



## Environment and Urban Renewal Policy and Performance Board

**Wednesday, 2 December 2020 6.30 p.m.  
via public remote access (please contact  
the Clerk named below for instructions)**



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

**Chief Executive**

### BOARD MEMBERSHIP

Councillor Bill Woolfall (Chair)	Labour
Councillor Mike Fry (Vice-Chair)	Labour
Councillor Robert Gilligan	Labour
Councillor Harry Howard	Labour
Councillor Alan Lowe	Labour
Councillor Paul Nolan	Labour
Councillor Joe Roberts	Labour
Councillor Christopher Rowe	Liberal Democrats
Councillor Pauline Sinnott	Labour
Councillor Angela Teeling	Labour

**Please contact Gill Ferguson on 0151 511 8059 or e-mail  
[gill.ferguson@halton.gov.uk](mailto:gill.ferguson@halton.gov.uk) for further information.  
The next meeting of the Board is on Wednesday, 24 February 2021**

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

**Part I**

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<b>2. DECLARATIONS OF INTERESTS (INCLUDING PARTY WHIP DECLARATIONS)</b>	
Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary interests, to leave the meeting during any discussion or voting on the item.	
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*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, 30 September 2020 via public remote access*

Present: Councillors Woolfall (Chair), Fry (Vice-Chair), Gilligan, Howard, A. Lowe, Nolan, Joe Roberts, Sinnott and Teeling

Apologies for Absence: Councillor Morley

Absence declared on Council business: None

Officers present: G. Ferguson, T. Gibbs, A. Cross, G. Henry and A. Plant

Also in attendance: One Member of the press

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

	<i>Action</i>
EUR6 MINUTES	<p>The Minutes of the meeting held on 15<sup>th</sup> July 2020 having been circulated were signed as a correct record.</p>
EUR7 PUBLIC QUESTION TIME	<p>It was confirmed that no public questions had been received.</p>
EUR8 REVISIONS TO THE TOWN & COUNTRY PLANNING USE OF CLASS ORDER	<p>The Board considered a report which updated Members on changes to national planning regulations that removed, in many circumstances, the need for planning permission where change of use was involved. The Government's intent was to make it easier for high street uses to adapt and change according to local circumstances without a planning application. In addition, there were other changes including new Use Classes in relation to learning and non-residential institutions and local community uses.</p> <p>It was noted that there was a legal challenge to both the General Permitted Development Order and Use Classes Order changes.</p>

Members were advised that the principle aim of these reforms, to create vibrant, mixed use town centres by allowing businesses greater freedom to change to a broader range of compatible uses was generally welcomed. The changes were generally considered to align with the significant steps taken by the Council – both prior to and since the pandemic – to support the regeneration of our town centres.

Arising from the discussion, Members queried the impact of the Use Class Order changes on the Council's position regarding the number of fast food outlets in town centres. In response, Members were advised that these changes did not affect the Council's position with regard to the Supplementary Planning Documents.

It was agreed that the document would be shared with Development Control Committee prior to its next meeting.

**RESOLVED:** That the Board note the proposed changes to national planning regulations covering Use Classes that categorise the way that land and buildings are used.

**EUR9 CHANGES TO THE CURRENT PLANNING SYSTEM GOVERNMENT CONSULTATION**

The Board considered a report of the Strategic Director Enterprise, Community and Resources, on the Government consultation on the current planning system and the potential implications this could have for development in Halton. The Ministry of Housing, Communities and Local Government was consulting on shorter term changes to planning policy and regulations in addition to the more fundamental reform to the planning system as set out in the Planning for the Future White Paper. The Government had set out proposals to improve the effectiveness of the current planning system. These covered:

- The standard method for assessing housing for local plans;
- Delivering first homes;
- S106 and small site – to temporarily increase the threshold below which developers do not need to contribute to affordable housing to up to 40 to 50 units for an 18 month period; and
- Proposals to increase the threshold for Permission in Principle by application.

RESOLVED: That

1. the report be noted; and
2. consideration be given to the proposals together with any response the Board may wish to provide to the consultation.

**EUR10 LOCAL PLAN ADDENDUM TO THE STATEMENT OF COMMUNITY INVOLVEMENT (SCI)**

The Board considered a report of the Strategic Director Enterprise, Community and Resources, which advised that the Government had introduced new legislation to help deal with governance issues during the COVID-19 pandemic. This included the Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020. These new regulations provided for the temporary suspension (until 31<sup>st</sup> December 2020) of certain planning consultation procedures where they may conflict with COVID-19 public health priorities. Subsequently, an addendum (COVID-19) to the Councils previously adopted Statement of Community Involvement had been produced. A copy was attached to the agenda item for information.

RESOLVED: That the Board endorses a recommendation to Executive Board for the addition of the addendum (Appendix A) into the Statement of Community Involvement (SCI) for Local Plan making.

Strategic Director Enterprise, Community and Resources

**EUR11 PLANNING WHITE PAPER**

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which informed the Board on the recently published (6 August 2020) Planning White Paper consultation and the potential implications this could have for development in Halton.

It was noted that the White Paper was first published on 6th August 2020 and had been heralded by many as the most radical reform of the planning system in England since the establishment of the current system. The key driver of the proposed reforms was the need to deliver, as a nation, 300,000 new homes per year. The proposals were set out under a number of pillars with each having a number of specific proposals. The pillars for change were:

- Planning for development;
- Planning for beautiful and sustainable places; and
- Planning for infrastructure and connected places.

The report set out each of the 24 detailed proposals as detailed in the White Paper with an explanation of each. An initial Council response to the proposals was also set out in Annex A of the report.

Arising from the discussion, it was noted that concern had been expressed regarding the protection of community green spaces and outdoor sporting facilities and this should be considered as part of the Council response.

RESOLVED: That

1. the report be noted; and
2. consideration is given to the proposals, together with any response the Board may wish to provide to the consultation.

#### EUR12 PROPOSED CHANGES TO NATIONAL PERMITTED DEVELOPMENT RIGHTS

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which provided an update on imminent changes to planning regulations which gave greater freedoms for certain forms of development to be undertaken without planning permission. It was noted that there was a legal challenge to both the General Permitted Development Order (GPDO) and Use Classes Order (UCO) changes.

It was noted that the new planning regulations came into force on 31 August 2020 to further extend national Permitted Development Rights, as described in the report. The Government's aim through these changes was to "*boost housing delivery*".

It was agreed that the document would be shared with the Development Control Committee prior to its next meeting.

RESOLVED: That the proposed changes to national permitted development rights that allow certain types of development without the need to apply for planning consent be noted.

EUR13 UNITARY DEVELOPMENT PLAN DRAFT  
SUPPLEMENTARY PLANNING DOCUMENTS (SDPS)

The Board considered a report which recommended that four draft Supplementary Planning Documents (SPD) should be formally removed from the Local Development Scheme (LDS). These were SPD's for:

- Draft Runcorn Old Town;
- Halton Lea;
- West Bank; and
- Halebank Regeneration Area.

It was noted that the draft SPD's associated with the Unitary Development Plan would expire alongside their parent UDP policies, once the Delivery and Allocations Local Plan was adopted.

RESOLVED: That the Board endorses a recommendation to Executive Board to remove the draft Supplementary Planning Documents (SPDs) from the Halton Local Development Scheme (LDS) in accordance with the relevant legislation.

Strategic Director  
Enterprise,  
Community and  
Resources

*Meeting ended at 7.50 p.m.*

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

**DATE:** 2 December 2020

**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 Chair 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:** 2 December 2020

**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 17<sup>th</sup> SEPTEMBER 2020**

**TRANSPORTATION PORTFOLIO**

**EXB14 LOCAL BUS CONTRACT TENDERS**

The Board received a report from the Strategic Director – Enterprise, Community and Resources, which notified them of the Local Bus Contract Framework coming to an end in March 2021.

Members were advised of a proposal to move from a framework type agreement to a Dynamic Purchasing System (DPS) to cover the period April 2021 to March 2023, with an option to extend the period by a further two years. It was reported that a DPS would allow for flexibility to allow suppliers to join at any time during the lifetime of the DPS once they had satisfied the relevant criteria.

**RESOLVED:** That the Executive Board

- 1) approves the use of a Dynamic Purchasing System (DPS) agreement for the procurement of supported local bus contracts; and
- 2) notes that under Procurement Standing Order Part 2.1, the accumulative value of the contracts was projected to be in excess of £1m over the period of the DPS agreement.

