

Public Document Pack



Environment and Urban Renewal Policy and Performance Board

Wednesday, 13 January 2016 6.30 p.m.
Council Chamber, Runcorn Town Hall

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

Chief Executive

BOARD MEMBERSHIP

Councillor Bill Woolfall (Chair)	Labour
Councillor Mike Fry (Vice-Chairman)	Labour
Councillor Pauline Hignett	Labour
Councillor Valerie Hill	Labour
Councillor Chris Loftus	Labour
Councillor Andrew MacManus	Labour
Councillor Keith Morley	Labour
Councillor Pauline Sinnott	Labour
Councillor Gareth Stockton	Liberal Democrat
Councillor Andrea Wall	Labour
Councillor Geoff Zygadllo	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 on Wednesday, 23 March 2016*

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

Part I

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2. DECLARATIONS OF INTERESTS (INCLUDING PARTY WHIP DECLARATIONS)	
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.

REPORT TO: Environment and Urban Renewal Policy & Performance Board

DATE: 13 January 2016

REPORTING OFFICER: Strategic Director, 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: 13 January 2016

REPORTING OFFICER: Chief Executive

SUBJECT: Executive Board Minutes

WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDATION: That the Minutes be noted.

3.0 POLICY IMPLICATIONS

- 3.1 None.

4.0 OTHER IMPLICATIONS

- 4.1 None.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children and Young People in Halton

None

5.2 Employment, Learning and Skills in Halton

None

5.3 A Healthy Halton

None

5.4 A Safer Halton

None

5.5 Halton's Urban Renewal

None

6.0 RISK ANALYSIS

6.1 None.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

EXECUTIVE BOARD MINUTES – 10 December 2015

PHYSICAL ENVIRONMENT PORTFOLIO

EXB84 MARKETS CAPITAL PROGRAMME

The Board considered a report of the Strategic Director, People and Economy, which presented initial proposals for the development of a Capital Programme for Widnes Markets.

Following a presentation to the Board in October 2015 on “The Future of our Markets in Halton”, a set of initial proposals had been developed. These were set out in the report as Options 1 to 6.

It was reported that Members had previously agreed that the Widnes Indoor and Outdoor Markets played an important role in attracting visitors to the town centre. An estimated £1.43m of capital investment would be required to refurbish and upgrade existing facilities at Widnes Markets. It was noted that the preferred option (Option 5), would not result in a complete refurbishment, but would present an excellent opportunity to safeguard the fabric of the Markets for the next ten years.

RESOLVED: That

- 1) Council be recommended to include £1.43m in the Capital Programme for 2016/17 in respect of the Markets;
- 2) approval be given to undertake a procurement exercise for a roof for the Indoor Market at Widnes; and
- 3) the Operational Director, Economy, Enterprise and Property, in consultation with the portfolio holder for Physical Environment, be authorised to progress the most cost effective route for providing photovoltaic panels at Widnes Market.

Strategic Director
- People and
Economy

EXB85 REVISED DELIVERY AND ALLOCATIONS LOCAL PLAN (DALP) SCOPING REPORT - KEY DECISION

The Board considered a report of the Strategic Director, Community and Resources, which sought approval of the publication of a revised Delivery Allocations Local

Plan Scoping Document for a six week period of public consultation.

The Board was advised that there was a statutory requirement for the local authority to produce a development plan for its area. The Board had previously approved consultation under Regulation 18 at its meeting on 9 January 2014, on the scope of the Delivery and Allocations Local Plan (DALP). It was reported that since that time, the implementation of the National and Local Planning Policy Framework and the National Planning Policy Guidance, had indicated the need to widen the 'scope' of the DALP. The report provided Members with details of Policies which required further consideration.

Reason(s) for Decision

A Local Plan was a statutory requirement; the UDP (2005) needed updating; developers needed confidence of land allocations to bring forward development.

The Government's recent changes to the national planning system required amendments to adopted policies.

New evidence documents had been produced that required changes to adopted policies.

Alternative Options Considered and Rejected

The alternative to taking stock of emerging evidence, re-framing and re-consulting on the scope of the DALP would be to continue with production of the DALP document as initially intended, or to widen the scope but not repeat the Regulation 18 consultation stage.

To continue with the DALP as originally framed, risked insurmountable problems emerging between the Core Strategy, the evidence base and the DALP later in the production process, perhaps after Examination. Widening the scope of the document without the appropriate consultation risked future legal challenge to the finally adopted Plan on procedural grounds.

Implementation Date

The DALP Scoping Document and the Community Infrastructure Levy Scoping Document, if approved for

consultation, would each be subject to a six week public consultation period. This was scheduled to begin January 2016.

RESOLVED: That

- 1) the revised Delivery and Allocations Local Plan Scoping Document (attached to the report at Appendix 1), be approved for the purposes of public consultation for a six week period, scheduled to begin in January 2016;
- 2) the Community Infrastructure Levy Scoping Document (attached to the report at Appendix 2), be approved for the purposes of public consultation for a six week period, scheduled to begin in January 2016; and
- 3) any minor drafting amendments to be made to the scoping documents prior to public consultation be agreed by the Operational Director, Policy, Planning and Transportation, in consultation with the Executive Board Member for Physical Environment.

Strategic Director
- Community &
Resources

EXB86 RUNCORN AND RUNCORN TOWN CENTRE
REGENERATION - KEY DECISION

The Board considered a report of the Strategic Director, People and Economy, which presented details of development proposals on four sites in Runcorn. The report sought approval to progress these schemes, detailed in the report, as quickly as possible. The following sites were the subject of the report:-

- The former Crosville site, Runcorn;
- The Murdishaw Avenue Development site;
- Runcorn Town Centre Bus Station and Brindley Car Park sites; and
- Picow Farm Road former playing fields.

Reason(s) for Decision

The developments provided welcome investment to Runcorn and it was envisaged that this would stimulate confidence

and market demand for future investment in Runcorn.

Alternative Options Considered and Rejected

Regarding the Crosville site, there was the option to do nothing. However, as outlined in the report, the site was a key Gateway to the town centre.

Regarding the Murdishaw Avenue site, the 'do nothing' option was an option that was considered. However, the development of the site would result in improvements to leisure and recreation facilities in the area, and would also generate a capital receipt for the Council.

Implementation Date

April 2016.

RESOLVED: That

- 1) the Council be authorised to enter into an umbrella agreement with Neptune Developments Limited, to deliver the regeneration of the former Crosville site, but also a wider regeneration plan for Runcorn, which includes the Bus Station and Brindley Car Park sites;
- 2) the development plans and proposals be approved, subject to planning, for the former Crosville site, as outlined in Appendix A;
- 3) the development plans and proposals be approved, subject to planning, for the Murdishaw Avenue development site, as outlined in Appendix B;
- 4) the indicative plans and proposals for Runcorn Bus Station and Brindley Car Parks be approved (Appendix C);
- 5) Council be recommended to approve the amendment to the Capital Programme to provide an additional £2.3m to gap fund the development at the former Crosville site, Runcorn, subject to planning permission and lease with the pub operator;
- 6) the Operational Director, Economy, Enterprise and Property, be given delegated authority, in consultation with the Operational Director, Legal and Democratic Services and the Portfolio holder

Strategic Director
- People and
Economy

for Physical Environment, to enter into a Development Agreement with Neptune to deliver a remediated and serviced Crosville site including car parking and highway improvements and to proceed with a lease to a pub operator and coffee shop operator;

- 7) the sale of the Murdishaw Avenue Site be authorised and the Operational Director, Economy, Enterprise and Property be authorised to arrange for all required documentation to be completed to the satisfaction of the Operational Director, Legal and Democratic Services; and
- 8) approval be given to submit a planning application for housing on the former Picow Farm Road (Playing Fields) site and proceed to sale on the open market if planning permission is granted.

EXB87 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

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

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

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

PHYSICAL ENVIRONMENT PORTFOLIO

**EXB88 RUNCORN AND RUNCORN TOWN CENTRE
REGENERATION - KEY DECISION**

The Board considered the appendices submitted for information which related to the report on Runcorn and Runcorn Town Centre Regeneration (Minute EXB 86 referred).

The appendices were considered in Part II of the agenda as the information contained within them was exempt and the appropriate resolution had been passed.

RESOLVED: That the appendices be noted.

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 13 January 2016

REPORTING OFFICER: Chief Executive

SUBJECT: Specialist Strategic Partnership minutes

WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

1.1 The Minutes relating to the relevant Portfolio which have been considered by the Environment and Urban Renewal Specialist Strategic Partnership are attached at Appendix 1 for information.

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.



Halton Strategic **PARTNERSHIP**

Environment and Regeneration Specialist Strategic Partnership

(E&R SSP) Meeting Minutes

Box 10, Select Stadium Halton, Widnes

19th May 2015

Present:

Wesley Rourke
Wendy Salisbury
Paul Hurst
Caroline Berry
Isobel Mason
Paul Mullane
Shélah Semoff

HBC (Economy Enterprise and Property) : Chairing
HBC (Environmental Protection)
Groundwork Cheshire, Lancashire and Merseyside
Environment Agency
HBC (Lead Environmental Officer)
Halton Housing Trust (Regeneration and Investment)
Halton Borough Council (Partnership Officer)

		<u>Actions</u>
1	<p>Apologies</p> <p>M Noone, N Renison, R Polhill, J Walsh, Cllr M Fry, C Olver, C Gibbins, K Morley, J Yates, T Rimmer, H Dooley, L McEvoy, I Boyd, J Unsworth</p>	
2.	<p>Minutes & Matters Arising</p> <p>Minutes from 12th December 2014 agreed as a true and accurate record.</p>	
3.	<p>Air Quality Presentation</p> <p>The Board received a presentation from Isobel Mason regarding the current work being undertaken to maintain and improve air quality in Halton. Highlights being the history in Halton including its first smoke control zone in 1962, the impact of poor air quality on health and the 2 Air Quality Management Areas (both in Widnes). The close working relationship with colleagues in Public Health was also highlighted.</p> <p>It was felt this presentation should be shared with the Strategic Partnership Board, Housing Partnership and the Health and Wellbeing Board.</p>	IM/SS

4.	<p>Sci-Tech Daresbury Presentation</p> <p>The Board received a presentation from Wesley Rourke starting with the history and background to Daresbury, the wide range of activities going on across the site and the joint venture which will help to shape the future, including the development of an Innovation Strategy to better link businesses with scientific world.</p>	
5.	<p>Partnership Waste and Recycling Survey</p> <p>Draft survey circulated at meeting. Partners asked to send comments/amendments to SS. Survey will help highlight and inform any potential for future joint working, reduce duplication, identify gaps across Partner organisations and enable sharing of best practice.</p>	ALL
6.	<p>Standard Update Items:</p> <p>Strategic Transport Board : 4 LCR level cycling/walking schemes had been approved – with 2 due to be completed this year – emphasis on “connecting people to work”; a bid has been submitted for 2 electric vans for the HBC fleet; LSTF coming to an end – this has supported a very successful 200 service which runs from Rail Stations to Town Centre and then on to the Business Parks – this will continue.</p> <p>Mersey Gateway Environmental Trust : next newsletter due at the end of May 2015; Decision due in June regarding a WREN bid.</p>	
7.	<p>Information Sharing</p> <p>Groundwork: Groundwork Lancashire West and Wigan and Groundwork Cheshire have now merged - Now called Groundwork CLM (Cheshire Lancashire and Merseyside) and cover all of that territory; PH currently working up Groundwork’s part of an international (UK, Sweden, Spain, Turkey) European Horizon 2020 bid - UK partners are UCLAN, CTech and Mersey Waste Recycling Authority - CTech are leading the UK bid and ‘Circe’ in Spain are the international bid lead -if successful it will be a Liverpool City Region delivery approach across the 6 authority areas and will look to create services which reduce waste to landfill across the food, textile, furniture, electronics industries and communities; Project UP continuing to operate from Ditton - now looking to work with adults who have learning difficulties - worked up through the college on a trial basis to see how it develops; Big Local Trust in Windmill Hill still going strong; Looking to get some traction in Halton with one of Groundwork CLM programmes called 'Green Energisers' which gives unemployed people practical training and skill development in horticulture and environmental construction - Along with the opportunity to take the all-important CSCS test, participants can brush up on their Maths, English and ICT skills - participants receive payment and a bonus for attendance.</p> <p>HHT : Recently informed that contractor appointed to build new extra care scheme at Barkla Fields has gone into administration – currently reviewing options.</p>	

	EA : Centrol Recycling Group has gone into receivership after its environmental permit was revoked in March – MP interested in outcome – buildings will eventually need to be treated.	
8.	Next Meeting & Future Diary Dates	
	17 th December at 14:00, Willow Room, Municipal Buildings, Widnes	

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	13 th January 2016
REPORTING OFFICER:	Strategic Director- Community & Resources
PORTFOLIO:	Resources
SUBJECT:	Performance Management Reports for Quarter 2 of 2015/16
WARDS:	Borough-wide

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 30th September 2015.
- 1.2 Key priorities for development or improvement in 2015-16 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment and Urban Renewal Policy and Performance 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 report;**
- 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 & Urban Renewal Policy and Performance Board Priority Based Monitoring Report

Reporting Period: **Quarter 2 – Period 01st July 2015 to 30th September 2015**

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 2015/16 for service areas within the remit of the Environment & 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 8 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

- Investment Enquiries
The Business Improvement and Growth (BIG) Team managed 39 commercial property\inward investment enquiries in Quarter II 2015/16, 6 or 15% were converted (inward investment enquiries 'converted' into actual investment projects).
- Castlefields, Lakeside Phase 2
12th October 2015, Keepmoat started on site under licence, following planning approval in August 2015 and Exec board approval in March 2015. Formal Development agreement expected to be signed by end of November 2015. Keepmoat are currently operating from Phase 1 sales office with a new show home and new sales office expected in April 2016.

