings Board on the feasibility for future delivery of West Bank – Widnes Loops link road – consultants have been commissioned by the Council to examine this further, with final report expected November 2017. Further feasibility report has also been produced for Runcorn SJB delinking and Watkinson Way Gyratory grade separation.
- 2.30 Surveys of Highway Assets have been completed for this year for LTP PI16 and results are awaited & information has been submitted S151 officer for previous financial year. Work is ongoing on Halton’s response to Highway Management Code of Practice, and ensuring continuous improvement on Self Assessment for Incentive Funding, to deliver lifecycle planning and steady state maintenance.
- 2.31 Preliminary Flood Risk assessment has now been approved by EA following PPB & Exec Board scrutiny for final publication by EA by December 2017. Work is ongoing to prepare design and business case to deliver on next years EA Flood Risk funding allocation at Windmill Hill.
- 2.32 Public Rights of Way Improvement Plan (joint LCR document) consultation has now ended and PPB report will follow in due course.
- 2.33 Warrington BC have announced preferred route for ‘Western Link Road’ to provide relief to town centre congestion.
- 2.34 Halton are still working with Cheshire East and Cheshire West and Chester to produce a SUDS guide - this will need to go hand in hand with policy amendments as part of Land Allocations Plan. Highway Development also have transportation/highways advice input into this process. Work is

Structures

- 2.35 Scheme preparation for the SJB arch painting scheme is in its final stages ready for a planned site start around mid-October (under the closure of SJB that will commence upon the opening of the Mersey Gateway).
- 2.36 The LCR Year 2 major maintenance works task for SJB (Task 21 – painting from Runcorn Trestle to Node Y5) was completed in September, several weeks ahead of schedule.
- 2.37 Project development for the LCR Year 2 task to replace one of the SJB’s hanger cables is progressing, with an expected site start in Spring 2018.
- 2.38 Design work on the carriageway reconfiguration on the Silver Jubilee Bridge for its use following opening of the new crossing is ongoing and being co-ordinated with the delinking works within the MerseyLink contract (Widnes side), the STEP scheme for cycle improvements on the approaches to SJB and the project to develop potential delinking schemes on the Runcorn side.
- 2.39 A new agency engineer started in the team at the beginning of October, with the purpose of assisting with inspection, maintenance and technical approval work.

- 2.40 A new senior engineer and engineer have been appointed and an agency senior engineer joined the team at the beginning of October with the purpose of assisting with design of the capital improvement and maintenance programme. An advert is currently being prepared to advertise for an engineer to the current vacancies.

3.0 Emerging Issues

- 3.1 A number of emerging issues have been identified during the period that will impact upon the work of the Directorate including:-

Development & Investment Services

- 3.2 The programme is up to speed with numerous inbound and outbound delegations and visits. Officers from the BIG Team supported the programme by representing the LCR at Gamescom in Cologne and All Energy in Glasgow. Liverpool Vision have prepared a legal agreement to recover a cash match contribution from Halton Borough Council in support of the programme of not more than £73,122.00
- 3.3 The LEP have interviewed for the appointment of a Key Account Manager to manage a portfolio of foreign owned SME's in Halton, Knowsley, Sefton and the City of Liverpool. It is, therefore, anticipated that an appointment will be made shortly. The appointee will 'hot desk' in Halton and work with the BIG Team to Key Account Manage the Borough's most significant foreign owned companies
- 3.4 Manufacturer Live & Smart Factory Expo, the UK's largest dedicated manufacturing event, will take place at the Liverpool ACC in November 2017. The BIG Team have organised a series of tours of both local manufacturing companies and Sci-Tech Daresbury BIG Team members will also staff the LCR Host City Stand on November 16 & 17

Open Spaces and Waste and Environmental Improvement

- 3.5 Due to a period of extremely we weather during August and September the popular Vintage Rally had to be cancelled. The ground within Victoria Park was saturated and would not have supported the heavy equipment that is brought into the park as part of the rally.

Highways, Transportation & Logistics and Physical Environment

Development Management

- 3.6 The 'DALP – Deliver and Allocations Local Plan' will update the relevant sections of the Core Strategy and will replace the UDP which dates from 2005. Once the DALP is adopted, Halton's development plan / local plan will consist of the updated Core Strategy, the DALP, and the Joint Waste Local Plan
- 3.7 The DALP sets out the future development ambitions for the Borough to 2037. A very important aspect of the DALP is that it allocates land for development.
- 3.8 The draft document has recently been to the Environment PPB and there is also a Member Local Plan Working Party reviewing the emerging document.
- 3.9 It is anticipated that a public consultation will be undertaken in the autumn, with a final document being submitted to the government for examination in summer 2018. The Draft DALP is currently with Executive Board for consideration.

- 3.10 This Government consultation on “Planning for the right homes in the right places” opens from 14 Sept to 9 Nov 17 and sets out a number of proposals to reform the planning system to increase the supply of new homes and increase local authority capacity to manage growth. Proposals include:
- a standard method for calculating local authorities’ housing need
 - a statement of common ground to improve how local authorities work together to meet housing and other needs across boundaries
 - making the use of viability assessments simpler, quicker and more transparent
 - increased planning application fees in those areas where local planning authorities are delivering the homes their communities need
 - how neighbourhood planning groups can have greater certainty on the level of housing need to plan for
- 3.11 The majority of interest has been in the proposed standard approach to assessing local housing need. The paper stated that the three key principles that the standard method to assessing local housing need should be based on are:
- a) Simple—there should be an easy and transparent process for local people to understand;
 - b) Based on publicly available data –which might include national data such as that from the Office for National Statistics, or robust local data;
 - c) Realistic –to reflect the actual need for homes in each area, taking into account the affordability of homes locally. High house prices indicate a relative imbalance between the supply and demand for new homes, and makes housing less affordable. The affordability of new homes is the best evidence that supply is not keeping up with demand.
- 3.12 In addition, the government consider that any approach must allow an understanding of the minimum number of homes that are needed across England as a whole, while also reflecting the effect of the government's Industrial Strategy as they seek to promote prosperity in every part of the country.
- 3.13 For some local planning authorities, such as Halton, a reduction in their local housing need compared to the existing approach can be attributed to the Gov’s method not making a specific adjustment to take account of anticipated employment growth. Local planning authorities are able to plan for a higher number than set out in the Gov’s proposed method. This means that, where there is a policy in place to substantially increase economic growth, as is the case in Halton, local planning authorities may wish to plan for a higher level of growth than the Gov’s formula proposes.
- 3.14 The Gov also proposes to amend planning guidance so that where a plan is based on an assessment of local housing need in excess of that which the standard method would provide, Planning Inspectors are advised to work on the assumption that the approach adopted is sound unless there are compelling reasons to indicate otherwise.
- 3.15 The draft SHELMA looks at the latest demographic data and projections, the latest economic data and projections, and recent market evidence to consider what the appropriate Objectively-Assessed Need for housing and employment land is for the Liverpool City Region and West Lancashire as a whole and for each Council area individually, for the period 2012-2037. As part of the City Region devolution arrangements, this is an important step in identifying the housing and employment land needs that will form part of the City Region’s Single Spatial Framework and will also be a material consideration in the future revision of each council’s Local Plan.
- 3.16 The SHELMA also identifies the most up-to-date view of the Housing Market Area that each council sits within, and identifies that the seven councils covered by the study make up the Liverpool City Region Functional Economic Market Area. In addition, within the draft SHELMA is an assessment of the anticipated demand for large-scale logistics (B8) uses across the study area to 2037 and an assessment of the potential for existing employment allocations to help meet this demand.

3.17 Warrington Borough Council has recently undertaken public consultation on their 'Preferred Development Options' for its replacement Local Plan. Warrington's proposals raise significant issues that affect Halton. The proposals include:

- 22,260 dwellings (20 years at 1,113 per annum)
- 381 ha. of employment land accommodating jobs growth of 31,000.
- Green Belt release to accommodate 8,791 dwellings and 251 Ha. of employment land.

3.18 Halton has raised concerns that relate to the Green Belt Gap between Runcorn/Moore (Halton) and Warrington as affected by the proposals for:

1. the Port Warrington element of Warrington Waterfront
2. South West Urban Extension (SWUE)

3.19 The Building Control Team have resigned to take up position in the private sector. Measures are being implemented to provide service continuity in the short-term. It is anticipated that the collaboration with Knowsley will continue and a Building Control company, wholly owned by both Councils, will be established in the longer-term to meet statutory duties.

Traffic Division

3.20 The Traffic Regulation Orders throughout the Borough are in urgent need of review, whilst some are underway; the resources to carry out this work have been reduced. An Order is being made to amalgamate all speed limits and move to a map based and this will be advertised in November.

3.21 A new Upper Tier COMAH site has been designated in Widnes; it is the Emerald Kalama Ltd site in Dans Road. The site has moved to Upper Tier Status due to the increase in the inventory of two substances, which are already stored / involved in industrial processes on the Emerald Kalama site.

Highway Development

3.22 Results still awaited for bid submissions to LGF 3 - schemes at Widnes Fiddlers Ferry Rd gyratory, Halton Lea and Gorsey Point (Bayer) and station access – applications currently being appraised.

3.23 Funding has recently been secured for Prescott to Widnes cycle links, under LCR 'SUD' funding.

3.24 LTP PI16 - Highways Asset Management work and targets may be affected in the future by reporting of parts of the network for Combined Authority Key Route Network (KRN) and Mersey Gateway network by others.

Structures

3.25 A proposal from the contractor to implement a part-time closure of the footbridge on SJB during the arch painting works is currently being evaluated. This is a risk mitigation measure designed to protect the public while scaffolding operations are underway.

3.26 An opportunity to obtain LGF1 funding towards the SJB arch painting scheme is currently being taken forward with Merseytravel.

4.0 Risk Control Measures

- 4.1 Risk control forms an integral part of the Council's Business Planning and performance monitoring arrangements. As such Directorate Risk Registers were updated in tandem with the development of the suite of 2017 – 187 Directorate Business Plans.

Progress concerning the implementation any relevant high-risk mitigation measures will be reported to the various Policy and performance Boards at Quarter 2.

5.0 High Priority Equality Actions

- 5.1 Equality issues continue to form a routine element of the Council's business planning and operational decision making processes. Additionally the Council must have evidence to demonstrate compliance with the Public Sector Equality Duty (PSED) which came into force in April 2011.

The Council's latest annual progress report in relation to the achievement of its equality objectives is published on the Council website and is available via:

http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality_-_objectives_progress_report_-_April_2013.pdf

6.0 Performance Overview

The following information provides a synopsis of progress for both milestones and performance indicators across the key business areas that have been identified by the Directorate.

It should be noted that given the significant and unrelenting downward financial pressures faced by the Council there is a requirement for Departments to make continuous in-year adjustments to the allocation of resources in order to ensure that the Council maintains a balanced budget.

Whilst every effort continues to be made to minimise any negative impact of such arrangements upon service delivery they may inevitably result in a delay in the delivery of some of the objectives and targets contained within this report.

Policy, Planning and Transportation

Key Objectives / milestones

Ref	Milestones	Q2 Progress
PPT 01	Review progress against Liverpool City Region (LCR) Silver Jubilee Bridge (SJB)maintenance strategy and deliver 2017/18 major bridge maintenance works programme.	
PPT 02	To deliver the 2017/18 LTP Capital Programme March 2018.	
PPT 03	Ensure continued unrestricted availability of the Highway network and to allow future maintenance to be delivered on a steady state, lifecycle planned basis.	

Ref	Milestones	Q2 Progress
PPT 04	Continue to maintain the Highway Authorities statutory duties in accordance with Section 41 and 58 of the Highways Act.	<input checked="" type="checkbox"/>
PPT 05	Consult on the draft Delivery and Site Allocations Local Plan (DALP) November 2017	<input checked="" type="checkbox"/>
PPT 06	Ensure that at least one exercise is carried out each financial to test the COMAH plans March 2018	<input checked="" type="checkbox"/>

Supporting

PPT 01

Site works for Task 21 have been completed ahead of schedule. Arrangements for the SJB monitoring and inspection activities within Year 2 are on course for site completion during the autumn.

PPT 02

Design works has commenced as part of Year 3 STEP programme to improve parking and access to Runcorn East Rail station and a scheme to improve connectivity between Runcorn Town Centre to Heath Business Park was completed in the period.

Design work has commenced to provide improvements to cycling and walking from Runcorn Town Centre to Widnes Town centre across a reconfigured Silver Jubilee bridge deck.

In addition we have commenced design work to improve walking and cycling access to businesses along Astmoor busway including upgrading existing traffic signal junction equipment.

Works to provide for north/south cycle route have commenced on site for West Runcorn intended to replace the cycling provision on Central Expressway.

Phase 2 and 3 of reconstruction of the Kingsway central reserve has commenced in the period and are programmed to be completed February 2018.

PPT 03

Footway reconstruction programme is progressing well with works programmed for South Lane, Thomas Street, Clinton View, Kenneth Road and Cradley.

Site investigation is due to commence in October on the carriageway maintenance programme.

The annual programme of Bus Stop upgrades will continue although with ITB funding considerably reduced this year we will not be able to upgrade as many stops as in previous years.

Work is ongoing on Halton's response to the new Highway Management Code of Practice, and ensuring continuous improvement on Self-Assessment for Incentive Funding, to deliver lifecycle planning and steady state maintenance.

PPT 04

Salt stocks at present stand at 1250t in readiness for the winter period. Feasibility of funding and providing a Salt Barn for the Depot at Picow Farm Road is currently being investigated. This will help eliminate salt wastage and free up room at the depot.

The review of the Thermal map for the primary gritting route has enabled a Cold Route to be developed, which has the potential to reduce the amount of gritting undertaken on marginal nights when the forecast

site is at 1°C. Audit testing of the cold route is to be carried out to confirm thermal conditions.

PPT 05

Target taken from the adopted Local Development Scheme 2017. The draft DALP is currently with Executive Board for consideration, prior to a public consultation in November 2017.

PPT 06

The Runcorn Site COMAH Operators Exercise took place in April 2017 and went well.

Key Performance Indicators

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q2 Actual	Q2 Progress	Direction of travel
PPT LI 01	Percentage of third party compensation claims due to alleged highway / footway defects successfully defended. Annual Calculation.	49.00%	N/A	49.00% (2016/17)	N / A	N / A
PPT LI 02	Net additional homes provided	700	552	N / A	N / A	N / A
PPT LI 03	Number of affordable homes delivered (gross)	138	138	N / A	N / A	N / A
PPT LI 04	Processing of planning applications (%) as measured against targets for, a) 'major' applications b) 'minor' applications c) 'other' applications	77.8% 88.9% 100%	60% 80% 80%	100% 82% 91%	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	  
PPT LI 05	To ensure a rolling five year supply of housing land. Deliverable supply (units) as a % of rolling 5 year requirement.	105%	105%	151%	<input checked="" type="checkbox"/>	
PPT LI 06	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	N / A	N / A	N / A	N / A	N / A
PPT LI 07	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	N / A	N / A	N / A	N / A	N / A
PPT LI 08	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	41.2	N / A	N / A	N / A	N / A

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q2 Actual	Q2 Progress	Direction of travel
PPT LI 09	The percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	5.4	N / A	N / A	N / A	N / A
PPT LI 10	No. of people slightly injured in road traffic collisions.	77	N / A	N / A	N / A	N / A
PPT LI 11	The percentage change in number of children killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	-8.30%	N / A	N / A	N / A	N / A
PPT LI 12	Damage to roads and pavements (% above intervention levels) repaired within 24 hours.	100%	100	N / A	N / A	N / A
PPT LI 13	Average number of days taken to repair street lighting fault: non-DNO (Street lights controlled by the authority). (Previously BVPI 215a).	5	5	4		
PPT LI 14	Average number of days taken to repair street lighting fault: DNO (Street lights controlled by the energy provider). (Previously BVPI 215b).	28	30	35		
PPT LI 15	% of network where structural maintenance should be considered: A) Principal Roads B) Non-Principal Roads C) Unclassified Roads	1.00% 1.00% 3.00%	2.00% 4.00% 9.00%	N / A N / A N / A	N / A N / A N / A	N / A N / A N / A
PPT LI 16	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%): a) Percentage of buses starting route on time	96.22%	98.55%	96.42		

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q2 Actual	Q2 Progress	Direction of travel
	b) Percentage of buses on time at intermediate timing points	86.52%	95.00%	87.95		
PPT LI 17	% of footpaths and Public Rights of Way (PROW) which are easy to use.	84%	82%	N / A	N / A	N / A
PPT LI 18	No. of passengers on community based accessible transport	177,146	182,000	88,061		
PPT LI 19	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	73% (434 Bus stops)	78.00% (470 Bus Stops)	73% (434 Bus stops)		
PPT LI 20	Number of local bus passenger journeys originating in the authority area in one year (000's)	5,719	5,676	2,739		

Supporting Commentary

PPT LI 01

Figure reported annually at year end. The Figures are reported for information only but an increase in the reported figure shows improved performance.

PPT LI 02

Target exceeded in 2016/17, full data to be reported annually at year end.

PPT LI 03

Target achieved in 2016/17.

PPT LI 04

At present, performance is on track to meet the target for the current financial year, as well as performing better than at the same period in the previous financial year.

PPT LI 05, 06, 07, 08, 09, 10 & 11

Data is only currently available up to January 2017 due to staff shortages.

PPT LI 12

Figures confirmed via monthly KPI results from Contractor.

PPT LI 13

Street lighting contractor repair time on track and ahead of same period last year.

PPT LI 14

Performance is down due to delays in gaining access to residents gardens to carry out repairs

PPT LI 15

Annual surveys being undertaken at present and results will be reported as information becomes available. Performance is in-line with the Highways Asset Management Plan consideration needs to be given to further overall long term investment and highway condition.

PPT LI 16

Both indicators continue to perform well given the current level of roadworks. The operators continue to monitor services to identify problem areas and make changes to the service schedules as required

PPT LI 17

Surveys & maintenance programme undertaken throughout the year, with results collated and reported in Q4.

PPT LI 18

Passenger numbers are marginally down on the same period last year (1.57%). It is anticipated that figures will recover to the previous year levels by the end of the current reporting year.

PPT LI 19

Due to the reduction in funding it is anticipated that this indicator will fall short of the expected target for 2017/18. By the close of the year 74% of the bus stops will be compliant.

PPT LI 20

Passenger numbers have remained at the same level as last year. The bus network will change significantly once the Mersey Gateway opens and as result it is not possible to identify the effect on passenger numbers.

Open Spaces and Waste and Environmental Improvement

Key Objectives / milestones

Ref	Milestones	Q2 Progress
CE 03	Manage greenspace areas as per the agreed specification - March 2018.	
CE 04a	Continue to deliver communications and awareness raising initiatives to ensure that participation with the Council's recycling services is maximised and that residents comply with the requirements of the Council's Household Waste Collection Policy - March 2018.	
CE 04b	Undertake a review of the Council's Waste Management Strategy and associated Policies and update as necessary - March 2018.	
CE 05a	Review, assess the effectiveness of, and update as necessary the Council's Environmental Enforcement Plans and Policies - March 2018.	
CE 05b	Work in partnership with external organisations and enforcement agencies and deliver joint initiatives to tackle environmental crime and anti-social behaviour - March 2018.	

Supporting Commentary

CE 03

The mowing season commenced on 20 March 2017. This mowing season will be the second since the implementation of the reduced frequency cutting (one cut every three weeks on amenity grass areas). The Q2 period is in the height of the mowing season. Over 95% of cuts were made within the scheduled time. Over the remaining 5% the cuts were made within 5 days of the schedule.

CE 04a

This work will remain on-going throughout the year. Actions in Q1 have included community engagement events being held in Widnes Town Centre, Runcorn Town Centre and Trident Retail Park with the aim of raising awareness of contamination in recycling services and to improve quality of the recycling material capture.

A new Recycling Guidelines document has been produced that will be used across Halton and Merseyside. The aim of this document is to reduce confusion for householders as to what they can and cannot recycle through the blue bin collection service to help improve material quality. This will help reduce contamination and save money.

CE 04b

This review is underway and Members will be provided with updates throughout the year

CE 05a

A review of the Council's arrangements for reducing incidents of fly-tipping, litter and dog fouling, and the subsequent issuing of Fixed Penalty Notices for such offences, has commenced. As part of this work, proposals will be presented to Members in respect of additional measures being covered by the new Public Spaces Protection Orders (PSPOs) to help deal more effectively with dog fouling and other forms of anti-social behaviour caused by irresponsible dog ownership.

CE 05b

This work will remain on-going throughout the year and Members will be provided with updates on joint initiatives delivered.

Key Performance Indicators

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q2 Actual	Q2 Progress	Direction of travel
CE LI 05	Residual household waste per household.	580kgs	575kgs	251kgs		
CE LI 06	Household waste recycled and composted.	43.63%	44%	50.32%		

Supporting Commentary**CE LI 05 & CE LI 06**

This is a cumulative figure. Estimated performance in Q2 is in better than corresponding period from last year and with initiatives planned to help reduce the amount of waste produced per household it is anticipated that this target will be met.

Development and Investment Services**Key Objectives / milestones**

Ref	Milestones	Q2 Progress
EEP 01a	Develop Halton Inward Investment Prospectus – April 2017	

Ref	Milestones	Q2 Progress
EEP 01b	Produce Local Economic Assessment – September 2018	
EEP 01c	Deliver Youth Employment Gateway – December 2017	
EEP 03a	Completion of Phase 1 of Alstom development – November 2017	
EEP 03b	Completion of Phase 1 of Crosville Development – April 2017	
EEP 03c	Completion of Phase 2 of Crosville Development – June 2017	
EEP 03d	Completion of Castlefields Lakeside Phase 2 – September 2017	
EEP 03e	(In partnership with JV) Development of Sci-Tech Daresbury Masterplan – September 2017	
EEP 03f	Commence remediation of Gorse Point – September 2017	

Supporting Commentary

EEP 01a

The Halton Inward Investment prospectus is an integral part of the development of the 'Halton Tomorrow' visioning document and will provide a local accent to the Liverpool City Region prospectus detailing the specific sites and propositions that make up the 'Halton Offer'. The prospectus will be completed in Quarter 3 2017/18.

EEP 01b

The Local Economic Assessment will provide the baseline data to inform the development of 'Halton Tomorrow' and the 'Halton Inward Investment Prospectus' and will be progressed, with the support of partners, and completed in Quarter 3 2017\18.

EEP 01c

Performance remains very good at end of Q2 (Sept 2017)

- 246 18-24 year old unemployed people started on programme (October 2015 – December 2016) (original profile = 201 starts)
- 123 job starts (profile target = 101 by December 2017)
- 48 sustained jobs (26 weeks in work) (profile target = 70 by December 2017)

The IDS Officer commenced employment at the end of August 2017 Following in-house training, file audit checks and verification of job starts and sustained outcomes have been prioritised.

EEP 03a

Phase 1 stage 1 is complete, with only minor snagging continuing.

EEP 03b

Marstons pub opened on schedule.

EEP 03c

There have been issues in securing the landlords electricity supply which is required for the carpark lighting. This has resulted in a delay. It is expected that the facility will be open in November 2017.

EEP 03d

Final completion is delayed due to highways and landscaping works outstanding. All houses are complete and only one remaining for sale this quarter.

EEP 03e

JV partners are continuing to deliver the next phase of the overall masterplan (as described in the Science, Innovation & Growth Strategy). There is no current proposal to produce a detailed masterplan document – however the masterplan drawings are continually updated. The Implementation Programme will be updated but this is unlikely to happen in the next quarter.

EEP 03f

Planning application for new access road and site remediation were both submitted this quarter.

Key Performance Indicators

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q2 Actual	Q2 Progress	Direction of travel
EEP LI 02	Occupancy of HBC industrial Units	88%	90%	88%		
EEP LI 03	Occupancy of Widnes Market Hall	84%	84%	82%		
EEP LI 13	Number of Businesses Supported	N / A	TBC	207		
EEP LI 14	Number of inward investment enquiries per annum.	221	250	111 (44.4%)		
EEP LI 15	Inward investment enquiry conversion rate per annum (%)	9%	10%	8 (7%)		

Supporting CommentaryEEP LI 02

The Council now owns only one industrial property Black Cat adjacent to Moor Lane having sold most of its industrial units in 2016/17.

EEP LI 03

Three businesses have left the market and two have downsized the number of stalls they trade from all citing declining trade for their business decision. Two new businesses have started trading and an existing business has expanded.

EEP LI 13

In Quarter II 2017 -2018 the Halton Growth Hub supported 207 companies. since its inception in October 2015 the programme has supported 1,368 companies.

EEP LI 14

48 commercial property\inward investment enquiries were managed in Quarter II 2017/18. The cumulative inward investment enquiries total (Quarter 1 – 4) is, therefore, 111 (44.4%) against a target of 250.

EEP LI 15

1 inward investment enquiry was ‘converted’ (inward investment enquiries ‘converted’ into actual investment projects) in Quarter II. The cumulative conversions total (Quarter 1 + Quarter 2) is, therefore, 7% against a target of 10%

Housing Strategy

Ref	Milestones	Q2 Progress
1f	The Homelessness strategy be kept under annual review to determine if any changes or updates are required.	

Supporting Commentary

The annual homelessness strategy review event will take place in December 2017. The action plan is presently being reviewed and will be updated to reflect key priorities.

The homelessness strategy is due to be fully reviewed 2017/2018 and consultation events with partners are due to commence December 2017. A five year strategy documents will be completed and passed to senior management for approval early 2018. The strategy will include a five year action plan, which will determine the LA priorities and key objectives, to ensure it reflects economical and legislative changes.

Key Performance Indicators

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q2 Actual	Q2 Progress	Direction of travel
ASC 16	Number of households living in Temporary Accommodation.	1	17	7		
ASC 17	Households who considered themselves as homeless, who approached the LA housing advice service, and for whom housing advice casework intervention resolved their situation (the number divided by the number of thousand households in the Borough)	6.62	6.00%	1.93%		

Supporting Commentary**ASC 16**

National and Local trends indicate a gradual increase in homelessness, which will impact upon future service provision, including temporary accommodation placements.