Strategic Director  
- Enterprise,  
Community and  
Resources

**EXB15 LOCAL TRANSPORT RESPONSES TO PANDEMIC**

The Board considered a report from the Strategic Director – Enterprise, Community and Resources, which updated them on the works undertaken to support the local economy and protect public health during the Pandemic.

It was reported that the guidance issued by the Departments' for Transport and Education on the restart of the transport network formed the basis of the measures implemented. This highlighted the critical importance of walking and cycling, and the allocation of public space to allow people to travel and access services in a way that

aided the ongoing need for social distancing.

The report provided information on the acceleration of local measures, to help support the safe and sustainable movement of people in the ‘new normal’. For Members information Appendix 1 listed the tranche 1 schemes already in place and tranche 2 schemes still in development.

RESOLVED: That Executive Board

- 1) notes the interventions taken so far; and
- 2) receives future updates on developments in this area.

Strategic Director  
- Enterprise,  
Community and  
Resources

*Councillors Polhill and Wharton declared a Disclosable Pecuniary Interest in the following item as they are both Non-Executive Directors of the Mersey Gateway Crossings Board and left the meeting for the duration of the item.*

#### EXB16 MERSEY GATEWAY

The Executive Board received a report from the Operational Director – Legal and Democratic Services, which sought approval to a process of consultation, so that the current *Road User Charging Scheme Order* (RUCSO), could be revoked and replaced with an updated Order.

It was reported that this was required due to the imminent reopening of the Silver Jubilee Bridge (SJB) and the changes to the road layout on the Runcorn approach to the SJB associated with the Runcorn Station Quarter regeneration. There was a requirement to update the existing Order to reflect the new road configuration. The draft updated Order was attached to the report in Appendix 1.

In requesting the Board’s approval for the above, Members were also requested to consider:

- the approach roads to the SJB and their associated drawings – which need to be updated;
- further exemptions to be applied – following a representation received by the Mersey Gateway Crossings Board, suggesting anomalies in the toll charging regime and subsequent proposal to add further exceptions to the list of vehicles exempt from toll charges; and

- charges payable – moving the two tables of *Charges Payable* from the actual Order to the Schedule attached to the Order, to enable revision by a variation order rather than the whole Order.

RESOLVED: That the Executive Board

- 1) consult on making an updated RUCSO in the form (or substantially the same form) as that in Appendix 1, on the basis prescribed in the report;
- 2) give full and proper consideration to any comments received, make the updated RUCSO in the form (or substantially the same form) as that in Appendix 1 and delegate to the Operational Director – Legal and Democratic Services, the authority to make any non-material or consequential amendments as are necessary to give it effect; and
- 3) authorises the Operational Director – Legal and Democratic Services, to take all necessary steps to bring the RUCSO into effect, provided that any material amendments or considerations shall be considered by the Executive Board before the RUCSO is brought into effect.

Operational  
Director, Legal  
and Democratic  
Services

#### **EXECUTIVE BOARD MEETING HELD ON 15<sup>TH</sup> OCTOBER 2020**

#### **EXB33 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

The Board considered:

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

interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

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

**COMMUNITY & SPORT, HEALTH & WELLBEING,  
PHYSICAL ENVIRONMENT AND RESOURCES  
PORTFOLIOS**

**EXB34 PROPOSED LEISURE CENTRE, MOOR LANE, WIDNES -  
UPDATE REPORT**

The Board considered a report from the Strategic Director – Enterprise, Economy and Resources which provided an update on work undertaken on the Pre-Construction Delivery Plan, for the new leisure centre on the Moor Lane site.

**RESOLVED:** That

- 1) the report is noted;
- 2) the Council pause the project until it had clarity on vacant possession of Moor Lane site;
- 3) once vacant possession was guaranteed, proceed to construction of the new leisure centre; and
- 4) the solar farm option be considered.

Strategic Director  
- Enterprise,  
Community and  
Resources

<b>REPORT TO:</b>	Environment and Urban Renewal Policy and Performance Board
<b>DATE:</b>	2 <sup>nd</sup> December 2020
<b>REPORTING OFFICER:</b>	Strategic Director - Enterprise, Community & Resources
<b>PORTFOLIO:</b>	Transportation
<b>SUBJECT:</b>	Road Safety Report
<b>WARD(S)</b>	Boroughwide

## 1.0 PURPOSE OF THE REPORT

- 1.1 To report on the Department for Transports annual update on road traffic collision and casualty numbers.

## 2.0 RECOMMENDATION: That

- 1) The overall progress on casualty reduction over the past decade be noted; and**
- 2) The road safety programme for 2021 be supported (paragraph 4.4 – 4.7).**

## 3.0 SUPPORTING INFORMATION

- 3.1 The latest figures (2019) for Halton can be summarised as follows:

- There were 183 road traffic collisions involving personal injury in Halton, 14 fewer than the year before, and a continuation of the overall general downward trend. These incidents resulted in 239 casualties, a 3% increase on the 2018 figures;
- A total of 31 killed or seriously injured (KSI) remains relatively low when compared to 10 years ago (41 in 2010). The figure for 2018 was 30;
- 28 of the casualties were classed as serious, with 3 fatalities (an increase of 1 compared to 2018)
- A total of 2 child serious injury (CKSI) representing a decrease of 66% (compared to 6 in 2018).
- The numbers of people of all ages being slightly injured (SLI) was 208 (202 in 2018).

- A total of 23 collisions occurred on Mersey Gateway controlled roads, resulting in a total of 28 casualties, slightly higher than in 2018.
  - Halton still remains on course to achieve its performance targets.
- 3.2 Appendix A sets out the numbers of traffic collisions and casualties in 2019, together with comparisons of figures for previous years.
- 3.3 Of those killed or seriously injured, the number of adults increased by 5, but the numbers of child casualties decreased by 4. Generally, low numbers of KSI are recorded annually in Halton, and actual numbers recorded do fluctuate from year to year. A 5-year rolling average for casualty numbers is a better statistic to indicate relative performance, and both adult and child KSIs showed a downward trend.
- 3.4 Overall, a dramatic reduction in casualty numbers has been achieved in recent years, with Halton recognised as one of the best performing, both regionally and nationally. Encouragingly, both collision numbers and Child KSIs are at an all-time low and the long-term trends for all casualty types are generally downward.
- 3.5 **National Position**  
Nationally, road casualties decreased by 5% in 2019, as set out in the Department for Transport 2019 Comprehensive Annual Report on Road Casualties available at:  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904698/rccgb-provisional-results-2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904698/rccgb-provisional-results-2019.pdf)
- 3.6 The Department for Transport (DfT) still advises that comparisons with previous years' figures should be interpreted carefully and advise that the 2019 casualty numbers are still provisional. Changes to how the Police record collisions and delays in processing information caused by the ongoing pandemic have resulted in delays in confirming the data. However, the casualty numbers for Halton and other Local Authorities within the Cheshire Constabulary have been rigorously checked and validated.
- 3.7 The Government's 'Strategic Framework for Road Safety' (May 2011) has an outcomes framework for measuring progress on road casualty reductions. The framework seeks to deliver reductions through encouraging best practice amongst local authorities, and comparing local progress with national trends. Overall, a central KSI reduction forecast of 40% by 2020 (based on a 2005-09 base average) is identified as an outcome, and Halton is well on course to achieve this reduction.
- 4.0 POLICY IMPLICATIONS**
- 4.1 The work on casualty reductions is consistent with the policies and approaches incorporated in the Liverpool City Region's Transport Plan for Growth and Halton's Local Transport Plan 3 (2011 – 2025). Halton continues to participate in the Merseyside and Cheshire Road Safety

Partnerships to share best practice and collaborate beyond administrative boundaries.