The scheme covers approximately 1.7ha and will deliver 79 two and three bedroom homes for open market sale. A two bed 'starter' home begins at £105,995.00 which reduces to £84,795.00 with 'Help to Buy'.

Further detail about the development can be found via the following link:

<https://www.keepmoat.com/development/lakeside-at-bridgewater-gardens-runcorn>

- **Castlefields, Lakeside Phase 3**
Keepmoat have been given a 3 year exclusivity agreement covering Phase 3 to enable them to investigate a number of abnormal issues with the remaining 1ha parcel. Housing mix on phase 3 is likely to include affordable housing to due to financial viability and possibly to enable demolition of a further deck access block.

Initial advice has been given to Keepmoat in respect of design, layout and dealing with site constraints. Regeneration will return to this in April 2016 following progress with Phase 2.
- **Castlefields, Canalside**
Works to improve access via length of redundant Busway, including upgrading of two bridges completed in May 2015. Next step is assessment of the carriageway and designs for road junction into the site from Busway. Marketing agents to be appointed in 2016 to provide advice and begin process for disposal of Canalside for approximately 250 homes.
- **Norton Priory Museum - Monastery to Museum 900**
The main works commenced on site in early August 2015 with the contractor HH Smith progressing well. Tenders have recently been returned for the fit out contract, evaluation is currently being undertaken. It is anticipated that a fit out contractor will be appointed in late October 2015 with an anticipated start on site in March 2016. Final completion is due in summer 2016, the Museum being due to reopen in August 2016.
- **Police Station & Magistrates Court**
Notification has now been received that the Police Station and Magistrates Court is not going to be listed as such we are progressing with the purchase of the premises. We are also progressing with the procurement process in respect of appointing demolition contractors in due course. The evaluation of the expressions of interest has now been completed as such we will be going out to tender in early October. The current anticipated completion date for the demolition work is by the end of April 2016.
- **New Travellers Site – Runcorn**
The project to create a 12 pitch Travellers site has now been completed, and the site is now ready for occupation.
- **Runcorn Hill Park Pavilion Building**
All building works to the main pavilion are now complete, the building having been opened on 23 August 2015. There are still outstanding external works to other areas within the park which are continuing.
- **Fairfield Primary- redevelopment**
Design works are currently being undertaken with a view to the redevelopment of Fairfield Primary school in 2016/17, the overall available budget being circa £2.1m. It is currently anticipated that the works will consist of 3 separate phases commencing in April 2016.

Policy, Planning and Transportation.

Mersey Gateway

- There are over 700 people now working on site across Runcorn and Widnes. They are made up of 34 people employed by the Mersey Gateway Crossings Board, 250 people employed by the three partners (Kier, Samsung, FCC) in the Merseylink construction joint venture including 105 people recruited directly for the project and 440 people supplied by labour suppliers or sub-contractors working on different elements of work across the site.
- Merseylink Time Bank scheme which aims to help local groups and organisations by providing consultancy services for community projects has saved the local community £25,000 having provided 16 successful applicants with professional advice and support. Additionally the Mersey Gateway Visitors Centre at the Catalyst has so far had 3,500 visitors with a further centre to be based in Runcorn currently in development.
- To facilitate the construction of the Gateway a number of road closures are in effect and Traffic Management has been approved. Weekly traffic updates are issued to local press and in instances of works which may cause significant change or disruption, specific detailed press releases are issued along with correspondence letters to affected residents and where applicable, public meetings are conducted.

Bridge & Highway Maintenance

- The Silver Jubilee Bridge Major Maintenance Outline Business case was submitted during the period and following feedback the service is presently working towards the submission of the Full Business case in quarter 3.

Highways / Street Lighting

- The new traffic signals, at the junction of Lunts Heath Road and Wilmere Lane in Widnes, have now been commissioned. The scheme, which has received positive feedback from users, comprised the installation of traffic signals to reduce delays at the junction, aimed at assisting bus services, improving safety and providing improved pedestrian and cycle crossing facilities in the developing area of North Widnes.
- The Street Lighting Policy and Strategy Document was considered and approved by the Executive Board on 3rd September 2015. During the preparation of this Strategy and Policy, the provision of street lighting was reviewed throughout the Borough. Whilst options to maintain previous levels of street lighting provision were considered, increasing energy costs do not permit this. Therefore, the Policy has been developed to minimise the impact increasing costs have, whilst still maintaining street lighting at critical locations.
- This policy also requires developers to pay towards the future maintenance costs for non-standard street lighting and intelligent transport systems (traffic signals, controlled pedestrian crossings, etc.) as a commuted sum as part of any new development.

Policy and Development Services

- The Building Control collaboration with Knowsley Council is now live. As part of this arrangement, a new Out of Hours working arrangement is in place where the officer on standby covers both Boroughs, thereby delivering savings.
- In parallel to the emerging sub-regional 'devolution' agenda, the Liverpool City Region (LCR) Chief Planning Officers' group are progressing a number of joint work streams including:

LCR Statement of Co-Operation on Strategic Planning Matters fulfils the legal requirement for each council to show how they have worked with neighbouring authorities across the City Region on strategic planning matters. Under Section 110 of the Localism Act 2011, the duty is met by demonstrating constructive and active engagement on an ongoing basis with relevant bodies. The duty is on all Local Planning Authorities (LPA) who publish a statement on how they have fulfilled this duty in the creation of planning policy documents.

Strategic Housing and Employment Land Market Assessment will provide a baseline position of housing and employment land requirements across the City Region to inform future planning documents (such as an LCR Strategic Plan) and joint Green Belt review work to accommodate growth across the LCR. Alignment of the evidence base across the LCR will take some time due to the different stages of the six LAs in the development plan making process. This is a longer term aim with a target date of 2018 – 2020.

- As reported last quarter, Government guidance requires that Councils assess the "Objectively Assessed Need for Housing (OAN)" and that this should be considered at a strategic Housing Market Area (HMA) level. Halton Borough Council (HBC) is currently working with St. Helens and Warrington to assess the Mid-Mersey HMA, and have commissioned consultants to undertake a SHMA. Initial draft results have been received and are being reviewed by officers prior to being published as a key evidence base document that will inform the emerging Local Plan, with the intention of publishing the finding in November 2015.
- Initial consultation on the Green Belt Study Site Assessments has been completed and made available on the Council's external website. Corrections and amendments (including the sub-division and grouping of sites) have been undertaken and the revised documents will be issued shortly.
- There is significant house building activity at Sandymoor with three national house builders, David Wilson Homes, Morris and Bloor, now actively on site. Homes in the Sandymoor area are proving very popular. This is also the case for properties at the Lancaster Place and Barrows Green Lane area sites in Widnes which are being developed by Redrow who are now moving their regional headquarters from Wales to Daresbury Park.

Transportation

- Urban trikes are about to open a cycle café in Phoenix Park. The project has secured Liverpool City Region (LCR) funding for secure cycle parking and hopes to provide a bike rental and maintenance service as well as trike carriage rides around Town Park. Urban Trikes are committed to help to provide a sustainable legacy once the 'Get Halton Cycling' project ends in March 2016.

- The Liverpool City Region is currently developing an alternative freight fuelling strategy. A workshop was held to discuss the needs and aspirations of local hauliers and bus operators with regard to future fuel technologies. A report is currently being compiled to inform officers of the sector's preferences.
- Halton Borough Council is in the final stages of securing a grant to introduce two electric vehicles into its fleet. The bid is part of a LCR consortium wide application which will allow participating Local Authorities to receive a 75% discount on a 2 year lease.
- An exploration of the existing transport provision to local hospitals has commenced. There is a distinct opportunity to utilise council fleet vehicles to transfer low risk patients back to their home. If successful, this would emulate the St Helens model which has been operating for almost 12 months and has been noted as a valuable service to the discharges team within Whiston Hospital as well generating a new form of income.

Open Spaces and Waste & Environmental Improvement

- A new pavilion café at Runcorn Hill Park had its official opening on Friday 21st August 2015. The pavilion has been built as part of the Herritage Lottery Funded Runcorn Hill Park Parks for People project and has already proved to be a big success. The café is operated as a franchise by local businessman Daniel Esporsito. Daniel also operates the ice cream kiosk at Victoria Park which has been equally successful.
- The franchising of park buildings has brought in income to the council and provided facilities to the general public. During Q2 a franchise was let for the Phoenix Park pavilion. The franchise has been let to Urban Trikes who will open a café at Phoenix park during Q3. The public will then be able to enjoy refreshment facilities at Phoenix Park, Runcorn Hill Park, Spike Island and Victoria Park.
- A second phase of works at Runcorn Hill began at the end of Q2 which will be completed in Q3. The works include upgraded footpaths, new boundary fences and the refurbishment of the lake.
- **Waste & Recycling Collection Services**
In August, major changes were implemented to the waste and recycling collection services across the borough. The changes mean that the Council now restricts the amount of general rubbish that it removes from every household over a fortnightly period with properties served with either a fortnightly collection of a standard sized black wheeld bin or a weekly collection of a smaller bin. Properties not suitable for wheeled bins will retain a weekly collection of black sacks.

The changes mean that the Council will collect equal amounts of general rubbish from every home. The restriction on the amount of rubbish taken is intended to encourage waste reduction and increased recycling. The changes, which also saw the introduction of improved recycling services, coincided with the delivery of other operational efficiencies which will help deliver overall cost savings within the waste service.

➤ Waste Contracts

The current Waste Reception Recycling and Transfer Services (RRT) contract with WSR Recycling has been extended under the terms of the contract for a further year, with effect from September 2015. This contract deals with waste from various Council operations, including Open spaces Services and trade waste collections.

The current landfill contract with FCC Environmental has been extended under the terms of the contract for a further and final year, with effect from October 2015. The landfill contract now receives a much lower quantity of waste for disposal, originating from the Halton Household Waste Recycling Centres (HWRC's).

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

I. European Programme 2014-20

A full application for European Regional Development Funding (ERDF) under Priority Axis 3c 'SME Support' was submitted on behalf of a consortia made up of the LCR Local Authorities, Liverpool Vision, the LEP and St Helens and Liverpool Chambers of Commerce on 11 September 2015. The total bid came to £6m with a view of drawing down nearly £3m of ERDF. The Council are providing over £230k in match funding to deliver a three year project costing over £450k in total. Department of Communities and Local Government (DCLG) issued written feedback to the consortia on Wednesday 07 2015 – what date - is it October? Assuming the consortia can address the issues raised by DCLG it is anticipated that the programme will be signed off before Christmas and delivery will commence in Halton in January 2016.

DCLG also issued calls under Priority Axis 3 'Gap Funding Project for new commercial facilities' and Priority Axis 3 'Place Marketing for Investment'.

For the 'Place Marketing for Investment' call the Council are part of a consortium where the LCR LEP are the lead applicant for the bid with a view of the Combined Authority being the Accountable Body. Sci-Tech Daresbury are also a partner for the same bid. The project will be to develop a modest supply chain\sector development initiative focused upon the AEM and pharma' sector. The Council has indicated that it will provide cash match, not exceeding £25,000.00 each year, for a three year period as match.

The Council cannot provide match funding under the 'Gap Funding Project for new commercial facilities' call rather the Council have promoted the opportunity to commercial developers. To date two developers\companies have submitted outline applications to DCLG.