The introduction of the Homelessness Reduction Act 2016 will have a big impact upon homelessness services, which will result in a vast increase in the use of the temporary accommodation provision.

The Housing Solutions Team are community focused and promote a proactive approach to preventing homelessness. There are established prevention measures in place which are fully utilised by the Housing Solutions team to ensure vulnerable clients are fully aware of the services and options available.

ASC 17

The Housing Solutions Team promotes a community focused service, with emphasis placed upon homeless prevention.

The officers now have a range of resources and options that are offered to vulnerable clients threatened with homelessness. The team strive to improve service provision across the district. Due to the early intervention and proactive approach, the officers have continued to successfully reduce homelessness within the district.

7.0 Major Planning Applications Determined

The Major applications determined in Q1 2017 / 2018 are as follows:

REFVAL	PROPOSAL
17/00291/FUL	Proposed partial demolition and development of a three storey theatre building, with extension to existing brasserie, situated in the rear elevation of the building at Widnes Sixth Form College, Cronton Lane, Widnes, Cheshire, WA8 5WA
17/00194/FUL	Proposed full planning permission for 9200sq metre industrial unit for B1, B2 and B8 use, including new access of A533 on Land Between Aston Fields Road And Northwich Road, Runcorn
17/00374/S73	Application under Section 73 of the Town and Country Planning Act to vary Condition 1 of permission 17/00061/FUL to facilitate the repositioning of the approved two storey office building on Land To East Of Stewards Brook, Viking Park, West Bank Dock Estate, Widnes Cheshire
17/00325/S73	Application under Section 73 of the Town and Country Planning Act to vary condition 2 of permission 15/00194/FUL to substitute plans 14100 (PL) 001B and 14100 (PL) 4000 for approved plans 14100 (PL) 101, 201 and 001A to add Juliette Balcony to side elevation and substitute traffic control plates for the approved gates at St Johns Presbyterian Church Victoria Road, Higher Runcorn, Runcorn, Cheshire, WA7 5BE

8.0 Financial Statement

COMMUNITY & ENVIRONMENT DEPARTMENT

Revenue Budget as at 30 September 2017

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance To Date (Overspend) £'000
<u>Expenditure</u>				
Employees	13,311	6,851	7,096	(245)
Other Premises	1,965	1,182	1,163	19
Supplies & Services	1,634	812	729	83
Book Fund	167	89	86	3
Hired & Contracted Services	1,098	459	441	18
Food Provisions	570	309	351	(42)
School Meals Food	1,983	714	709	5
Transport	55	37	29	8
Other Agency Costs	442	149	136	13
Waste Disposal Contracts	5,775	2,165	1,969	196
Grants To Voluntary Organisations	67	21	3	18
Grant To Norton Priory	172	86	88	(2)
Rolling Projects	108	108	108	0
Capital Financing	84	10	7	3
Total Expenditure	27,431	12,992	12,915	77
<u>Income</u>				
Sales Income	-2,104	-1,118	-1,024	(94)
School Meals Sales	-2,324	-886	-915	29
Fees & Charges Income	-5,387	-3,041	-2,952	(89)
Rents Income	-297	-90	-32	(58)
Government Grant Income	-1,246	-31	-31	0
Reimbursements & Other Grant Income	-677	-378	-375	(3)
Schools SLA Income	-99	-98	-96	(2)
Internal Fees Income	-191	-78	-61	(17)
School Meals Other Income	-2,096	-1,664	-1,663	(1)
Catering Fees	-182	-91	-35	(56)
Capital Salaries	-123	-31	-28	(3)
Rolling Projects Income	-108	0	0	0
Transfers From Reserves	-173	-165	-165	0
Total Income	-15,007	-7,671	-7,377	(294)
Net Operational Expenditure	12,424	5,321	5,538	(217)
<u>Recharges</u>				
Premises Support	1,760	880	880	0
Transport Recharges	2,072	920	917	3
Departmental Support Services	9	0	0	0
Central Support Services	3,467	1,769	1,769	0
Asset Charges	85	0	0	0
HBC Support Costs Income	-449	-291	-291	0
Net Total Recharges	6,944	3,278	3,275	3
Net Department Expenditure	19,368	8,599	8,813	(214)

Comments on the above figures

The net Department spend is £214,000 over budget profile at the end of the second quarter of the 2017/18 financial year.

Employee spend is currently over budget due partly to staff turnover saving targets not being achieved and casual and agency usage at the stadium and for catering being greater than expected. Spend on casual staff is exceeding the available budget to date by £100,000, although £13,000 less than at this point last year. Agency spend has reduced in the past quarter and is £51,000 less than at this point last year.

Food and bar provisions are currently overspent by £ 42,000 to date. This is mainly due to spend at stadium catering and bars related to events which took place over the summer months.

New arrangements are still not yet fully in place for Waste Contracts and as a result costs for the current year are lower than forecast. It is expected once the new contract is wholly operational costs will increase and be more in line with the annual budget.

As reported over previous quarters sources of income for the Department continue to struggle to meet targets, further details on specific items are included below.

After the second quarter sales income is still considerably short of the target to date by £93,000. This is mainly food and drink related and evident on commercial catering and the Stadium.

Fees and charges are also struggling to meet increased targets. Currently this is underachieved by £89,000 across the Department. The main items causing this are architect fees, burials, Open Spaces chargeable works, stadium pitch bookings, Trade Waste and fines for depositing litter.

Internal fees are under budget target so far and mainly due to little room hire income received in Leisure Centres, Stadium Catering and Fitness.

The Brindley theatre has faced a reduction in ticket sales after the terrorist attack in Manchester earlier this year when there was a noticeable fall in sales. Increased income targets mean that this service is likely to end the year with an overspend position. Where income has usually overachieved and offset overspending expenditure, there is little scope for this to happen this year. However despite this, net spend is still likely to be lower than last year partly meeting the saving target.

COMMUNITY & ENVIRONMENT DEPARTMENT

Capital Projects as at 30 September 2017

	2017/18 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
Stadium Works	30	0	0	30
Peel House Cemetery Works	383	100	70	313
Runcorn Cemetery Extension	9	9	11	-2
Open Space Schemes	602	250	242	360
Childrens Playground Equipment	55	10	6	49
Playground – The Glen	25	0	0	25
Playground – Runcorn Hill Park	75	75	66	9
Playground – Crow Wood Park	450	30	21	429
Landfill Tax Credit Scheme	160	0	0	160
Phoenix Park	110	10	2	108
Sandymoor Playing Fields	600	100	74	526
Victoria Park Glass House	150	0	0	150
Widnes Recreation	0	0	9	-9
Litter Bins	20	10	10	10
Norton Priory Project	455	5	2	453
Brindley Café Extension	80	0	0	80
Total	3,204	599	513	2,691

Comments on the above figures.

Work has now commenced on the open spaces schemes and parks and has now been set as rolling programme of works to span the next 5 years.

Works on the Brindley Café Extension, Victoria Park Glass House and Norton Priory Project are now likely to commence during the last quarter of 17/18 with the bulk of the scheme to completed in 18/19.

ECONOMY ENTERPRISE & PROPERTY**Revenue Budget as at 30 September 2017**

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance to Date (Overspend) £'000
<u>Expenditure</u>				
Employees	4,620	2,255	2,266	(11)
Repairs & Maintenance	2,294	862	861	1
Premises	43	42	42	0
Energy & Water Costs	642	238	208	30
NNDR	538	510	495	15
Rents	353	258	254	4
Economic Regeneration Activities	42	1	1	0
Supplies & Services	2,777	924	924	0
Grant to Non Vol Organisations	87	29	29	0
Agency Related	1	0	0	0
Total Expenditure	11,397	5,119	5,080	39
<u>Income</u>				
Fees & Charges	-291	-122	-125	3
Rent – Markets	-789	-392	-391	(1)
Rent – Investment Properties	-161	-74	-68	(6)
Rent – Commercial Properties	-879	-355	-353	(2)
Government Grant	-3,025	-780	-780	0
Reimbursements & Other Income	-182	-110	-111	1
Recharges to Capital	-162	-46	-46	0
Transfer from Reserves	-637	-163	-163	0
Schools SLA Income	-532	-502	-497	(5)
Total Income	-6,658	-2,544	-2,534	(10)
Net Operational Expenditure	4,739	2,575	2,546	29
<u>Recharges</u>				
Asset Rental Support Costs	4	0	0	0
Premises Support Costs	1,746	874	874	0
Transport Support Costs	23	11	11	0
Central Support Service Costs	1,865	958	958	0
Repairs & Maintenance Recharge Income	-2,412	-1,206	-1,206	0
Accommodation Recharge Income	-2,624	-1,312	-1,312	0
Central Support Service Recharge Income	-1,890	-945	-945	0
Net Total Recharges	-3,288	-1,620	-1,620	0
Net Department Expenditure	1,451	955	926	29

Comments on the above figures

Economy Enterprise & Property Departmental budget is projected to be slightly under budget profile at year end. The significant budget variances are listed below.

The negative variance on employee costs is lower than was reported in quarter 1 due to an additional vacancy. However the targets against staff turnover savings are still not being met due to the low number of vacancies held within the Department.

Following reconciliation by the energy providers, the Council has received a number of refunds relating to previous years utility charges.

NNDR expenditure is below budget due to the revaluation of a number of council properties.

Schools SLA income will not be achieved this financial year. Due to the increase of staffing costs this means that the SLA charges have increased, which in turn has meant that not as many schools are buying back the service.

The commercial property income target will not be met due to the courts relocation to Rutland House taking longer than anticipated.

A delay in the construction of the investment property in Runcorn has resulted in the Department not achieving the projected investment income.

Every effort will be made to ensure that expenditure on controllable budgets is kept to a minimum within the Department for the remainder of the financial year. It is forecast net spend at year end will be below the annual budget.

ECONOMY ENTERPRISE & PROPERTY**Capital Projects as at 30 September 2017**

Capital Expenditure	2017/18 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
3MG	4,966	63	63	4,903
Sci Tech Daresbury – EZ Grant	483	0	0	483
Johnsons Lane Infrastructure	66	0	0	66
Decontamination of Land	50	0	0	50
Venture Fields	6,000	6	6	5,994
Former Crossville Site	1,150	926	926	224
Signage at The Hive	87	87	87	0
Widnes Market Refurbishment	100	53	53	47
Equality Act Improvement Works	150	37	37	113
Linnets Club House	1,379	634	634	745
Milton Road (Former Simms Cross Caretakers House)	14	0	0	14
Widnes Road Car Park, 29-31 Moor Lane & Land at Halebank	235	235	235	0
The Croft	30	0	0	30
Broseley House	690	0	0	690
Total Capital Expenditure	15,400	2,041	2,041	13,359

Comments on the above figures.

3MG – Alstom have now opened the Transport Technology Centre and the Training Academy. Halton Employment Partnership have supported the recruitment of the new employees and the first cohort of apprenticeship have started their training programme.

Some expenditure will take place over the next quarter, this will be to reimburse Alstom for costs they have already incurred in relation to Council projects such as the rail sidings and installing the gas and water provision for the whole site.

Sci Tech Daresbury Enterprise Zone (EZ) Grant - Grant to be drawn down over this financial year to pay for JV design and planning fees for the next phase of the EZ – Project Violet (3 new buildings). Works have been commissioned by the JV and are underway with a submission date for planning anticipated in the October 2017.

Widnes Market Refurbishment - Due to the project having to go back out to tender the work on the roof has been delayed until Financial Year 18-19. All other works will be complete in the next few weeks.

Equality Act Improvement Works - Work at Norton Priory is now complete. Projects in the forthcoming months relate to Linnets Club House, Crow Wood Park Pavilion and the Vine Street Centre.

Linnets Club House – Work is continuing on site and should be complete October.

Venture Fields - Factory on site is now complete and long term lease has been signed. The total cost of the development less the retention fees will be paid in quarter 3.

Policy, Planning & Transportation**Revenue Budget as at 30 September 2017**

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance to Date (Overspend) £'000
<u>Expenditure</u>				
Employees	4,307	2,151	2,143	8
Other Premises	171	63	59	4
Contracted Services	244	53	19	34
Supplies & Services	172	152	142	10
Street Lighting	1,695	606	606	0
Highways Maintenance	2,365	983	969	14
Fleet Transport	1,397	610	608	2
Lease Car Contracts	40	26	26	0
Bus Support	660	320	358	(38)
Finance Charges	145	32	31	1
Grants to Vol. Organisations	68	34	34	0
LCR Levy	754	377	377	0
NRA Levy	63	63	63	0
Total Expenditure	12,081	5,470	5,435	35
<u>Income</u>				
Sales	-316	-194	-198	4
Planning Fees	-562	-263	-253	-10
Building Control Fees	-209	-104	-91	-13
Other Fees & Charges	-592	-333	-351	18
Rent	-8	-4	0	-4
Grants & Reimbursements	-230	-133	-143	10
Government Grant Income	-129	-72	-72	0
Efficiency Savings	-60	0	0	0
Schools SLAs	-42	-42	-44	2
Capital Salaries	-317	-12	-12	0
LCR Levy Reimbursement	-754	-377	-377	0
Transfers from Reserves	-100	0	0	0
Total Income	-3,319	-1,534	-1,541	7
Net Operational Expenditure	8,762	3,936	3,894	42
<u>Recharges</u>				
Premises Recharges	579	290	290	0
Transport Recharges	484	242	220	22
Asset Charges	358	179	179	0
Central Recharges	1,333	666	666	0
Borrow to Save Cost	240	120	120	0
Transport Recharge Income	-2,736	-1,368	-1,274	-94
Central Recharge Income	-1,391	-696	-696	0
Net Total Recharges	-1,133	-567	-495	-72
Net Department Expenditure	7,629	3,369	3,399	-30

Comments on the above figures

In overall terms revenue spending at the end of quarter 2 is over budget, due to a number of expenditure and income budget areas.

Supplies and services and contracted services are currently underspent due to tighter controls from managers within the department.

Bus support is currently overspent due to certain routes being continued with no funding in place, although the unfunded routes are gradually being terminated.

Both Planning and Building Control income targets continue to be a problem although Planning has recently had some high value planning applications, it is anticipated at this stage that both income streams are not likely to achieve their income target for the year.

Transport recharge income is underachieving due to the actual transport recharge costs being lower than anticipated. This may result in in-year underspends being generated in the logistics area relating to procurement of transport contracts and consumables, which will subsequently be used to fund the fleet replacement capital scheme and its associated financing costs.

Capital Projects as at 30 September 2017

Capital Expenditure	2017/18 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
<u>Local Transport Plan</u>				
Bridges & Highway Maintenance				
Bridge Assess, Strength & Maintenance	2,640	700	676	1,964
Road Maintenance	1,596	200	178	1,418
Total Bridge & Highway Maintenance	4,236	900	854	3,382
Integrated Transport	460	50	45	415
STEP Schemes	978	300	273	705
SJB MM – Arch Painting	4,880	200	118	4,762
Total Local Transport Plan	10,554	1,450	1,290	9,264
Halton Borough Council				
Street Lighting	200	30	20	180
Lighting Upgrades	3,506	50	24	3,482
Risk Management	155	10	1	154
Fleet Vehicles	1,500	200	159	1,341
Total Halton Borough Council	5,361	290	204	5,157
Total Capital Expenditure	15,915	1,740	1,494	14,421

Comments on the above figures.

The third year of the STEP (Sustainable Transport Enhancement Package) programme has begun with carry forwards of grant allocation being agreed by the LCR for projects affected by the Mersey Gateway programme and one new project has begun relating to Runcorn East Station Access. The majority of the spending for these projects is due to show from quarter 3 onwards. Two projects have now been completed and early works have begun relating to projects due to commence formally during 19/20 and 20/21.

The SJB MM (Silver Jubilee Bridge Major Maintenance) arch painting programme is due to commence when the new Gateway opens and the current bridge is shut to vehicle traffic.

Works have commenced for the lighting upgrade programme spend will be reflected from quarter 3 onwards.

9.0 Application of Symbols

Symbols are used in the following manner:

Progress Symbols

<u>Symbol</u>	<u>Objective</u>	<u>Performance Indicator</u>
Green 	Indicates that the <u>objective is on course to be achieved</u> within the appropriate timeframe.	<i>Indicates that the annual target <u>is on course to be achieved</u>.</i>
Amber 	Indicates that it is <u>uncertain or too early to say at this stage</u> whether the milestone/objective will be achieved within the appropriate timeframe.	<i>Indicates that it is <u>uncertain or too early to say at this stage</u> whether the annual target is on course to be achieved</i>
Red 	Indicates that it is <u>highly likely or certain</u> that the objective will not be achieved within the appropriate timeframe.	<i>Indicates that the target <u>will not be achieved</u> unless there is an intervention or remedial action taken.</i>

Direction of Travel Indicator

Green 	Indicates that performance is better as compared to the same period last year.
Amber 	Indicates that performance is the same as compared to the same period last year.
Red 	Indicates that performance is worse as compared to the same period last year.
N / A 	Indicates that the measure cannot be compared to the same period last year.

REPORT TO: Environment and Urban Renewal Policy & Performance Board

DATE: 28th February 2018

REPORTING OFFICER: Strategic Director, Enterprise, Communities and Resources

SUBJECT: Business Planning 2018 - 2019

WARDS: Borough wide

1.0 PURPOSE OF THE REPORT

1.1. To provide an update on Business Planning for the period 2018 - 19 and to consider the information that falls within the remit of this Board.

2.0 RECOMMENDED: that

- i. **The Board receive the advanced draft of the relevant extract of the Corporate Business Plan prior to its consideration by Executive Board.**

3.0 SUPPORTING INFORMATION

3.1 The Council develops a medium-term business plan in parallel with the budget that is subject to annual review and refresh. The input of the Policy and Performance Boards into the business planning process and the setting of priorities for the Directorate is an important part of this process.

3.2 Key priorities for development or improvement for the various functional areas reporting to this Policy & Performance Board were outlined in a three year Business Plan presented to the Board in 2017.

3.3 A Draft Corporate Business Plan is being developed and the relevant extract from the Plan is now available for consideration by the Board.

3.4 Each of the Plan extracts will contain appendices identifying activities and performance measures and targets that would provide a focus for the on-going monitoring of performance throughout the year.

3.6 It should be noted that plans can only be finalised once budget decisions have been confirmed in March and that some target information may need to be reviewed as a result of final outturn data becoming available post March 2018.

4.0 POLICY IMPLICATIONS

4.1 The Corporate Business Plan forms a key part of the Council's policy framework and reflects known and anticipated legislative changes.

- 4.2 Elected member engagement would be consistent with Best Value guidance to consult with the representatives of a wide range of local persons.

5.0 OTHER IMPLICATIONS

- 5.1 The Corporate Business Plan will take account of resource implications and will form the basis of the Priority Based Performance Reports which will continue to be presented to the Board during 2018/19.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

- 6.1 The business planning process provides a means by which the Corporate Priorities of the Council are integrated into the delivery of services at an operational level.

7.0 RISK ANALYSIS

- 7.1 The development of a Business Plan will allow the authority to both align its activities to the delivery of organisational and partnership priorities and to provide information to stakeholders as to the work of the Council over the coming year.

- 7.2 Risk Assessment will continue to form an integral element of Plan development and the annual review and refresh of Directorate Risk Registers.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 Equality and diversity considerations, and the Council's responsibilities under equalities legislation, remain integral to the business planning process and an annual report will be made available to Members as an element of the Council's performance management arrangements.

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

- 9.1 There are no relevant background documents to this report.

Key Developments

Policy and Development Services

The replacement of the Unitary Development Plan (UDP) which is 12 years old, and the identification of new development sites (allocations) to provide for growth remains a priority in 2018. It is critical that a fresh set of allocations are adopted to meet the Borough's residents' need for household growth and jobs.

This will be achieved through the emerging Delivery and Allocations Local Plan (DALP). The draft plan will be placed on consultation at the beginning of 2018. Following a period of refinement, a second draft will be consulted on in the second half of 2018. A revised DALP will then be submitted to Government for approval through the 'examination in public' process.

A significant amount of new development is in the process of being delivered, including East Runcorn and the Southern Widnes Key Area of Change.

Within the Liverpool City Region the Devolution Agreement has seen progress towards some elements of strategic planning being undertaken jointly by the constituent local authorities.

The Building Control Service collaboration with Knowsley MBC has been successful, delivering reduced costs and increased income. This service collaboration is expected to continue and integrate further.

Traffic and Risk & Emergency Planning/Health & Safety

Street Lighting

The programme to convert lighting columns to LED operation is continuing, in order to reduce energy consumption. It is anticipated that the programme will take another three years to complete. Work is underway to upgrade traffic signals to LED operation to reduce energy consumption too

Network Management

In March 2016 a Permit Scheme was introduced to improve control of streetworks (works undertaken by statutory undertakers). This is working well and has improved co-ordination of works together with controlling the works better.

Traffic Management & Road Safety

The work by the Road Safety team continues although reduced due to few staff. An initiative is being developed to target Older Drivers.

A review of all speed limits within the Borough has been carried out and the system is now map based rather than text based. It is proposed to review traffic regulation orders too and move them to a map based system, when resources permit.

Emergency Planning

There are currently nine top tier COMAH sites within the Borough, that require emergency off site plans which need to be tested every three years. The new site is Emerald Kalama which is located Bennets Lane, Widnes and is due to a change in quantities of specified chemicals on site.

Health & Safety

In order to monitor driving documents, an electronic database system has been developed to improve the efficiency of the checking of documents and ensure compliance.

Highways

Highway Development

The team is still working with Cheshire East and Cheshire West and Chester to produce a Sustainable Urban Drainage (SUDS) guide - this will need to go hand in hand with policy amendments as part of Land Allocations Plan. Highway Development also have transportation/highways advice input into the allocations process.

The team continues to have significant input into the highways, transportation and flooding elements of development schemes, from pre development advice to construction and adoption. The significant rate of housebuilding is expected to continue into 18/19. There is also ongoing involvement with the Mersey Gateway project, in regulatory and approval authority roles.

Following on from the development of the 'Transport Pipeline' programme with Liverpool City Region colleagues, the team has worked on the management of consultants reports into the feasibility of a number of schemes including: Watkinson Way Gyratory grade separation, Widnes Loops to West Bank link and Silver Jubilee Bridge Delinking Option Development.

M56 junction 11A preferred route announcement was made on 31 August 2017, with a signalised crossroads replacing the current Murdishaw Roundabout being the preferred option. The team continues to have significant input and discussions with Highways England on emerging option development.

The Public Rights of Way Improvement Plan (joint City Region document) is due to for public consultation following a report to Urban Renewal PPB. A number of Rights of Way improvement schemes have also been delivered.

Warrington BC have announced preferred route for 'Western Link Road' to provide relief to town centre congestion and the Highway Development team have attended a number of meetings with Warrington to help ensure that impacts and opportunities are understood.

The team continues to work on transportation funding bids and final outcomes are awaited for a number of schemes including: Prescott to Widnes cycle links, Widnes Fiddlers Ferry Rd Gyratory (at grade improvements), Halton Lea and Gorse Point (Bayer) and station access.

Feasibility work has been commissioned with the Combined Authority on the Eastern Access Road to Liverpool John Lennon Airport.

The team supported the regeneration team in the management of consultants reports into the delinking of the south side of SJB. A briefing by Mott MacDonald to key Council officers was completed. Work will continue with masterplanning in 2018/19.

The team worked with Highways England on their proposal to deliver M56 Junction 11A. A Public exhibition has been completed and Highways England considered comments. Further consultation is anticipated.

Schemes & Maintenance

Integrated Transport: Several schemes have been completed including Clifton / Grangeway Cycleway; Kingsway / Leigh Avenue, Lowerhouse Lane / Liverpool Road bus priority improvements.

Reconstruction of Kingsway central reserve was completed.

STEP schemes are currently being developed for; Widnes Town centre connectivity; Runcorn town Centre to the Heath business park; Runcorn East Station Car Park improvements

A new section of cycle route from Daresbury Park linking to Preston Brook at A56 Chester Road Daresbury was completed in April, including a new Pegasus crossing on the A56 utilising funding from the LCR 'STEP' programme.

A new crossing at Watkinson Way to The Hive was completed in May. This new crossing has been 'future-proofed' to accommodate further future works to create a widening of the Watkinson Way Gyratory to provide an additional left turn lane to Widnes town centre.

Highway Maintenance: The carriageway and footway programmes of resurfacing and reconstruction have been phased over the course of the year and delivery to the full budget allocation is nearing completion.

Year 3-6 STEP programme to improve sustainable links to employment sites is programmed to continue in 2018/19, current projects include:

- Runcorn East Rail station car park upgrade designed to increase the number of car parking spaces, create accessible parking for disabled car users and provide electric charging points.
- Silver Jubilee Bridge deck reconfiguration including improvements to walking and cycling links between Runcorn Town Centre to Widnes Town Centre.
- Astmoor busway walking and cycling improvement providing access to businesses in Astmoor including upgrading existing traffic signal junction equipment.
- Bridgewater Canal route waling and cycling project to upgrade and improve existing links along the Canal from Runcorn Town Centre to Murdishaw Marina.

Design and delivery of three projects at Watkinson Way Gyratory to improve traffic capacity through the junction, including:

- Earle Road junction reconfiguration and widening to provide a two lane exit from Earle Road in the Gyratory.
- A562 left turn lane extension into Fiddlers Ferry Road.

- Additional Town Centre turning lane opposite Earle Road Junction.

Design and delivery of the annual footway reconstruction, resurfacing and surface treatment programmes.

Design and delivery of the annual carriageway reconstruction, resurfacing and surface treatment programmes.

Procurement of a new Highways Capital Improvement Projects Contract to assist with delivery of the STEP funded projects.

Structures

In 2017/18, most of the activities within Year 2 of the LCR programme of maintenance work for the Silver Jubilee Bridge (SJB) complex were completed, including the major scheme to re-paint the below-deck steelwork between the Runcorn Trestle and Node Y5. Project development is progressing towards site commencement in Q4 for the Year 2 cable replacement trial and the Year 3 scheme for concrete repairs to the deck on Runcorn Approach Viaduct.