- 4.2 The Runcorn delinking works, Widnes Loop and Silver Jubilee Bridge closure have temporarily changed traffic flows and this, together with proposed changes to road layouts as part of proposed developments in Widnes and Runcorn town centres, has made it difficult to determine where best to target the casualty reduction strategy. As a result of this, special attention has been given to improving road safety infrastructure around schools, as well as continuing our effective road safety education campaigns. This approach has led to the significant reduction in child casualty numbers in 2019.
- 4.3 A summary of road safety schemes undertaken in 2019 / 2020 is as follows:
- Reconfiguration of Prescot Road / Hough Green Road roundabout to improve lane discipline and reduce side-swipe collisions
  - Improvements to pedestrian crossing points at Weston Village Primary School
  - Area Forum funded traffic calming works on a section of Page Lane, Widnes recognising the change in character of the road from industrial to residential
  - Public bridleway and signage / road markings improvements on Baileys Lane, Hale Village, following closure of Dungeon Lane as part of wider Liverpool John Lennon Airport development
  - Installation of a Cheshire Road Safety Group mobile camera site and associated safety camera signage
  - Improvements to pedestrian crossing points in Windmill Hill and Norton North
  - New section of footway at Hale Road, Halebank

#### **Halton's 2021 Programme**

- 4.4 This programme covers road traffic collision reduction schemes, road safety education, training, and publicity.
- 4.5 Whilst the ongoing major works have made identifying appropriate sites for road safety engineering works more difficult, there are still a number of locations where significant improvements can be achieved. In addition to larger scale works, a number of small-scale engineering schemes have been devised to improve safety and accessibility for pedestrians and other vulnerable road users (particularly around schools). Given the need for social distancing as a result of the pandemic and the shift towards cycling and walking, this work has an even greater priority. The Council will continue to liaise closely with Cheshire Police to targeted speed enforcement. The use of the speed indicator device signs continues to be an effective means of gathering information on speeding issues, given that they record the speed of every vehicle approaching them. Following exhaustive traffic and collision analysis, one site has been identified in Halton for the next phase of the Cheshire Road Safety Group red light / speed on green camera programme, although the ongoing coronavirus pandemic has meant that works have been delayed.

4.6 Planned works for 2020/2021 include:

- Improved pedestrian crossing facilities at Halton Lea, Runcorn
- Review of all school sites to ensure road layouts are appropriate, given the ongoing issues related to the Covid19 pandemic
- Improvements to side-junction layouts on Liverpool Road, Widnes following concerns raised regarding poor visibility
- Improvements to pedestrian crossing points at Dykin Road / Moorfield Road roundabout.
- Reconfiguration of road markings as part of wider improvement scheme on southern section of Ditchfield Road, Widnes.
- Major changes to route signage through Runcorn town centre following Runcorn de-linking works and associated changes to traffic flows

4.7 The Road Safety team will continue to engage with a number of different road users through an extensive programme of education, training and publicity. As well as running the Junior Safety Officer scheme in almost every school in the Borough, Halton once again hosted Crucial Crew with a number of agencies, both internal and external to Halton, where approximately 900 Year 5 children attended the awareness scheme promoting personal safety. Furthermore, in 2021, the Road Safety Team will be delivering additional education, training and publicity initiatives including Drink Drive campaigns, business driver safety initiatives, cycle training, Child Safety Week and the 'Show you care park elsewhere' campaign to tackle congestion and safety issues at school start / finish times. This is in addition to managing the popular School Crossing Patrol service.

## 5.0 FINANCIAL IMPLICATIONS

5.1 There are no direct financial implication resulting from the publication of these latest figures.

5.2 Since 2011, capital and revenue grants allocated for road safety have been reduced. Correspondingly, this has reduced the resources available for road safety schemes, education, training and publicity. The road safety programme is now highly prioritised against where the largest benefits in terms of accident prevention can be achieved.

## 6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

### 6.1 Children & Young People in Halton

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

### 6.2 Employment, Learning & Skills in Halton

There are no direct implications on this priority. However, improving road safety does encourage people to access opportunities for work, especially via sustainable travel means.

**6.3 A Healthy Halton**

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

**6.4 A Safer Halton**

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

**6.5 Halton's Urban Renewal**

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

**7.0 RISK ANALYSIS**

- 7.1** Reductions in local government funding may impact on road safety resources and the interventions available for road safety and road collision reduction measures.

**8.0 EQUALITY AND DIVERSITY ISSUES**

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

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

- 9.1** Previous reports on this topic have been provided to the Environment & Urban Renewal Policy & Performance Board on: 13 November 2019; 27 February 2019; 15 November 2017; and 16 November 2016.

## Appendix A

### **Halton 2019 Traffic Collisions Review**

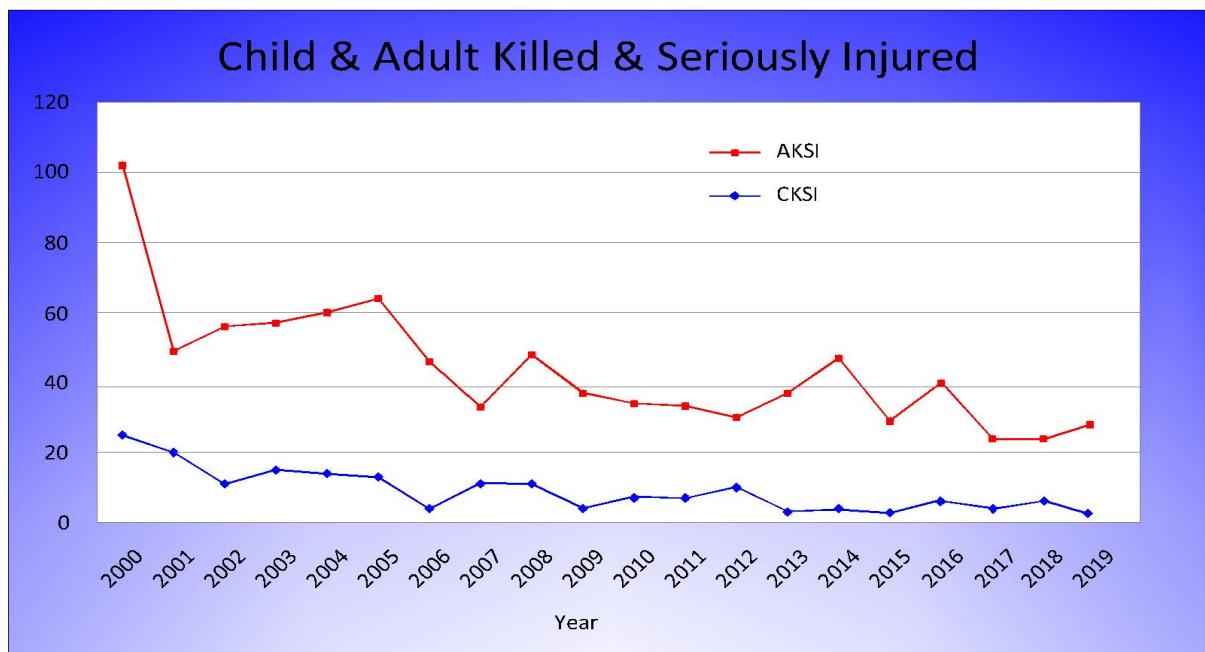
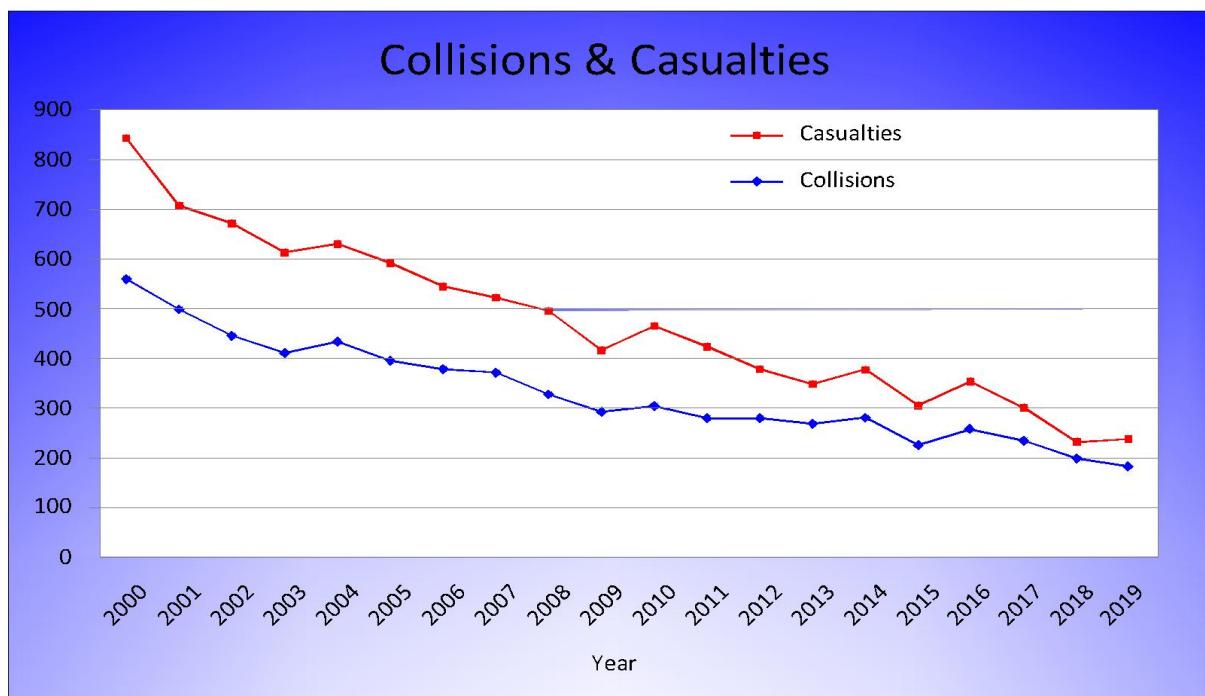
2019 saw a slight increase in the number of road traffic casualties in Halton, following two years of significant reductions in numbers. Encouragingly however, the number of collisions was just 183, a record low, and just 2 children were seriously injured last year, a 66% reduction from 2018.