Langtree submitted an Outline Application on behalf of Sci-Tech Daresbury JV under the 'Gap Funding Project for new commercial facilities' call for the next phase of development on the

Eastern Plots. The application identified a request of £2.1m gap funding for the £10.7m project.

A full application for European Social Funding (ESF) was also submitted on Friday 02 October under the Priority Axis 1 'Inclusive Labour Markets' by a consortia made up of all six Local Authorities and Merseytravel. The total bid came to £42m, with a view of drawing down nearly £30m of ESF and Youth Employment Initiative (YEI). The Council are providing £1.3m in match to deliver a three year project costing £3.3m in total. Department of Working Pensions (DWP) are due to provide feedback by the end of October 2015; with a view to the project commencing early in the New Year.

The council have also submitted an EOI to VOLA who are the lead applicant on a Digital Inclusion application to Big Lottery Fund (BLF). BLF are an 'Opt In' provider of the European Social Fund who have recently released two calls; 'Digital Inclusion' and 'Financial Inclusion'. The total amount of funding available is for £1.6m for Digital and £2.5m for Financial. The Council will be working with VOLA and other partners over the next couple of months to submit a 1st stage application by the end of November 2015. Applicants will then be requested to submit full application in the New Year with a view to projects starting in July 2016.

II. Business Improvement District (BID) Programme

On 02 July 2015 Executive Board resolved to transfer management of the BID programme at Astmoor and Halebank to Halton Chamber of Commerce and Enterprise
A Service Level Agreement (SLA) has subsequently been agreed with the Chamber and the Business Parks Officer was formally seconded to the Chamber from 01 October 2015

III. Sci-Tech Daresbury

Galliford Try continue on site for both the Tech Space buildings and site connectivity works. The steel work is progressing well for both builds – no delays. Features such as the gabion wall have now been completed. Work is continuing on the 'linear park' on Keckwick Lane.

S278 is agreed and work has commenced on the public square.

The works for the Pegasus crossing to link Daresbury village to Sci-Tech across the A56 have started with traffic calming in place.

The final financial claim for Regional Growth Funding was submitted in September 2015. All the RGF funding, £7,360,180 has now been defrayed on the project, with the private sector investment to be defrayed by early 2016. The number of jobs created and safeguarded is currently ahead of target.

Policy, Planning and Transportation.

- IV. The Housing Bill will be introduced in Parliament in October 2015 and it is expected that it will include a number of requirements such as extra rights for people to build their own homes, measures to speed up the neighbourhood planning system, a requirement for authorities to hold a register of Brownfield Sites and automatic permission in principle to build on such sites. Further information concerning the impact upon the authority will be provided as the Bill passes through Parliament.

- V. Following publication of the Productivity Plan it is important that Local Development Schemes (LDS) are kept up to date and published on council websites. A report on the LDS for Halton will be presented to the Environment and Urban Renewal Policy and Performance Board in October. The Productivity Plan also revised the threshold for determining if authorities are assessed as 'under-performing' although this change will not have an impact on Halton given the current level of performance that are being achieved.
- VI. Planning Permission for Traveller Sites at Daresbury and Ivy House, near the Astmoor Industrial Estate, has recently been refused and planning enforcement action is now being taken. The decision has now been appealed and is likely to be dealt with by Public Enquiry although no date has yet been agreed. Occupants of both sites are being offered pitches on the new permanent site in Runcorn which has recently been completed.
- VII. Work is currently being undertaken with Liverpool City Region partners on the development of a 'pipeline' of strategic and local transport schemes across the region aimed at generating and supporting growth. A series of workshops are presently being planned that will explore issues and identify options within each district.

Open Spaces and Waste & Environmental Improvement

- VIII. Rewards for Recycling
The Greenredeem 'rewards for recycling' scheme will be ceasing on 31st October 2015. The contractual arrangement with Greenredeem (formerly Recyclebank) commenced in 2010, for an initial period of 5 years, but the Council will not be taking up the option to extend the scheme. Instead, alternative ways of rewarding local residents for their recycling efforts are being explored and Members will be provided with more details in due course.
- IX. Waste Composition Analysis
A waste composition analysis will be carried out in Halton as part of a Merseyside and Halton exercise in order to obtain up to date information on the make-up of various household waste streams (both recycling and waste for disposal), which will inform future strategies. Sampling of waste will take place in November/December 2015 and February/March 2016.

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 2014 – 15 Directorate Business Plans.

Progress concerning the implementation of all high-risk mitigation measures which are relevant to the Board is included as appendix 1.

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 was published on the Council website during quarter 4 and is available via:




[http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality - objectives progress report - April 2013.pdf](http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality_-_objectives_progress_report_-_April_2013.pdf)

6.0 Performance Overview

6.1 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:

Development and Investment Services

Key Objectives / milestones

Ref	Milestones	Q2 Progress
CED10b	Commence Sci-Tech Daresbury Tech Space by April 2015 .	
CED10d	Completion of road at Johnson's Lane by March 2016 .	
CED10g	Commence Crossville development by March 2016 .	

Supporting Commentary

CE 10b

Start on site June 2015 – now on site with 12 month build.



CE 10d

The road is completed up to the wearing course which has enabled the sale to proceed to Ballast Phoenix.

CE 10g

Currently it is expected that works will start on site in April 2016. However, there will be some pre-development preparation works being undertaken in Quarter 4.

Key Performance Indicators

Ref	Measure	14 / 15 Actual	15 / 16 Target	Q2 Actual	Q2 Progress	Direction of travel
CED060	Occupancy of HBC industrial Units	89%	90%	90%		
CED061	Occupancy of Widnes Market Hall	85%	95%	82%		
CED062	Number of inward investment enquiries per annum	239	250	77 (Q1 & Q2)		
CED064	Number of funding enquiries per annum	113	110	44		

Supporting CommentaryCED060

Two potential vacancies at Dewar Court in the next few months, however interest for the smaller units at the estate is still good.

CED061

Occupancy rates are slightly lower than the same period last year. The trend appears to be more traders in the market taking less space. This is a reflection of a tough retail environment and the need for many traders to reduce costs by reducing the space they use.


CED062

In period 2 2015/16 there were 39 investment enquiries.

CED064

In period 2 we received 12 new enquiries for funding support.



Open Spaces and Waste & Environmental Improvement**Key Objectives / milestones**

Ref	Milestones	Q2 Progress
CE 05	Woodland Expansion - Additional 200m ² of Woodland planted Borough wide - March 2016.	

Supporting CommentaryCE 05

Plans were drawn up for the creation of 200m² of woodland planting which will take place in Q3.

Key Objectives / milestones

Ref	Milestones	Q2 Progress
CE 06	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 2016 .	
CE 07	Continue to review and assess the effectiveness of the Council's Environmental Enforcement Plans and Policies and maintain actions to ensure that the Council continues to effectively prevent and tackle a range of waste and environmental offences, March 2016 .	

Supporting CommentaryCE 06





As part of the introduction of operational changes referred to in 'Key Developments', all households received an information booklet in August advising of how they will be affected by the changes.

This booklet represented the opportunity to directly engage with every household in the borough and as such it also provided information about the importance of waste reduction and increased recycling as well as information about the recycling services provided by the Council. Further campaigns and direct engagement with residents will remain on-going.

CE 07

Following a review, the Council's Enforcement Policy was updated in August. The Policy document sets out the Council's approach to compliance and enforcement with respect to authority's regulatory services, including Waste and Environmental Improvement Services. Its review and revision was undertaken to ensure that the Policy remained up to date and fit for purpose.

Key Performance Indicators



Ref	Measure	14 / 15 Actual	15 / 16 Target	Q2 Actual	Q2 Progress	Direction of travel
CE LI 10	Residual household waste per household (Previously NI191).	534 Kgs	593 Kgs	287 Kgs (Estimated)		
CE LI 11	Household waste recycled and composted (Previously NI192).	46.8%	40%	42%		

Supporting CommentaryCE LI 10 & CE LI 11

These are cumulative figures and indications are that the targets will both be met.

Highways, Transportation & Logistics

Key Objectives / milestones

Ref	Milestones	Q2 Progress
PPT 01a	Deliver 2015/16 major bridge maintenance works programme. March 2016.	
PPT 03	To deliver the 2015/16 LTP Capital Programme March 2016.	

Supporting Commentary

PPT 01a








Minor remaining works this year are likely to be deferred to next year due to Traffic Management requirements. All other works completed.









PPT 03

The LTP Capital programme consists of two main strands:

- Integrated Transport: Implementation of the programme of sustainable transport improvements is underway. Schemes currently in delivery include: Clifton / Grangeway Cycleway; A56 Pegasus crossing (STEP contribution); new crossing to the Hive. Schemes currently in design include: Liverpool Road Bus priority; Kingsway central reserve remodelling; Widnes Road improvement scheme. The STEP Mersey corridor cycleway scheme is due to commence in Q3.
- Highway Maintenance: The first phase of carriageway resurfacing and six footway reconstruction schemes has been completed. Remaining phases from the programme are in design and target costing.

Key Performance Indicators

Ref	Measure	14 / 15 Actual	15 / 16 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.	N / A	80%	68.42%		N / A
PPT LI 04 (ex NI 157)	Processing of planning applications as measured against targets for:					
	a) 'major' applications	75%	60%	80%		
	b) 'minor' applications	43.75%	80%	69%		
	c) 'other' applications	85.71%	80%	85%		

Ref	Measure	14 / 15 Actual	15 / 16 Target	Q2 Actual	Q2 Progress	Direction of travel
PPT LI 05	To ensure a five year rolling supply of housing land available for 2,760 homes over 5 years. Measure as supply of ready to develop housing sites (%).	100	105	N / A	N / A	N / A
PPT LI 15	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%): Percentage of buses starting route on time Percentage of buses on time at intermediate timing points	98.38%	98.40%	97.80%		
		93.82%	94.00%	91.24%		
PPT LI 17	No. of passengers on community based accessible transport	213,998	214,100	90,366		
PPT LI 19	Number of local bus passenger journeys originating in the authority area in one year (000's)	5,493	5,500	2,855		

Supporting Commentary

PPT LI 01

This is an amended Performance Indicator, that reflects the number of successfully defended cases, rather than the number of claims received. All data will be referenced to the baseline established from 1st April 2015.

PPT LI 04

Majors are on target and above designation criteria (designation criteria increasing to 50% of decisions within 13 weeks and is being extended to apply to non-major decisions (amendment in the Housing Bill)).

Minor applications below 80% target due to the close working with applicants to overcome objections raised during the processing of the application.

In the light of the Housing Bill changes, officers will now encourage applicants to formally request 'extension of time' where applicants need more time to amend submissions.

PPT LI 05

Reported annually at year end.

PPT LI 15

Punctuality of services is slightly down on the same period last year. Operators have suggested this is as a result of the increased road works across the Borough. However, operators are continuing to monitor the situation and make changes to schedules as required to ensure services operate as advertised. It is anticipated punctuality will improve as a result.

PPT LI 17

Q2 figures are showing a decrease as compared with the same period last year, In the main, figures have remained fairly consistent with the exception of declines in usage of the rural bus service and also the community group bookings (largely due to Halton Community Transport ceasing operation of their large coaches). These numbers are expected to level off over the next several months.

PPT LI 19

Patronage in the Borough has increased by 5.77% compared to the same period last year. Operators have indicated this is due to an increase in student usage, Concessionary Travel and a slight increase in mileage operated.