The team has undertaken and completed project development work for the major SJB steel arch superstructure re-painting scheme (primarily DfT-funded), to enable site commencement in October, as required to coincide with the simultaneous opening of the Mersey Gateway and temporary closure of SJB.

Design and project development is also progressing on the SJB carriageway reconfiguration scheme, and this is being co-ordinated with the Widnes tie-in work for the Mersey Gateway Crossings Board and the STEP-funded scheme for cycle improvements on the approaches to the bridge.

Capital Maintenance work for 2017/18 includes repair work to the Preston-on-the-Hill railway bridge on A56, which is planned to be on site in Q4.

The team provided input to the SJB Runcorn de-linking study and subsequent option development work, and to the Mersey Gateway Regeneration Plan.

The SJB steel arch painting scheme will continue on site during 2018/19, and is due for completion in Spring 2019. The SJB carriageway reconfiguration scheme will be completed during 2018/19, as will the various activities within Year 3 of the LCR programme for the SJB complex. It is anticipated that there will be a significant call on the team's resources in 2018/19 in connection with the Runcorn de-linking of SJB and the Mersey Gateway Regeneration Plan.

Waste Management

The Council provides a recycling collection service to all households in the borough and two Household Waste Recycling Centres where residents can deposit a whole range of materials and items for recycling. Significant savings can be realised by reducing the amount of general waste that is sent for costly disposal and this can be achieved if households generate less waste in the first instance and then recycle more of what they produce. A key focus therefore will be to continue to promote waste prevention and encourage residents to make full use of the recycling services and facilities provided by the Council.

Examples of initiatives that were delivered in 2017/18, and will be further developed during 2018/19, included;

- Events being held in shopping areas and across public buildings to raise awareness of the importance of recycling and to help improve the quality of the recycling material capture. The events also allow members of the public to engage with Waste Management Officers to receive detailed advice on recycling related queries.
- The production of a new 'Recycling Guidelines' document that is used to help reduce confusion for householders as to what they can and cannot recycle through the Council's blue bin collection service. The document is provided to residents identified as not placing the correct materials in their blue bin and is available on the Council's website.
- The increasing use of social media to promote waste prevention and encourage improved and increased use of the Council's recycling services.
- Delivering activities across a number of Council buildings and facilities during National 'Recycle Week' to encourage the public to recycle more by demonstrating the benefits of recycling items from all around the home.
- An extensive and targeted householder engagement programme which included 'door knocking', the delivery of information leaflets to households and the placing of advisory stickers on bins.
- Waste education and awareness raising activities in schools.

In order to ensure that all services are delivered as cost-effectively as possible, and to maximise efficiency saving opportunities, the Council's Waste Management Policies will be subject to continual review and updating as necessary.

Environmental Improvement

Local environmental quality is important as it impacts on the whole community. The residents of Halton tell us that clean and safe streets are two of the most important factors in helping to make their neighbourhood a good place to live. It is crucial therefore that the Council continues to undertake actions to effectively tackle environmental crime, such as littering, fly-tipping and dog fouling, that can negatively affect the safety and attractiveness of the local environment.

The Council has a responsibility to protect those members of our community who are affected by the irresponsible behaviour of individuals who commit environmental crime and it is important to continue to work closely with enforcement partners and other external agencies to deliver a co-ordinated approach to enforcement. This will involve developing joint protocols and action plans and the utilisation of statutory provisions available to address all forms of environmental crime within the boundaries of the Borough.

Whilst it will be important to develop and deliver effective communication, education and awareness raising initiatives, policies for tackling environmental crime will also need to be continually reviewed to ensure that they remain fit for purpose.

Community Involvement

Community Centres Service

The Council provides five Community Centres across the borough at Castlefields, Ditton, Grangeway, Murdishaw and Upton. The Centres have programmes of community activities, varying models of community café provision and service outlets. The Centres provide a community hub, a central point at the heart of Halton's communities for residents to enjoy chosen activities and receive services in their neighbourhoods. Community library IT provision has been extended with the Centres now providing increased digital access for the local community, and contributing to tackling worklessness by helping to deliver skills development opportunities, adult education and job clubs.

A dedicated community centres website is now live and includes;

- An online booking enquiry form
- Contact details and locations for all of the centres
- Information in respect of the activities at each centre

Social media presence has also improved with the promotion of a new inclusive community centres Facebook page for the five centres.

The five centres have been set up to receive online payments, expanding on the traditional payment methods: cash, cheque and sundry debtors system.

Over recent years, through improvements in management and increases in the range of services and activities offered, there have been year on year increases in Centre usage and income. Financial efficiencies have also been delivered over recent years meaning that the Centres now require significantly less subsidy than previously. A key aim for the coming year, and beyond, will be to continue to increase income and deliver further efficiencies in order to make the service as self-sustaining as possible.

Moving forward, a marketing strategy will be developed to promote the Centres and seek new areas of business that provides an enhanced offer for local residents and work towards seven day demand. Community café provision is planned to be increased to embrace Halton's Health & Wellbeing ambition. Customer satisfaction and insight will be developed to better understand which parts of the service are highly valued, which require further development and to help identify gaps for future areas of focus. The service will also contribute to a partnership asset review and proactively develop the community centres service to strengthen the hub concept of neighbourhood access.

Community Development Service

The Community Development Service supports the creation, development and sustainability of independent local community groups. This generates the capacity for effective and inclusive community engagement with council departments and services thus enabling the delivery of community initiatives to tackle strategic objectives and community needs. The Service has a key role in enabling local community groups to access grant funding leveraging in additional funds to the Borough and will continue support community & voluntary sector organisations to access external funding to bring investment into Halton.

The Service will develop digital information to promote community activity and achieve wider reach to Halton residents and will support strategic activity with key partners to place community engagement and community insight at the heart of service development for Health & Wellbeing in the Borough.

The Service will work in tandem with the Community Centres service to identify gaps in community centre usage and provision and work collaboratively to support a wider offer to community activity, access to services and community events.

Transport Co-ordination

In collaboration with ICT Services, Transport Co-ordination have developed a bespoke transport scheduling system to replace the previous software which had become outdated. The system holds data for passengers, routes, vehicles, contracts and transport providers in relation to school and college transport as well as for vulnerable adults who are provided with transport. The route optimisation element of the system assists in accurately planning journeys. Additionally, the system has the capability of despatching routes electronically to the Council's vehicle fleet.

Transport Co-ordination have recently been required to tender all passenger transport contracts consisting of taxi and minibus services for children with special educational needs and for vulnerable adults. A dynamic purchasing system (DPS) approach was used for the first time, this has been successful as a mechanism that enables the Council to identify cost effective transport providers who are capable of delivering the specialist nature of transport contracts on its behalf to the required quality and standard.

Charging for pupils with special educational needs of post 16 age was successfully introduced from September 2017 in accordance with the revised Post 16 Home to School and College Transport Policy. The changes applied for new transport applications only and therefore did not affect existing travel arrangements. A reduced charge has been applied for families in the low income category.

Economy, Enterprise and Property

The key developments identified by the Economy, Enterprise and Property department relating to the corporate theme of Environment and Regeneration are as follows:

- Produced the Mersey Gateway Regeneration Plan Plus which sets out the borough's long-term regeneration priorities over a 10 year period and recognises the Mersey Gateway Project as a catalyst for change. This will continue to be a major piece of work for the team over the next financial year and beyond
- Developed a Runcorn Vision document, which has informed the development of the Master Plan for the Station Quarter
- The completion of the Crosville Site has been a major development. This has been a complex site but has resulted in the creation of a family pub, coffee store and additional car parking for the town centre.
- This financial year the team supported the completion of specialist laboratory and office accommodation Tech Space 1 and 2 at Sci-Tech Daresbury. Given the success of this development, further work will be undertaken to progress further development phases at the site
- Alstom's Rail Facility – opened June 2017 with the creation of 200 jobs in the first phase of this development

- The team developed a brief and appointed consultants to develop a Master Plan for the Halton Lea Healthy New Town
- Business Improvement District – preparation for next year's election (June 2018) on Halton's Business Improvement Districts (Astmoor and Halebank). An initial ballot consultation period took place July and August with 1-2-1 meetings taking place with businesses during July and August which targeted the larger businesses.
- Continued to support the Castlefields Masterplan and facilitated the completion of 100 homes during the period.

Emerging Issues

Traffic and Risk & Emergency Planning/Health & Safety

Street Lighting

The programme to convert lighting columns to LED operation will continue, in order to reduce energy consumption. Due to increasing costs and political uncertainties around the world, it is anticipated that the cost of electricity will increase.

Traffic Management & Road Safety

When funding becomes available it is hoped to carry out a review of Traffic Regulation Orders that cover waiting restrictions throughout the Borough. In some areas due to changes in developments the restrictions are no longer applicable and in other areas new restrictions are required.

Policy and Development Services

In its bid to grow the economy and resolve the housing crisis, planning reform continues to feature strongly in the Government's agenda:

The Government continues to revise planning guidance to achieve its manifesto ambitions. Examples include:

- Revised NPPF
- Housing delivery test
- Publication of minimum housing figures for each LA
- Penalties for slow plan making – both Wirral and Liverpool are on the Government's intervention list
- Impacts of failure to demonstrate a five year housing land supply

Retaining control of local housing delivery is a key objective for the Division in 2018.

The Neighbourhood Planning Bill includes measures to: simplify and speed up neighbourhood planning, revises some of the rules of compulsory purchase orders, and seeks to simplify pre-commencement conditions on planning applications, and requires a LA to capture data on permitted development approvals.

The Government has announced it will introduce a national baseline for housing growth of 0.4 per cent. Below this, the New Homes Bonus (NHB) will not be paid. Previously Halton has received a NHB payment for all new units.

The Housing and Planning Act 2016 received Royal Assent on 12 May. Key provisions for planning cover:

- Starter Homes
- Self-build and custom house building
- Right to Buy
- Neighbourhood Planning
- Local Plan (provisions for Sec of State to intervene locally if LAs do not have current Development Plans adopted)
- Permission in Principle and local registers of land
- Further changes to 'Permitted Development Rights'
- Local Authority Planning Performance
- Compulsory purchase procedures

Secondary legislation is required to implement much of these provisions. It is expected these will emerge in 2017.

The Government announced in November 16 that Ministers have laid in Parliament a document setting out the criteria that the Secretary of State intends to use for designating a local planning authority as underperforming, and the thresholds that authorities will be assessed against, in the next designation round in the first quarter of 2017. The thresholds for designation will be revised to the following:

For speed of decisions:

• **For applications for major development: less than 50 per cent** of an authority's decisions made within the statutory determination period or such extended period as has been agreed in writing with the applicant. The threshold will rise to 60% in 2018.

• **For applications for non-major development: less than 65 per cent** of an authority's decisions made within the statutory determination period or such extended period as has been agreed in writing with the applicant. The threshold will rise to 70% in 2018.

For quality of decisions:

• We will not assess local authorities' performance on the quality of their decisions on either major or non-major applications in 2017 but **for applications for both major and non-major development in the 2018 designation round: 10 per cent** of an authority's total number of decisions on applications made during the assessment period being overturned at appeal.

Highways

Highways Asset Management work and targets may be affected in the future by reporting of parts of the network for Combined Authority Key Route Network (KRN) and Mersey Gateway network by others. Work has been ongoing with the appropriate partners to ensure that a joined up approach is taken to the management of Highway Assets.

The team is currently working with the Open Spaces Department to form a better understanding of the management requirements of drainage assets and watercourses, particularly where these interact with high speed roads, following recent flooding incidents.

Structures

Through the scheme development work undertaken during 2017/18 into the major SJB works that are being implemented following opening of the Mersey Gateway (i.e. carriageway re-configuration, arch re-painting and concrete deck repairs to the Runcorn Approach Viaduct), it has become apparent that the closure period for SJB will need to be a minimum of 15 months duration.

Waste Management

In order to help reduce costs, the quality of recyclable materials collected through the blue bin/box scheme needs to improve. This can be achieved by reducing 'contamination' levels. Through the kerbside recycling service, residents can recycle glass bottles and jars, plastic bottles, paper, cardboard and metal cans. 'Contamination' occurs when residents place 'non-target' materials (i.e. materials that are recyclable but not through the kerbside collection service) or non-recyclable waste into their blue bin or box. Contamination can lead to entire vehicle-loads of recyclables being rejected and, instead of being recycled, the waste being sent for costly disposal. Halton has experienced increased levels of contamination in recent years and this has resulted in an increase in the costs of dealing with waste. Changing resident behaviour through community engagement and awareness raising activity is therefore crucial to ensure that not only do all householders make use of the recycling services provided by the Council, when they do, they use them correctly.

The new Bus Services Act 2017 has set out to enable local authorities to improve local buses services and connectivity; the three main points of the bill are to:

- strengthen arrangements for partnership working in the sector, introducing 'enhanced partnerships'
- introduce new franchising powers with decision making at a local level
- provide for a step change in the information available to bus passengers

The Act also incorporates local bus contracts, advanced ticketing schemes, registration requirements and provision of services.

Concessionary Travel – Halton continues to be part of the Cheshire concessionary travel scheme administered by Cheshire West & Chester Council having recently signed an agreement for the two year period from April 2018 to March 2020. The agreement between the three consortium partners (Cheshire West & Chester, Halton and Warrington) will incorporate operator reimbursement levels, the back office administration (host operator processing) system and card management system, auditing of the scheme.

Bus service network changes, it has been necessary for the local bus operators to make route and timetable changes to a number of their commercially operated services as a result of the new Mersey Gateway crossing and subsequent closure of Silver Jubilee Bridge. Information relating to the various changes has been made available on the Council website where passengers have been able to view new bus timetables and altered route information, there has also been a dedicated telephone information line for members of the public to contact for enquiries.

Economy, Enterprise and Property

Industrial Strategy

The Government has published its Industrial Strategy White Paper, 'Building a Britain fit for the future'. The White Paper sets out five foundations of productivity which are 'the essential attributes of every successful economy'.

Brexit

Brexit is already having an impact on Halton's Economy. It is not yet possible to evaluate whether the overall impact will be negative or positive in the long-term. In some instances, there is uncertainty in the market regarding inward investment decisions. On the other hand, some companies are looking to consolidate their UK location with an interest in investing in existing sites in Halton.

New Mersey Gateway

Again, it is too early to evaluate the impact of the Mersey Gateway on Halton's economy, not least because of wider macro-economic factors such as Brexit above having an impact. However, research to date points to a net increase in the number of businesses based in Halton. In the future, it is probable that emerging trends will be sector specific. For example, some businesses report improved productivity as a result of reduced journey times, whilst others in the logistics and distribution industry refer to increased costs as a result of tolling. The Council's Business Improvement and Growth Team will need to continue with its Account Manager approach to ensure that businesses in Halton can benefit from a rapid response and bespoke service.

From a regeneration perspective, the Mersey Gateway will present opportunities, not just in terms of hand back land available but also sites which become viable as a result of changes to the road infrastructure.

Review of Liverpool City Region Single Investment Fund and Production of an Investment Strategy

The review will inform how existing devolved funding will be prioritised and allocated. This will have a major impact on how Halton schemes will be co-financed

Development of Local Industrial Strategy

Combined Authority areas will be required to develop a Local Industrial Strategy by March 2019. It is anticipated that the department will need to allocate human resources to this work in order to ensure that Halton's economic regeneration priorities and opportunities are reflected in the final document.

Appendix 1



Key Objectives, Milestones and Measures

Milestones Key Performance Indicators to be completed at Quarter 4

Service Objective: PPT 01			
Key Milestone(s) (18 / 19)			
Responsible Officer:		Linked Indicators:	N/A

Service Objective: PPT 02			
Key Milestone(s) (18 / 19)	▪		
Responsible Officer:		Linked Indicators:	N/A

Service Objective: PPT 03			
Key Milestone(s) (18 / 19)	▪		
Responsible Officer:		Linked Indicators:	N/A

Service Objective: PPT 04			
Key Milestone(s) (17 / 18)	▪		
Responsible Officer:		Linked Indicators:	N/A

Service Objective: PPT 05			
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Key Milestone(s) (18 / 19)	▪		
Responsible Officer:		Linked Indicators:	Indicator

Service Objective:			
Key Milestone(s) (17 / 18)	▪		
Responsible Officer:		Linked Indicators:	Indicator

Service Objective: CE 04			
Key Milestone(s) (18/19)	▪		
Responsible Officer:		Linked Indicators:	

Responsible Officer:		Linked Indicators:	N / A
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Service Objective: EEP 01	To develop, coordinate and deliver major regeneration programmes		
Key Milestone(s) (18/19)	<ul style="list-style-type: none"> • Approval of Skillspace Single Investment Fund Full Business Case – December 2018 • Complete consultation on Astmoor Masterplan December 2018 • Complete Remediation of Gorse Point site May 2018 • Introduce new Reed Bed at Widnes Golf Academy July 2018 		

Responsible Officer:	Wesley Rourke	Linked Indicators:	
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Responsible Officer:		Linked Indicators:	N / A
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Ref	Description	15/16 Actual	16/17 Target	17/18 Target	17/18 Actual	18/19 Target
PPT LI 01	Percentage of third party compensation claims due to alleged highway / footway defects successfully defended. Annual Calculation.	57.14%	81.00%	81%	49.00%	N / A
PPT LI 02	Net additional homes provided	471 (2015/16)	552		700	552
PPT LI 03	Number of affordable homes delivered (gross)	146 (2015/16)	138		138	138
PPT LI 04	Processing of planning applications (%) as measured against targets for, a) 'major' applications b) 'minor' applications c) 'other' applications	100.00% 70.00% 86.00%	60.00% 80.00% 80.00%		77.8% 88.9% 100%	60% 80% 80%
PPT LI 05	To ensure a rolling five year supply of housing land. Deliverable supply (units) as a % of rolling 5 year requirement	TBC	105		105%	105%
PPT LI 06	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	N / A	TBC		N / A	N / A
PPT LI 07	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	N / A	TBC		N / A	N / A
PPT LI 08	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	38.60 (2015)	46.00 (2016)		41.2	N / A

Ref	Description	15/16 Actual	16/17 Target	17/18 Target	17/18 Actual	18/19 Target
PPT 09	LI The percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	5.20 (2015)	6.20 (2016)		5.4	N / A
PPT 10	LI No. of people slightly injured in road traffic collisions.	203 (2015)	350 (2016)		77	N / A
PPT 11	LI The percentage change in number of children killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	-7.20% (2015)	-5.60% (2016)		-8.30%	N / A
PPT 12	LI Damage to roads and pavements (% above intervention levels) repaired within 24 hours	100.00%)	98%		98%	100
PPT 13	LI Average number of days taken to repair street lighting fault: non-DNO (Street lights controlled by the authority). (Previously BVPI 215a).	6	5		5	5
PPT 14	LI Average number of days taken to repair street lighting fault: DNO (Street lights controlled by the energy provider). (Previously BVPI 215b).	26	30		28	30

Ref	Description	15/16 Actual	16/17 Target	17/18 Target	17/18 Actual	18/19 Target
PPT LI 15	% of network where structural maintenance should be considered: a) Principal Roads b) Non-Principal Roads c) Unclassified Roads	1.00% 2.00% 2.00%	2.00% 4.00% 9.00%	2.00% 4.00% 9.00%	1.00% 1.00% 3.00%	2.00% 4.00% 9.00%
PPT LI 16	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%): a) Percentage of buses starting route on time b) Percentage of buses on time at intermediate timing points	94.88% 90.07%	98.50% 94.50%	98.55% 95.00%	96.22% 86.52%	98.55% 95.00%
PPT LI 17	% of footpaths and Public Rights of Way (PROW) which are easy to use.	80.62%	89%	82%	84%	82%
PPT LI 18	No. of passengers on community based accessible transport it is suggested that this indicator is removed as the council has no control over the target	182,762	214,200	182,000	177,146	182,000
PPT LI 19	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	70.00% (422 Bus Stops)	75.00% (452 Bus Stops)	78.00% (452 Bus Stops)	73% (434 Bus stops)	78.00% (470 Bus Stops)
PPT LI 20	Number of local bus passenger journeys originating in the authority area in one year (000's) it is suggested this indicator is removed as the council has no control over the target.	5,757	5,510	5676	5,719	5,676

Ref	Description	15/16 Actual	16/17 Target	17/18 Target	17/18 Actual	18/19 Target
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Ref	Description	15/16 Actual	16/17 Target	16/17 Actual	18/19 Target
CE LI 05	Residual waste per household.	578 Kgs	593 Kgs		590kg
CE LI 06	Household waste recycled and composted.	42.00%	42.00%		44.00%

REPORT TO: Environment & Urban Renewal Policy and Performance Board

DATE: 28th February 2018

REPORTING OFFICER: Strategic Director – Enterprise, Community and Resources

PORTFOLIOS: Physical Environment and Community Safety

SUBJECT: Sky Lantern and Helium Balloon Releases

WARDS: Borough-wide

1.0 PURPOSE OF THE REPORT

1.1 The purpose of this report is;

- 1) To provide Members with details of the risks that have been identified in respect of the release of sky lanterns and helium balloons into the open air, and;
- 2) To ask Members to consider options to control their use within the borough.

2.0 RECOMMENDATION: That;

- 1) Members receive and comment upon the report;**
- 2) Members endorse the recommendation set out within Paragraph 4.8 of the report, and;**
- 3) A report be presented to the Executive Board recommending the adoption of a Policy to prohibit the release of sky lanterns and helium balloons on Council owned land.**

3.0 BACKGROUND

3.1 Sky Lanterns (or Chinese Lanterns) are small hot air balloons made of paper. They contain a small opening at the bottom of their base framework that contains a flammable material which can be lit to create a small fire. The heat from the fire causes the air within the enclosed balloon to rise and thereby enable the sky lantern to become airborne. Sky lanterns can fly freely for a considerable distance once released.

3.2 'Helium balloons' are those that are filled with helium gas instead of air. Helium is lighter than air and so, once released, the balloons can rise into the air and travel a considerable distance. Helium balloons are often released on mass simultaneously.

4.0 SUPPORTING INFORMATION

Safety Risks and Environmental Impacts

- 4.1 There are a number of safety risks and environmental impacts associated with sky lanterns. These stem from the fact that the lanterns contain a naked flame and that they fly in an uncontrolled manner until eventually falling to the ground. Details are set out below;

Livestock and animal health

- 4.1.1 Sky lanterns are constructed around a lightweight metal or bamboo framework. When the lantern eventually falls to earth the framework can pose a risk of injury to livestock. There have been reported cases of farm animals ingesting the metal components of the lantern. Animals can also be injured by coming into contact with the debris

Fire

- 4.1.2 If the lantern falls to earth whilst still alight it presents a risk of ignition to land and property. A major fire at a waste recycling centre in the midlands was caused by a stray sky lantern. The response required 200 firefighters and 39 fire appliances.

Aviation

- 4.1.3 Large scale releases of sky lanterns can pose a risk to aircraft due to the intake of the sky lantern or debris into the aircraft engines. The Civil Aviation Authority requires advance warning of large scale releases close to airports and air fields.

Coastal Rescue

- 4.1.4 There is a risk in coastal communities that sky lanterns that are red or orange in colour may be mistaken for marine distress flares and result in the unnecessary deployment of marine rescue services. The Maritime and Coastguard Agency have reported a significant number of unnecessary callouts associated with sky lanterns; with a peak of 754 in 2010.

Litter

- 4.1.5 The debris from sky lanterns is a source of litter on land and can pollute the sea and water courses.
- 4.2 The impact from Helium balloon releases is less significant than from sky lanterns but the debris from the balloons can still be a source of litter to land and water. The Civil Aviation Authority also requires advance warning of the mass release of balloons close to airfields and airports.

Options for Control

- 4.3 In 2013, the Government's Department for Environment Food and Rural Affairs (DEFRA) commissioned a study into the impacts of sky lanterns and helium balloons. Whilst the study identified the safety risks and environmental impacts set out above the study did not propose any national legislation to control the use of sky lanterns and helium balloons.
- 4.4 It is not considered possible to use existing legislation to control the use of sky lanterns or helium balloons. Whilst waste from balloon and lantern releases can be considered as litter, enforcement action for the offence of littering is not possible under either the Clean Neighbourhoods & Environment Act 2005 or the Environmental Protection Act 1990. Sky lantern releases are also considered to be outside of the scope of the Health and Safety at Work Act 1974 and the Licensing Act 2003. Therefore, there are no obvious legal sanctions the authority can use to control or prohibit their release.
- 4.5 The industry and professional bodies have taken action and produced some model standards. There is an industry Code of Practice for Sky Lanterns approved by the Trading Standards Institute which aims to minimise, but does not eliminate, the risks set out above. The Balloon and Party Industry Alliance have produced a Code of Practice to reduce the environmental impact from waste associated with helium balloons by ensuring that the materials used for balloons are biodegradable.
- 4.6 A number of local authorities, including Cheshire West & Chester and Cheshire East, have introduced a prohibition on the release of sky lanterns from Council owned land. This move was supported by Cheshire Fire and Rescue Service. The ban is enforced as a condition of using Council owned land for events.
- 4.7 On the basis that the safety risks and environmental impacts from helium balloons is significantly less than from sky lanterns, Members may wish to consider treating both separately;
 - 4.7.1 A prohibition could be considered for sky lanterns due to the significant fire, safety, animal welfare, and other associated risks, whereas;
 - 4.7.2 A requirement that the release of helium balloons from Council owned land complies with the industry Code of Practice to control environmental risks could be considered as an alternative to a total prohibition. Permitting helium balloon releases that are in compliance with the industry Code of Practice would provide community event organisers with an alternative to the more hazardous sky lanterns.