All accidents that were reported to Cheshire Police, occurred within Halton's adopted highway network, involved at least one motor vehicle, horse rider or cyclist, and where at least one person was injured, are included in this review. Collisions that occur on private land (or driveways) and car parks are not included in the statistics. Likewise, accidents that do not result in personal injuries are also excluded.

The increase in numbers was across both the slight injury category (SLI) and the adults killed or seriously injured (AKSI) category, although it should be noted that unusually just 5 collisions resulted in 22 casualties across both categories. In 2018, no single collision resulted in more than 3 casualties.

Year	Collisions	All casualties	Adult Deaths / Serious Injuries (AKSIs)	Child Deaths / Serious Injuries (CKSIs)	Slight Injuries All Ages (SLI)
2000	558	842	105	25	712
2001	497	706	49	20	637
2002	444	670	56	11	603
2003	409	612	57	17	538
2004	432	629	60	14	555
2005	394	590	64	13	513
2006	377	543	46	4	493
2007	370	521	33	11	477
2008	326	494	48	11	435
2009	291	415	37	4	374
2010	303	464	34	7	423
2011	278	422	33	7	382
2012	278	377	30	10	337
2013	267	347	37	3	307
2014	279	376	47	4	325
2015	224	304	30	2	272
2016	258	354	40	6	308
2017	243	303	24	4	275
2018	197	232	24	6	202
<b>2019</b>	<b>183</b>	<b>239</b>	<b>29</b>	<b>2</b>	<b>208</b>

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



2019 saw a slight increase in the number of all-age casualties killed or seriously injured (KSI) in Halton, to a total of 31. Sadly, three people lost their lives on Halton's roads in 2018, however this number of fatalities is very small, especially when compared with historic data.

As in previous years, the DfT once again advises that comparisons with previous years' figures should be interpreted with caution, given that there have been changes in the systems used for severity reporting by police forces.

Given the low numbers involved leading to greater volatility in statistical analysis, it is more advantageous to use a rolling average, taken over a number of years. The five year rolling average (PPTLI 6) dropped from 37.4 to 33.4, a significant decline. KSI totals have been relatively static in recent years and influencing factors such as the new Mersey Gateway Bridge and associated road system being outside Council control, reductions in budgets, and changes to the Police serious injury reporting system, all do constrain options for further intervention.

### **Children (U16s) Killed and Seriously Injured (CKSI) (*Local Indicator PPTLI7*)**

In 2019, 2 children were killed or seriously injured in Halton, a decrease from 6 in 2018. Due to the numbers being low and the unpredictability of collisions, this annual total will vary year on year. The five year rolling CSKI average (PPLTI 7) has also decreased and is now 4.0, compared with 4.4, last year. Reductions in child casualty numbers are very encouraging and is a consequence of the continued focus on schools for road safety engineering and education.

### **Slight, All-Age Casualties (SLI) (*Local Indicator PPTLI8*)**

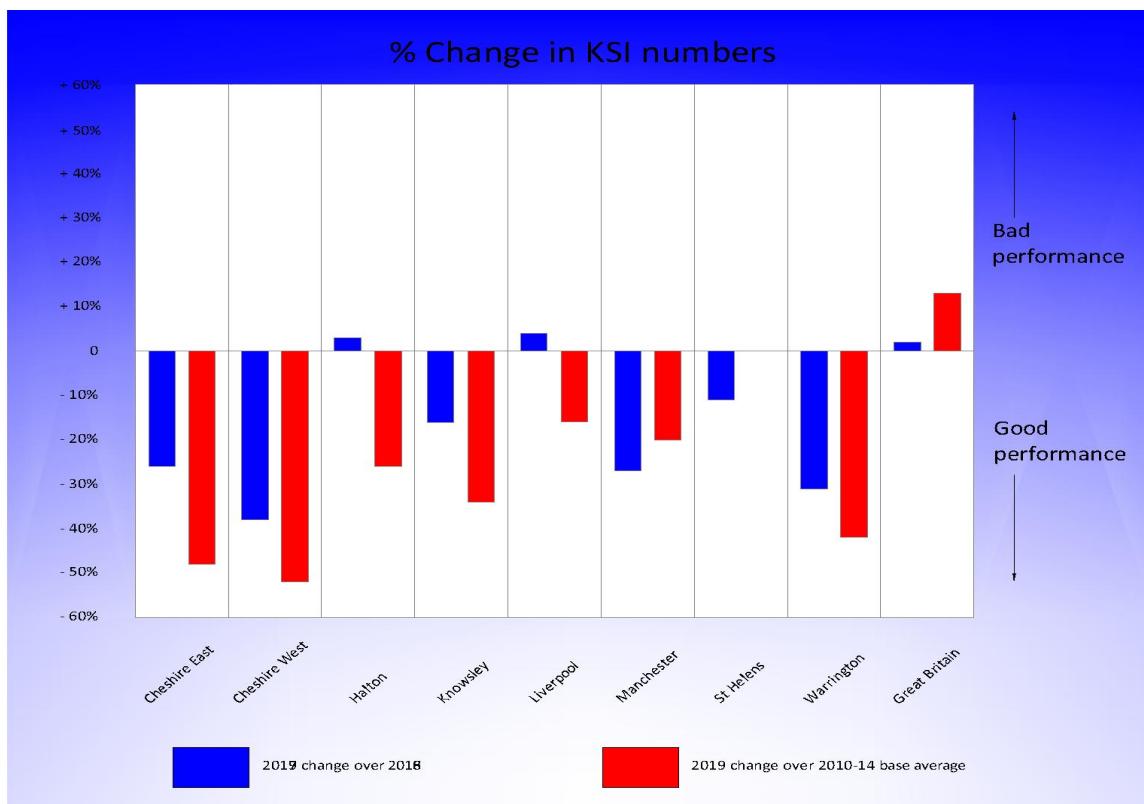
In 2019 there was a 3% increase in people slightly injured in Halton, disappointing following last year's impressive 10% reduction.

Halton does not compare favourably with the situation nationally, where a 5% reduction has been achieved.