7.0 Financial Summaries

ECONOMY, ENTERPRISE & PROPERTY DEPARTMENT

Revenue Budget as at 30 September 2015

	Annual Budget £'000	Budget to Date £'000	Expenditure to Date £'000	Variance to Date (overspend) £'000
<u>Expenditure</u>				
Employees	4,359	2,074	2,098	(24)
Repairs & Maintenance	2,731	1,201	1,202	(1)
Premises	40	37	37	0
Energy & Water Costs	625	258	247	11
NNDR	542	518	516	2
Rents	456	307	304	3
Marketing Programme	22	3	3	0
Promotions	8	3	3	0
Supplies & Services	1,634	654	647	7
Agency Related Expenditure	42	6	3	3
Grants to Non Voluntary Organisations	323	311	311	0
Surplus Property Assets	-685	-342	0	(342)
Revenue Contrib'n to / from Reserves	35	35	35	0
Total Expenditure	10,132	5,065	5,406	(341)
<u>Income</u>				
Fees & Charges	-574	-413	-422	9
Rent - Markets	-766	-375	-383	8
Rent - Industrial Estates	-639	-333	-342	9
Rent – Investment Properties	-656	-307	-310	3
Transfer to / from Reserves	-591	-591	-591	0
Government Grant - Income	-1,876	-924	-924	0
Reimbursements & Other Income	-257	-39	-42	3
Recharges to Capital	-227	-26	-26	0
Schools SLA Income	-486	-475	-480	5
Total Income	-6,072	-3,483	-3,520	37
NET OPERATIONAL BUDGET	4,060	1,582	1,886	(304)
Premises Support Costs	1,924	980	980	0
Transport Support Costs	32	13	13	0
Central Support Service Costs	1,824	932	932	0
Asset Rental Support Costs	2,543	0	0	0
Repairs & Maint. Rech. Income	-2,558	-1,279	-1,279	0
Accommodation Rech. Income	-2,763	-1,382	-1,382	0
Central Supp. Service Rech. Income	-1,836	-918	-918	0
Total Recharges	-834	-1,654	-1,654	0
Net Expenditure	3,226	-72	232	(304)

Comments on the above figures

Spend against the employee budget is higher than the profiled budget due to the staff turnover target not being achieved as a result of low staff turnover in the earlier part of the year.

Premises costs have remained stable during quarter 2. Property Services will continue to utilise council accommodation wherever possible and outsource accommodation space to external agencies to generate additional income.

Energy & Water costs at quarter 2 are below budget to date, due a utility provider undertaking a reconciliation exercise of bills paid to date resulting in reimbursements of previous years charges.

It is anticipated that the Surplus Property Assets savings target will not be fully achieved by year-end. Whilst an action plan has been developed the time required developing and implementing the measures to realise savings means they will not be in place in the current year and total savings of £1m against this heading will not be found in full until 2016/17 at the earliest.

In order to ease budget pressures spending will be restricted in-year on Supplies & Services; Promotions and Marketing has also been kept to a minimum in an effort to achieve savings for the Department.

It is projected Investment Properties and Industrial Estates rental income will remain constant during the year and envisaging minimal change in the occupancy rates. Market rental income is above budget at the end of Quarter 2. Both market hall and open market income has remained stable during the first half of the year.

Work will continue with managers to deal with any in-year budget pressures. In overall terms it is anticipated that net expenditure will be overspent against the overall Departmental budget by year-end. In the main this is due to the savings target against surplus property assets. However work is being undertaken to minimise this where possible. It is estimated the value of the overall variance will be in the region of £500k-£600k.

ECONOMY, ENTERPRISE & PROPERTY DEPARTMENT

Capital Projects as at 30th September 2015

	2015/16 Capital Allocation £'000	Allocation To Date £000's	Expenditure to Date £'000	Variance to Date (overspend) £'000
Economy, Enterprise & Property Dep't				
Castlefields Regeneration	635	56	56	0
3MG	3,493	52	52	0
Widnes Waterfront	200	0	0	0
Johnsons Lane Infrastructure	450	119	119	0
Decontamination of Land	6	0	0	0
Sci Tech Daresbury	10,965	5	5	0
Former Crossville Depot	518	82	82	0
Peel House Lane – Enabling Costs	65	19	19	0
Peel House Lane Cemetery	1,019	12	12	0
Peel House Lane Roundabout & Cemetery Access	51	5	5	0
John Briggs House – Police Station	342	22	22	0
Travellers Site - Warrington Road	1,162	1,209	1,209	(47)
Widnes Town Centre Initiative	21	0	0	0
Lower House Lane Depot – Upgrade	24	4	4	0
Equality Act Improvement Works	250	18	18	0
Signage at The Hive	100	0	0	0
Advertising Screen – The Hive	100	0	0	0
Grand Total	19,401	1,603	1,603	(47)

Comments

The timing of spend for Castlefields Regeneration scheme is unknown as the main expenditure item relates to a compulsory purchase order claim (which is likely to be referred to Lands Tribunal).

The bulk of the capital allocation for 3MG will be used to fund the construction of rail sidings which will commence in quarter 3.

Widnes Waterfront and Bayer project will only commence once the developer has an end user in place so timing of spend is hard to predict at this moment in time.

Decontamination of Land allocation will fund final contract retention payment.

Sci Tech Daresbury spend will relate to purchase of Tech Space building which is expected to commence towards the end of the financial year.

COMMUNITY & ENVIRONMENT DEPARTMENT

Revenue Budget as at 30 September 2015

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance To Date (overspend) £'000
Expenditure				
Employees	12,045	6,141	6,179	(38)
Other Premises	1,182	712	690	22
Supplies & Services	1,570	643	583	60
Book Fund	142	71	74	(3)
Hired & Contracted Services	1,151	437	446	(9)
Food Provisions	652	299	292	7
School Meals Food	2,077	771	755	16
Transport	54	22	13	9
Other Agency Costs	674	249	196	53
Waste Disposal Contracts	5,160	1,545	1,585	(40)
Leisure Management Contract	1,496	547	592	(45)
Grants To Voluntary Organisations	322	161	155	6
Grant To Norton Priory	222	111	117	(6)
Rolling Projects	32	32	32	0
Transfers To Reserves	0	0	0	0
Capital Financing	9	5	0	5
Total Spending	26,788	11,746	11,709	37
Income				
Sales Income	-2,229	-1,152	-1,062	(90)
School Meals Sales	-2,180	-717	-725	8
Fees & Charges Income	-3,265	-1,782	-1,727	(55)
Rents Income	-235	-209	-238	29
Government Grant Income	-1,186	-1,170	-1,159	(11)
Reimbursements & Other Grant Income	-548	-402	-425	23
Schools SLA Income	-79	-79	-83	4
Internal Fees Income	-120	-66	-81	15
School Meals Other Income	-2,270	-1,694	-1,700	6
Meals On Wheels	-196	-98	-72	(26)
Catering Fees	-225	-88	-35	(53)
Capital Salaries	-53	-24	-14	(10)
Transfers From Reserves	-44	-23	-23	0
Total Income	-12,630	-7,504	-7,344	(160)
Net Controllable Expenditure	14,157	4,242	4,365	(123)

Recharges				
Premises Support	1,947	997	997	0
Transport Recharges	2,390	707	706	1
Departmental Support Services	9		0	0
Central Support Services	3,146	1,612	1,612	0
Asset Charges	3,005		0	0
HBC Support Costs Income	-382	-382	-382	0
Net Total Recharges	10,115	2,934	2,933	1
Net Departmental Total	24,273	7,176	7,298	(122)

Comments on the above figures:

The net budget is currently £122,000 over budget profile at the end of the second quarter of the financial year.

Expenditure on employee costs is currently £38,000 over budget profile however this budget does include a staff savings target of £372,250 of which £52,380 relates to premium pay. Although savings were identified last year, delays in the reduction of staff have led to a small overspend to date, however it is anticipated that the savings will be met by year-end. Agency staff expenditure has continued to stay at a significantly lower level than last year with the introduction of the apprenticeship schemes and vacant posts being filled.

Supplies and services are currently under budget profile across all divisions on areas such as advertising, equipment, clothing and training. Expenditure is being restricted in these areas to offset other budget pressures within the department.

Although expenditure on the leisure management contract continues to be over budget profile, the contract is now in its final year and will end in January 2016, after which the service will be brought back in house.

Other agency costs are £53,000 under budget profile, due in the main, to expenditure on Area Forums where some projects have not yet been identified.

Income continues to struggle across the department with sales income, fees & charges and internal catering fees the most significant under-achievers. Last year income for these specific areas underachieved by over £322,000, although this was partially offset by an over achievement on other income streams. Although sales have increased slightly this year, at the midpoint of financial year 2015/16, income is expected to under achieve against budget by a similar figure to 2014/15. Income relating to the collection of green waste has overachieved budget by £40,000 to date. This is not expected to increase further for the rest of the financial year.

Capital Projects as at 30th September 2015

	2015-16 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Total Allocation Remaining £'000
Stadium Minor Works	30	30	31	(1)
Stadium 3G Equipment	12	0	0	12
Widnes Recreation Site	741	544	544	197
Norton Priory	2,843	200	193	2,650
Norton Priory Biomass Boiler	107	0	0	107
Children's Playground Equipment	138	55	55	83
Upton Improvements	13	1	1	12
Crow Wood Play Area	4	0	0	4
Runcorn Hill Park	250	250	560	(310)
Runcorn Cemetery Extension	9	0	0	9
Cremators Widnes Crematorium	109	109	173	(64)
Open Spaces Schemes	18	14	14	4
Playground Third Party Funding	340	0	0	340
Litter Bins	20	0	0	20
Total	4,634	1,203	1,571	3,063

Comments on the above figures

The Widnes Recreation project has now completed although there are still a number of payments due in respect of retention and project completion. Total spend will be within the allocation.

The Norton Priory "Monastery To Museum" project commenced on-site in August 2015, and has an anticipated completion date of July 2015. Total Heritage Lottery funding amounts to £3.9M over the course of the project.

Funding for the Runcorn Hill Park project remains a concern. The initial contractor tasked with phase one of the building works went into liquidation once work had commenced. The decision was taken to continue with the project, with the expectation that extra funding may be secured to meet the resulting increased costs. The additional costs of the re-tendered contract, together with remedial works required to the original constructions, and additional security costs, are in the region of £370,000. Requests to external bodies for additional funding have so far proved unsuccessful. Heritage Lottery Fund, the principal contributor to the scheme, have recently advised (October 2015) that they are unwilling to contribute further to phase one of the works. Total project funding from the Heritage Lottery Fund amounts to £2.2M until 2018 for a number of phases of the programme, and consideration is currently being given as to whether the costs of subsequent phases of the work can be reduced, whilst still attracting the full level of grant funding originally offered.

The allocation for Playground Third Party Funding represents funding carried forward from previous years to provide match funding for external grants. Any residual funding will be carried forward at year-end.

POLICY, PLANNING & TRANSPORTATION DEPARTMENT

Revenue Budget as at 30th September 2015

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)
	£'000	£'000	£'000	£'000
<u>Expenditure</u>				
Employees	4,555	2,223	2,209	14
Other Premises	222	78	67	11
Hired & Contracted Services	243	45	46	(1)
Supplies & Services	287	122	123	(1)
Street Lighting	2,082	617	617	0
Highways Maintenance	2,290	1,469	1,469	0
Bridges	98	4	4	0
Fleet Transport	1,397	477	477	0
Lease Car Contracts	516	222	222	0
Bus Support – Hopper Tickets	180	80	80	0
Bus Support	525	300	299	1
Out of Borough Transport	51	13	13	0
Finance Charges	406	166	166	0
Grants to Voluntary Organisations	68	34	34	0
Direct Revenue Financing	14	14	14	0
NRA Levy	60	30	30	0
Total Expenditure	12,994	5,894	5,870	24
<u>Income</u>				
Sales	-372	-138	-141	3
Planning Fees	-531	-285	-297	12
Building Control Fees	-201	-123	-134	11
Other Fees & Charges	-449	-280	-290	10
Rents	-8	0	0	0
Grants & Reimbursements	-539	-135	-134	(1)
Efficiency Savings	-60	0	0	0
School SLAs	-40	-40	-40	0
Recharge to Capital	-312	0	0	0
Transfer from Reserves	-217	0	0	0
Total Income	2,729	-1,001	-1,036	35
Net Controllable Expenditure	10,265	4,893	4,834	59

Recharges				
Premises Support	642	388	388	0
Transport Recharges	629	301	304	(3)
Asset Charges	7,791	0	0	0
Central Support Recharges	1,935	968	968	0
Departmental Support Recharges	393	196	196	0
Departmental Support Recharges Income	-491	-246	-246	0
Support Recharges Income – Transport	-3,734	-1,700	-1,700	0
Support Recharges Income	-1,022	-396	-396	0
Net Total Recharges	6,143	-489	-486	(3)
Net Departmental Total	16,408	4,404	4,348	56

Comments on the above figures

In overall terms revenue spending at the end of quarter 2 is below budget profile. This is due to small variances in a number of expenditure and income budget areas

The 'Other Premises' item is below budget to date mainly due to lower than expected utility and NNDR bills for Lower House Lane Depot within the Logistics Division.

Planning fee income is over the profiled budget to date due to a one-off, high value planning amount received during the last quarter, this is not expected to continue throughout the rest of the year. It is expected that income will be in line with the budget at year end.

Building Control income is exceeding the budget profile to date, the increased income reflects the increase in the number of control inspections provided by the department to members of the public, this is despite strong competition from outside competitors who can provide the same service except for the issuing of the certificate.