Recommendations

- 4.8 Notwithstanding the options set out in 4.7 above, in the absence of any national legislation, it is considered that the best option open to the Council to mitigate the risks associated with the use of sky lanterns and helium balloons is to adopt a Policy prohibiting the release of both on Council owned land. Members of the Board are to support this approach and, subject to their endorsement, make recommendations to the Executive Board in respect of adopting such a Policy.
- 4.9 Should a Policy prohibiting the release of sky lanterns and helium balloons be introduced, it would be accompanied by a communications campaign to explain to members of the public the significant safety risks and associated with their use. Without such communication, any prohibition may prove unpopular with members of the public as balloon and lantern releases are often associated with community events.
- 4.10 Any adopted Policy on the release of sky lanterns and helium balloons would only apply to Council owned land and would not prohibit the release from private land. However, the communications campaign associated with the prohibition on Council owned land will raise awareness of the safety risks and environmental impacts and may discourage use at events on private land.

5.0 FINANCIAL AND RESOURCE IMPLICATIONS

- 5.1 There are no significant financial implications associated with this proposal.

6.0 POLICY IMPLICATIONS

- 6.1 The Policy implications are set out within the report.

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

7.1 Children and Young People in Halton

No direct impact.

7.2 Employment, Learning and Skills in Halton

No direct impact.

7.3 A Healthy Halton

No direct impact.

7.4 A Safer Halton

The proposal would help contribute towards a reduction in the use of sky lanterns and helium balloons and thereby reduce the associated fire and safety risks.

7.5 Halton's Urban Renewal

No direct impact.

8.0 RISK ANALYSIS

8.1 There are considered to be no risks associated with the proposals set out within the report. The most significant risks would arise from not adopting an approach to control the release of sky lanterns and helium balloons.

9.0 EQUALITY AND DIVERSITY ISSUES

9.1 There are no equality or diversity issues associated with proposal

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

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

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 28th February 2018

REPORTING OFFICER: Strategic Director – Enterprise, Community and Resources

PORTFOLIO: Environmental Services

SUBJECT: Household Waste Recycling Centres

WARDS: Borough-wide

1.0 PURPOSE OF THE REPORT

1.1 The purpose of this report is to provide Members with information in respect of Halton's Household Waste Recycling Centres and to ask Members to endorse proposed changes to current Policy and operating practices at the Centres.

2.0 RECOMMENDATION: That

- 1) Members receive and comment upon the report;**
- 2) Members endorse the proposals set out in paragraph 4.30 of the report, and;**
- 3) A report be presented to the Executive Board recommending the approval and implementation of the proposals set out in paragraph 4.30 of the report.**

3.0 BACKGROUND

3.1 In accordance with the requirements of the Environmental Protection Act 1990, the Council has a statutory duty to provide places where residents in its area may deposit their household waste. In meeting this duty, the Council provides two Household Waste Recycling Centres (HWRCs); one at Johnson's Lane in Widnes and one Picow Farm Road in Runcorn, where residents can deposit a wide range of items for recycling or disposal.

3.2 Over time, the range of materials that can be deposited at the HWRCs has increased and both Centres continue to perform well in terms of recycling performance. The Centres are well used and the annual tonnage of materials deposited has increased in recent years; with circa 3,000 tonnes more material currently being deposited compared to 2014/15. This has led to an increase in costs as indicated in Table 1 below.

Table 1 – HWRC Annual Operating Costs

Year	Annual Total
2014-2015	£1,182,286
2015-2016	£1,356,030
2016-2017	£1,390,320
2017-2018*	£1,428,867

**Estimated*

- 3.3 The increased costs associated with operating Halton's two HWRCs, together with the continuing financial pressures being felt by the Authority as a result of cuts to its funding by Central Government, resulted in a review of the Council's HWRCs operations being undertaken. The purpose of the review was to identify options to reduce the overall costs associated with the operation of the Centres whilst maintaining a high level of customer service.
- 3.4 As part of the review, and in addition to looking at Halton's own current practices, research was undertaken into the operation of HWRCs across a number of other local authority areas; both regionally and nationally, and four key options for change have been identified for Members' consideration. These are;
- To reduce the current opening hours at the Centres
 - To amend aspects of the current Vehicle Permit Scheme
 - To introduce a new 'Halton Resident Only' Policy
 - To introduce a new Policy of charging for the deposit of 'non-household' waste items at the HWRCs
- 3.5 Further detail of the proposals set out in paragraph 3.4, along with the rationale behind each and relevant supporting information is set out in the following section.

4.0 SUPPORTING INFORMATION

HWRC Opening and Closing Times

- 4.1 The opening hours for Halton's two HWRCs are as follows;
- April to September - 8.00am to 8.00pm
 - October to March - 8.00am to 6.00pm

A comparison shows that Halton's two sites are open for longer hours than HWRCs in Warrington, Cheshire West & Chester and across Merseyside.

4.2 Officers recently conducted a 'user' survey at Halton's HWRCs. The purpose was two-fold; Firstly, to determine the number of visitors to the Centres on an hourly basis, and secondly, to try and establish information in respect of the areas from which visitors had travelled. The survey was carried out for two weeks at each Centre; 7 days per week and covered all hours that the Centres were open.

4.3 Table 2 below provides information in respect of the number of visitors to the site and where they reside. Members will note that 4% of visitors were non-residents and 1% were not prepared to give their postcode.

Table 2 - Summary of HWRC Visitors

Summary	Johnsons Lane	%	Picow Farm Road	%	Overall	%
Total Vehicles	5,976		5,794		11,770	
In Borough	5,476	92%	5,633	97%	11,109	95%
<i>Runcorn</i>	143		5,557		5,700	
<i>Widnes</i>	5,333		76		5,409	
No Postcode	72	1%	73	1%	145	1%
Not In Borough	428	7%	88	2%	516	4%

4.4 Table 3 below shows the Centre visitor numbers on an hourly basis. It can be seen from the Table that the least number of visits were made between 8.00am & 9.00am and between 5.00pm & 6.00pm.

Table 3 - HWRC Visitor Numbers (November 2017)

Time	Johnsons Lane	%	Picow Farm Road	%	Total	%	Weekend	Weekday
08-09	253	4%	247	4%	500	4%	28%	72%
09-10	481	8%	407	7%	888	8%	30%	70%
10-11	685	11%	572	10%	1257	11%	31%	69%
11-12	830	14%	687	12%	1517	13%	35%	65%
12-1	765	13%	681	12%	1446	12%	38%	62%
1-2	754	13%	846	15%	1600	14%	34%	66%
2-3	872	15%	795	14%	1667	14%	28%	72%
3-4	734	12%	801	14%	1535	13%	34%	66%
4-5	446	7%	524	9%	970	8%	30%	70%
5-6	156	3%	234	4%	390	3%	24%	76%

4.5 Table 4 below shows the number of vehicles entering the Centres during a two week period between 11th and 24th September 2017. This information was formulated using Automatic Number Plate Recognition (ANPR) data and can be used as an indication of the number visitors during the 'summer' months. This information demonstrates that, as with the 'winter' opening hours, the largest proportion of visits to the Centres is made between 9.00am and 5.00pm.

Table 4 - HWRC Visitor Numbers (September 2017)

Time	Johnsons Lane	%	Picow Farm Road	%	Total	%	Weekend	Weekday
08-09	115	3%	253	5%	368	4%	39%	61%
09-10	253	6%	363	8%	616	7%	31%	69%
10-11	411	10%	462	10%	873	10%	35%	65%
11-12	507	12%	581	12%	1088	12%	36%	64%
12-1	510	12%	503	11%	1013	11%	33%	67%
1-2	532	13%	451	10%	983	11%	33%	67%
2-3	538	13%	418	9%	956	11%	36%	64%
3-4	452	11%	392	8%	844	10%	36%	64%
4-5	376	9%	424	9%	800	9%	40%	60%
5-6	229	6%	363	8%	592	7%	36%	64%
6-7	127	3%	317	7%	444	5%	34%	66%
7-8	99	2%	181	4%	280	3%	24%	76%

4.6 Cost savings can be realised by reducing opening hours. This saving would not be from a reduction in the amount of waste deposited, but from a reduction in the costs payable to the contractor for staffing the Centres. Information presented in Tables 3 and 4 shows that there would not be significant numbers of people unduly affected by a reduction in opening hours; with the only impact upon residents being that they would need to access the sites at a slightly later or earlier time than they may be accustomed to.

4.7 Taking into account the information set out in Tables 2 & 3, it is proposed that the opening hours at both the Johnson's Lane and Picow Farm Road Centres be revised and set as;

- **9.00am to 5.00pm – All Year Round**

It is estimated that these revised opening hours could achieve savings in the region of £20k per annum. Having standard opening and closing hours operating all year round will also reduce any potential confusion associated with seasonal variations.

- 4.8 Anecdotal evidence suggests that in the 'summer months' residents from Warrington use Johnson's Lane HWRC between 6.00pm and 8.00pm due to the Gateworth Centre (in Warrington) closing at 6.00pm. This would increase the overall percentage of non-residents using the centres (as referred to in paragraph 4.15 below) and further increase the costs for the Council in disposing of non-Halton waste. Moving to the new opening hours proposed in paragraph 4.7 will help mitigate the financial risks associated with Halton's sites being open later than neighbouring authorities' Centres.

HWRC Vehicle Permit Scheme

- 4.9 In September 2010, the Council's Executive Board approved the implementation of a Vehicle Permit Scheme for the two Household Waste Recycling Centres (HWRCs) in Halton. The scheme was introduced to deter and prevent the depositing of 'trade waste' at the Centres. Under the scheme, residents who wish to access the sites using commercial-type vehicles or with large trailers must obtain a permit to do so. Permits are free and issued to residents who provide proof of vehicle ownership and residency within the borough to staff at one of the Council's Halton Direct Link shops.

- 4.10 There are two types of Permit available as detailed below;

4.10.1 **Annual permits** are available to residents of the borough who **own** a 'commercial-type' vehicle or large trailer and who wish to deposit rubbish, recyclables or smaller segregated household waste items. These permits are valid for one calendar year and allow unlimited visits. Only vehicle 'owners' may be issued with an Annual Permit, which is retained by the vehicle owner and which will expire 12 months after issue.

4.10.2 **Temporary permits** are available to;

- Residents of the borough who **own** a 'commercial-type' vehicle or large trailer and who wish to deposit materials other than those described in paragraph 4.10.1, such as bulky waste (furniture etc.), rubble and hardcore, scrap metal (white goods etc.), televisions and large electrical items, wood (fences etc), and;
- Residents of the borough who **are hiring or borrowing** a 'commercial-type' vehicle or large trailer and who wish to deposit **any** materials at the HWRCs.

4.11 The number of Permits issued between 1st January 2017 and 31st December 2017 is as follows;

- Annual Permits – 929
- Temporary Permits (Owned Vehicle) – 925
- Temporary Permits (Borrowed Vehicle) – 2226
- Temporary Permits (Hired Vehicle) – 765

4.12 A householder who wishes to use their own commercial-type vehicle for the deposit of bulky waste, rubble, wood etc is currently eligible to receive Temporary Permits to allow 12 visits to the Centres in a rolling 12 month period. The number of visits that can be made to the Centres in a borrowed or hired vehicle is currently also restricted to 12 in any 12 month period.

4.13 Moving forward, it is proposed that the number of Temporary Permits issued to a householder wishing to use either their own commercial type vehicle, or a hired or borrowed one, be reduced from 12 to 6. Members are advised that In the majority cases, the number of Temporary Permits issued for the use of a borrowed or hired vehicle was 6 or below and it is considered that 6 visits per year will still be sufficient to meet a householder's requirements. Issuing a maximum of 6 Temporary Permits would require a change to the Council's current HWRC Vehicle Access Policy.

4.14 Whilst the standard allocation of Temporary Permits would be 6 per year, it would be proposed to allow up to a maximum of 3 further Permits to be issued in cases where a resident could evidence genuine need due to special circumstances. Each such request would be treated on a case-by-case basis and the decision to allow additional Permits would be at the discretion of a Waste Management Officer.

Resident Only Access Scheme

4.15 Information gathered through the recent user survey, and presented in Table 2 above, shows that up to 5% of visitors to the Council's HWRCs during November were non-residents of Halton (assuming that those who refused to provide their postcode were reluctant to do so as they lived outside of the borough). Table 5 below provides further details of the areas from which these visitors travelled.

Table 5 – ‘Out of Borough’ Visitors to Halton’s HWRCs

	Johnsons Lane	%	Picow Farm Road	%	Total	%
Bolton, Manchester	5	1%	6	7%	11	2%
Chester	1	0%	6	7%	7	1%
Crewe	1	0%	5	6%	6	1%
Frodsham	8	2%	47	53%	55	11%
Liverpool	34	8%	6	7%	40	8%
St Helens	30	7%	3	3%	33	6%
Warrington	349	82%	15	17%	364	71%
Total	428	7%	88	2%	516	4%

- 4.16 Members will note that the highest number of non-resident visitors to Johnson’s Lane came from Warrington. The primary reason for this is likely the proximity of the Warrington boundary to the Johnson’s Lane Centre; meaning that for some Warrington residents Halton’s Centre is closer than the nearest Warrington HWRC at Gateworth. The highest number of non-residents visiting Picow Farm Road lived in Frodsham. It was noted during the user survey that the higher proportion of Frodsham residents visiting Picow Farm Road did so on a Tuesday and a Thursday when the HWRC in Frodsham was closed.
- 4.17 The annual cost of recycling or disposing of waste deposited at the Council’s HWRCs is circa £760k. Working on the assumption that 5% of waste was deposited by non-residents would mean that the Council incurred costs of £38k for dealing with waste that should have been paid for by other Disposal Authorities and who make no financial contribution to the Council’s costs.
- 4.18 There is no legal duty on the Council to provide HWRC facilities for residents outside of its area and it follows that the Council can prohibit non-Halton residents from accessing its Centres. To help eliminate ‘cross-boundary’ use of the Council’s HWRCs, it is proposed to introduce a ‘Halton Residents Only’ access scheme. Under such a scheme, residents would be issued with a sticker that would bear their vehicle registration and which they could attach to their car window. There will be some administrative costs involved in implementing such a scheme (for which no charge could be made) however, it is anticipated that any costs will be outweighed by the savings achieved from avoiding the cost of disposing of ‘non-Halton’ waste.
- 4.19 An alternative option to providing residents with a car sticker would be to require them to provide proof of residency when they turn up at the Centre; such as showing photographic ID (such as a driving licence) or producing a valid vehicle registration document showing the vehicle registered in Halton. However, it was felt that asking Site Attendants to carry out the task of checking every visitor would be time consuming, would hinder them in carrying out their duties and cause traffic congestion. It was deemed that being able to simply observe an easily visible sticker in a car window would be much more practicable.

Charging for Non-Household Waste

- 4.20 Paragraph 3 of Schedule 1 of the Controlled Waste (England and Wales) Regulations 2012 states that waste from “construction, improvement, repair, alteration or demolition works, including preparatory works” is classified as Industrial Waste. Such waste would include, but not be limited to, concrete, bricks, tiles, ceramics, soil, stones, asbestos and gypsum based materials. Under Paragraph 4 of the 2012 Regulations, a charge may be made for the disposal of these waste types.
- 4.21 The Council’s duty (under Section 51 of the Environmental Protection Act 1990) is solely to arrange for places to be provided at which Halton’s residents may deposit Household Waste. There is no legal duty upon the Council to accept “non-household” waste (such as those waste types referred to in paragraph 4.20) at its HWRCs. However, in acknowledging that many householders carry out small DIY projects at their home, the Council has allowed these discretionary waste types to be deposited.
- 4.22 Industrial Waste is expensive for the council to dispose of. The most significant proportion of Industrial Waste tonnage deposited at Halton’s HWRCs is Hardcore (Bricks, Soil, Rubble etc); with an average of 2,200 tonnes being deposited each year. The disposal cost alone for dealing with Hardcore is circa £45k per annum.
- 4.23 Given the high costs involved and its continuing financial pressures, the Council does have the option to cease allowing Industrial Waste and non-household waste to be deposited at its HWRCs. However, in recognition of the fact that residents do produce such waste it is proposed that the Council continue accepting these discretionary types of waste, but that a reasonable charge is levied to cover the cost of handling and disposal as is permitted under legislation. Any charges introduced would be relatively low and only apply to items not generally disposed of on a frequent basis.
- 4.24 Whilst it is being proposed to introduce a Policy of charging for all materials classified as non-household waste, the intention would be to only initially apply such charge for Hardcore; given that this is the most substantial element of Industrial Waste currently deposited at the HWRCs and brings the highest cost to the Council. Looking at how schemes work in other areas, charges are generally applied on a ‘per rubble sack’ basis. Members are advised that taking into account current costs and using comparable data from other local authorities, proposed charges would likely be in the region of £2.50 to £3.00 per standard sized rubble sack. The actual charges for disposing of Hardcore and the method of payment will be worked up subject to Executive Board approval of a charging Policy.
- 4.25 Other local authorities who have implemented charging schemes have seen the tonnage of Hardcore deposited reduce by up to 75%.

- 4.26 Whilst charging for non-household waste at HWRC's is permissible under currently legislation, the Government has expressed a view that residents should be able to dispose of household DIY waste free of charge. In the 'Litter Strategy for England', the Government stated its intention to review current guidance to make clear what can and cannot be charged for at HWRCs (including in respect of waste that arises from DIY work at households). This guidance was expected by the end of 2017 but has not yet been issued.
- 4.27 The key risks associated with the introduction of a charge for Industrial Waste are set out in Section 8 of the report.

Timescales for Implementation

- 4.28 Subject to PPB Members endorsement, it would be the intention for a report to be presented to the Executive Board in April recommending the adoption of the proposals set out within paragraph 4.30. If approved, the proposals would be introduced on a phased basis throughout the new financial year. Phasing the introduction of the proposals would ensure that;
- Sufficient time is available to work up each proposal in detail.
 - Sufficient time is available to develop the ICT systems and administrative processes required to operate the new schemes
 - A comprehensive communications package can be developed to ensure that members of the public are fully aware of the changes to opening hours and the new schemes that would be in place
 - Sufficient officer capacity is available to successfully manage the introduction of each new scheme
 - Any guidance issued by the Government in respect of charging for non-household waste at HWRCs can be fully considered.
- 4.29 Members will be aware that the Council's HWRCs are managed by VEOLIA Environmental Services through a long-term contract. Some of the proposals set out in this report may require formal changes being made to the current contractual arrangements and may trigger compensation payments being made to the Contractor. Any such payments will be factored into the assessing the financial advantages of the proposals. Phasing the introduction of the proposals (subject to approval) will also provide sufficient time for changes to contractual arrangements or terms and conditions of staff working at the HWRCs to be negotiated and agreed. There will also be implications for formalising the existing Inter Authority Agreement which is associated with this contract – but this will be a purely administrative exercise.

Recommendations

4.30 Members of the Waste Topic Group; Councillors Sinnott, Nolan, Joe Roberts and Zygadlo, are thanked for their contributions to this report. Members of the Board are asked to comment upon the report and endorse that;

4.30.1 The opening hours for Halton's HWRCs be revised as set out in paragraph 4.7 of this report,

4.30.2 The current HWRC Vehicle Permit Scheme be amended as set out in paragraphs 4.13 and 4.14 of this report

4.30.3 A new 'Halton Resident Only' Policy is adopted for accessing the Council's HWRCs

4.30.4 A new Policy of charging for the deposit of 'non-household waste' items at Halton's HWRCs be adopted.

5.0 FINANCIAL AND RESOURCE IMPLICATIONS

5.1 The financial and resource implications of the proposals contained within the report are not known at this stage. However, it is envisaged that each element will result in cost reductions.

6.0 POLICY IMPLICATIONS

6.1 The proposals contained within this report would constitute changes to existing Policy or require the adoption of new Policies.

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

7.1 Children and Young People in Halton

No direct impact.

7.2 Employment, Learning and Skills in Halton

No direct impact.

7.3 A Healthy Halton

No direct impact.

7.4 A Safer Halton

No direct impact.

7.5 Halton's Urban Renewal

No direct impact.

8.0 RISK ANALYSIS

8.1 The Key risks associated with the proposals contained within this report are as follows;

8.1.1 Introducing charges for certain waste streams at HWRCs may result in 'chargeable waste' being disposed of in the residual waste stream; although information from other local authorities suggests that even if it did, this is likely to be a small amount.

8.1.2 There is a perception that introducing charges would result in an increase in fly-tipping but there is no conclusive evidence available of a direct correlation between charges at HWRCs and fly-tipping. However, anecdotal evidence from other authorities that have implemented charging schemes, has shown no discernible long-term impact on fly-tipping that can be directly attributed to the scheme.

8.1.3 The Government could take future steps to prohibit charges from being applied for the deposit of non-household at HWRCs; meaning that any decision to approve the introduction of such charges would need to be reconsidered.

8.1.4 Failing to put in place measures to prevent non-Halton residents from depositing waste at Halton's HWRCs will result in additional costs being incurred by the Council. Introducing a 'Resident Only' access scheme and not having Halton's HWRCs open whilst neighbouring authorities' Centres are closed will help mitigate the risk of incurring these additional costs.

8.1.5 Failing to ensure that the Vehicle Permit Scheme remains fit for purpose to prevent abuse of the HWRCs by traders and those charging for collecting waste from householders will lead to increased costs being incurred by the Council.

9.0 EQUALITY AND DIVERSITY ISSUES

9.1 There are no equality and diversity issues as a result of this report.

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

Document	Place of Inspection	Contact Officer
Executive Board Report 23 rd September 2010 - Household Waste Recycling Centres - Vehicle Permit Scheme and Access Policy	Municipal Building Kingsway Widnes	Angela Scott

REPORT TO:	Environment and Urban Renewal Policy Performance Board (PPB)
DATE:	28 th February 2018
REPORTING OFFICER:	Strategic Director Enterprise, Communities and Resources
PORTFOLIO:	Physical Environment
SUBJECT:	Regeneration Working Party Update
WARD(S)	Borough-wide

1.0 **PURPOSE OF THE REPORT**

1.1 The purpose of this report is to provide an update on the work of the Regeneration Working Party and seek agreement for this work to continue into the next Municipal Year.

2.0 **RECOMMENDATION: That:**

- i) **Members welcome the work being undertaken by the Regeneration Working Party in contributing to the development of Halton's Regeneration Priorities.**
- ii) **Members agree to the continuation of the Working Party in order to complete the assessment and review of the remaining regeneration priority areas.**

3.0 **SUPPORTING INFORMATION**

3.1 In September 2017, the Operational Director, Economy, Enterprise and Property provided a presentation on the development of the Mersey Gateway Regeneration Plan (plus) document. The document identified a number of 'Key Impact Areas' and regeneration opportunities that will arise following the completion of the Mersey Gateway and the future 'hand back' of land that was no longer required for this project.

3.2 Given the complexity, significance and scale of Halton's regeneration projects, the Chair of the PPB proposed that a Regeneration Working Party should be established which would enable Members to contribute to the design and development of future regeneration schemes.

3.3 The Working Party comprising Councillors Woolfall, Fry, Nolan, Sinnott, Wall and Zygodillo, has met monthly. To date it has

considered the following Key Impact Areas:

- Runcorn/Runcorn Station Quarter
- The Widnes Waterfront
- Astmoor Business Park
- Ditton Corridor
- West Runcorn Employment Growth Area.

3.4 A presentation has been provided by the Lead Regeneration Officer for these areas. Each presentation outlined the proposed objectives and intended outcomes resulting from the potential development of each area. The presentations have emphasised the dynamic nature of regeneration and that proposals would need to be worked up in more detail over time.

3.5 Initial comments from Members to date are as follows:

3.5.1 Runcorn/Runcorn Station Quarter

Members welcomed the development of a Vision document for Runcorn and acknowledged that the station quarter provided a potential catalyst for the regeneration of the wider town centre.

Members were hopeful that capital funding could be allocated to support de-linking work whilst the Silver Jubilee Bridge was closed and considered the various options for delivering improvements to the road links to and from the station.

Members supported the development of a Masterplan for the area given that the arrival at Runcorn station did not encourage visitors to venture beyond the station. Members specifically asked that Ward Councillors for the area be kept involved as the Masterplan emerged and it would be useful to provide a separate briefing for Ward Councillors. References were made to improvements to signage and pedestrian links to the town centre. The management of car parking was also discussed. Members referred to the need for a long-term strategy which balanced the needs of rail users locally who travelled into Liverpool for work, whilst avoiding any negative impact on residential zones in Runcorn Town Centre.

There was also a discussion regarding the complexity of land ownerships in the area.

Overall, Members were content that the Council was taking a long-term and strategic view of the area.

3.5.2 3MG Ditton Corridor:

Members expressed concern over the existing road access to Ditton Station and the former Castaway site. They said it was completely

inadequate. Officers explained that with the sale of the part of the former castaway site, road access had been secured from Newstead Road and that there was a longer term ambition to improve the road junction from Speke Road to Hale Road and provide better connectivity.

Members said the area around the Golden Triangle and Cameron's site continues to be an eyesore. However, they said as there were small businesses operating from the area and if the use were to change, this would need to be carefully managed.

Members said there had been a lot of commercial traffic accessing and egressing from Stobart through Foundry Lane over the years, which has caused nuisance. Officers explained that the Council has worked with Stobart to secure this as an emergency access going forward and that the Desoto Road would be the main access and egress point for new developments.

3.5.3 West Runcorn

Members said the existing road to the Port of Weston was no longer suitable for commercial traffic as it passes close to residential properties and causes a nuisance. Officers explained that the plans for this area were at a very early stage and that alternative access were to be considered. Also, that in the past Inovyn had agreed that commercial traffic could use its new road and gain access over the canal, thus minimising the impact on the residential roads.

3.5.4 Widnes Waterfront

The presentation was well received and supportive of the current approach however one Member raised an issue regarding the type of tenure on the Routledge site.

It was noted that this would be a matter to be considered as part of the housing planning application. The site is not within Council's ownership. There was also a discussion about the number of residential units to be provided and were a full planning application be submitted, that the number of units will be considerably less than initial numbers which were based on a pre-2008 housing boom and demand for apartment developments.

3.5.5 Astmoor

Members were broadly content with the 'direction of travel' at Astmoor, acknowledging that the area presented a real opportunity to generate some future business rates uplift.

Some aspects of the future development of the area would be dependent upon the outcome of the Business Improvement District

vote which would be completed at the end of February 2018.