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

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

KSI	2010-2014 average	2018	2019	2019 change over 2018	2019 change over 2010-14 average
<b>Cheshire East</b>	232	163	120	-26%	-48%
<b>Cheshire West &amp; Chester</b>	191	148	92	-38%	-52%
<b>Halton</b>	<b>42</b>	<b>30</b>	<b>31</b>	<b>+3%</b>	<b>-26%</b>
<b>Knowsley</b>	56	44	37	-16%	-34%
<b>Liverpool</b>	225	183	190	+4%	-16%
<b>Manchester</b>	172	188	137	-27%	-20%
<b>St Helens</b>	66	74	66	-11%	-
<b>Warrington</b>	96	81	56	-31%	-42%
<b>GB</b>	24,456	27,295	27,723	+2%	+13%



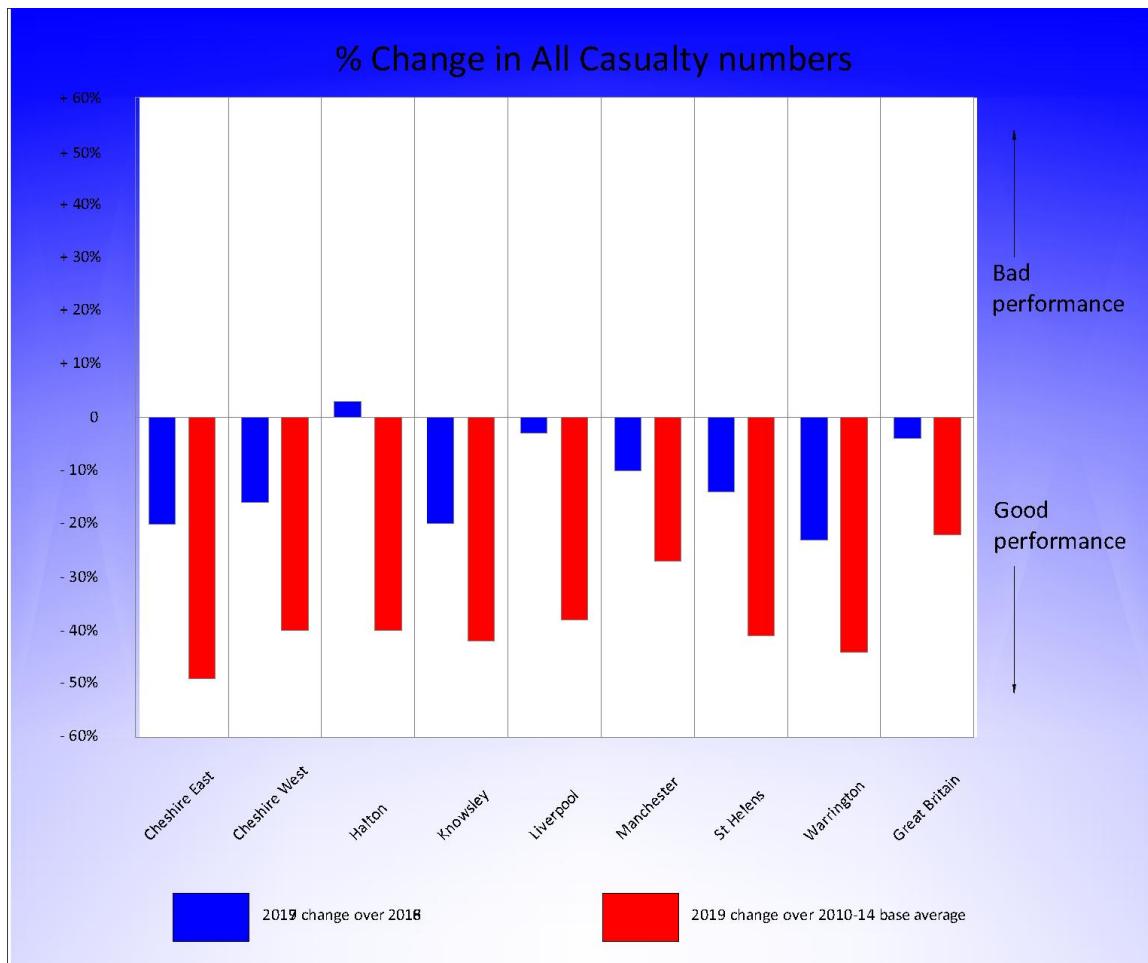
Looking at neighbouring local authorities with regards to KSI casualties, the longer-term trend, both regionally and nationally, is that Halton is one of the better performing Local Authorities. However, it must be noted that given the ongoing changes to the reporting systems used by Police Forces since 2016, it is difficult to gauge the success of casualty reduction strategies of Local Authorities from different Police Constabulary areas.

Within Cheshire, whilst the reporting methods for road traffic collisions have not been subjected to the same level of systemic change as other Police Forces, there have been minor modifications in recent years, making it difficult to determine how effective, or otherwise, the casualty reduction strategy has been. As with the Merseyside Police area, 2019 has seen disparities between Local Authorities in the Cheshire Constabulary area, with only Halton seeing a rise in KSI casualty numbers.

Given the recent changes and lack of uniformity in the reporting systems for KSIs, examining the numbers for all casualties gives a better indication of the relative performance for different Local Authorities within the region. In the last year there has been a small increase in casualties (7), despite collisions falling to an all time low. However, relative to the 2010-2014 base average, Halton is still one of the best performers.

As stated previously, given the very small numbers involved, Halton's KSI casualty figures are prone to wide percentage variations, year on year. 2017 saw a dramatic decrease in numbers that, at the time, was difficult to explain. Conversely, whilst both 2019 and 2018 saw our figures rise slightly, the 5-year rolling average continues to fall and the numbers are historically low.

All casualties	2010-2014 Average	2018	2019	2019 change over 2018	2019 change over 2010-14 average
<b>Cheshire East</b>	1495	950	762	-20%	-49%
<b>Cheshire West &amp; Chester</b>	1222	881	739	-16%	-40%
<b>Halton</b>	<b>397</b>	<b>232</b>	<b>239</b>	<b>+3%</b>	<b>-40%</b>
<b>Knowsley</b>	450	328	262	-20%	-42%
<b>Liverpool</b>	1849	1178	1141	-3%	-38%
<b>Manchester</b>	1645	1339	1206	-10%	-27%
<b>St Helens</b>	480	331	285	-14%	-41%
<b>Warrington</b>	821	590	457	-23%	-44%
<b>GB</b>	<b>196,133</b>	<b>160,378</b>	<b>153,315</b>	<b>-4%</b>	<b>-22%</b>



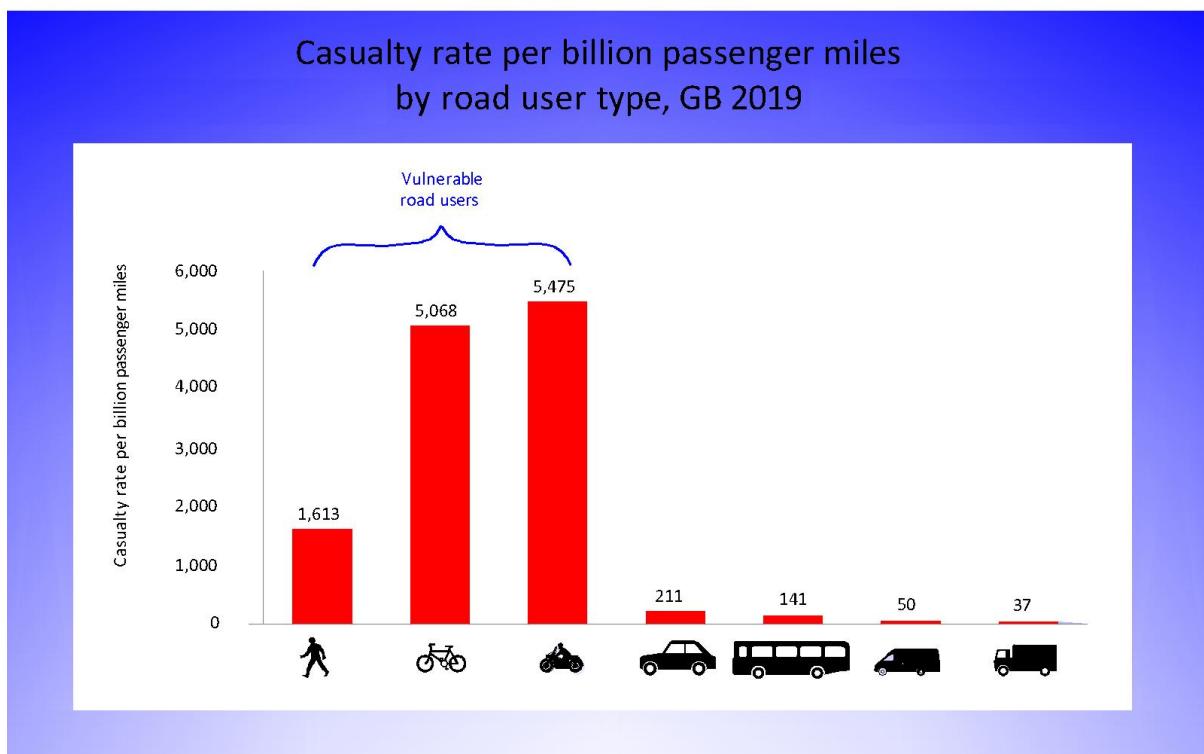
The reasons behind the rise in casualty numbers can be difficult to determine. The number of collisions actually fell by 8% to a record low of 183, but Halton was perhaps unlucky in having a number of collisions that each resulted in more than three casualties, a trend not experienced in 2018. The number of collisions and casualties increased on the Mersey Gateway Bridge and associated Merseylink roads, which are outside the Council's highway network for management purposes. It is important to state that this new road network is undoubtedly a lot safer than the one it replaced.