The above budget increase in 'Other Fees and Charges' is mainly due to income generated within the Traffic Division for overrun charges on statutory undertakers, the issuing of permits etc. This is expected to be just above budget throughout the year.

At this stage of the year it is anticipated that overall-spend will be within the Departmental budget at the financial year-end.

POLICY, PLANNING & TRANSPORTATION DEPARTMENT

Capital Projects as at 30TH September 2015

	2015/16 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
<u>Local Transport Plan</u>				
Bridges & Highway Maintenance Bridge Assessment, Strengthening & Maintenance	967	65	64	903
Road Maintenance	1,261	430	427	834
Total Bridge & Highway Maintenance	2,228	495	491	1,737
Integrated Transport	908	190	191	717
Total Local Transport Plan	3,136	685	682	2,454
<u>Halton Borough Council</u>				
Street lighting – Structural Maintenance	200	55	53	147
Street lighting – replacement programme	1,700	180	181	1,519
Risk Management	120	45	45	75
Fleet Replacement	2,174	600	598	1,576
Total Halton Borough Council	4,194	880	877	3,317
<u>Grant Funded</u>				
Local Pinch Point – Daresbury E'way	943	10	9	934
Surface Water Management Grant	122	5	7	115
S106 schemes	384	0	0	384
STEPS programme	664	0	0	664
Total Grant Funded	2,113	15	16	2,097
Total Capital Programme	9,443	1,580	1,575	7,868

Comments on the above figures




The programme of spend regarding surface water management is dependent on uptake by members of the public. This in turn is affected by local weather conditions.

The STEP (Sustainable Transport Enhancement Package) programme is scheduled to start from quarter 3, this spend will then be reflected from this period onwards.





8.0 Explanation 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.

Implementation of High Risk Mitigation Measures (Environment & Urban Renewal PPB) – Quarter 2 to 30th September 2015

The purpose of this report is to provide an update concerning the implementation of mitigation measures for those areas of risk which have been assessed as high within the Directorate Risk Registers and are relevant to the remit of this Board.

Assessment of current risk – (Transport) ¹			Impact (Severity)	Likelihood (Probability)	Score (I x L)	
PR R16	Failure to maintain and make available the Councils highway network could lead to adverse consequences for road users and others. (Strategic Priority: Safer Halton / Halton's Urban Renewal)		3	4	12	
Risk control measure(s)		Lead Officer	Timescale Review	Residual Impact	Residual Likelihood	Residual Score
R16 a	Delivery of prioritised maintenance programme	Mick Noone Operational Director (Policy, Planning & Transportation)	Annually	2	6	6
R16 b	Availability of capital and revenue funding					
R16 c	Timely and effective use of Variable Message Signs					
R16 d	Coordination of works to minimise impact.					

Progress update

This year's prioritised maintenance programme remains on track to be delivered as planned. To date carriageway schemes have been completed as scheduled with additional footway and footpath works due for completion in February 2016. Next year's work is presently at an advanced stage of programming and whilst Silver Jubilee Bridge programmed maintenance works are currently on track this can be affected by poor weather conditions.

Integrated Transport Budget (capital) funding is available for a range of highway infrastructure improvements and is being targeted at schemes to improve network capacity, safety and sustainable transport initiatives. Works continue to be planned to minimise disruption and to co-ordinate with Mersey Gateway traffic restrictions across the Borough.

We are currently in the process of re-writing our Highway Asset Management Plan (HAMP) with the aim to bring it in line with Highway Maintenance Efficiency Programme (HMEP) recommendations. The DfT and Ministers are currently indicating that LA's who's HAMP does not adhere to this guidance are likely to see their funding cut in the future starting in 2015/16, however as yet this has not been confirmed. The guidance includes the recommendation that the Council buy into and sign up to HMEP principles.

¹ NB – Risks associated with the Mersey Gateway Project are monitored through the Corporate Risk Register

Implementation of High Risk Mitigation Measures (Policy & Resources) – Quarter 2 to 30th September 2015

The HAMP is a living document so it is not necessary or expected that all local authorities have them 100% complete by March. However, the Council will need to demonstrate positive intent and progress and a future aim to achieve the recommendations.

The availability of revenue budget remains problematic due to the ongoing fiscal pressures being experienced across all service areas of the Council which will inevitably have an impact upon what can be delivered. As a consequence revenue funding continues to be used in a targeted way paying particular attention to the ongoing safety of the highways infrastructure.

Variable Message Signage continues to be used across the borough to provide highway and other information in order to assist in the free flow of traffic and provide general road safety information.. Work is now being undertaken to assess the provision of an integrated VMS approach across the Liverpool City Region.

The coordination of works continues to be managed effectively through quarterly meetings with utility providers and weekly progress meetings with Merseylink.. These regular exchanges of information are a valuable means by which the potential negative impact of works can be considered and, as far as possible, minimised.

REPORT:	Environment & Urban Renewal Policy & Performance Board
DATE:	13 th January 2016
REPORTING OFFICER:	Strategic Director, Community & Resources
PORTFOLIO	Transportation
SUBJECT:	Objections to Proposed Waiting Restrictions, Naughton Road, Widnes
WARDS:	Kingsway

1.0 PURPOSE OF REPORT

- 1.1 To report on objections that have been received following public consultation on a proposed Traffic Regulation Order to introduce 'At Any Time' waiting restrictions on part of Naughton Road, Widnes. A plan and definition of the recommendations is included in Appendix 'B'.

2.0 RECOMMENDATION: That this Board does not support the proposal to introduce an Order to implement waiting restrictions on Naughton Road, Widnes as set out in Appendix 'B', on the grounds of the objections received, and that the report be submitted to the Executive Board for its consideration.

3.0 SUPPORTING INFORMATION

- 3.1 In August 2015, the intention to introduce 'At Any Time' waiting restrictions on part of Naughton Road, Widnes was advertised. This was in response to a request from a ward councillor on behalf of adjacent residents. The residents' complaints concerned obstructive parking close to the junction of Naughton Road with Cameron Road.
- 3.2 Two objections were received, which are reproduced in Appendix 'A' with personal details removed. Whilst Objection 2 does not go beyond lodging a straightforward objection without giving any supporting reasons, Objection 1 covers a number of points as follows, with officers' response to these points:
- *The car park off Naughton Road is not available for residents and is used only on match days, which is wasteful and unfair.* This is for use by The Stadium and is locked when The Stadium is not in use. To open it at other times would create a security risk, as it would allow access to the whole Stadium.
 - *There is a lack of on-road parking space for residents.* The Kingsway estate was not designed to accommodate the level of private car ownership that now exists. On-road parking space is restricted but there would be a cost to constructing additional parking facilities for which funding is not available.
 - *Why can't you help towards the dropping of curbs?* This Council does not fund the provision of drop crossings to enable off-road parking in gardens to be used, but it does allow homeowners to pay over an extended period by direct debit.
 - *The Stadium entrance off Naughton Road is not suitable for large vehicles.* Naughton Road is acceptable as an emergency access to The Stadium provided on-road parking takes place only on one side of the road, and to ensure this, waiting restrictions are in place on the north side from Mottershead Road to the Stadium gates.
- 3.3 The main issue in Naughton Road relates to parking outside the residents' houses,

particularly when there are matches at The Stadium. The residents have now realised that the restrictions would apply to them, even when there is no match at The Stadium, so they no longer want the restrictions, which they had requested originally via their local councillor. This is why it is now recommended that the Board does not support the original proposal.

4.0 CONSULTATION

4.1 The formal consultations on the proposed waiting restrictions involved site notices, a public notice in the local newspaper and the delivery of individual letters to households fronting the proposed restrictions.

5.0 FINANCIAL IMPLICATIONS

5.1 The cost of the waiting restriction proposals if implemented would be approximately £500 which could be charged to the Traffic Management Revenue Budget.

6.0 OTHER IMPLICATIONS

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

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

7.1 Children & Young People in Halton

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

7.2 Employment, Learning & Skills in Halton

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

7.3 A Healthy Halton

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

7.4 A Safer Halton

The proposed waiting restrictions would serve to protect sightlines, keep desire lines clear and reduce the incidence of confrontation between drivers over obstruction issues. However, these benefits have to be considered in parallel to the impact on those households affected by the proposals

7.5 Halton's Urban Renewal

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

8.0 RISK ANALYSIS

8.1 There is a variable and uncertain road safety risk associated with not introducing these proposed waiting restrictions, the degree of risk depending on the degree to which drivers would continue to park so as to obstruct the highway, desire lines and sight lines at this location.

8.2 The proposals were brought forward at the request of residents and their ward Councillor.

8.3 The proposed restrictions would cause a small degree of parking displacement but

parking space is at a premium in this area, so additional restrictions would create further displacement of parked vehicles.

9.0 EQUALITY & DIVERSITY ISSUES.

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

10.0 BACKGROUND PAPERS

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

Objection 1.

“Thank you for your email.

I totally object to this and find it very unfair.

It's pathetic.

If this is the case then surely the car park opposite should allow residence to park. It's a waste of space as it's only used for Match days/priority parking.

I have lived here and put up with a lot and this is very unfair.

So your now telling me my visitors/family and my car has to be parked on Cameron road?

Where one side is double yellow lines? Or up on Mottershead road?

There is only 4 houses in Naughton road and 5 cars leaving spaces only for 2 in total?

Why can't you help towards the dropping of curbs?

Big wagons/trucks was never meant to be used on this entrance was it?

Please forward my objection to the relevant people.

I hope to hear something soon.

Kind regards”

Objection 2 (Via Halton Direct Link)

“Hello

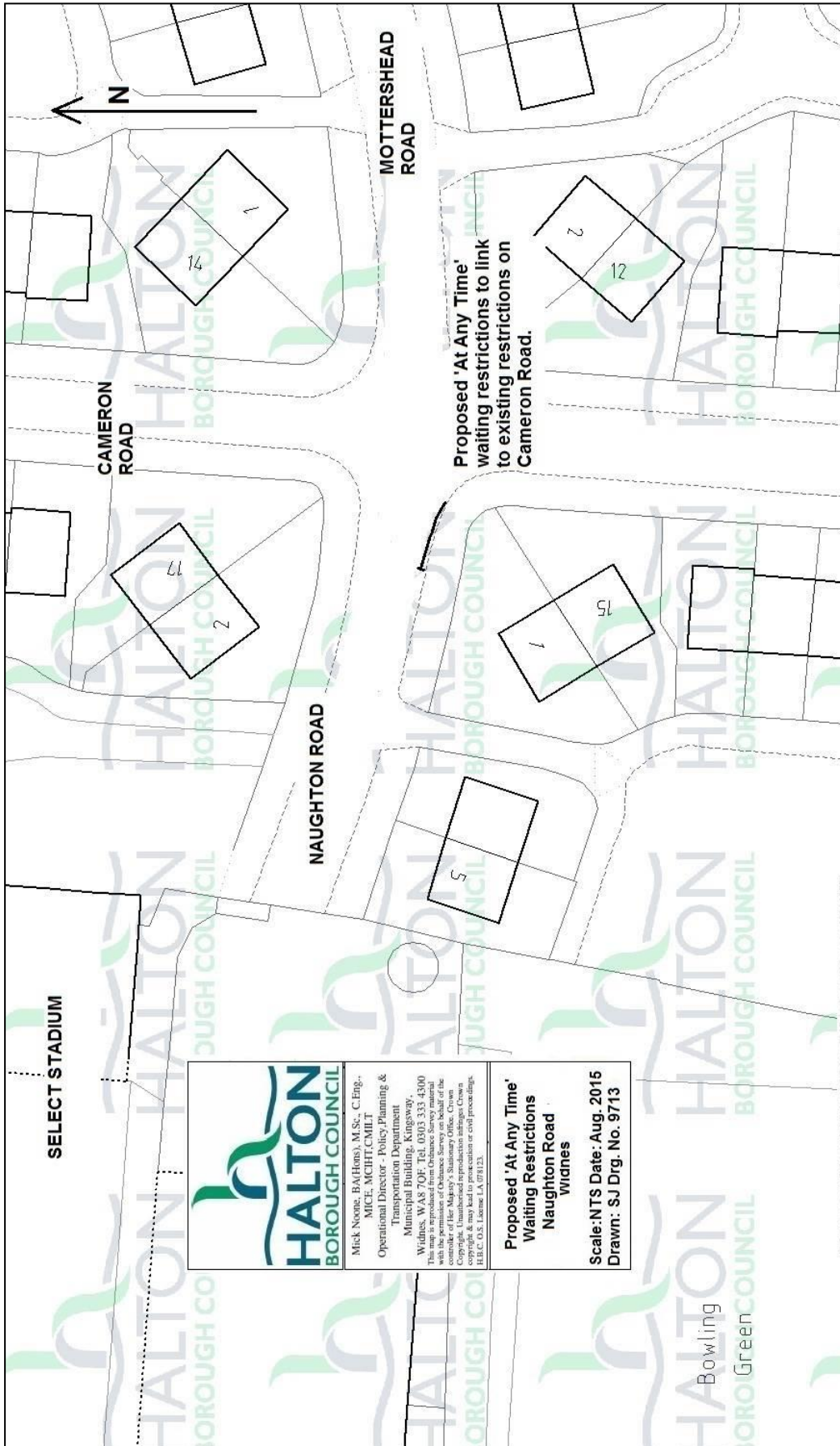
Customer would like to register her objection to having double yellow lines outside her property.