3.6 Remaining Key Impact Areas

There are three remaining Key Impact Areas to consider:

- Halton Lea Healthy New Town
- Southern Widnes
- West Bank

Once the three remaining Impact Areas have been considered, it is proposed that a further report would be presented to this PPB for consideration. In addition to the customary consultation that would be required on individual projects, it is also proposed that the Operational Director for Economy, Enterprise and Property would be asked to provide an update to this Board on schemes on a six monthly basis. This would provide a further opportunity for Members to assess and contribute to the development of projects.

4.0 **POLICY IMPLICATIONS**

4.1 There are no immediate policy implications arising from this report.

5.0 **OTHER/FINANCIAL IMPLICATIONS**

5.1 There are no financial implications arising from this report.

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

6.1 **Children & Young People in Halton**

The Mersey Gateway Regeneration Plan Plus document emphasise that regeneration goes beyond the construction of buildings and transforming places but should seek to add value for our local communities; the Council will work with schools and colleges to boost the qualifications and skills of our young people, but will drive the growth of apprenticeships to boost the local economy

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

During the next 10 years a number of sites contained in the Mersey Gateway Regeneration Plan Plus document will be unlocked, leading to further job creation in the borough. The regeneration team will work with colleagues in Employment Learning and Skills to support local people in benefitting from these opportunities.

6.3 **A Healthy Halton**

The Mersey Gateway Regeneration Plan Plus document identifies Halton Lea Healthy New Town as a key priority. However, the Plan also promotes green routes and an emphasis on clean and healthy

access routes to the borough's major employment sites

6.4 **A Safer Halton**

The Mersey Gateway Regeneration Plan Plus document will promote the quality of the environment and will ensure that security by design is factored into any future development opportunities

6.5 **Halton's Urban Renewal**

The Mersey Gateway Regeneration Plan seeks to bring back into use approximately 20 hectares of residual project land.

7.0 **RISK ANALYSIS**

7.1 There are no immediate risks outlined in this report.

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

None.

REPORT TO:	Environment and Urban Renewal Policy Performance Board
DATE:	28 th February 2018
REPORTING OFFICER:	Strategic Director Enterprise, Communities and Resources
PORTFOLIO:	Physical Environment
SUBJECT:	Environmental Student Group at Ormiston Bolingbroke Runcorn
WARD(S)	Norton North

1.0 **PURPOSE OF THE REPORT**

1.1 The purpose of this report is to advise Members that a presentation will be provided by year 7 and 8 students from Ormiston Bolingbroke school.

2.0 **RECOMMENDATION: That Members welcome the positive work being undertaken by local students to improve the area around East Runcorn in which they live and study.**

3.0 **SUPPORTING INFORMATION**

3.1 The presentation will focus on work students are undertaking to clear up litter and raise awareness in East Runcorn. The students have been considering how they clear shopping trolleys and disused household goods which would otherwise blight the area, as well as wider health and environment issues.

3.2 The students will be aged 11-13 and 24 are expected to attend.

3.3 The students will advise Members on the Young Leaders Award which focuses on developing leadership skills and will set out some suggestions as to how the area can be improved. Students will also draw attention to some fund raising and charity work they have been doing.

4.0 **POLICY IMPLICATIONS**

4.1 There are no immediate policy implications arising from the report

5.0 **OTHER/FINANCIAL IMPLICATIONS**

5.1 There are no financial implications arising from the report

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

The presentation emphasises the contribution the borough's young people can make in improving the area in which they live and study.

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

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	28 February 2018
REPORTING OFFICER:	Strategic Director, Enterprise, Community & Resources
SUBJECT:	ROWIP 2 Liverpool City Region Combined Rights of Way Improvement Plan.
WARD(S)	Boroughwide

1.0 PURPOSE OF THE REPORT

- 1.1 The Countryside and Rights of Way Act (2000) requires each Highways Authority to produce a Rights of Way Improvement Plan (ROWIP) in order to identify changes that will "improve provision for walkers, cyclists, horse riders and those with mobility problems".
- 1.2 In order to develop a ROWIP, Highway Authorities are required to assess:
- The extent to which local rights of way meet present and future needs of the public.
 - The opportunities provided by local rights of way and in particular by footpaths, cycle-tracks, bridleways and restricted byways for exercise and other forms of open-air recreation and the enjoyment of their area.
 - The accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.
- 1.3 Whilst there is an obligation upon Local Authorities to produce a Rights of Way Improvement plan, there is no statutory duty to deliver any of the schemes identified.

2.0 RECOMMENDATION: That the Board supports the Rights of Way Improvement Plan and recommends that the Executive Board formally endorses it.

3.0 SUPPORTING INFORMATION

- 3.1 Halton Borough Council produced its first statutory Public Rights of Way Improvement Plan in 2009. This identified the use and demand of the network as well as access requirements for the less mobile. It identified the state of the network as a whole whilst questioning how successfully it linked into the wider highway system for employment, school travel and leisure. Finally an action plan was produced which targeted long, medium

and short term commitments and ambitions for the Boroughs Rights of Way. The CROW Act requires Local Authorities to undertake a review of this document every 10 years.

- 3.2 With the creation of the Liverpool City Region (LCR) it was proposed that a joint ROWIP be produced combining the individual plans of the member authorities into one detailed and all-encompassing document. It allows each authority to identify the successes of their previous individual ROWIP's whilst combining the ambitions of each member authority looking to the future.
- 3.3 It is a forward thinking, joined up approach combining common aims whilst providing a level of consistency across the region. One of the many advantages of this approach is the ability to coordinate funding bids toward common goals as well as working together to create successful, user friendly cross boundary links. It is hoped that this approach will progress economic and socio-economic targets (for example, walking and cycling strategies) whilst improving transport links and opening up sustainable travel choices across the region.
- 3.4 The ROWIP links to the LCR Transport Plan for Growth and will be produced to mirror its format to act as an associated and connected policy document.
- 3.5 A copy of the plan is attached to this report. A draft version has been previously circulated to all members of the Board and the Portfolio Holder for comments. In summary, the ROWIP is a statutory document which deals specifically with Rights of Way and traffic free corridors. The document is designed to give a forward looking vision as to how they will be used, promoted and upgraded over the next decade. The Plan aims to bring Rights of Way in line with all other Highways and include them in the LCR's overall commitment to promote and encourage sustainable travel. It is not intended as a comprehensive guide to all future maintenance and capital schemes. Instead Halton would bring forward schemes which will then be evaluated. It is the ambition of the LCR to ensure that ROWIP enhancements are linked into the mainstream delivery of a range of schemes. At present, such committed schemes being taken forward through this programme are
 - Bridgewater Canal Pedestrian and Cycle Improvements
 - Runcorn East Rail Station Access Improvements
 - Jaguar Land Rover JLR-3MG Cycle Corridor
 - A56 Sustainable Links to Sci-Tech Daresbury
 - Astmoor Business Hub Corridor

The future of funding for larger scale, cross boundary and strategic links will be prioritised based on the need and overall benefit to the community within the LCR of good, usable and sustainable transport links.

The ROWIP links directly to the Transport Plan for Growth and provides

traffic free and off road routes with equal status. It connects them across borough boundaries and provides a tangible means by which funding can be attracted to continue to improve this ever evolving network.

It is felt that the ROWIP provides sufficient links to support this Council's objectives in this area.

4.0 **POLICY IMPLICATIONS**

4.1 There are no specific policy implications in relation to this report although a policy framework is set out in the ROWIP.

5.0 **OTHER IMPLICATIONS**

5.1 Implications exist despite the lack of any statutory duty for the Council to act on the plan. There will be an expectation to maintaining the Council's commitments to safe routes to school, to providing and protecting traffic free routes for all and promoting sustainable travel choices.

5.2 There are also financial implications associated with the plan. The document is linked to the Liverpool City Region's Transport Plan for Growth. In order for the City Region to be able to effectively bid for available funding it is important that it can support the bids with Policy evidence. The ROWIP provides this detailed plan for sustainable transport. It documents a firm evidence base for the regions ongoing commitment to supporting cycling and walking and in improving access for the mobility impaired and encouraging healthier transport choices for all, through future funding bid packages. It will help the Borough access resources to fund such activities.

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

6.1 **Children and Young People in Halton**

The plan identifies the need to maintain and promote safe and sustainable and where practicable, traffic free, routes to school.

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

None identified.

6.3 **A Healthy Halton**

The report works hand in hand with healthy Halton identifying leisure routes and sustainable transport choices across the LCR.

6.4 **A Safer Halton**

The ROWIP supports safe routes to school as well as a commitment to

ensure that the rights of way are well maintained and safe.

6.5 Halton's Urban Renewal

Sustainable transport choices are key to any urban renewal. The report looks to link urban renewal to areas of employment, education and leisure and provide traffic free routes where practicable.

7.0 RISK ANALYSIS

7.1 None identified.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 There are no Equality and Diversity issues in relation to this report.

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

Document	Place of Inspection	Contact Officer
Halton Borough Council Public Rights of Way Improvement Plan.	Place of Inspection - Highways Division, Municipal Building, Widnes	Jonathan Farmer
Halton Borough Council Definitive Map	Place of Inspection - Highways Division, Municipal Building, Widnes	Jonathan Farmer
Liverpool City Region Transport Plan for Growth	Place of Inspection - Highways Division, Municipal Building, Widnes	Jonathan Farmer

Liverpool City Region Combined Authority

Rights of Way Improvement Plan 2018-2028



Foreword by the Liverpool City Region Mayor

Public rights of way are both a significant part of our heritage and a major recreational resource. They enable people to get away from roads used mainly by motor vehicles and enjoy the beauty and tranquillity of the countryside within a large area of the city region, to which they would not otherwise have access.

In many areas, public rights of way help to boost tourism and contribute to rural economies. Public rights of way can also provide a convenient means of travelling, particularly for short journeys, in both rural and urban areas. They are important in the daily lives of many people who use them for fresh air and exercise on bicycle, foot or horse, to walk their dog, to improve their fitness, or to visit local shops and other facilities.

I am therefore proud to present the first Liverpool City Region Public Rights of Way Improvement Plan which sets out a vision of how the Rights of Way Network can make a positive contribution to supporting the economic, social and cultural resurgence and ambition of the City Region by improving transport links and opening up a choice of travel to LCR visitors and residents.

It is therefore crucial to ensure that public rights of way continue and contribute to an environment that is accessible, efficient, safe and reliable and will provide a step change towards further sustainable growth. They will also make a valuable contribution towards the resurgence and economic ambition of the Liverpool City Region, its distinctive quality of place, quality of life and help make it an attractive place to live, work and play.



Steve Rotheram
Mayor of the Liverpool City Region

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1. INTRODUCTION

1.1 BACKGROUND

Rights of Way Improvement Plans (ROWIP) are the prime means by which local highway authorities will identify the changes to be made, in respect of the managements and improvements, to their local rights of way network in order to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems.

Public Rights of Way are routes over which the public have a "right of passage". They exist as public highways providing the public with a right to use a defined route to travel from one place to another.

Public Rights of Way contribute positively to the quality of people's lives; providing a valuable facility to assist in making people feel better about themselves and improving their health and well-being through exercise and recreation.

Besides their recreational value, they can also provide a more sustainable means of travel to work, school and local amenities, thus reducing congestion, increasing accessibility, supporting the visitor economy and enhancing the environment. They form part of the wider access and transport networks, providing opportunities that have the potential to contribute to key objectives in a number of existing plans and strategies.

In total there are 671 km of Rights of Way in the Liverpool City Region and within this network there are three categories of Public Rights of Way:

Table 1 Types of Definitive Public Rights of Way in Liverpool City Region

Public Right of Way	Waymark	Definition
Footpath		Provide a right of access for pedestrians: walkers, wheelchair users, dog walkers, and people pushing prams or pushchairs.
Bridleway		Provide a right of access for pedestrians, horse riders and cyclists (cyclists must give way to other users).
Byway Open to All Traffic (BOAT)		Provide a right of access for pedestrians, horse riders, cyclists and vehicles (including horse drawn carriages and motor vehicles).

In the provision of Public Rights of Way, Highway Authorities have three specific elements to their work:

- Legal definition of the Public Rights of Way network;
- Maintenance of the network; and
- Promotion of the network.

Highway Authorities are responsible for managing, maintaining and promoting Public Rights of Way and for keeping a record of their location and status. These records are known as the Definitive Map and Statement, which is legal proof that a route exists and that the public have a right of access. Each Highway Authority has a statutory duty to keep these records up to date and under continuous review.

Each of the six Liverpool City Region Councils is the Highway Authority for their area and has their own Definitive Map and Statement. These documents are available in various formats for the public to view via the Council Offices on request.

1.2 Legislative Background

Section 60 of the Countryside and Rights of Way (CROW) Act 2000 placed a duty on Highway Authorities to prepare and publish a ROWIP. The first Merseyside and Halton ROWIPs were published in 2008 and there is a statutory duty to review these plans every 10 years.

Since 2014, Merseytravel has been the Executive body that provides professional, strategic and operational transport advice to the Liverpool City Region Mayoral Combined Authority to enable it to make informed decisions.

In the Liverpool City Region, the six respective Highway Authorities (Liverpool City Council, Halton Borough Council, Knowsley Council, Sefton Council, St Helens Council and Wirral Council) along with Merseytravel have joined forces to produce the second 10 year ROWIP for the period 2018-2028.

The ROWIP covers the entire geographic area of the Liverpool City Region Mayoral Combined Authority. Each Highway Authority will, however, remain responsible for the delivery of the plan in their area. Figure 1 shows the network for the city region.

Figure 1: Liverpool City Region Rights of Way Network

Figure 1 below shows the extent of the existing Rights of Way network across the Liverpool City Region. More detailed maps for each local authority area are set out in appendix 3.



1.3 Demonstrating our Success

The Rights of Way Improvement Plan for Merseyside (ROWIP1) was a joint plan that has been prepared between the five respective Highway Authorities (Liverpool City Council and the Metropolitan Borough Councils of Knowsley, Sefton, St Helens and Wirral) in conjunction with Merseytravel (as the then transport executive for Merseyside).

A separate plan was developed by Halton Borough Council but both documents supported each other.

For ROWIP1, partners developed a series of proposed actions to set the foundation for subsequent year's improvements.

The proposals within the 10 year plan were a mixture of small, medium and large scale schemes designed to bring a range of improvements across the Public Rights of Way network for a wide range of users. It was anticipated that in this way delivery would have a much more positive impact for users who would see ROWIP improvements throughout Merseyside and across each Borough.

The focus for delivery was:

- Education;
- Promotion;
- Making the network more appealing and accessible to users;
- Filling in the gaps, creating greater links and increasing provision;
- Increased multi user access;
- Protecting routes;
- Cross boundary partnership working;
- Further integration of ROWIP with external partners and other areas of Local Authority activity to develop a co-ordinated approach to implementation;
- Utilise the training of Rights of Way Officers received from Year 1 and;
- Network Audits to ensure user safety and accessibility.

ROWIP1 was an access for all plan, which intended to improve access to the network for all types of users. In the Year 3 business plan the delivery of a number of small and medium scale improvements to the Public Rights of Way network were designed to benefit:

- Walkers;
- Cyclists;
- Horse Riders;
- Carriage Drivers;
- Landowners;
- Under represented groups (young people, those people from black and minority ethnic backgrounds and people living in areas of social exclusion);

- Infrequent or non-users (people who cite no time, not knowing the location of routes, insufficient information and no current interest as reasons for not using the network); and
- Other recreational users (people undertaking additional recreational activities outside the scope of the plan but who may benefit from access improvements. For example Anglers, Canoeists etc.).

The joint plan of the ROWIP1 aimed to create partnership working and a consistency of improvements across the County, each Highway Authority was responsible for the delivery of the plan within their area. Each Authority developed its own Business Plan based on the ROWIPs findings, together with the individual characteristics access network in that area. Some generic actions required partnership working between the Highway Authorities to provide a consistency of Countywide improvements.

During the lifetime of the first ROWIP's for Merseyside and Halton from 2008, the partner authorities have spent in the region of £5m on improving the Rights of Way network. (This figure includes investment from partners and other capital grants).

Joint Actions

Improvement	Progress	Further Information
Undertake a full PROW network condition survey to establish the functionality of access features and path furniture to drive improvements. (Insp7)	Completed	This is now part of a network inspection regime for all local authorities and will continue for future years of the ROWIP.
Undertake a full network safety inspection, resolving identified problems. (Insp10)	Completed	Full network inspections being undertaken on annual basis, and will continue to do throughout the life span of the ROWIP.
Work in partnership with neighbouring authorities to ensure a consistency of maintenance, signage and promotion of cross boundary routes. (Prov12)	Completed	Full network inspections being undertaken on annual basis, and will continue to do throughout the life span of the ROWIP.
Rights of Way Officer user safety training. (INSP8).	Completed	Training skills can now be implemented.
Produce leaflet to advise public of their role in claims process. (MAP6).	Completed	Leaflet has now been produced and will be made widely available to ensure that the public are aware of the claims process and how they can assist in improving and enlarging the local rights of way network.
Rights of Way Officers to undertake disability equality action training. (Acc7).	Completed	Training skills can now be implemented.
Produce code of conduct leaflet for users and landowners. (INFO3).	Completed	The production of a code of conduct leaflet for using the rights of way network will help educate users about their responsibilities when using the network to assist in preventing any potential conflict.

District Actions

The following provides details of a number of improvements made during ROWIP1 made by each district.

Knowsley

Mineral Greenway



This traffic-free route, linking the Whiston and Huyton communities, overcomes the barriers created by the M57 Motorway and the Liverpool to Manchester railway link, giving people everyday access to walking and cycling route choices for local journeys; encouraging alternatives to the car and improving access to education, employment, health and recreation facilities, connecting these urban areas to the local countryside.

Kirkby Valley Greenway



This scheme provided a solution to the difficulties faced by pedestrians and cyclists travelling around Kirkby. The town centre is connected to rural countryside, giving people the chance to enjoy the relaxing green spaces and enjoy walking and cycling for leisure as well as providing an essential link for others who want to travel sustainably to work and school. This route links into the traffic free Gellings Greenway and Little Wood Greenway, NCN 862, continuing on to Liverpool.

Halton

(Note that Halton had its own Rights of Way Improvement Plan at that time and was not included in Merseyside's ROWIP 1)

St Helens/Runcorn Gap Railway Line

Former St Helens Runcorn Gap railway line. This was converted to a multi user route which connects Widnes to The Dream at Sutton Manor in St Helens.

Dungeon Lane, Hale

Dungeon Lane lies on the edge of both Hale Village and Speke and is an historic route to the river. This area had been suffering with anti-social behaviour and misuse for many years. The route was in a poor state of repair and blighted by off road vehicles. Investment into this area repaired the scarred and torn up pathways as well as building in measures to prevent access by the 4X4 vehicles. Since its completion the area has benefitted from an increase in local tourism and a safer and more attractive environment for the local community.

Liverpool

PROW 39 Public Footpath Diversion Order



A Public footpath diversion order for Public Right of Way No. 39 in order to make more direct and secure within the space known as Dutch Farm. The upgrade works included environmental and access improvements, vegetation thinning and clearance, removal of redundant fencing, and the realignment of part of the footpath.

Little Wood to Croxteth Greenway



A new link route for the Kirkby - Liverpool cycle route (National Cycle Network Route 862) was identified by Sustrans as one of the preferred schemes for funding. Officers from Liverpool and Knowsley identified a possible link to upgrade the existing path through Little Wood.

Sefton**Ince Blundell Footpath No.1 Improvements**

Ince Blundell Footpath No.1 improvement scheme was a £500,000 upgrade of an existing Footpath to a Footpath with permissive cycle use, by agreement with landowners which was delivered by Sefton Council in partnership with Sustrans and LSTF funding. The route now makes up part of the National Cycle Network Route no. 810.

The scheme included upgrading the surfacing and increasing the width of almost 2.2km of path, the creation of a new section of path and replacement of two footbridges, one being a major bridge across the River Alt.

Creation of Formby No. 56

A new Footpath that improved community links to the local primary school, church and the Formby Coast with a scheme cost of approximately £30,000.

The Footpath ran through Archdiocese owned land, that was dedicated through agreement with Sefton Council and the majority of the funding for the scheme was provided by the Archdiocese.

St Helens

Public Footpath No. 333 Bold Moss



A 325 metre section of footpath linking Moss Nook Lane in Sutton and the former Bold Moss Colliery had been unavailable on the ground for many years.

The route had the potential to be used by school children wishing to take a safe off road short-cut route to school between Parr and Sutton, and by those wishing to access St Helens Junction further to the south avoiding roads.

Public Bridleway No. 401 Carmel College



Improvements to the bridleway to improve usage to a path on the edge of an urban area.

Wirral

Stiles to Gates project



About 90 of the public footpath ‘climb over’ stiles have been replaced with kissing gates and space saving lift up / drop down concertina gates. This has been one of the major projects across Wirral over the last few years. It can now be said that with the exception of a few historic sandstone step over stiles ‘**Wirral is mainly stile free**’.

Wirral Circular Trail



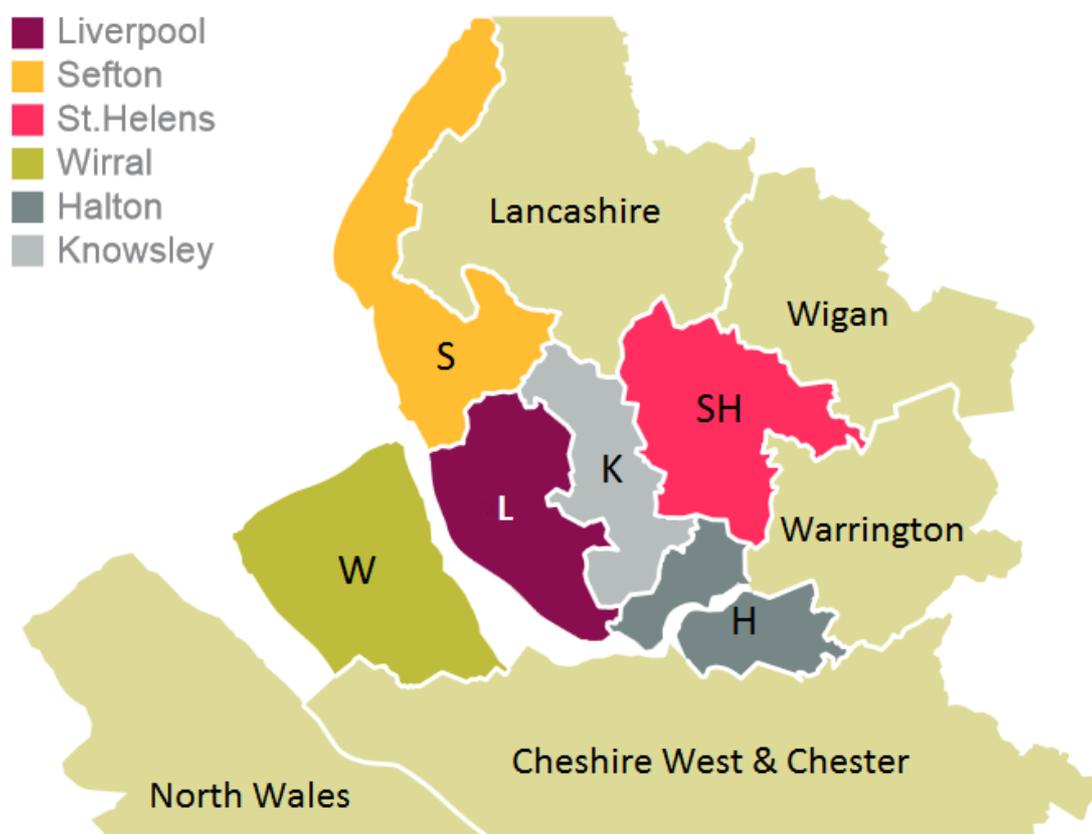
Wirral Circular Trail is a 35 mile voyage of discovery taking in the coastline, the history, the heritage and the rural countryside of this glorious peninsula. From an original idea to create a walking and cycling route around Wirral, funding was secured through the Rights of Way Improvement Plan from the European Regional Development Fund and the Local Transport Plan.

2. LIVERPOOL CITY REGION CONTEXT

2.1 The Liverpool City Region

Situated in the North West of England, the Liverpool City Region covers an area of approximately 723.97 square kilometres and has a population of around 1.5 million people. The City Region also has a much bigger economic hinterland extending beyond the Liverpool City Region into NE Wales, Cheshire, Lancashire etc. It shares its boundaries geographically with neighbouring areas including Cheshire West & Chester, Lancashire, Warrington and Wigan.

Figure 2 Map of the Liverpool City Region



Our unique history, our cultural and environmental assets and architectural distinctiveness have already made Liverpool City Region a globally renowned destination. Liverpool City Region is built on a rich history of international maritime trade and world-leading innovation and achievement in science, culture and civic life. Our City Region is internationally renowned with an outstanding physical environment, more listed buildings of architectural distinction than any other UK city outside London, and an iconic waterfront recognised by UNESCO as a World Heritage Site. With a beach-lined coastline and easy access to national parks including Snowdonia, the Peak District, Yorkshire Dales and the Lake District, Liverpool City Region is arguably one of Britain's

most liveable places and has a distinctive quality of place.

The Visitor Economy in Liverpool City Region is a success story not just for Liverpool and wider city region, but for the entire UK. The growth experienced over recent years has helped create a sector which, according to the latest STEAM 2015¹ figures released in July 2016, contributes over £4 billion in Gross Value Added (GVA) to the local economy and supports 51,000 jobs. Liverpool City Region attracts over 61 million visitors per annum. As a result it is one of the most significant and successful industry sectors in the city region.

The Liverpool City Region also plays a key role in the Government's Northern Powerhouse initiative that covers Northern England.

<http://northernpowerhouse.gov.uk/>

The portfolio of city region strategies aim to protect and enhance that distinctive quality of place, to improve quality of life for our residents and attract and retain those investors, skilled workers and visitors who will contribute to future economic growth.