Ongoing changes to the strategic highway network within Halton have made it difficult to know where best to target resources as part of a casualty reduction strategy. Collisions normally occur on the most congested routes and busiest junctions, and as such, the majority of local safety scheme engineering works are focused there. However, with the temporary closure of the Silver Jubilee Bridge, and works large-scale works associated with the Widnes Loop and Runcorn de-linking, traffic flows across the Borough have been in a state of flux for a number of years. This makes it difficult to determine where best to undertake works, given that road closures / openings will move traffic, and consequently collisions, elsewhere in future years.

Resources have been targeted at schemes where we are certain there will be no significant changes to traffic flows in subsequent years. Much work has been done to improve the road networks near schools by making them more pedestrian friendly. Small-scale initiatives have been undertaken at a number of schools in the past few years and this has contributed to the significant decline in the number of children killed or seriously injured last year.

In 2011 the Government targeted a reduction of 40% in KSIs by 2020, relative to the baseline 2005-09 figures, something Halton is well on course to achieving and surpassing. Looking at recent collision data from Cheshire Police it appears that since the start of the pandemic in the U.K., like traffic flows, casualty numbers have fallen significantly, despite evidence that traffic speeds have increased.

However, the pandemic has caused a modal shift in transport use, as less and less people use relatively safe public transport in favour of walking and cycling, both categorised as vulnerable types of road users:



How this will impact on Halton's ability to co-ordinate an effective casualty reduction programme in future years will be interesting to see. Care must be taken when implementing the Department for Transport's policy to reallocate road space to cyclists and pedestrians to ensure this is done safely.

<b>REPORT TO:</b>	<b>Environment and Urban Renewal Policy and Performance Board</b>
<b>DATE:</b>	<b>2<sup>nd</sup> December 2020</b>
<b>REPORTING OFFICER:</b>	<b>Strategic Director – Enterprise, Community and Resources</b>
<b>PORTFOLIO:</b>	<b>Transport</b>
<b>SUBJECT:</b>	<b>Roadside Memorials</b>
<b>WARDS:</b>	<b>Borough wide</b>

## **1.0 PURPOSE OF THE REPORT**

- 1.1 To seek the views of the Board on the creation of a roadside memorials policy.
- 1.2 A number of local authorities have started to establish policies and protocol relating to the placement and removal of roadside floral tributes and other memorials placed at the scene of fatal road crashes, and other fatalities adjacent to the highway. Such policies have endeavoured to represent a pragmatic and consistent approach in dealing with these above issues. Adopted policies generally set a time period for the placement of flowers and other tributes and include protocols and arrangements for their removal and the return of non - perishable items to bereaved relatives. It is recognised that this is a sensitive and emotional issue, and may raise objections, but nonetheless it is a subject worthy of debate.

## **2.0 RECOMMENDATION: That the Board consider the example policy contained in Appendix A and the need for such a policy in Halton**

## **3.0 SUPPORTING INFORMATION**

- 3.1 The Council has a legal duty to ensure that highways are fit for purpose and to make sure that public open spaces are free from debris.
- 3.2 Although it can sometimes be difficult for grieving relatives to understand, the presence of memorials can cause upset to other individuals within the community, and can additionally have the potential, through road user distraction, to cause further incidents. The tributes may have a significant impact on the local community who may have witnessed the event and have an impact on their feeling of safety and wellbeing.
- 3.3 Grieving relatives and friends may also feel obliged to continue to maintain a memorial for a long time after the event. There is no natural end to the process and the provision of some guidance on memorials may help the

grieving process by giving them a framework for “moving on” to the next stage.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 It is recognised that a policy of this type may draw adverse publicity as it tackles a highly emotive subject. However, the positive road safety benefits and need to discharge legal duties (set out in paragraph 3.1) are considered to warrant a policy position.
- 4.2 The purpose of a policy would be to provide a formal framework which will enable the management of Roadside Memorials in a way which best serves the community as a whole. It seeks to formalise those actions which are currently undertaken by a multi-agency approach.

#### **5.0 OTHER IMPLICATIONS**

- 5.1 Cheshire Police would need to consulted on any proposed policy as it will usually be a Police Family Liaison Officer who will be the main point of contact with a bereaved family.

#### **6.0 RISK ANALYSIS**

- 6.1 There no legal and financial risks that arise from the consideration of a roadside memorials policy.

#### **7.0 EQUALITY AND DIVERSITY ISSUES**

- 7.1 There are no equality and diversity implications arising from the subject of this report.

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

None within the meaning of the Act.

## APPENDIX A

### **EXAMPLE - Roadside Memorials and Tributes Policy**

#### **Purpose**

The purpose of this document is to provide a formal framework which will enable the management of Roadside Memorials in a way which best serves the community as a whole. It seeks to formalise those actions which are currently undertaken by a multi-agency approach, in the form of a protocol/policy which will assist in the management of this.

#### **1. The Concept**

Although it can sometimes be difficult for grieving relatives to understand, the presence of memorials can cause upset to other individuals within the community, and can additionally have the potential, through road user distraction, to cause further incidents.

The practice of marking road related deaths and other deaths that occur on the highway with tributes does not always reflect the views and opinions of the local community. In some cases, they can have a significant impact on the local community who may have witnessed the event and have an impact on their feeling of safety and wellbeing.

Grieving relatives and friends may also feel obliged to continue to maintain a memorial for a long time after the event. There is no natural end to the process and the provision of some ground rules and guidance might actually help the grieving process by giving them a framework for “moving on” to the next stage.

At many locations, it is not safe to stop vehicles and/or walk on the carriageway and the presence of pedestrians attending to memorials can therefore be dangerous. The memorials may also distract drivers passing the scene and possibly cause an obstruction to pedestrians or cyclists using the area.

The Council has a legal duty to ensure that highways are safe and to make sure that public open spaces are kept free from debris. Flowers will die naturally after a few days and after periods of inclement weather they can become untidy if they are not removed. The practice of displaying cuddly toys and football shirts over time can contribute to a site being considered unsightly. The practice of adding photographs of the victim can also be distracting.

The Highways Act 1980 contains no express provision to licence or permit memorials on the highway. Even if a license could be granted under the Highways Act, it is unlikely that permission would be given due to the potential highway safety issues associated with tributes. provision to grant to license.

It is considered appropriate that agencies should adopt a pragmatic approach to what is a very difficult and sensitive issue. The principles of the protocol is detailed in the following paragraphs:

**2. Permanent roadside memorials**

- a) Permanent roadside memorials are not allowed, as the Council could be faced, after a number of years, with a proliferation of memorials within the Borough.
- b) In circumstances where the bereaved family (or the local community) do request a permanent memorial, the Council attempts to satisfy such requests by encouraging the provision of benches, trees or artwork at locations away from the highway. To this end, the Council has co-operated in the dedication of park benches and the planting of trees etc. in public open spaces, country parks or cemetery gardens.

**3. Floral and other tributes**

- a) The Council attempts to discourage the practice of placing floral and other tributes by the roadside, for the reasons outlined in this policy. However, providing that there is no adverse effect upon safety, the Council do allow tributes to remain in place for a period of up to 10 days.
- b) In cases where tributes are felt to have an adverse impact upon safety (for example by obstructing visibility for drivers etc.), Council officers will be remove the tributes immediately.
- c) In cases where Council officers deem it necessary to remove tributes every attempt will be made to ensure the bereaved family have been consulted prior to their disposal to give them opportunity to retrieve any personal items such as teddy bears, photographs and accompanying cards.
- d) In some instances a location can often become a place to revisit on anniversaries. Whilst this practice is discouraged, by the use of proper memorial facilities, it is difficult to completely stop the practice. In such cases flowers and other tributes will be removed after 10 days.

**4. Alternative Memorials**

The Police and/or the Council usually bring the grieving family's attention to one particular agency who have great expertise at dealing with this issue, namely:

RoadPeace, which is a UK National Charity for road collision victims that supports those bereaved or injured in a road crash. RoadPeace offers a free

Internet memorial service, as well as holding an annual remembrance service in Liverpool. Further detail can be obtained from [www.roadpeace.org](http://www.roadpeace.org).