Can you please call customer regarding this.

Many Thanks”

Details of Proposed Orders:

Description: Naughton Road, Widnes, south side, from Cameron Road to a point 10 metres west from the west kerb line of Cameron Road, Widnes (Links to similar, Cameron Road)



REPORT:	Environment & Urban Renewal Policy & Performance Board
DATE:	13 th January 2016
REPORTING OFFICER:	Strategic Director, Community & Resources
PORTFOLIO	Transportation
SUBJECT:	Objections to Proposed Waiting Restrictions, Hale Village
WARDS:	Hale

1.0 PURPOSE OF REPORT

- 1.1 To report on an objection that has been received following public consultation on the proposed Traffic Regulation Orders to introduce various waiting restrictions on sections of various roads in Hale Village. A plan and definition of the recommendations is supplied in Appendix 'B'.

2.0 RECOMMENDATION: That this Board supports the proposal to introduce Orders to implement revised waiting restrictions on various roads in Hale Village as set out in Appendix 'B' and that the report be submitted to the Executive Board for its consideration.

3.0 SUPPORTING INFORMATION

- 3.1 In August 2015, after due public consultation with residents, the Parish Council and ward Councillor, limited waiting restrictions were introduced on parts of Ireland Road and Hesketh Road in Hale village adjacent to Hale C. of E. Primary School. This is shown in Appendix C. This was to address parking obstruction issues near the school gate at school times and also through the school working day. All properties fronting the proposed restrictions had a notice letter individually hand delivered, notices were posted on site and also advertised in the local newspaper. During the consultation period, no objections were received.
- 3.2 When installed, the requisite yellow lines were unfortunately applied incorrectly, extending several metres further north along both sides of Hesketh Road than should have been the case. This triggered justified complaints from residents, who fronted the area where yellow lines were installed incorrectly who had not been consulted on the original proposals, as they would not be affected.
- 3.3 At a subsequent site meeting with the affected residents, and following discussions with the ward councillor, it was agreed that apart from removing the erroneously installed lines, consultation would take place on minor alterations to the extent of the recently placed waiting restrictions adjacent to 21 Hesketh Road and also on the introduction of junction protection restrictions on the Wellington Gate/Hesketh Road junction. The extent of the final, revised proposals are shown on Drg. No. 9758 in Appendix 'D'.
- 3.4 The mechanism for the intended change to the waiting restrictions in the area was to be the progression of a revocation of the existing (August 2015) restrictions on Hesketh Road and Ireland Street, and to then introduce a new Order covering the revised restrictions as shown on Drg. No. 9758 in Appendix 'D'. This process was a form of

local consolidation, to avoid a proliferation of Orders.

- 3.5 During the subsequent consultation process, a single objection was received from a household near the entrance to Hale C. of E. Primary School off Hesketh Road, objecting to both the existing waiting restrictions (applied earlier in August 2015) and the proposed revisions and requesting all waiting restrictions be removed from the area. This letter of objection is attached in Appendix 'A' with personal details removed, the main points being as follows, together with officers' response to these comments:

[1] *Residents not informed of intention to introduce original waiting restrictions.* All properties fronting the proposed restriction had a notice letter individually hand delivered, notices were posted on site and also advertised in the local newspaper prior to introduction of the August 2015 waiting restrictions, and there were no objections.

[2] *We've recently received a letter outlining amendments to the current restrictions, so we cannot park outside of or own property at any time.* This is not correct. The existing waiting restrictions installed in August 2015 adjacent to the objector's home cover the period 8am. to 4pm., Monday to Friday and does not affect parking outside of the working day. The current proposals do not affect this situation locally.

[3] *Lack of on-highway parking space adjacent to household/disabled residents.* Parking on the highway is not a right, but is permissible if said parking does not create an obstruction. The same principles apply to disabled drivers. The existing waiting restrictions installed in August 2015 adjacent to the objector's home cover the period 8am. to 4pm., Monday to Friday, and thus do not affect parking outside of the working day.

[4] *Lack of enforcement of the existing waiting restrictions/markings are ignored.* This is carried out by Cheshire Police and they carry out appropriate enforcement as resources permit.

[5] *Existing restrictions devalue property/make it more difficult to sell.* This is unproven. If there is genuine pressure for on-road parking, the space in front of any property close to the school entrance will be such that the area would rarely be free if unrestricted parking were to be permitted again.

- 3.6 The main issue here relates to parking, particularly at school times and the original request came from the Parish Council and a resident of Hesketh Road. The problem would continue to exist without any restrictions. The proposed restrictions only apply during the working day, so deal with the original complaints and minimise the inconvenience for residents, so it is therefore recommended that the objection be overruled.

4.0 CONSULTATION

- 4.1 Details and results of the consultation that has been conducted on altering the existing waiting restrictions adjacent to the objector's home are set out above.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The total cost of implementing the revised waiting restriction proposals is approximately £500 which will be charged to the Traffic Management Revenue Budget.

6.0 OTHER IMPLICATIONS

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

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

7.1 Children & Young People in Halton

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

7.2 Employment, Learning & Skills in Halton

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

7.3 A Healthy Halton

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

7.4 A Safer Halton

The proposed waiting restrictions will serve to protect sightlines, keep desire lines clear and reduce the incidence of confrontation between drivers over obstruction issues.

7.5 Halton's Urban Renewal

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

8.0 RISK ANALYSIS

8.1 There is a variable and uncertain road safety risk associated with not introducing these proposed waiting restrictions, the degree of risk depending on the degree to which drivers would continue to park so as to obstruct the highway, desire lines and sight lines at the locations listed in Appendix 'A'

8.2 The proposals are being brought forward at the request of Hale Parish Council, residents and supported by the ward Councillor.

8.3 Traffic displaced from parking at the locations to receive new waiting restrictions will inevitably place an extra parking demand on adjacent areas and this is largely unavoidable. The new restrictions recommended in this report are being proposed on safety and obstruction grounds, which should have a higher priority than a slight increase in the pressure on available parking space.

9.0 EQUALITY & DIVERSITY ISSUES.

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

10.0 BACKGROUND PAPERS

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

Hesketh road,
Hale village,
Liverpool,
L24

PERSONAL CONTACT/IDENTIFICATION DETAILS
HAVE BEEN REMOVED FROM THIS LETTER.

27th October 2015.

F.A.O DAVID PARR, CHIEF EXECUTIVE, MUNICIPAL BUILDING, WA8 7QF.

RE: YELLOW LINE MARKINGS ON HESKETH ROAD, HALE VILLAGE, L24 4AN.

We are writing to object to the proposed order about the yellow line road markings which have been placed outside of our house earlier this year.

We have never been informed by the council that this procedure was going to take place, and we have recently received a letter stating that they are going to amend the current measures, so we can not park outside of our own property at any time.

We have lived in the village for many years, and we currently have three members of our family who all own cars, and the fourth is due to take a driving test shortly which could increase the number of cars we currently have.

We feel that the current situation is not acceptable, as i suffer from arthritis which restricts my mobility, also my mother in law who often visits and stays with us had her left leg removed in June 2015, and the existing and new measures will greatly decrease our quality of life as the nearest place to park any cars would be over 250 metres away, as all other available spaces would be outside another residents property, also my son has tools which need to be stored in the house and then transported to a vehicle each morning and evening, the new measures will make this virtually impossible.

We presume the initial measures were put in place to stop the parents of children attending Hale school from parking outside of the school gates, unfortunately this has not been the case as the parents still park to drop their children off, also Hale school staff park on any available residents parking areas, as the school car park is not sufficient to hold all staff and visitor cars.

We feel by the restrictions which have been put in place also de-values our home, and this could also result in having problems in the future if we were to put our house up for sale, (who would want to buy a house that you can not park more than one car outside).

We would like all current yellow line markings removed with immediate effect, as they are having no impact on the initial reasons they were put in place for. The only people who are effected by the yellow lines are the residents.

If you require any further information, please do not hesitate to contact us on the above contact details.

With thanks,

Details of Proposed Orders:

Limited Waiting Restrictions, Monday to Friday, 8am to 4pm.

Location	Description
Hesketh Road, Hale	West side, from the entrance to Hale Primary School for a distance of 61 metres. East side, from the entrance to Hale Primary School to a point 12 metres north of the centre of its junction with Ireland Road
Ireland Road, Hale	Both sides from its junction with Hesketh Road to a point 12m south east of the eastern kerb line of Hesketh Road.

'At Any Time' Waiting Restrictions.

Location	Description
Hesketh Road, Hale	West side, for a distance of 23 metres centred on its junction with Wellington Gate.
Wellington Gate, Hale	Both sides from its junction with Hesketh Road to a point 14m west of the west kerb line of Hesketh Road.

Drg. No. 9758 refers, for deposit only.

Associated revocations: The Halton Borough Council (Hesketh Road and Ireland Road, Hale) (Waiting Restrictions) Order 2015