2.2 City Region Governance

The Liverpool City Region Mayoral Combined Authority

<http://liverpoolcityregion-ca.gov.uk/>

In April 2014, Merseyside and Halton came together to formally establish the Liverpool City Region. The Combined Authority was established to strategically lead work on transport, economic development, housing, employment and skills in the City Region to, in turn, support sustainable economic growth. It enables the City Region to speak with one voice in a democratically accountable structure which can attract funding and devolved powers from Government. Transport is a key focus of the Combined Authority, in recognition of the central role it plays in helping to grow the economy and in enabling and encouraging regeneration.

The Combined Authority is responsible for transport policy and strategy, and agreeing the City Region's Transport Agenda. It now has statutory responsibility for Local Transport Plans, and as such has 'adopted' the Merseyside and Halton LTPs as the policy position.

In November 2015 / March 2016 the Liverpool City Region agreed a Devolution Deal with Central Government which devolved wider powers to the CA in respect of planning, the creation of a Key Route Network and funding:

¹ STEAM is the Scarborough Tourism Economic Impact Monitor provided by Global Tourism Solutions. It is an industry standard model used across the UK by local authorities and Destination Management Organisations

<https://www.gov.uk/government/publications/liverpool-devolution-deal>

In May 2017 the city region underwent further governance changes as it became a Mayoral Combined Authority headed by a directly elected City Region Mayor. Steve Rotheram was elected to this role.

Merseytravel Transport Committee

The Transport Committee undertakes transport and travel policy functions on behalf of the Combined Authority, together with certain delegated functions in relation to transport and travel, the development of funding proposals and oversight of Merseytravel as the Passenger Transport Executive and Executive Body for the Combined Authority.

The Local Access Forum

The CROW Act 2000 placed a duty on Highway Authorities to establish a Local Access Forum for their area.

The Local Access Forum (LAF) covers the whole of the Liverpool City Region and Warrington and has historically been named the Merseyside Local Access Forum and this name has been retained.

Its function is to provide advice to the constituent Local Authorities and to Natural England on how to make the countryside more accessible and enjoyable for open-air recreation in ways, which address social, economic and environmental interests. The forum's role is to encourage and assist access provision and give advice on issues of particular relevance to the Liverpool City Region area.

Forum members have contributed their shared knowledge, experience and enthusiasm to the development of the ROWIP and ultimately endorsed this document. At present, membership of the forum is made up of volunteers from a wide variety of backgrounds appointed to represent the widest possible range of interests and key stakeholders. The LAF is supported by Local Authority officers.

2.3 National Policy Framework

Cycling & Walking Investment Strategy (CWIS)

Under the Infrastructure Act 2015, the government is required to set a cycling and walking investment strategy (CWIS) for England.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/603527/cycling-walking-investment-strategy.pdf

The CWIS sets out a long-term vision for walking and cycling to 2040. At the heart of the development of the CWIS is a desire for walking and cycling to become the norm for short journeys or as part of a longer journey. This vision will be progressed through a series of shorter term,

5 year strategies. There are a number of objectives that will support the long-term ambition, with specifically funded actions to be set out on achieving these objectives.

Transport for the North (TfN) Strategic Transport Plan

Transport for the North (TfN) is currently developing an integrated, multi-modal Strategic Transport Plan to make it easier for passengers and freight to move throughout the region across all transport modes.

This plan will build on the March 2015 Northern Transport Strategy to make a prioritised case for investment in the North of England to 2050. An initial draft of the Strategic Transport Plan will be published for public engagement in January 2018. Once comments have been analysed and any amendments made, a final version will then be published. <http://www.transportfornorth.com/>

2.4 City Region Policy Framework

Local Transport Plans

Under Section 108 of the Transport Act 2000, all transport authorities have a statutory duty to produce a **Local Transport Plan** (LTP) in which they set out their objectives and plans for transport development. Typically, they contain policies, strategy and implementation plans which can be reviewed independently of each other.

The Merseyside and Halton LTPs were published in 2011 and run to 2024 and 2026 respectively. They provide the statutory framework under which policies and plans are taken forward in each local authority area to guide the future provision of transport. Their publication marked the end of a sustained period of evidence gathering and consultation, which determined where and how transport investment could best be targeted to enable the Liverpool City Region to meet its goals and aspirations.

Both LTP's set out a vision for a City Region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice.

The LTP's set the strategic direction for transport which supports growth, regeneration and carbon reduction.

A Transport Plan for Growth

Recognising that policy direction is set by our LTPs, **A Transport Plan for Growth** guides a **single strategic investment framework to support the long-term LTPs**.

Our approach is to articulate the City Region's strategic direction for transport to both those within the transport sector and wider partners in health, education, business and industry, and how this direction has shaped our priorities for transport. Much has changed since the LTPs were written and so **A Transport Plan for Growth** more closely aligns our LTPs with the current Government's high-level economic policy drivers of localism, devolution of power and, above all, growth.

It supports a platform from which joint working on shared priorities and delivery arrangements can be built. Moving forward this will help to achieve greater impact and aggregate benefits from overall investment in the City Region, but will mean a new approach to delivering a globally connected transport network.

Local Journeys Strategy

The Combined Authority has agreed a **Local Journeys Strategy**. It provides a framework for guiding the development of services and infrastructure which support sustainable short trips across the City Region. It is underpinned by a vision for action, and a delivery framework based on a strong evidence base. The Strategy will assist the City Region in delivering against its aspirations for economic growth set out in the LCR's new Growth Strategy including supporting the use of low carbon modes and improving access to jobs and services.

This Strategy is not a strategy about one particular transport mode, but instead cuts across multiple transport modes and geographies. It covers all forms of local accessibility and connectivity into local centres, and movement in and around local communities. These can be stand-alone local journeys, or they can be the first or last part of a longer-distance journey (the 'last mile' connection). As a broad guide for practical purposes, we define local journeys as all journeys with an origin or destination within the LCR that are less than 5 kilometres in length.

The latent potential for sustainable local journeys in the LCR is evident. The vast majority of journeys undertaken are short journeys: 66% of all trips in Merseyside are less than 5km in length, and 83% are less than 10km. Yet of the trips that are less than 5km long, 50% are still undertaken by car. There is clearly an opportunity to encourage more people to use sustainable modes for local journeys if we can provide them with the right conditions to do so.

Local Cycling & Walking Investment Plan (LCWIP)

The CWIS commits the government to helping local bodies that are serious about increasing cycling and walking in their local areas, to take a more strategic approach to improving conditions for cycling and walking. Guidance has been issued on the preparation of Local Cycling and Walking Infrastructure Plans (LCWIPs) and supporting the production of LCWIPs in areas with significant potential for high levels of cycling and walking.

The LCR is developing a LCWIP which will set out a long term plan for improving cycling and walking, recognising the importance of public rights of way to contributing to this. As part of this, the LCR is developing a cycling and walking design guide to ensure consistency in the approach to the development of new walking and cycling infrastructure.

2.5 Relationship between ROWIPs and other plans and strategies

The greatest opportunities for ROWIPs can be explored through their integration with existing plans, strategies and policies within areas of Local Authority activity as this will develop a coordinated, joined up approach to implementation. ROWIP's link to areas of work such as health, leisure, recreation, sport, tourism, transport, community, congestion, accessibility, environment and economic regeneration. Paths and tracks can be seen as tools to achieve the aims and objectives within these areas of work.

In the development of the ROWIP, it has been possible to identify Local Authority plans and strategies that have shared aims and objectives. Many key plans and strategies have influenced the development of the ROWIP, which can assist in the delivery of their aims and objectives and in turn facilitate in the ROWIPs own delivery of improvements to the Public Rights of Way network. Figures 3 and 4 below demonstrate this. Figure 3 shows the relationship between the ROWIP and other city region strategies, while Figure 4 shows links to other sectors and themes.

Figure 3: City Region Policy Context

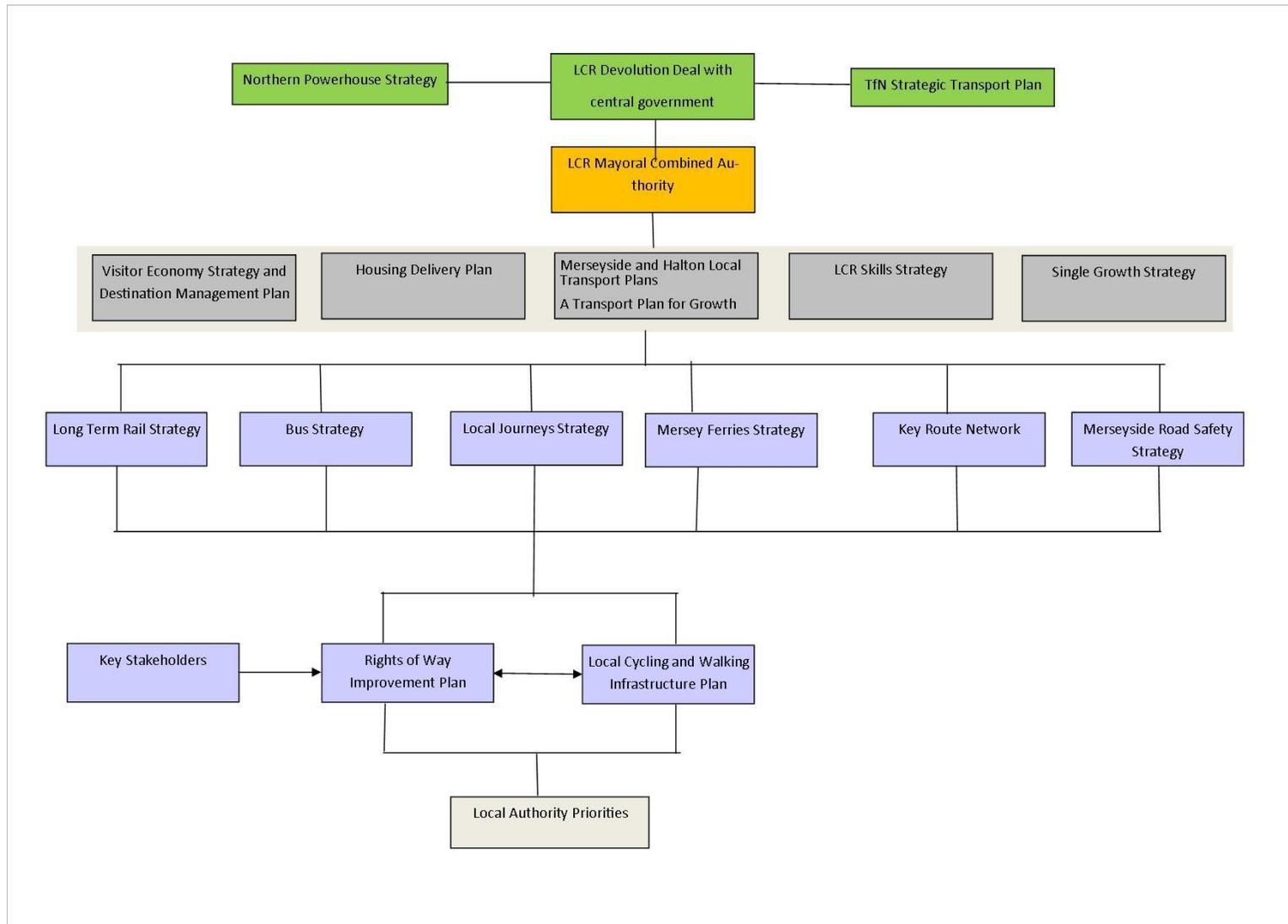


Figure 4: Relevance of Rights of Way to Other Sectors



3. DELIVERING RIGHTS OF WAY

Our vision is to continue to develop a more attractive, more accessible and more inclusive network of Public Rights of Way, contributing to the economic, social and cultural resurgence and ambition of the Liverpool City Region.

In delivering Rights of Way, the city region will make use of funds from several sources, all of which are essential to deliver the aims and objectives of the ROWIP. Potential funding sources may include:-

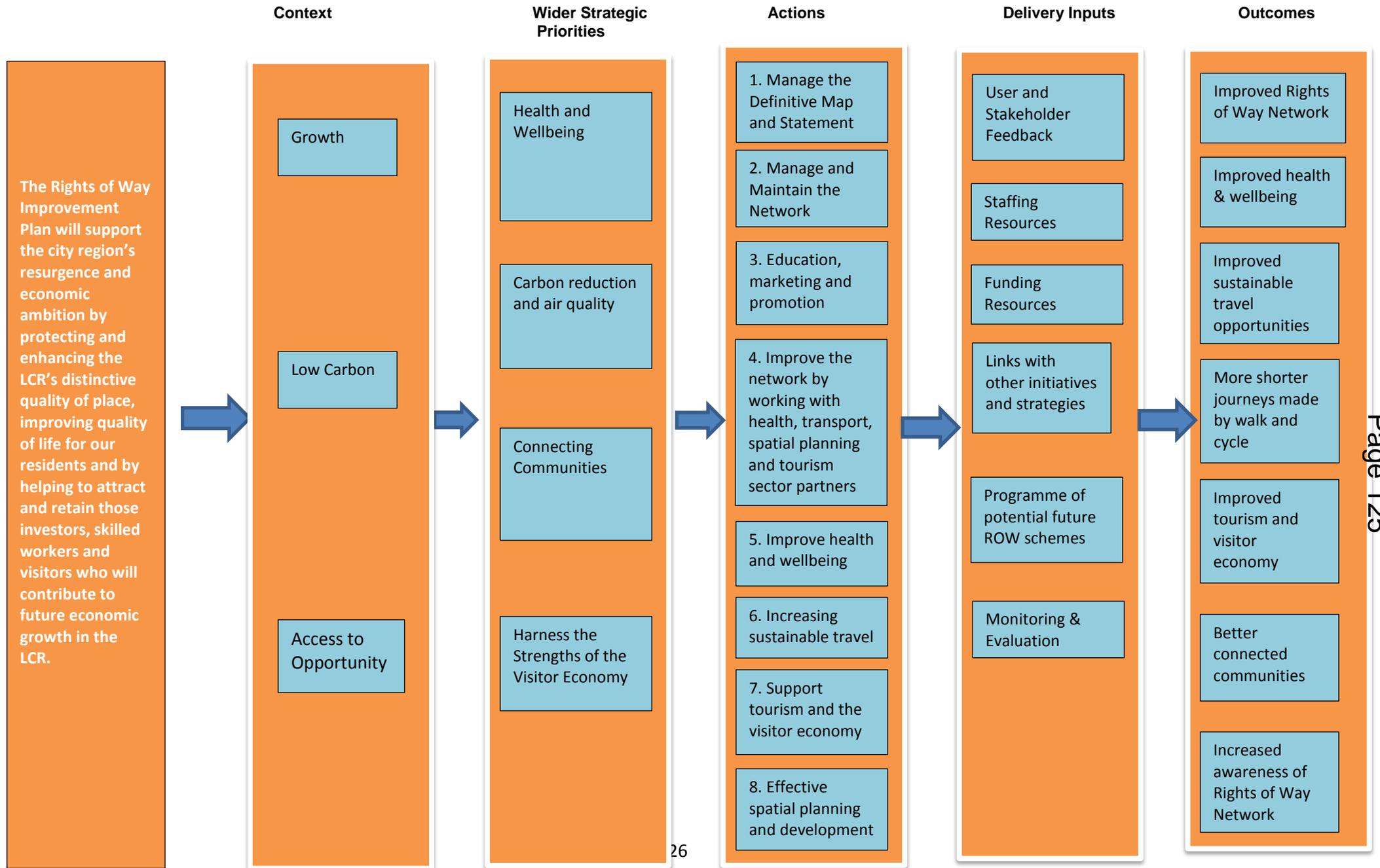
- The Mayoral Combined Authority's transport levy;
- The Single Investment Fund;
- Local Highway Authority revenue funding;
- S106 developer contributions;
- EU funds that the City Region will receive in the 2014-2020 programme; and
- Other funding sources.

The timing and overall delivery period of funding initiatives needs to be pragmatic, achievable and realistic; it is vital that the identification of new funding is done at an early stage so that proposals can be formulated in advance together with more accurate costs and spending profiles as part of any bid process.

The development of the programme for Rights of Way depends upon robust business cases for proposed schemes and projects, which address the fit of the scheme against the local policy context, and demonstrate their effectiveness and efficiency in terms of the state of readiness of the scheme, their deliverability within defined timescales and their affordability. These aspects will then be evaluated in line with our methodology for the prioritisation of major schemes and minor works. It is the ambition of the LCR to ensure that ROWIP enhancements are linked into the mainstream delivery of a range of schemes.

The Rights of Way programme is not static, and will evolve to reflect the changing local priorities and the delivery of transport across the City Region. Joint working and shared priorities are supported and with this there is the requirement for the Mayoral Combined Authority to look at new efficient and effective ways to deliver transport services and highway improvements.

The following sets out the Liverpool City Region's Actions to improve public rights of way and the wider public access network from 2018 onwards.



ACTIONS

1. Manage the Definitive Map and Statement	<ul style="list-style-type: none"> • Ensure that the definitive map and statement is accurately maintained and kept under continuous review for public reference • Maintain and improve the condition of the network including keeping a record of potential improvements and other works • Identify any routes that may be affected by 2026 cut-off date and feed information into any future review of Definitive Map where necessary
2. Manage and Maintain the Network	<ul style="list-style-type: none"> • Investigate, record and respond to claims from the public for public rights of way along a particular route either recent or historic • Endeavour to maintain a record of structures on the rights of way network and their condition and ownership • Where appropriate undertake vegetation cutting to maintain the network • Maintain the rights of way network including improved signage and way marking in the appropriate locations
3. Education, Marketing & Promotion	<ul style="list-style-type: none"> • Marketing and promotion to raise awareness about the rights of way network as part of the sustainable transport offer in the Liverpool City Region, including web presence and relevant leaflets or other materials • Highlight relevant code of practice such as Countryside Code to users • Maximise the role of the rights of way and other access networks to access the natural environment, tourism assets and the visitor economy
4. Improve the Network by working with health, transport, spatial planning and tourism sector partners	<ul style="list-style-type: none"> • Be aware of funding opportunities that may be relevant for Rights of Way network and work with partners where necessary to access these. • Work in partnership with user groups and others to improve the network and road safety awareness

	<ul style="list-style-type: none"> • Work with partners to identify and implement new routes that improve connectivity and expand and enhance the network including use of permissive routes where necessary and improve accessibility for all users • Work with partners to develop long distance and cross boundary routes both within the Liverpool City Region and beyond • Work with police and other partners to make the network more secure for all and seek to resolve incidents of crime and anti-social behaviour such as illegal use of off road motor vehicles
5. Improve Health and Wellbeing	<ul style="list-style-type: none"> • Work with health partners and others to promote the health and well-being benefits associated with using the Rights of Way network and other forms of access route.
6. Increasing Sustainable Travel	<ul style="list-style-type: none"> • Ensure that the rights of way network plays an active part in the city region's Local Journeys Strategy and the Local Cycling & Walking Investment Plan and other relevant strategies • Work with partners to maximise opportunities for rights of way within travel plans to encourage sustainable transport options
7. Support Tourism and the Visitor Economy	<ul style="list-style-type: none"> • Work with partners to improve and enhance access to the coast, waterfronts and waterway corridors • Work with Natural England to develop and deliver the England Coast Path National Trail http://www.nationaltrail.co.uk/england-coast-path • Where possible develop additional multi user access along the coast and estuaries

8. Effective Spatial Planning and Development

- Work with planning departments in regard to local plans, new developments and developer contributions to improve the rights of way network and its connectivity
- Develop a programme of potential ROW schemes to expand the network and prioritise according to deliverability, timescale and linkage with other initiatives

RIGHTS OF WAY IMPROVEMENT PROJECTS

This section details the projects that are being delivered and those that may be taken forward as part of this Rights of Way Improvement Plan. Apart from those currently committed, all projects are dependent upon suitable and adequate funding. The list of projects will be reviewed on a periodic basis; it is not an exhaustive list and can be amended on a local basis. For further details on individual projects please contact the relevant local authority.

If you have a suggestion for a new project then you can send details to rowip@merseytravel.gov.uk

Committed Schemes

Project Name:	Project Summary:	District:	Link with Actions	Estimated Cost	Timescale
Silver Jubilee Bridge Business Hubs	Silver Jubilee Bridge Business Hubs	Halton	4, 5, 6, 8	£550,000	Short Term
Astmoor Business Hub Corridor	Astmoor Business Hub Corridor	Halton	4, 5, 6, 8	£1,133,000	Short Term
Sustainable "Sci-Tech Daresbury" Links	Bridgewater Canal Pedestrian and Cycle Improvements	Halton	4, 5, 6, 8	£484,000	Short Term
Runcorn East Rail Station Access Improvements	Runcorn East Rail Station Access Improvements	Halton	4, 5, 6	£605,000	Short Term
Jaguar Land Rover JLR-3MG Cycle Corridor	Jaguar Land Rover JLR-3MG Cycle Corridor	Halton	4, 5, 6	£363,000	Short Term
Sci-Tech Daresbury Sustainable Connectivity	A56 Sustainable Links	Halton	4, 5, 6, 8	£230,000	Short Term
Silver Jubilee Bridge deck reconfiguration	Silver Jubilee Bridge deck reconfiguration	Halton	4, 5, 6	£600,000	Short Term
Connect Kirkby	Improved pedestrian and cycle links to Kirkby town centre	Knowsley	4, 5, 6	£1,330,000	Short Term
Huyton to Prescott Gateway	Improved walking and cycling links	Knowsley	4, 5, 6	£1,313,400	Short Term
Connect Whiston	Improved access to the south Whiston development area	Knowsley	4, 5, 6, 8	£480,000	Short Term
Stonebridge Cross	A new route between Kirkby and Croxteth	Knowsley/Liverpool	4, 5, 6	£1,806,500	Short Term

Connectivity					
Baltic Triangle Connectivity	Improved walking and cycling routes	Liverpool	4, 5, 6	£1,653,520	Short Term
Knowledge Quarter Portal	Improvements to the green space network	Liverpool	4, 5, 6	£1,650,000	Short Term
Access Maghull	Improved cycling access between Maghull and Kirkby	Sefton	4, 5, 6	£992,000	Short Term
Visitor Economy Coastal Towns	Sustainable access improvements to the Southport coast	Sefton	4, 5, 6, 7	£414,000	Short Term
Haydock Connectivity	Pedestrian and cycle improvements to Haydock Industrial Estate	St Helens	4, 5, 6	£3,094,000	Short Term
Connecting Haydock	Pedestrian and cycling improvements in the Haydock area	St Helens	4, 5, 6	£300,000	Short Term
St Helens Town Centre Connectivity	A package of walking and cycling measures in the Haydock and Newton-le-Willows areas	St Helens	4, 5, 6, 7, 8	£1,328,092	Short Term
Croft Retail Corridor	A41 Campbeltown Road	Wirral	4, 5, 6, 8	£440,000	Short Term
Wirral Waters Connectivity – North Bank East	Gateways to Wirral Waters – North Bank East	Wirral	4, 5, 6, 8	£550,000	Short Term
Port Sunlight Connections	A41 Cycle and Pedestrian Connectivity - North of Bolton Road Roundabout to St Paul's Road	Wirral	4, 5, 6, 7, 8	£550,000	Short Term
Wirral Waters Connectivity – Duke Street	Wirral Waters Connectivity – Duke Street Phase 2	Wirral	4, 5, 6, 8	£440,000	Short Term
Wirral International Business Park Connections	A41 Carlett Park cycle route	Wirral	4, 5, 6, 8	£1,045,000	Short Term

Liverpool City Region Projects

Project Name:	Project Summary:	District:	Link with Actions:	Estimated Cost	Timescale
Review right of way signing across LCR and create supporting LCR promotional materials	Review right of way signing across LCR to form a coherently branded network for the Liverpool City Region and create supporting LCR promotional materials	Liverpool City Region	2, 3, 7	£35,000	Short Term
Definitive Map Review	Definitive Map Review	Liverpool City Region	1	£6,000	Short Term
Update Rights of Way user guides	Review and update where necessary the user guides for the Rights of Way network	Liverpool City Region	3, 4, 5, 6, 7	£1,500	Short Term
The Mersey Circular Bridleway	Development of a joined up network of bridleways across the city region	Liverpool City Region	2, 3, 4, 5, 6, 7, 8	£5,000,000	Long Term

Short Term Projects

Project Name:	Project Summary:	District:	Link with Actions:	Estimated Cost	Timescale
Cronton Greenway	A sustainable transport link from the site of the former Cronton Colliery to Stadt Moers existing Greenway infrastructure and wider expansion of the network of walking and cycling paths in the borough to connect communities and provide alternative, sustainable access links, increasing safety and wellbeing.	Knowsley	4, 5, 6, 7, 8	£1,456,800	Short Term
Access to Stockbridge Village and Knowsley Lane	This scheme proposes a package of walking and cycling improvements on key routes from Stockbridge Village and North Huyton to these areas.	Knowsley	4, 5, 6, 8	£3,432,000	Short Term
Tower Hill to Knowsley Business Park Walking and Cycling	There would be new walking and cycling infrastructure on Pingwood Lane and Headbolt Lane, connecting them both to Dale Lane. The new link would then run	Knowsley	4, 5, 6, 8	£3,120,000	Short Term

	along Dale Lane and North Perimeter Road to connect with existing infrastructure at the Moss End Way junction. The scheme would upgrade the footbridge between Headbolt Lane and Roughwood Drive to allow for cycle use				
East of Halewood Sustainable Urban Extension (SUE) Access Arrangements	The scheme will seek to provide sustainable access links from the new development to Halewood Railway Station, retail areas, places of employment and skills, leisure facilities and schools.	Knowsley	4, 5, 6, 8	£1,920,000	Short Term
Renew Stile at PROW 45	Renew Stile at PROW 45	Liverpool	2	£3,000	Short Term
Natural England – England Coast Path National Trail	England Coast Path – Seaforth to Southport in Sefton	Sefton	4, 5, 6, 7	£70,000	Short Term
Formby 10 – bitmac resurfacing works	Formby 10 – bitmac resurfacing works	Sefton	2	£50,000	Short Term
Formby 11 – bitmac resurfacing works	Formby 11 – bitmac resurfacing works	Sefton	2	£35,000	Short Term
Formby 30 – bitmac resurfacing works	Formby 30 – bitmac resurfacing works	Sefton	2	£20,000	Short Term
Formby 49 – bitmac resurfacing works	Formby 49 – bitmac resurfacing works	Sefton	2	£20,000	Short Term
Access to new employment sites	Upgraded multi-use access to new large employment areas in Haydock (Footpath 654)	St Helens	4, 5, 6, 8	£80,000	Short Term
Access around new housing sites	New multi-use access provision around large urban villages in the South of the borough linking in with existing PROW network (Footpath 307)	St Helens	4, 5, 6, 8	£50,000	Short Term
Access around existing employment areas	Widen and improve with new tarmac surfacing, lighting, drainage and access controls.	St Helens	4, 5, 6, 8	£235,000	Short Term
Natural England - England Coast Path National Trail	England Coast Path – Birkenhead to Parkgate in the Wirral	Wirral	4, 5, 6, 7	£30,000	Short Term