**5. Contact with relatives**

- a) Police Family Liaison officers are usually the first people to deal personally with the bereaved relatives. Consequently, Cheshire Police would need to advise the family of this policy along with other information they normally provide.
- b) The Police Family Liaison Officer would normally coordinate all activities such as visiting the site, and general liaison with the relatives. Where necessary it is anticipated that the Council will be informed by the Police of any matters arising and seek to assist in this if practical. Advice will also be given to relatives that future unaccompanied visits to the site should be discouraged in the interests of road safety.
- c) Council officers will not normally contact the bereaved before removing dead flowers, as previous information would have been provided relating to the this Policy through the Police Family Liaison Officer.
- d) In cases where families continue to place fresh flowers and other tributes, and they remain for a period of more than 10 days, Council officers will attempt to contact the family and Family Liaison Officer, making them aware of this policy, and informing them of the intention to remove the flowers or tribute. The tribute will then be removed within a period of 2 working days.

<b>REPORT TO:</b>	Environment & Urban Renewal PPB
<b>DATE:</b>	2 <sup>nd</sup> December 2020
<b>REPORTING OFFICER:</b>	Strategic Director – Enterprise, Community & Resources
<b>PORTFOLIO:</b>	Physical Environment
<b>SUBJECT:</b>	Liverpool City Region Town Centre Fund
<b>WARDS:</b>	Halton Lea

## 1.0 PURPOSE OF THE REPORT

- 1.1 To inform the PPB on the agreed programme for the £1m Town Centre Fund investment for Halton Lea.

## 2.0 RECOMMENDED: That the report be noted.

## 3.0 SUPPORTING INFORMATION

- 3.1 The Metro Mayor announced a £1m Town Centre Fund allocation for each of the Liverpool City local authority areas in summer 2018. The purpose of the fund is to stimulate plans for Town Centres that will generate a long term sustainable approach to revitalising the high street. The objectives of the fund are:-
  - Place making & place renewal
  - Increased Footfall
  - Sustainable vitality of town centre
  - Job Opportunities
- 3.2 In Halton, it was agreed this investment would be in the Halton Lea ward. This area provides a town centre with the retail offer at Trident, Shopping City and the wider area. Halton Lea had benefited from being a demonstrator site in the Healthy New Town initiative which had developed a master plan for Halton Lea in 2018. The Town Centre Fund provides the opportunity to deliver on some of the objectives set out in the master plan.
- 3.3 An action plan for Halton Lea Town Centre Fund was agreed with the Combined Authority in February 2020, initially for delivery by the end of the calendar year however, the programme has been extended to 31<sup>st</sup> October 2021. The programme has nine projects and generates £601,875 of match funding in addition to the £1m.

3.4 The nine work streams for Halton Lea Town Centre Fund are:-

#### **3.4.1 Re-location of Halton Hospital Services**

This project delivers an outpatient suite in Shopping City. Halton Hospital will be the client, refurbishing Unit 42 (formerly B&M) and shifting outpatient appointments for a number of clinical areas. There will be community consultation delivered by the Clinical Commissioning Group ahead of services moving. This project will provide access to outpatient services at a venue with free car parking, bus access and a wider offer of access to services and retail. It re-purposes former retail accommodation and provides a sustainable use of space. The Town Centre Fund is providing £350k to the project.

#### **3.4.2 Third Sector Hub**

This project will enable the Citizen's Advice to re-locate from Halton 5 (former Grosvenor House) to a retail unit. Halton 5 has potential re-development to residential hence, there is low security of tenure for Citizens Advice in its current location. This project will see them relocated into quality accommodation enabling easier access to Citizens Advice services, a high demand service in Halton. Citizen's Advice want to work with partners to facilitate co-delivery in the space generating a hub concept. The Town Centre Fund is providing £100k to enable the delivery of the project which again re-purposes former retail space providing a sustainable use of the space and widening the offer in traditional retail space.

#### **3.4.3 Roof Top Garden**

This project will convert the top two levels of orange/red car park (the one located by The Range and The Box) to provide a community garden space. Design work has been commissioned and a working group of stakeholders are steering the project with the ambition to open by Easter 2021. The Well Halton initiative has been key to project realising investment of £75k from the National Gardening Scheme. This project is quite a departure from the projects they normally fund which is stately gardens however, they are excited to support this innovative scheme in an urban setting. The roof top garden will incorporate growing areas with community space and involve a range of partners who will be involved in use of the space. Community Shop will utilise the roof top garden to provide outdoor growing space and support their volunteers. It is also hoped to include a schools programme around where food comes from. The project may commence with a modular approach with further elements being added in a staged approach. The Town Centre Fund is providing £45k to support the project.

#### **3.4.4 Culture HQ**

This project supports the wider programme of Halton becoming the Borough of Culture from November 2020. Culture HQ will provide a presence in Shopping City by occupying a former retail space to enable the delivery of an arts, heritage and culture community engagement programme. This project supports the re-purposing of retail space to diversify the offer in a traditional retail environment. The Town Centre Fund is investing £90k in the project.

#### **3.4.5 Wayfinding**

This project is looking at ease of access to assets in Halton Lea with particular focus on pedestrians. The north side of Shopping City is poorly served with pedestrian access; a scheme of pathways and a safe crossing point is being explored. How people can navigate between the retail space, the hospital estate, Town Park green space and surrounding housing is a key area of focus aiming to improve ease, visibility and connectivity. The longer term ambitions for regeneration in Palacefields and the hospital estate requires a collaborative long term plan that considers future changes and the wayfinding in the area to understand connectivity. This work stream will also seek to facilitate the development of a partnership wayfinding strategy. This project is being supported with £200k of Town Centre Fund investment.

#### **3.4.6 Wellbeing Hub**

This project builds on the pop up delivery experience for Children's Centre and Public Health services. In recent years the teams have delivered a range of initiatives and activities from a mental health pop up shop, early signs & symptoms, health checks, children's centre activities etc and what has been apparent is the significant reach achieved to harder to reach residents. This project aims to deliver a range of wellbeing services to support access to services and engagement to test if a more static presence sustains the reach. If it does, should there be longer term service redesign on the location of services to retail spaces which would again re-purpose traditional retail spaces and broaden the offer. The Town Centre Fund is supporting this delivery with a £77k contribution. The timeframe for this work stream has been re-visited given the impacts and pressures from Covid on services. Should the project be undeliverable the funding will be allocated to the wayfinding work stream.

#### **3.4.7 Community Shop**

This project will improve access to Community Shop and visibility. Community Shop, Halton's first social supermarket offering food and

household goods for sale at 70% less RRP opened in December 2019. It is sited in Priory House to the north side of Shopping City and is poorly served by pedestrian access. The project will improve pathways to support access to the site, in particular disabled access, a wrap around the building to increase visibility and signage to the shop. The Town Centre Fund is providing £50k for these works which will connect Community Shop with the wider town centre offer.

#### **3.4.8 The Box Grants**

This project aims to stimulate new businesses by providing support to new traders in 'The Box', the Shopping City space similar to markets. Grants are available to cover the hire charge for the space for up to six months and connecting traders into growth hub support to enable business development and sustainability. The projects aims to support a minimum of five new traders with £8k of Town Centre Funds allocated.

#### **3.4.9 Third Sector Grants**

These grants offer third sector organisations the opportunity to try delivering their services or activities in traditional retail space. This builds on the experience referred to in 3.4.6 of achieving significant reach when delivering in the retail environment. The grants will fund up to £1k of costs to third sector organisations who wish to trial operating in the retail environment and share their experience. This supports the potential re-purposing of retail space supported, this element has £5k of Town Centre Fund investment.

- 3.4.5 The remaining £75k of Town Centre Fund is resourcing programme management and communications delivery.
- 3.5 The Combined Authority is gathering community perceptions on impacts of the Town Centre Fund investment; this commenced with an engagement event in October 2019, a similar event will be held post-delivery of the programme to capture any shifts in perception. Individual projects will also be gathering evaluation and impacts which will be compiled into an overall report at the end of the programme.
- 3.6 The Halton Lea Town Centre Fund programme complements the Council's regeneration approach to Town Centre's. Runcorn Old Town is the focus of the Future High Streets fund and Town Deal programmes.
- 3.7 The Council is considering longer term strategic approaches for Halton Lea and will present an options paper to Members early in 2021.