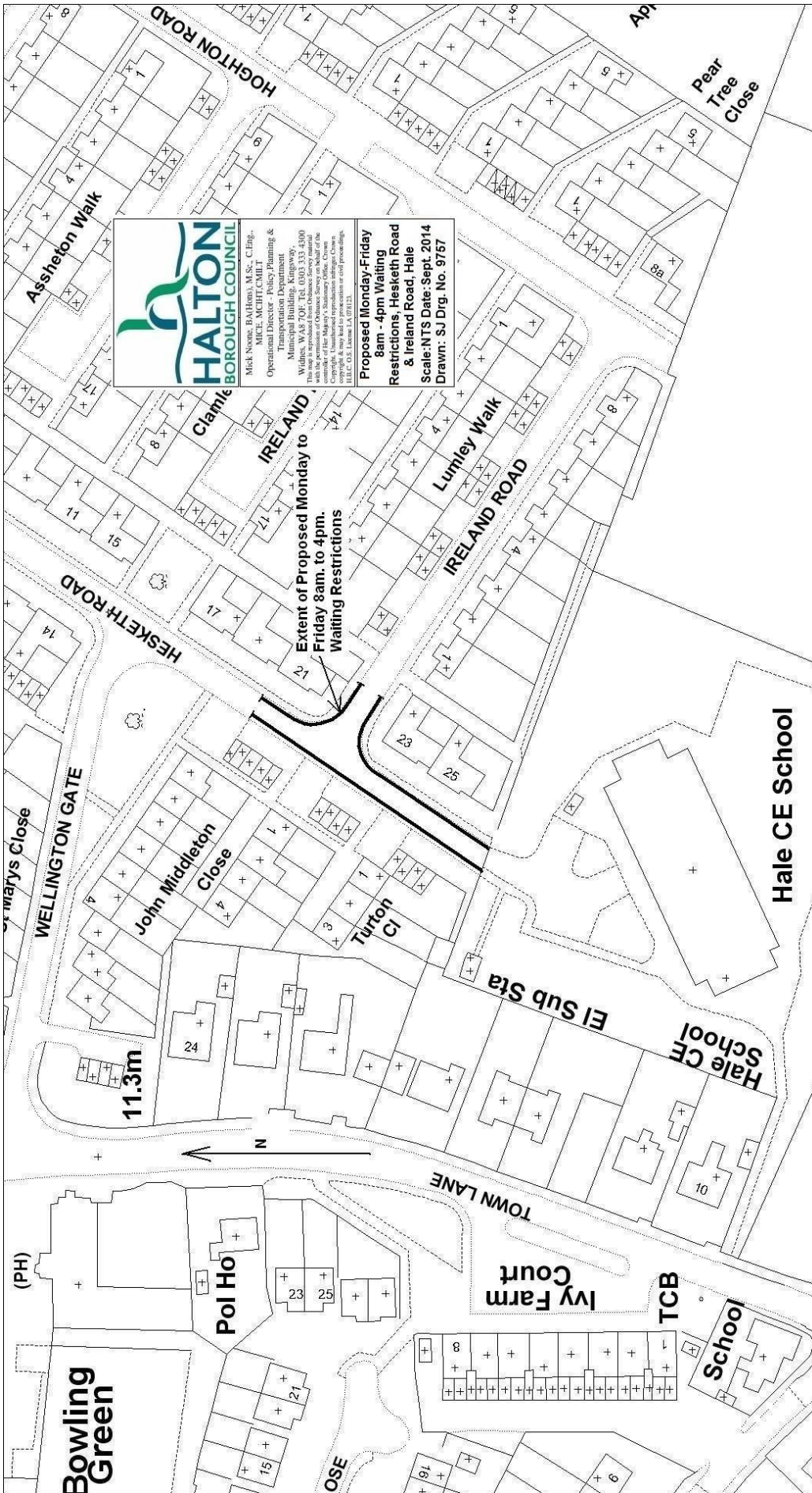
Exemptions: Standard

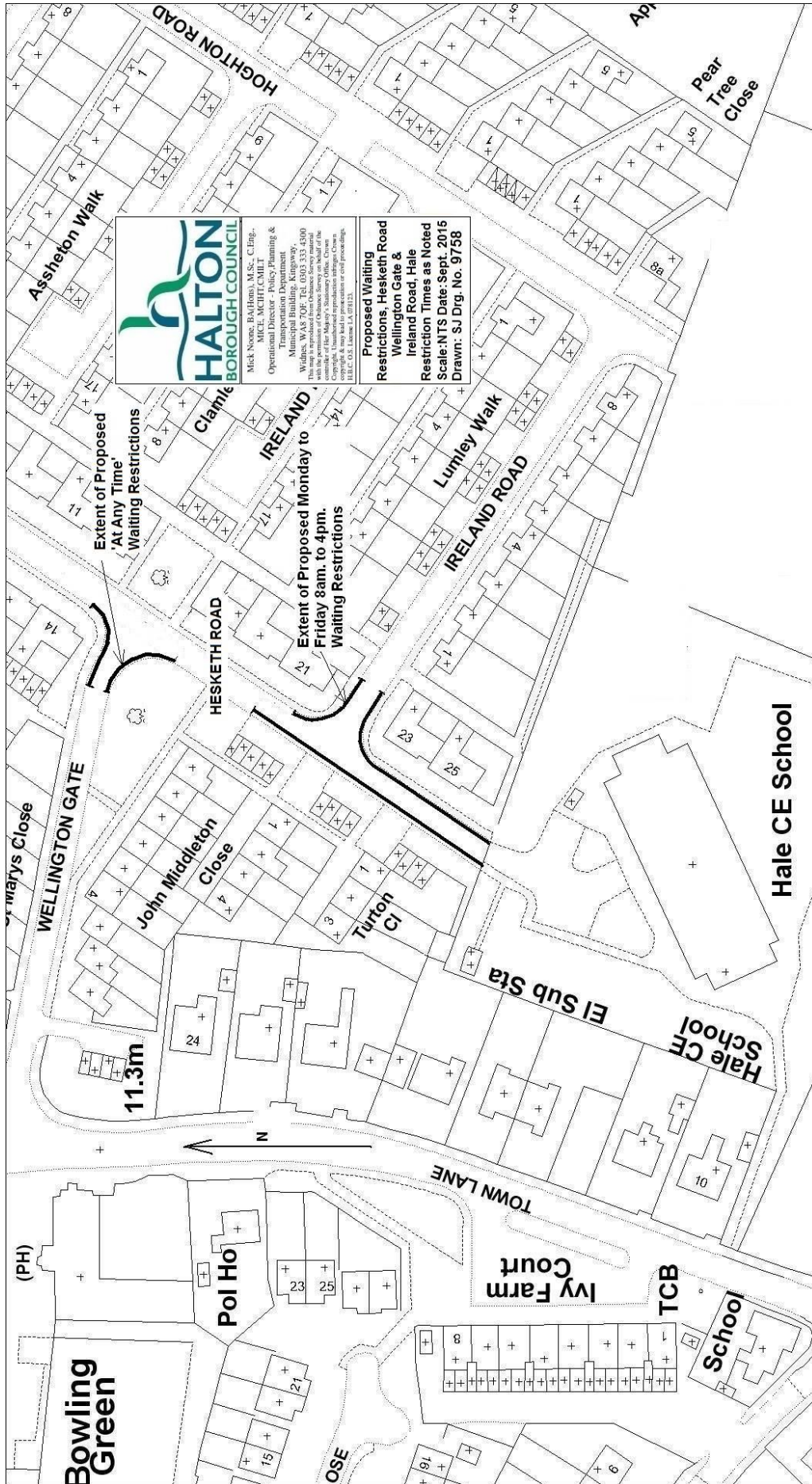
Statement of Reasons: To prevent obstruction of the highway and private entrances and to protect sightlines

Date to be advertised: ASAP

Date to be effected: ASAP

Advertising code: 2050 1625 W041





REPORT TO:	Environment and Urban Renewal Policy and Performance Report
DATE:	13 th January 2016
REPORTING OFFICER:	Strategic Director, Community & Resources
PORTFOLIO:	Transportation
SUBJECT:	Highways Asset Management Plan
WARD(S)	Borough-wide

1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to seek approval for the Policy, Strategy and Objectives of the Chapters 1 to 4 (attached) of the Draft Highway Asset Management Plan. This will enable further development of the remaining Chapters which will cover the Operational Plan and Procedure.

2.0 RECOMMENDATION: That

1. the Board endorse Chapters 1 to 4 inclusive of the Draft Highway Asset Management Plan (attached as Appendix 1);
2. the Board recommend, for approval, the adoption of Chapters 1-4 by the Executive Board; and
3. the remaining chapters of the HAMP be brought to this Board for its consideration at the appropriate time.

3.0 SUPPORTING INFORMATION

3.1 What is and why do we need Highway Asset Management?

1. Highway asset management is a way of running the 'business' of operating a highway network. The 780 km highway network (593 km of roads plus 187km of independent footpaths) in Halton, comprises a number of diverse assets and all of these need managing (see Chapter 2, page 9, for more details on Halton's assets). An asset management approach will help the Council, as local highway authority, to understand the value of the highway asset and the costs linked with maintaining that asset to avoid further deterioration and, therefore, further building up of maintenance backlogs.
2. Highways are by far the most valuable asset the Council has (the WGA Gross Replacement Cost of this asset was estimated as £1.484 billion in 2014-15), and as such, managing the maintenance of this asset is crucial. The highway network is used by, or on behalf of,

every single member of the Community, often many times a day. One of the keys to improving value for money in highways maintenance is knowing and understanding when and how to intervene. By applying asset management principles and considering an asset over a whole life cycle, it is possible to select the best time to intervene. This will maintain condition and preserve the asset in an economically viable way.

3. Good asset management is about making best use of available funds. It also provides a clear evidence base to justify the need for investment in highway maintenance. Applying the principles of asset management will help the Council achieve a more structured long term approach to maintaining the network and to resist expensive, short-term actions.
4. Some of the potential benefits of adopting asset management practices are that it:
 - Formalises and documents standards and processes.
 - Helps us provide an informed response to budget pressures.
 - Records what assets we have and what condition they are in.
 - Allows us to understand how much infrastructure is aged and the risk associated with it.
 - Leads to consistency of practices.
 - Provides an audit trail.
 - Assists with managing public expectations.
 - Acknowledges that future spending requirements are not always the same as historical ones.

3.2 What is a Highway Asset Management Plan (HAMP)?

A Highway Asset Management Plan identifies the current assets and develops a **framework for asset management** to enhance existing good practices and improve the management of the network. A HAMP is a guidance document used by the Council's Highways service in managing the highway network as an asset and addressing maintenance challenges moving forward. In addition, the HAMP provides information regarding the highway asset base, its implications and identifies the need for funding that could be utilised in addressing maintenance issues. The HAMP also demonstrates to stakeholders how the Council manages highway assets and proposes to face the challenges of managing these assets in the future.

3.3 **Why do we need a Highway Asset Management Plan?**

1. The Highway Asset Management Plan supports an evidence based approach to maintaining the highway network and sets out how it can be maintained strategically and efficiently in order to protect the assets and provide the best possible service with the resources available. Its purpose is to identify and set out the maintenance requirements for the highway network within Halton, in a clear and consistent nationally recognised framework.
2. The All Party Parliamentary Report into Highways published in October 2013, recommended that it should be mandatory for each Local Highway Authority to produce a Highway Asset Management Plan in order to receive funding from Central Government. The Department for Transport (DfT) subsequently held roadshows in 2014 outlining how Central Government's **Highway Maintenance Funding** (through the DfT and the DCLG) is likely to be distributed in the future. It has now become clear that unless each LHA is actively committed to Asset Management and other Highways Maintenance Efficiency Programme (HMEP) principles then they could expect a cut in future funding of up to 15.5% by 2020/21, through what is known as the 'incentive element funding formula' (see 5.3 below for more information). This demonstrates more clearly than anything how important it is for the Council to develop and sustain its highway asset management capability.

3.4 **Where we are and where we want to be**

1. The Council published its first 'Transport Asset Management Plan' (TAMP) in 2007 at the Central Government's initiative and funding. This **TAMP** provided an overview of the authority's highway asset inventories, a gap analysis detailing what further data was required and an action plan for moving the authority towards a more asset management based approach to the delivery of highway services. This is now outdated. The decision to review, revise and publish a more up to date **HAMP** reflects the Council's recognition of the importance of a more robust asset management approach and processes that need to be adopted, as well as the need to integrate various significant improvements made over the last eight years.
2. This revised document has been condensed to include highway assets only (carriageways, footways, structures, street lighting, drainage etc.). The **Transportation** functions such as bus stop infrastructure, bus stations etc. are excluded at this stage whilst discussions continue as to whether these will be carried out under a joint arrangement within the recently formed Combined Authority (CA)

which incorporates all six of the Merseyside Authorities (Liverpool City Region CA). If necessary, the transportation assets can be added to the Plan at a later date. This new HAMP document has been constructed around current Highway Maintenance Efficiency Programme (HMEP) guidance on asset management. It has evolved from our previous TAMP which was, in turn, based on the County Surveyors Society's (now renamed The Association of Directors of Environment, Economy, Planning & Transport or ADEPT) original framework document for Highway Asset Management. This sets out what should be included in a highways asset management plan. It follows recommendations set out in the Audit Commission report (*Going the distance, Achieving better value for money in road maintenance*, May 2011). It also reflects the most current standards set out in the highway codes of practice, as well as taking into account local needs.

3. We are seeking approval for Chapters 1-4 as these set out the governance for the remainder of the document. Chapter 5 onwards will contain the Operational Plan whose aim will be to implement the Strategy and Policy as laid out in Chapters 1-4. Without the approval of Chapters 1-4, it would be uncertain what the Operational Plan was trying to achieve. Consequently, it was felt that we needed a two phase approval to ensure that the HAMP was produced as efficiently as possible and to avoid unnecessary re-writes of the Operational Plan.

4.0 **POLICY IMPLICATIONS**

- 4.1 The approval of Chapters 1-4 will set the structural basis of the HAMP which will become a Halton Borough Council Policy document once fully completed and subsequently approved and adopted in its entirety.

5.0 **FINANCIAL IMPLICATIONS**

- 5.1 Halton Borough Council will understand the value and costs of its highway assets and the financial resources required to appropriately sustain these (short and long term). It will seek to make its decisions based on Total Whole Life Cycle costs and appropriate funding strategies that match its business needs and targeted levels of service. Halton Borough Council will link the condition index to customers' expectations, its financial capacity and its levels of service goals; (for example service levels for the high footfall pedestrianized town centres will have a higher rating than little used rural footpaths)
- 5.2 New Minister, Andrew Jones MP, Parliamentary Under Secretary of State for Transport has shown a strong interest in better local roads. This has also

been reflected in his recent ‘Better local roads’ speech given 11 June 2015. The funding environment for councils will be changing and the use of a self assessment toolkit will become part of ongoing Capital funding.