Medium to Long Term Projects

Project Name:	Project Summary:	District:	Link with Actions:	Estimated Cost:	Timescale:
Cycle improvements to coincide with Daresbury Expressway Widening	Cycle improvements to coincide with Daresbury Expressway Widening	Halton	4, 5, 6	£700,000	Medium to Long Term
J11 to J11a improvements	J11 to J11a (through Preston Brook) to connect up to A56 cycleway Scheme for cycling and walking improvements	Halton	4, 5, 6	£700,000	Medium to Long Term
Widnes Town Centre connectivity (Albert Sq) for pedestrian access	Widnes Town Centre connectivity (Albert Sq) for pedestrian access	Halton	4, 5, 6	£800,000	Medium to Long Term
Liverpool/Manchester rail line footbridge	A footbridge across the Liverpool/Manchester rail line to connect Upton Rocks residential area to land currently occupied by Widnes Golf Club	Halton	4, 5, 6	Na	Medium to Long Term
A footbridge crossing the River Weaver	A footbridge crossing the River Weaver potentially at the bottom of Cholmondeley Road, Runcorn	Halton	4, 5, 6	Na	Medium to Long Term
Cronton Colliery a new Greenway to link Cronton Colliery and Stadt Moers Park including widening of footbridge over M62	Cronton Colliery a new Greenway to link Cronton Colliery and Stadt Moers Park including widening of footbridge over M62	Knowsley	4, 5, 6, 7	£400,000	Medium to Long Term
Huyton Station and Huyton Village Gateway	Scheme to upgrade the public realm in the core of Huyton Village	Knowsley	4, 5, 6	£3,828,000	Medium/Long term
Valley Road Corridor, west of Junction 6 M57	Valley Road Corridor, west of Junction 6 M57	Knowsley	4, 5, 6	£1,200,000	Medium to Long Term
Headbolt Lane Footbridge	Headbolt Lane Footbridge replacement to retain connection between communities over the Kirkby-Wigan rail line	Knowsley	4	£2,000,000	Medium to Long Term
Okell Drive subway closure and diversion to an informal crossing	Okell Drive subway closure and diversion to an informal crossing	Knowsley	4, 5, 6	£2,000,000	Medium to Long Term

Kirkby Station Access improvements including Footbridge upgrade to shared use (cycle) capabilities	Kirkby Station Access improvements including Footbridge upgrade to shared use (cycle) capabilities	Knowsley	4, 5, 6	£500,000	Medium to Long Term
HA/18/1 from grid reference 346940-385384 to 346973-385468 near Ditton Brook – footpath widening and overcoming levels differences with installation of steps	HA/18/1 from grid reference 346940-385384 to 346973-385468 near Ditton Brook – footpath widening and overcoming levels differences with installation of steps	Knowsley	2	£20,000	Medium to Long Term
HA1/1 from grid reference 343443-387449 to 343594-387452 renovation and releveling of path	HA1/1 from grid reference 343443-387449 to 343594-387452 renovation and releveling of path	Knowsley	2	£20,000	Medium to Long Term
HU/2/3 from grid reference 343438-389435 to 343594-387452 resurfacing of path and ASB prevention measures (fly tipping)	HU/2/3 from grid reference 343438-389435 to 343594-387452 resurfacing of path and ASB prevention measures (fly tipping)	Knowsley	2	£20,000	Medium to Long Term
HU/4/1 Yew Tree Footbridge remedial repair to footpath and embankments and ASB prevention measures	HU/4/1 Yew Tree Footbridge remedial repair to footpath and embankments and ASB prevention measures	Knowsley	2	£20,000	Medium to Long Term
Replacement of timber footbridges across ROW network	Replacement of timber footbridges across ROW network	Knowsley	2	£75,000	Medium to Long Term
PROW 15 upgrade of footpath surface quality to make more accessible leading from Breckside Park to Townsend Lane	PROW 15 upgrade of footpath surface quality to make more accessible leading from Breckside Park to Townsend Lane	Liverpool	2	£45,000	Medium to Long Term
PROW 40 upgrade of footpath surface quality to	PROW 40 upgrade of footpath surface quality to make more accessible leading	Liverpool	2	£55,000	Medium to Long Term

make more accessible leading from Banks Road to Speke Road	from Banks Road to Speke Road				
PROW 63 upgrade of footpath surface quality to make more accessible leading from Blackburne Street to Garston Coastal Park	PROW 63 upgrade of footpath surface quality to make more accessible leading from Blackburne Street to Garston Coastal Park	Liverpool	2	£45,000	Medium to Long Term
PROW 35 upgrade of footpath surface quality to make more accessible leading from Riversdale Road to Mersey Road	PROW 35 upgrade of footpath surface quality to make more accessible leading from Riversdale Road to Mersey Road	Liverpool	2	£45,000	Medium to Long Term
PROW 3 upgrade of footpath to shared use cyclepath leading from Back Gilmoos Lane to Knowsley Brook	PROW 3 upgrade of footpath to shared use cyclepath leading from Back Gilmoos Lane to Knowsley Brook	Liverpool	2	£120,000	Medium to Long Term
NCN62 to Stonebridge Business Park creating new cycling and walking links	NCN62 to Stonebridge Business Park creating new cycling and walking links	Liverpool	4, 5, 6, 8	£280,000	Medium to Long Term
PROW 55/56 upgrade of bridleway surface to make more accessible for walkers, cyclists and equine users from Allerton Road to Menlove Avenue and Woolton Road	PROW 55/56 upgrade of bridleway surface to make more accessible for walkers, cyclists and equine users from Allerton Road to Menlove Avenue and Woolton Road	Liverpool	2	£225,000	Medium to Long Term
Croxteth Bridleways	Croxteth Bridleways upgrade surface to more accessible for walkers, cyclists and equine users around perimeter of Croxteth country park estates	Liverpool	2, 8	£350,000	Medium to Long Term
Surface improvements to Long Lane (Formby 24)	Surface improvements to Long Lane (Formby 24)	Sefton	2	£200,000	Medium to Long Term
Doorstep Guides	Doorstep Guides	Sefton	3, 8	£2,500 per guide	Medium to Long Term

Surface improvements Altcar 5	Surface improvements Altcar 5	Sefton	2	£150,000	Medium to Long Term
Formby 2 – Surface improvements	Formby 2 – Surface improvements	Sefton	2	£150,000	Medium to Long Term
Rakes Lane – Surface improvements	Rakes Lane – Surface improvements	Sefton	2	£150,000	Medium to Long Term
Formby 12a – surfacing repairs/improvements – advanced detailed design	Formby 12a – surfacing repairs/improvements – advanced detailed design	Sefton	2	£40,000	Medium to Long Term
Formby 26 & 26a – surfacing improvements – preliminary design	Formby 26 & 26a – surfacing improvements – preliminary design	Sefton	2	£32,000	Medium to Long Term
Fazakerley Sidings surface improvements and dedication of new & upgraded route to create an multi user route	Fazakerley Sidings surface improvements and dedication of new & upgraded route to create an multi user route	Sefton	2, 4, 5, 6	£175,000	Medium to Long Term
Rights of Way and Trans Pennine Trail Access Control Review	Rights of Way and Trans Pennine Trail Access Control Review	Sefton	2, 7	£1,000	Medium to Long Term
Dedication of Netherton Lane as bridleway	Dedication of Netherton Lane as bridleway	Sefton	2, 4, 6	£10,000	Medium to Long Term
Surface improvements Southport 7	Surface improvements Southport 7	Sefton	2	£50,000	Medium to Long Term
Southport 15/Trans Pennine Trail – surfacing improvements – feasibility study, trial section and preliminary design	Southport 15/Trans Pennine Trail – surfacing improvements – feasibility study, trial section and preliminary design	Sefton	2, 7	£250,000	Medium to Long Term
Leeds Liverpool Canal towpath resurfacing and access improvements	Leeds Liverpool Canal towpath resurfacing and access improvements	Sefton	2, 7	£250,000	Medium to Long Term
Aintree Curve – Trans Pennine Trail bridge	Aintree Curve – Trans Pennine Trail bridge	Sefton	4	£750,000	Medium to Long Term
Formby Byway No. 45 surface improvements	Formby Byway No. 45 surface improvements	Sefton	2	£15,000	Medium to Long Term
Jubilee Wood Trans	Jubilee Wood Trans Pennine Trail	Sefton	4, 7	£150,000	Medium to Long

Pennine Trail diversion route	diversion route				Term
Crosby Coastal Park shared use path	Crosby Coastal Park shared use path	Sefton	4	£1,100,000	Medium to Long Term
Formby By-pass Multi Modal access improvements	Formby By-pass Multi Modal access improvements	Sefton	4	£600,000	Medium to Long Term
East West cycle improvements, Southport	East West cycle improvements, Southport	Sefton	4, 5, 6, 7	£425,000	Medium to Long Term
A565 Improvements, Crosby	A565 Improvements, Crosby	Sefton	4	£1,700,000	Medium to Long Term
Maghull/ Kirkby cycle route	Maghull/ Kirkby cycle route	Sefton	4, 5, 6, 7	£900,000	Medium to Long Term
Ince Blundell 6 – resurfacing works	Ince Blundell 6 – resurfacing works	Sefton	2	£50,000	Medium to Long Term
Lydiate 8 – resurfacing works	Lydiate 8 – resurfacing works	Sefton	2	£10,000	Medium to Long Term
Crosby 8 – street lighting renewal scheme	Crosby 8 – street lighting renewal scheme	Sefton	2	£10,000	Medium to Long Term
Access linking sites within Bold Forest Park area	Surface improvements to Footpath 308 and new Bridleway access linkages between various park / former colliery sites	St Helens	2, 4, 5, 6	£50,000	Medium to Long Term
Access linking large new employment sites	Improvements to Footpath 309 and 349 near Omega development £50,000 Improvements to Footpath 606 and 658 plus new routes to Parkside development £50,000	St Helens	4, 5, 6, 8	£100,000	Medium to Long Term
Access linking Schools	Improvements to Footpath 646 near Lyme Primary School Haydock	St Helens	4, 5, 6, 8	£80,000	Medium to Long Term
Wirral Circular Trail	Birket Cycle route from Reeds Lane – Leasowe Road: surface improvements	Wirral	2	£100,000	Medium to Long Term
Wirral Circular Trail	Historic wish list idea for a link bridge via Bidston Golf Club to Bidston Moss, Wirral Waters & Route 56	Wirral	4, 5, 6	£200,000	Medium to Long Term
Wirral Circular Trail	Shorefields resurfacing	Wirral	2	£50,000	Medium to Long Term

Wirral Circular Trail	Eastham Rake road side cycle path	Wirral	4, 5, 6	£150,000	Medium to Long Term
Wirral Circular Trail	Willaston to Bridleway 43 and road side horse route to Bridleway 50	Wirral	4, 5, 6, 7	£50,000	Medium to Long Term
East Coast Route	East coast routes eg for the old FP 56 claimed cliff top Mersey Shore route and other connections to The Riverside Park	Wirral	4, 5, 6, 7	£100,000	Medium to Long Term
Arrowe Park Bridleway surface improvements	Arrowe Park Bridleway surface improvements	Wirral	2	£100,000	Medium to Long Term
Royden Park Bridleway surface improvements	Royden Park Bridleway surface improvements	Wirral	2	£100,000	Medium to Long Term
Footpath 2 to Park Lane & Bridleway 3 to the north shore surface improvements	Footpath 2 to Park Lane & Bridleway 3 to the north shore surface improvements	Wirral	2	£30,000	Medium to Long Term
Lever Causeway horse route to have a full equestrian horse track alongside current surfaced path	Lever Causeway horse route to have a full equestrian horse track alongside current surfaced path	Wirral	2, 4, 5, 6, 7	£200,000	Medium to Long Term
New footpath from Durley Estate, Prenton to Landican Lane and then on through to Pensby.	New footpath from Durley Estate, Prenton to Landican Lane and then on through to Pensby. About 3 miles of some new surfacing and at least three river crossings	Wirral	4, 5, 6, 7	£300,000	Medium to Long Term
Heswall Station - Clatterbridge via Brimstage	Heswall Station - Clatterbridge via Brimstage: an all-new 3 mile walk, cycle and horse riding route connecting current public rights of way	Wirral	4, 5, 6, 7	£500,000	Medium to Long Term
Barnston to Brimstage footpath	An all new footpath from Barnston to Brimstage footpath with some surface and ditch 'bridge' requirements	Wirral	4, 5, 6	£100,000	Medium to Long Term
Footpath 72, Dundee Wood path: safety revetment work and improve surface and accessibility & help prevent erosion	Footpath 72, Dundee Wood path: safety revetment work and improve surface and accessibility & help prevent erosion	Wirral	2	£100,000	Medium to Long Term

Dibbinsdale woodland footpaths: overdue surface improvements	Dibbinsdale woodland footpaths: overdue surface improvements	Wirral	2	£100,000	Medium to Long Term
Woodchurch – Prenton – Upton surface improvements and new bridges plus an upgrade for walking, cycling & horse riding including M53 Subway lighting etc	Woodchurch – Prenton – Upton surface improvements and new bridges plus an upgrade for walking, cycling & horse riding including M53 Subway lighting etc	Wirral	2, 4, 6 , 7	£300,000	Medium to Long Term
Large scale use of Counters for all routes	Large scale use of Counters for all routes	Wirral	2	£30,000	Medium to Long Term
Purchase and installation of numerous anti motorcycle barriers	Purchase and installation of numerous anti motorcycle barriers	Wirral	2	£20,000	Medium to Long Term
Surface improvements for footpath 49, Raby to Neston via West Cheshire border	Surface improvements for footpath 49, Raby to Neston via CWAC border	Wirral	2	£50,000	Medium to Long Term
Thurstaston Common all accessible route improvements	Thurstaston Common all accessible route improvements	Wirral	2	£50,000	Medium to Long Term
Bridleway 8 Noctorum Lane, Prenton, surface improvements	Bridleway 8 Noctorum Lane, Prenton, surface improvements	Wirral	2	£30,000	Medium to Long Term
Other public Byway surface improvements	Other public Byway surface improvements	Wirral	2	£70,000	Medium to Long Term
Other public Bridleway improvements	Other public Bridleway improvements	Wirral	2	£70,000	Medium to Long Term
Other public footpath improvements	Other public footpath improvements	Wirral	2	£70,000	Medium to Long Term
Bridleway improvements to Noctorum Lane, Prenton	Bridleway improvements to Noctorum Lane, Prenton	Wirral	2	£20,000	Medium to Long Term
Landican Lane, Bridleway 16 & 45, surface improvements	Landican Lane, Bridleway 16 & 45, surface improvements	Wirral	2	£55,000	Medium to Long Term

4. MONITORING AND EVALUATION

Whilst there is a statutory duty to produce a Rights of Way Improvement Plan and maintain the existing network, implementation is dependent on resources. Specific funding for the ROWIP has not been allocated to deliver improvements, so the local authorities within the Liverpool City Region have to bid for funding from the city region or central government or other agencies to deliver the proposed improvements.

Rights of Way Improvement Plans are meant to be aspirational and ambitious in identifying potential improvements to the network. Therefore we have cast our net wide when considering ways to improve the network whilst recognizing that it would not be possible to implement them all immediately. Delivery of the improvement measures in the plan is dependent on resources becoming available.

The Liverpool City Region Mayoral Combined Authority, six local authorities and Merseytravel will need to work in partnership with a range of organisations and sectors in order to deliver many of the proposed actions. Additional funding and resources will be required and will be sought from a variety of sources. It is intended to use the LCR Devolution Deal Monitoring and Evaluation Plan for the ROWIP.

4.1 Monitoring

It is intended that progress on the Rights of Way Improvement Plan will be reported regularly to the Liverpool City Region Combined Authority as well as to the Local Access Forum and stakeholders.

4.2 Evaluation

Progress will be evaluated periodically to inform and update the programme of potential schemes. Lessons learnt will also inform the next Rights of Way Improvement Plan. We will have regard to best practice on rights of way elsewhere in the UK and learn from this.

5. APPENDICES

APPENDIX 1: LCR PUBLIC RIGHTS OF WAY NETWORK

5.1 Current Provision

The network that exists today is part of our local heritage and has evolved over the centuries, based on usage long ago when these routes were the only transport links between communities.

Section 60(5) of the Countryside and Rights of Way (CROW) Act 2000 has placed a statutory duty on all Highway Authorities to produce a Rights of Way Improvement Plan (ROWIP). Under this Act all unrecorded Rights of Way will be extinguished after 1 January 2026. The Highway Authorities use a number of mechanisms to designate and manage the network including:

(a) Definitive maps and statements

The definitive map is a record of Public Rights of Way. In law it is the definitive record of where a right of way exists and is located. The accompanying statement provides a written description detailing any special conditions or limitations that may exist relating to an individual route. There is a statutory duty upon Highway Authorities to keep definitive maps and statements up to date and under continuous review. These are available to view at Council Offices on request.

(b) Network condition

The LCR Highway Authorities have a statutory duty to protect and assert the Rights of Way network. This means having a network that is easy to follow and free from obstruction. In addition to their Officers each Authority relies on public comments, information and feedback. User groups and volunteers can provide additional support and information.

(c) Path coverage

Path coverage across the city region is good. The landscape of Liverpool City Region is relatively flat, making most routes easy to use. In some areas such as Birkenhead, North Liverpool, Kirkby, Bootle, Widnes and central St Helens the Public Rights of Way are fragmented and disjointed. Much of this is due to the industrial and urban development associated with such a large metropolitan area.

There also are a limited number of routes open to horse riders so there may be scope to increase coverage to better support the growing equestrian industry and tourism in the Liverpool City Region.

Regeneration at Liverpool Waters, Wirral Waters, Birkenhead Woodside, Ten Streets Liverpool, Festival Gardens Liverpool, Cronton Colliery, Parkside, Halsnead Garden Village and Runcorn Waterfront may also offer opportunities to create Green Corridors and cycle / walking routes to the wider network.

(d) Enforcement, the legal duty to assert and protect

Highway Authorities have a legal duty to assert and protect the Public Rights of Way network. To do so the relevant officers responsible for the network use legal means through enforcement procedures to resolve disputes. However, enforcement procedures can be both time consuming and expensive and whilst some problems require enforcement action, the vast majority can be resolved through community engagement and partnership working with developers, planners, landowners and the general public. Establishing links and developing relationships with stakeholders plays a vital role in making improvements to the network.

(e) Definitive Map Modification Orders

Evidence from the general public is the prime means by which claims to have routes added to the definitive map are made. It is therefore important that in the future, the claims process is promoted so the public can assist in recording and safeguarding the Public Rights of Way network.

(f) Public path orders

Path networks are always undergoing change. New routes are added, some routes are diverted and others are temporarily or permanently closed. Legal orders can be processed by Highway Authorities to facilitate this.

(g) Dedications and permissive agreements

Opportunities to enhance the network are always explored and encouraged. Through the ROWIP, closer partnership working with landowners and developers will seek to increase dedications and permissive path agreements.

(h) Cross boundary issues from LCR with surrounding authorities

Cross boundary paths should not affect people's enjoyment of a route. These routes provide access for residents and visitors to and from Districts within the LCR and provide linkages that can create a wider network of access within and beyond the LCR including with neighbouring areas such as Cheshire West and Chester, Lancashire, Warrington and Wigan.

5.2 Equestrian Sector

The Rights of Way network in the Liverpool City Region also supports the equestrian related tourism sector including Aintree and Haydock racecourses, as well as various riding schools, stables and livery yards. The main bridleway routes in the Liverpool City Region suitable for equestrians include the following:

The Mersey Circular – including the Liverpool Loop Line from Halewood to West Derby, Croxteth Country Park, Gellings and Little Wood Greenways, the A580 south side cycleway, the Rainford bypass, sections of the Rainford Loop, Garswood Old Road, Carr Mill Dam, Stanley Bank, Bold Forest Country Park, The Dream and its associated Mineral Line, Cranshaw Hall, Pex Hill, Cronton Colliery, Knowsley ExpressWay, Garnetts Lane, and Halewood.

Sankey Valley Park – including from Stanley Bank, via the Viaduct onwards towards Warrington and beyond to join the Trans-Pennine-Trail at Sankey Bridges.

The Rainford Loop – including the Rainford Linear Park, Maggots Nook, Holiday Moss / Langwood Lane, Fir Tree Farm, Billinge Hill, Carr Mill, Moss Bank Estate, Sandy Lane, Berringtons Lane and Sandwash to the Linear Park at the southern end.

The Mersey Bank / St Helens Canal section of the Trans-Pennine Trail – including from Sankey Bridges via Fiddlers Ferry and Johnson's Lane to Spike Island.

The Sefton Coastal Path – including sections of the Trans-Pennine-Trail route between Southport to Crosby and southwards to Melling and Aintree.

The Wirral Circular Trail – including the Wirral Country Park.

Higher Runcorn Greenways – including from Palacefields, circular route around Town Park to Bennets Rough and Windmill Hill. Routes through Moore, Sandymoor and Murdishaw.

APPENDIX 2: OTHER LCR PUBLIC ACCESS NETWORKS

- 5.3 The Public Rights of Way network does not exist in isolation, many other routes can be found that make up the wider access network.
- 5.4 It is important to identify and map known routes, locations and other opportunities for outdoor access to assist in the connectivity, development and management of the Public Rights of Way network.
- 5.5 Other known routes will include the following:-

- (a) **Green Infrastructure and Open Access Land** - Providing the right of access on foot in mapped areas of open countryside, mountain, moor, down land and registered common land. Additionally, green infrastructure includes public parks, gardens, playing fields, nature reserves etc.

The Liverpool City Region & Warrington Green Infrastructure Framework has been developed by the Liverpool City Region supported by The Mersey Forest with funding from Natural England. It covers Liverpool, Sefton, Knowsley, St Helens, Halton, Wirral and Warrington.

<http://www.merseyforest.org.uk/our-work/green-infrastructure/liverpool-city-region-green-infrastructure-framework/>

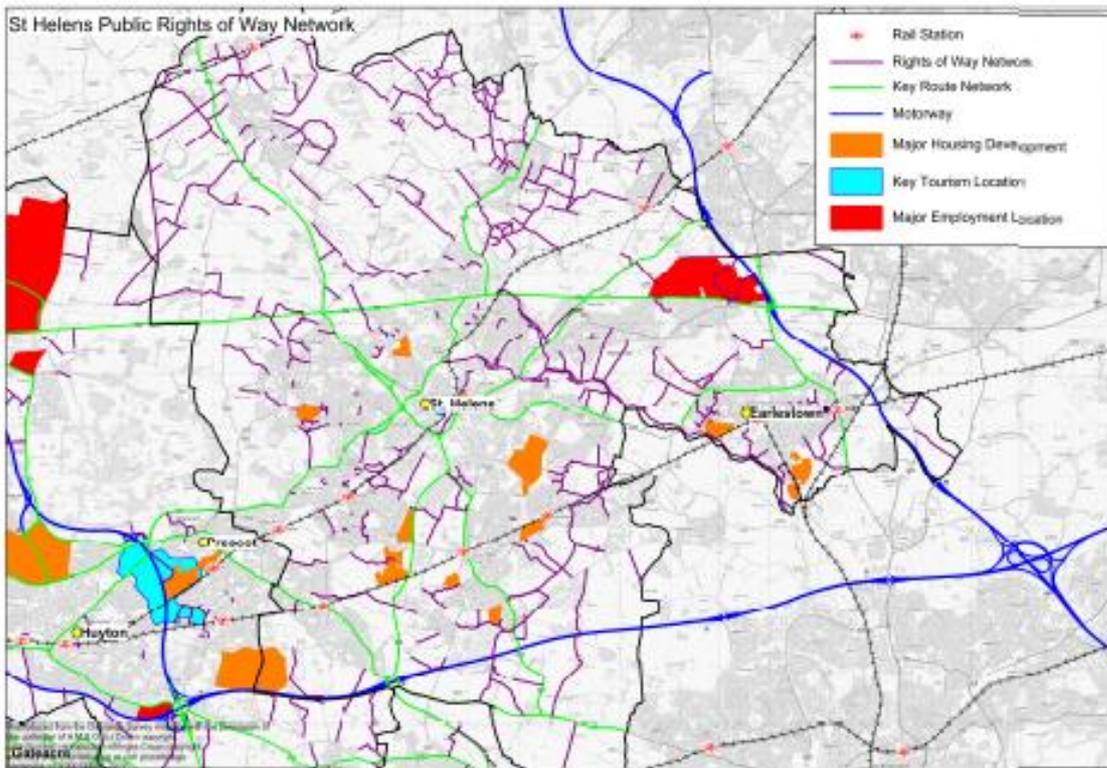
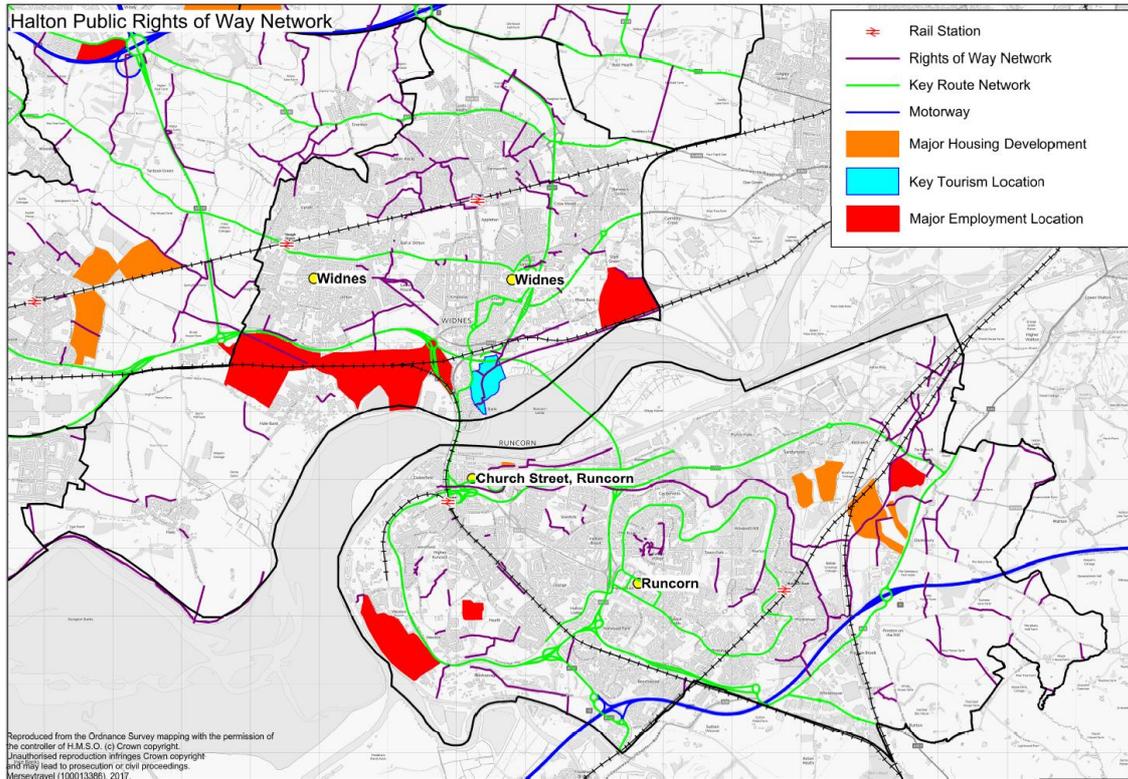
- (b) **Permissive Routes** - These are routes developed at the discretion of the landowner who has permitted public use of a route as either a Footpath or a Bridleway.
- (c) **Environmental Stewardship Schemes** - Access opportunities created by DEFRA to conserve and improve the countryside whilst supporting both the rural community and economy.
- (d) **The Highway Network** - The road and footway network play a significant part in connecting routes in both rural and urban areas. Within this network there are **Quiet Lanes and Greenways initiatives**. These are minor roads, country lanes and unclassified roads. Collectively these play a significant role in connecting routes in the more rural areas of the City Region.