## **4.0 POLICY IMPLICATIONS**

### **Healthy New Towns Master Plan**

Halton Lea benefitted from being a demonstrator site in the Healthy New Town Commission which provided a master plan for the ward in 2018. The Town Centre fund programme enables some of the objectives set out in the master plan to be realised which facilitates the ability to look at the mid and longer term priorities.

## **5.0 FINANCIAL IMPLICATIONS**

The £1m is allocated by the Combined Authority; the programme has match funds of £601,875 to contribute to the overall programme. The match is not new money rather the amount the projects are also contributing to realise delivery. However, there are intervention rates on this fund hence, Halton must evidence all match funds to enable the full £1m to be claimed.

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

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

Part of the Town Centre Fund programme delivery is focussed around access to Children's Centre services. The wider programme delivery is accessible to all cohorts of Halton's Community.

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

The Town Centre Fund will generate opportunities for self-employed Traders, support volunteers through its work with the third sector and skills development with the Roof Top Garden project and Community Shop delivery.

### **6.3 A Healthy Halton**

The relocation of hospital services into the retail environment will support an ease of access to hospital services assisting residents in attending appointments and managing long term health conditions. A number of other projects in the Town Centre Fund contribute to the holistic approach to supporting a healthy community.

### **6.4 A Safer Halton**

The projects set out in the Halton Lea Town Centre Fund Action Plan aim to improve the offer in the Halton Lea ward and how residents can

navigate between those offers such as health, retail and open space. Improving wayfinding and access to services contributes to a safer environment.

#### **6.5 Halton's Urban Renewal**

The Town Centre Fund is investing in occupying some vacant retail units to improve the retail environment and create a diversity in offer for visitors. The Wayfinding stream of work aims to connect assets within the footprint and create a safe east/west pedestrian and link around Shopping City complex.

### **7.0 RISK ANALYSIS**

The £1million Town Centre fund is sourced by the Strategic Investment Fund (SIF) through Liverpool City Region. Halton's projects are providing agreed match funding of £601,875 which must be realised in order to draw down the full million.

### **8.0 EQUALITY AND DIVERSITY ISSUES**

None.

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

None under the meaning of the Act.

<b>REPORT TO:</b>	<b>Environment and Urban Renewal Policy and Performance Board</b>
<b>DATE:</b>	<b>2<sup>nd</sup> December 2020</b>
<b>REPORTING OFFICER:</b>	<b>Strategic Director – Enterprise, Community and Resources</b>
<b>PORTFOLIO:</b>	<b>Physical Environment</b>
<b>SUBJECT:</b>	<b>Flyposting</b>
<b>WARDS:</b>	<b>Borough wide</b>

## **1.0 PURPOSE OF THE REPORT**

- 1.1 The Council is constantly seeking to improve the environment in which our citizens live. Fly posting undermines this goal. It degrades the local "street scene" and give the impression of urban decay. Furthermore, it is an illegal activity. The Council therefore aims to reduce fly posting throughout Halton and to control fly posting through education, and enforcement. The purpose of this document is to outline the Council's position with regards to tackling fly posting.
- 1.2 This report proposed a week long "crackdown" to raise awareness of the negative impacts of flyposting, confront and discourage the main perpetrators, and improve the public realm of the Borough.

## **2.0 RECOMMENDATION: That**

- 2.1 **The Board considers whether a formal anti fly posting policy should be drafted based on the principles set out in paragraphs 4.3 – 4.8**
- 2.2 **The Board endorses the activity set out in paragraph 4.9**

## **3.0 SUPPORTING INFORMATION**

- 3.1 Fly posting is defined as '*the display of advertising material on buildings and street furniture without the consent of the owner, contrary to the provisions of the Regulations.*' Fly posting is divided into three categories:
  - (i) Adverts primarily for local events, often photocopies put up in large numbers on a regular basis. These may advertise bands playing in pubs, carboot sales and fairgrounds. They may be attached to lampposts, railings, and street furniture or pasted on buildings.
  - (ii) Posters advertising products of large organisations and put up by professional poster companies.
  - (iii) Posters displayed by pressure groups or political bodies. These are generally ad hoc and sporadic with no clear pattern to their location.

3.2 Fly posting is not only illegal; it is also unfair on those companies who choose to advertise legitimately. Fly posting also puts an additional cost on the Local Authority and other landowners, who are required to remove fly posters from their street furniture, walls etc. Fly posting has a severe effect on the "local environmental quality" of the Borough. This can act as an anti-social magnet, which encourages a social downward spiral, and can lead to an increase in local resident's fear of crime.

#### **4.0 POLICY IMPLICATIONS**

4.1 Under section 224 of the Town and Country Planning Act 1990 it is an offence for any person to display an advertisement in contravention of the regulations. The relevant legislation is contained in the Town and Country Planning (Control of Advertisements) Regulations 1992. Any person contravening the legislation is liable on summary conviction to a fine. In the case of a continuing offence there is £250 for each day on which the offence continues after conviction.

4.2 Under section 132 of the Highway Act 1980 it is an offence for any person to paint or in anyway inscribe or affix any picture, letter, or sign on the surface of a Highway, any tree, or structure without consent of the Highway Authority. If guilty of an offence the person can be liable to a fine of up to £1000, in the case of a second offence up to £2500.

#### **4.3 Draft Policy for Fly Posting Prevention**

4.4 The Council recognises that as a landowner it has the ability and duty to take steps to prevent the illegal advertising of events held at Council venues and on council owned land. In order to prevent advertising the Council could:

- Ensure fly posters are not used to promote council event, or events associated with Council. Particular attention will be given to the large public events.
- Action can be taken to ensure that other persons hiring council venues do not fly post. This will be facilitated through the use of education and the use of 'no fly posting' clauses in hiring contracts. Clauses could be used to require deposit monies, which become forfeit if fly posting to advertise the event result.
- Any entertainment that takes place within Halton should not be promoted through the use of fly posting.
- Measures can be taken to make it difficult to erect posters on council owned street furniture, primarily through the use of anti-vandal paint. Where posters occur on street furniture, the posters will be removed immediately.
- Entertainment venues who habitually flout fly posting legislation will also be referred to the Council's licensing section, as persons "not suitable" to hold a premises license.
- Recognise the difficulties a zero tolerance policy will present to charity groups. In certain circumstances the Council will allow charities to advertising through the use of placarding if they can demonstrate that

the event cannot be effectively promoted by other advertising means. Any charities wishing to advertise in this manner must apply for permission off the Planning Authority and the Highways and must comply with the required detail in the Town and Country Planning (Control of Advertisements) Regulations.

- 4.5 The vast amount of fly posting found within the Borough, is "posted" on behalf of tradesmen. In order to reduce fly posting it is important that the Council specifically targets those businesses within the Halton, with the aim of reducing demand at source for this illegal activity.
- 4.6 Larger businesses, within the entertainment and leisure industry, fly post on a regional basis, which also causes problems for our local authority neighbours. Collaborative working with neighbouring LA colleagues may help find solutions to this problem.
- 4.7 The hoardings surrounding property developments are often a "hotspot" for fly posters. Hoarding are generally erected when construction works are undertaken or when empty premises are secured. In order to target these problems we can liaise with owners and landlords on their duties under fly posting legislation and tactics to prevent fly posting on their premises.
- 4.8 A significant proportion of the street furniture, within Halton, is owned by the utility companies (for example phone boxes and street cabinets); there are also other temporary structures such as recycling facilities. All of these are targets of fly posting and therefore engagement with the operators may establish a method of reducing the level of fly posting on street furniture.
- 4.9 It is proposed that a week long period of focussed activity will be scheduled for the New Year. This will be coordinated across the Council, involving the relevant service areas with enforcement powers and responsibility for the public realm. The purpose of this activity is to raise awareness of the negative impacts of flyposting, confront and discourage the main perpetrators, and improve the public realm of the Borough.

## **5.0 OTHER IMPLICATIONS**

- 5.1 There will be resourcing implications arising from the subject of this report.

## **6.0 RISK ANALYSIS**

- 6.1 There are reputational risks that could arise from an fly posting policy being regarded as anti-business, attracting criticism from small businesses who need to advertise their services. However, it remains a fact that fly posting is illegal and does look unsightly, spoiling the public realm.

**7.0 EQUALITY AND DIVERSITY ISSUES**

- 7.1 There are no equality and diversity implications arising from the subject of this report.

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

Document	Place of Inspection	Contact Officer
None		