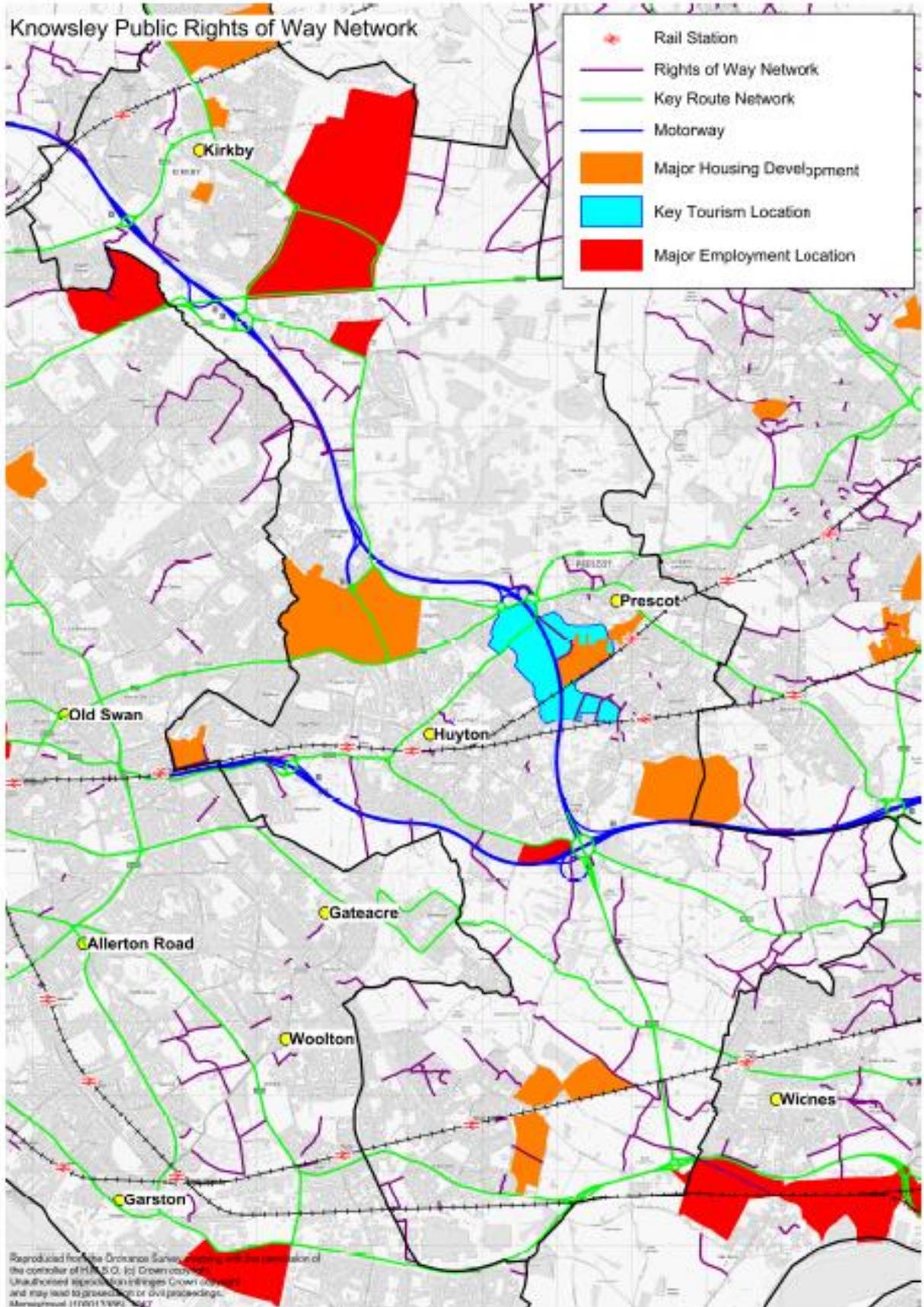
Quiet lanes are minor rural roads, which experience low levels of traffic travelling at low speeds. They are recognised to be safe, attractive routes for healthy commuting, recreation and sport, providing the opportunity for shared use by cyclists, equestrians, motorised users and walkers.

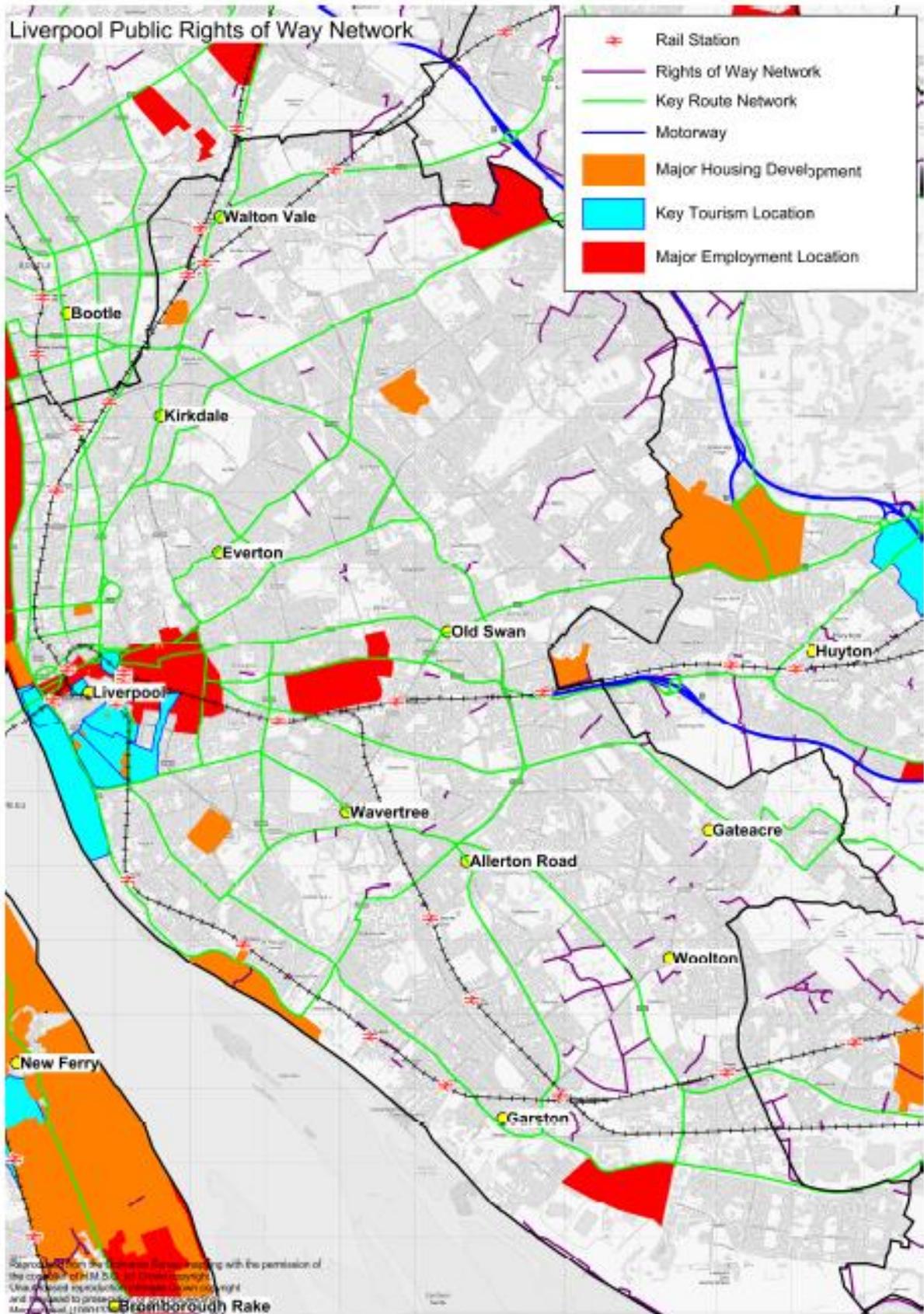
Greenways are networks of largely off-highway routes for shared use by cyclists, equestrians and walkers.

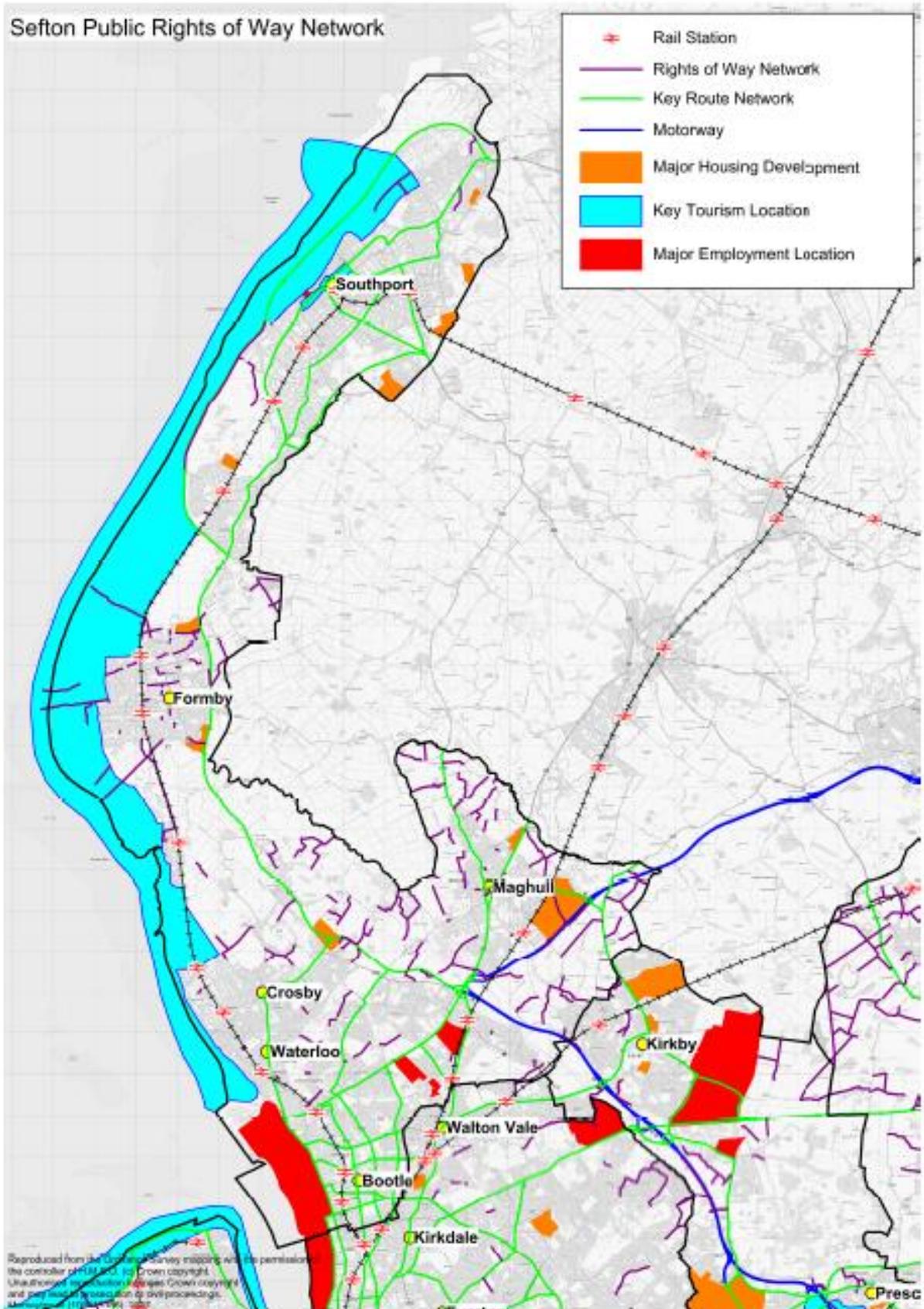
- (e) **Long Distance Footpath Trails** - There are several long distance footpath trails in Liverpool City Region providing significant access opportunities, these include:
- The Trans Pennine Trail including Cheshire Lines and Liverpool Loop Line paths
 - The Sefton Coastal path
 - The Leeds Liverpool Canal Towpath
 - The Bridgewater Way along the Bridgewater Canal
 - The Wirral Circular Trail including the Wirral Way
 - The Mersey Way
 - The Croxteth Bridleway
- (f) **The National Trails Network** – We work closely with Natural England to develop the England Coast Path National Trail.
<http://www.nationaltrail.co.uk>
- (g) **The National Cycle Network** – Co-ordinated by Sustrans: the UK's leading sustainable transport charity. There a number of national cycle routes in the LCR.
<http://www.sustrans.org.uk/ncn/map/national-cycle-network>
- (h) **The Local Cycle Network** - The local cycling network on Liverpool City Region provides a comprehensive network of access, which is progressively developing. Although these route are often specifically designed for cycling, off road routes also have pedestrian rights.
- (i) **The Mersey Forest** – This is an initiative supported by Liverpool, Sefton, Knowsley, St Helens, Halton, Cheshire West & Chester and Warrington councils. The Mersey Forest Plan is the long term and strategic guide to the work of The Mersey Forest team and partners.
<http://www.merseyforest.org.uk/about/plan/>
- (j) **Coastal Access** - The Liverpool City Region coast provides people with the opportunity to pursue recreational and leisure pursuits in an environment that is rich in wildlife and habitats. Some areas of the beaches along the Mersey coast are accessible to horse riders, although in some instances restrictions exist and permits may be required. We are working closely with Natural England to develop the England Coast Path National Trail which is due for completion in 2020.
- (k) **Blue Ribbon Network** – In addition to the coast there are rivers and waterways with public access. Key elements of the Blue Ribbon Network include: River Mersey, River Dee, River Alt, Stanley Dock, Leeds Liverpool Canal, Albert Dock and Liverpool South Docks, Sankey (St Helens) Canal, Weaver Navigation, Bridgewater Canal and the Manchester Ship Canal.

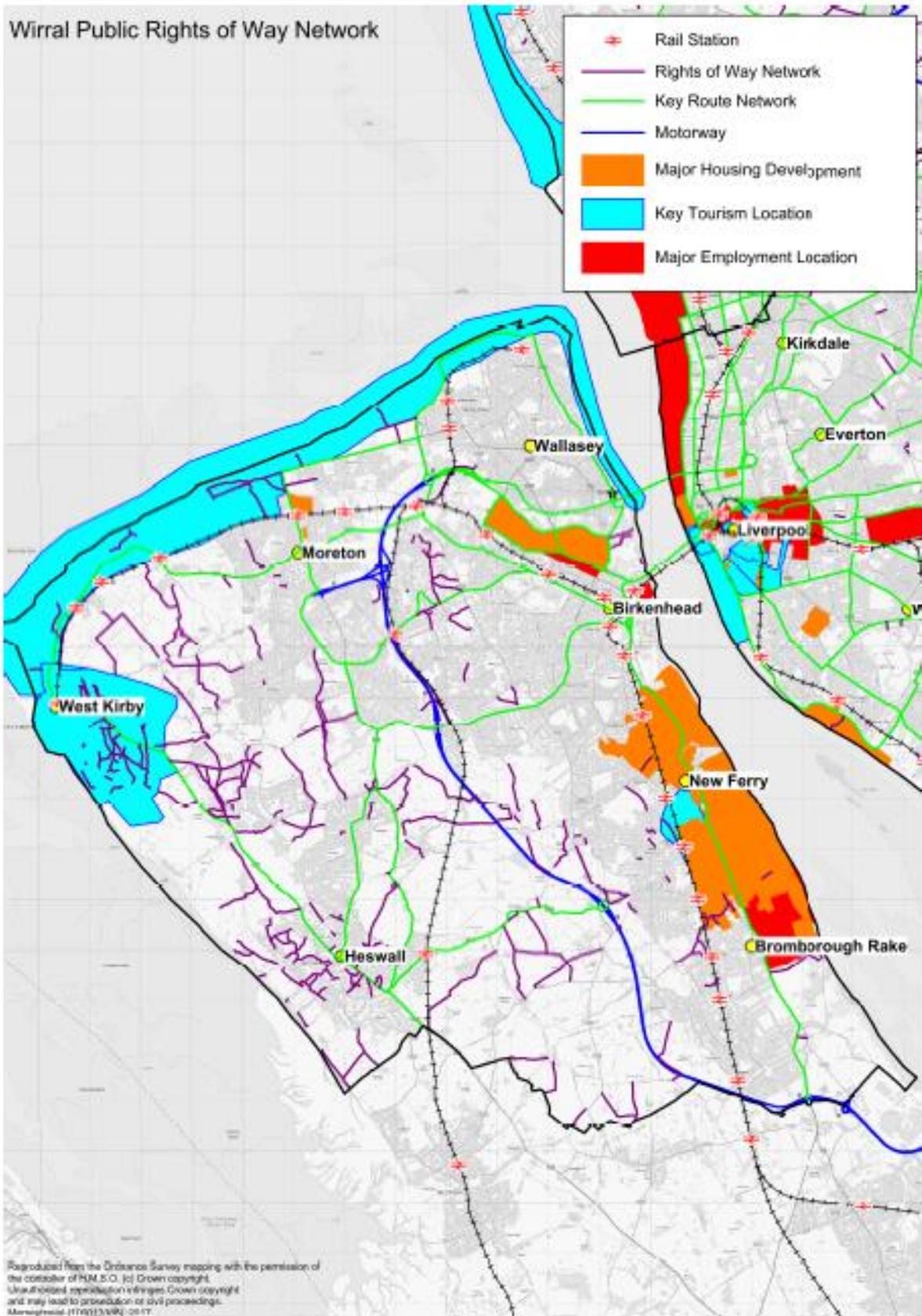
APPENDIX 3: DISTRICT RIGHTS OF WAY MAPS











APPENDIX 4: STAKEHOLDERS

The Rights of Way Network is an asset open to everyone. In this section we highlight some of the main user categories and other stakeholders.

User Group / Stakeholder:	Contacts and Issues:
Walkers	Relevant stakeholders include Ramblers, Living Streets and Walk Unlimited. http://www.ramblers.org.uk/ https://www.livingstreets.org.uk/ http://www.walk.co.uk/
Cyclists / Off Roaders	Relevant stakeholders include Sustrans, British Cycling and Cycling UK. For off roaders there is the Auto-Cycle Union. http://www.sustrans.org.uk/ https://www.britishcycling.org.uk/ http://www.cyclinguk.org/ https://www.acu.org.uk/
Horse Riders	Relevant stakeholders include the British Horse Society and the equestrian industry including livery yards and stables http://www.bhs.org.uk/
Other Groups	<ul style="list-style-type: none"> • Local Civic Societies e.g. Gateacre Society, Merseyside Civic Society, the Civic Trust, etc Other relevant users include: <ul style="list-style-type: none"> • Under represented groups • People who are less mobile • Non users
Police	<ul style="list-style-type: none"> • British Transport Police • Merseyside Police • Cheshire Police
Developers And Landowners	<ul style="list-style-type: none"> • Developers and Planners • Landowners, agents for estates, land managers and the Country Land & Business Association • National Farmers Union • Charities and trusts managing land and public access sites e.g. National Trust, English Heritage, etc. • Contractors undertaking works on Public Rights of Way • Institute of Public Rights of Way and Countryside Management • Campaign for Protection of Rural England (CPRE)

User Group / Stakeholder:	Contacts and Issues:
Waterways	<ul style="list-style-type: none"> • Canal & River Trust • Bridgewater Canal
Health & Wellbeing	<ul style="list-style-type: none"> • Health & Wellbeing Partners • LCR Clinical Commissioning Groups • NHS England • Public Health England
Local Government	<ul style="list-style-type: none"> • Local Authorities including departments such as tourism, transport, highways, planning, parks, etc. • Neighbouring Local Authorities • Parish Councils • Merseytravel • LCR Local Enterprise Partnership • Tourism Partners • Nature Connected – LCR Local Nature Partnership • Mersey Forest • Merseyside Environmental Advisory Service (MEAS) • Sefton Coast Partnership
Central Government	<ul style="list-style-type: none"> • DEFRA / DFT / DCLG • Environment Agency • Homes & Communities Agency • Highways England • Network Rail • Forestry Commission • Natural England • Sport England

APPENDIX 5: REFERENCES

Northern Powerhouse Strategy (Nov 2016)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/571562/NPH_strategy_web.pdf

Liverpool City Region Devolution Deal (Nov 2015 / March 2016)

<https://www.gov.uk/government/publications/liverpool-devolution-deal>

TRANSPORT

Liverpool City Region Transport Plan for Growth

<http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Pages/Transport-Plan-for-Growth.aspx>

Merseyside Local Transport Plan

<http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Pages/MTP.aspx>

GREEN INFRASTRUCTURE

Liverpool City Region Green Infrastructure Framework

<http://www.merseyforest.org.uk/our-work/liverpool-city-region-green-infrastructure-framework/>

The Mersey Forest Plan

<http://www.merseyforest.org.uk/about/plan/>

South Liverpool Waterspace Strategy

<https://canalrivertrust.org.uk/media/library/2192.pdf>

Atlantic Gateway Parklands Prospectus

http://www.atlanticgateway.co.uk/assets/downloads/AG_Prospectus.pdf

EQUESTRIAN INDUSTRY

BHS Equine Sector Investment Strategy for LCR (Oct 2014) British Horse Society

<http://www.bhs.org.uk/our-charity/press-centre/news/regional/north-west/an-rdpe-investment-strategy-for-growth-in-the-liverpool-city-regions-equine-sector>

VISITOR ECONOMY

Liverpool City Region Visitor Economy Strategy & Destination Management Plan

<https://www.liverpoollep.org/wp-content/uploads/2015/06/wpid-lcr-dmp-2015-2025.pdf>

Liverpool City Region Visitor Economy Investment Plan for Growth (July 2016)

<https://www.liverpoollep.org/wp-content/uploads/2016/07/Liverpool-City-Region-VE-Investment-Plan.pdf>

HEALTH & WELLBEING

Cheshire & Merseyside NHS Sustainability & Transformation Plan (Nov 2016)

<http://www.liverpoolcommunityhealth.nhs.uk/downloads/news/Cheshire%20Merseyside%20STP.pdf>

Liverpool Active City Strategy <https://liverpool.gov.uk/media/1355535/liverpool-active-city-pas-strategy.pdf>

CONTACTS:

Council:	Telephone Number:	Website:
Halton Borough Council	0303 333 4300	www.halton.gov.uk
Knowsley Metropolitan Borough Council	0151 489 6000	www.knowsley.gov.uk
Liverpool City Council	0151 233 3000	www.liverpool.gov.uk
Sefton Metropolitan Borough Council	0345 140 0845	www.sefton.gov.uk
St Helens Metropolitan Borough Council	01744 676 789	www.sthelens.gov.uk
Wirral Metropolitan Borough Council	0151 606 2000	www.wirral.gov.uk

NOVEMBER 2017

Liverpool City Region Combined Authority

Rights of Way Improvement Plan 2018-2028

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We welcome your comments and feedback which will help us improve our future planning.

For more information visit the Merseytravel or the Liverpool City Region Combined Authority websites:

www.merseytravel.gov.uk

<http://liverpoolcityregion-ca.gov.uk/>

We can provide this information in other formats. Please contact us to discuss your requirements.