- 5.3 Central Capital allocations for Highway funding will be divided between Needs, Incentive & Challenge Funds which, in the opinion of DfT, improve the funding mechanism. Incentive Funding will be based around a self-assessment analysis (22 questions signed off by the Section 151 Officer) which will categorise each Authority into 1 of 3 Bands. The table below shows how the Incentive element of the total funding available nationally for Highway Maintenance will increase from £0m this year to £151m by 2018/19 where it is then projected to remain at the same level. If Halton remained in Band 1, where it currently is, over that 5 year period it would stand to lose £1.058m that it could have acquired if it had attained Band 3. Similarly, it could lose up to £0.579m if it only achieves Band 2. The importance of achieving Band 3 is, therefore, clear.

	2015/16		2016/17		2017/18		2018/19		2019/20		2020/21		Totals
Needs Based formula	£901M	£2.228M	£826M	£2.043M	£801M	£1.981M	£725M	£1.793M	£725M	£1.793M	£725M	£1.793M	£11.631M
Incentive Formula	£0M	£0.000M	£50M	£0.124M	£75M	£0.185M	£151M	£0.373M	£151M	£0.373M	£151M	£0.373M	£1.429M
Band 1	100%	£0.000M	90%	£0.111M	60%	£0.111M	30%	£0.112M	10%	£0.037M	0%	£0.000M	£1.058M
Band 2	100%	£0.000M	100%	£0.124M	90%	£0.167M	70%	£0.261M	50%	£0.187M	30%	£0.112M	£0.579M
Band 3	100%	£0.000M	100%	£0.124M	100%	£0.185M	100%	£0.373M	100%	£0.373M	100%	£0.373M	£0.000M

- 5.4 DfT state that this self-assessment questionnaire should be shared with the Executive of the Council and made public. If the questionnaire is not completed then DfT will not release any Capital Funds. Some of the key questions are as follows:-
 Q1. Does (Halton) have an Asset Management Policy and Strategy?
 Q2. Has (Halton) communicated its approach to Highway Infrastructure Asset Management (HIAM)?
 Q5. Is (Halton) undertaking lifecycle planning as part of its HIAM?
 Q6. Is (Halton) able to demonstrate leadership and commitment from senior decision makers in taking forward its HIAM approach?
- 5.5 Based on a draft questionnaire that is currently available and against which officers have scored Halton, it would find itself in Band 1 and so would receive 90% of the Incentive Fund allocation next Financial Year 2016/17. In order to ensure we maximise our potential funding, we need to work together to ensure we successfully progress from Band 1 to Band 2 next year and Band 3 as soon as possible or otherwise we will be subjected to significant cuts.
- 5.6 Aligned with this process, is a desire from the DfT and Treasury for Local Authorities to create and agree a forward looking 3 year programme of highway maintenance works with committed funding resource. This extends to also having a further longer term programme of future highway works. This will also covered in the final questionnaire which is due to be published in January 2016.

6.0 IMPLICATIONS FOR THE COUNCIL’S PRIORITIES

6.1 Children & Young People in Halton

The Highway network is utilised and relied upon by Children and Young people in similar ways to any other demographic of the population.

6.2 Employment, Learning & Skills in Halton

It is recognised that a good transport network is essential for a successful economy and for the efficient and effective movement of people and goods in and through Halton.

6.3 A Healthy Halton

Provision of safe, reliable and accessible routes to all destinations by walking and cycling is vital to the future of Halton’s residents and the quality of its environment.

6.4 A Safer Halton

Our highways provide safe and reliable access to jobs, services, schools, get goods to the shops and allow us to make the most of our free time

6.5 Halton’s Urban Renewal

Highway asset management will help meet the Council’s aims and objectives for positively shaping Halton’s future.

7.0 RISK ANALYSIS

7.1 As the status of the HAMP is one of the main questions which determine our Banding, without an agreed and published HAMP, we will not receive our full allocation of Capital Funding.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 There are not any 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
All Party Parliamentary Group on Highway Maintenance – Managing a valuable asset: improving local road condition	Municipal Buildings	Ian Jones
Transport Asset Management Plan - 2007	Municipal Buildings	Ian Jones
Draft Self Assessment Questionnaire - DfT	Municipal Buildings	Ian Jones
“Better Local Roads” speech, Andrew Jones MP	Municipal Buildings	Ian Jones
“Going the distance, Achieving better value for money in road maintenance,” Audit Commission, May 2011	Municipal Buildings	Ian Jones

Highways Asset Management Plan

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Appendices:-

Introduction

What is and why do we need Highway Asset Management?

1. Highway asset management is a way of running the 'business' of operating a highway network. The 780 km highway network (593 km of roads plus 187km of independent footpaths) in Halton comprises a number of diverse assets and all of these need managing (see Chapter 2 P.9 for more details on Halton's assets). An asset management approach will help the Council, as local highway authority, to understand the value of the highway asset and the costs linked with maintaining that asset to avoid further deterioration and therefore further building up of maintenance backlogs.
2. Highways are by far the most valuable asset the Council has (the WGA Gross Replacement Cost of this asset was estimated as £1.484 billion in 2014-15), and as such, managing the maintenance of this asset is crucial. One of the keys to improving value for money in highways maintenance is knowing and understanding when and how to intervene. By applying asset management principles and considering an asset over a whole life cycle, it is possible to select the best time to intervene. This will maintain condition and preserve the asset in an economically viable way.
3. Good asset management is about making best use of available funds. It also provides a clear evidence base to justify the need for investment in highway maintenance. Applying the principles of asset management will help the Council achieve a more structured long term approach to maintaining the network and to resist expensive, short-term actions.
4. Some of the potential benefits of adopting asset management practices are that it:
 - Formalises and documents standards and processes.
 - Helps us provide an informed response to budget pressures.
 - Records what assets we have and what condition it is in
 - Allows us to understand how much infrastructure is aged and the risk associated with it.
 - Leads to consistency of practices.
 - Provides an audit trail.
 - Assists with managing public expectations.
 - Acknowledges that future spending requirements are not always the same as historical ones.

What is a Highway Asset Management Plan (HAMP)?

A Highway Asset Management Plan (HAMP) identifies the current assets and develops a **framework for asset management** to enhance existing good practices and improve the management of the network. A HAMP is a guidance document used by the service in managing the highway network as an asset and addressing maintenance challenges moving forward. In addition, the HAMP provides information regarding the highway asset base, its implications and identifies the need for funding that could be utilised in addressing maintenance issues. The HAMP also demonstrates to stakeholders how the Council manages highway assets and proposes to face the challenges of managing these assets in the future.

Introduction

Why do we need a Highway Asset Management Plan?

1. The Highway Asset Management Plan (HAMP) supports an evidence based approach to maintaining the highway network and sets out how it can be maintained strategically and efficiently in order to protect the assets and provide the best possible service with the resources available. The purpose of the HAMP is to identify and set out the maintenance requirements for the highway network within Halton in a clear and consistent nationally recognised framework.
2. The All Party Parliamentary Report into Highways published in October 2013 recommended that it should be mandatory for each Local Highway Authority to produce a Highway Asset Management Plan in order to receive funding from Central Government. The Department for Transport (DfT) subsequently held roadshows in 2014 outlining how Central Government's **Highway Maintenance Funding** (through the DfT and the DCLG) is likely to be distributed in the future. It has now become clear that unless each LHA is actively committed to Asset Management and other Highways Maintenance Efficiency Programme (HMEP) principles then they could expect a cut in future funding, of up to 15.5% by 2020/21 through what is known as the 'incentive element and funding formula'. This demonstrates more clearly than anything how important it is for the Council to develop and sustain its highway asset management capability.

Where we are and where we want to be

1. The Council published its first 'Transport Asset Management Plan' (TAMP) in 2007 at the Central Government's initiative and funding. This **TAMP** provided an overview of the authority's highway asset inventories, a gap analysis detailing what further data was required and an action plan for moving the authority towards a more asset management based approach to the delivery of highway services. This is now outdated. The decision to review, revise and publish a more up to date **HAMP** reflects the Council's recognition of the importance of a more robust asset management approach and processes that need to be adopted as well as the need to integrate various significant improvements made over the last eight years.
2. This revised document has been condensed to include highway assets only (carriageways, footways, structures, street lighting, drainage etc.). The **Transportation** functions such as bus stop infrastructure, bus stations etc. are excluded at this stage whilst discussions continue as to whether these will be carried out under a joint arrangement within the recently formed Combined Authority (CA) which incorporates all six of the Merseyside Authorities (Liverpool City Region CA). If necessary, the transportation assets can be added to the Plan at a later date. This new HAMP document has been constructed around current "HMEP" guidance on asset management and has evolved from our previous TAMP based on the County Surveyor's Society's (now renamed ADEPT) original framework document for Highway Asset Management on what should be included in a highways asset management plan. It follows recommendations set out in the Audit Commission report (*Going the distance, Achieving better value for money in road maintenance*, May 2011). It also reflects the most current standards set out in the highway codes of practice as well as taking into account local needs.

The Highway Asset Management Framework

The Highway Asset Management Framework is based on BSI PAS 55: 2008 (BSI Publicly Available Specification) and organised in the following way:



Chapter 1 Organisational Strategy

Organisational Strategy

Vision, mission and values, stakeholder requirements and risk management

Halton is a place of ambition and enterprise. Together with our partners, we are successfully restructuring the local economy around a diverse range of sectors including science and research, transport and logistics, creative, media and advanced manufacturing. We see our strong economy and economic prosperity as our key focus, with the local population accessing and retaining employment to provide a clear route out of both poverty and poverty related poor health. Economic success gives our local people improved choice and control in the way they live their lives.

Our Vision:

Halton will be a thriving and vibrant Borough where people can learn and develop their skills; enjoy a good quality of life with good health; a high quality, modern urban environment; the opportunity for all to fulfil their potential; greater wealth and equality, sustained by a thriving business community; and safer, stronger and more attractive neighbourhoods.

Our mission and our guiding principles:

Halton Borough Council maintains the present high standards in the way it conducts its business. In implementing actions that flow from this plan, the Council will follow a set of guiding principles. In all that we do we aim to be:

- Community focused - ensuring that residents' concerns are of prime importance in defining how we deliver effective services. We must maintain our open and democratic processes that encourage local people to become involved in decisions that directly affect them and future generations, working within the emerging policy context such as the localism agenda in developing new models of customer engagement,
- Sustainable - improving the quality of life for today's Halton residents without jeopardising that of future generations whilst also enhancing the biodiversity of the area,
- Leaders - the Council's role is to give clear strategic leadership to the Borough and to agree roles, responsibilities and relationships that are fit for purpose and enable people to contribute and to make a difference,
- Fair and inclusive - promoting equal access to opportunities and facilities, and helping to ensure that everyone in the community can access the opportunities and progress being made in Halton,
- Good value – enabling and coordinating the delivery of services and ensuring that the community receives value for money services of high quality that are accessible, affordable and focused on local needs. It makes sense to invest in preventative activity that stops problems occurring rather than paying to fix things that go wrong,
- Collaborative - taking full advantage of the benefits for Halton from the

Chapter 1 Organisational Strategy

community, organisations and groups working constructively in partnership and sharing responsibility whilst also recognising the changing roles of some of our key partners and working with emerging new structures,

- Evidence-based – In making decisions and policy we will ensure that we learn from best practice elsewhere and making good use of research about what works in addressing the Borough's priorities. Halton's Corporate Plan is about focusing on the issues that matter the most and investing in priorities and approaches that are based on evidence.

Our Priorities and Our Goals:

Our Corporate Plan sets out what, within available resources, we plan to achieve over the next five years to improve lives within all the communities of Halton. It will guide the development of more detailed strategy and actions to be undertaken by the Council. Within this plan we explain the steps that need to be taken to deliver on the strategic priorities and key themes that are set out here and within Halton's fifteen year Sustainable Community Strategy 2011 – 2026. These are:

- A Healthy Halton
- Employment, Learning and Skills in Halton
- A Safer Halton
- Halton's Children and Young People
- Environment and Regeneration in Halton
- Corporate Effectiveness & Business Efficiency ⁽¹⁾

Chapter 2 Highway Asset Management Policy

Highway Asset Management Policy

Vision, mission and values, stakeholder requirements and risk management

Halton has a substantial highway and transport network that is constantly undergoing improvement. During the period of LTP1 and 2 (2001/02 to 2010/11) we made substantial progress in delivering integrated and sustainable transport for Halton. This included obtaining legal powers and initial funding for the prestigious Mersey Gateway Project that gained Ministerial approval in December 2010 following the public inquiry in 2009. There was also an announcement in June 2010 that the Government would provide £18.6 million of funding for the Silver Jubilee Bridge Major Maintenance Scheme. This has enabled much needed major maintenance work on the bridge and its complex of structures to be undertaken.

A large measure of our success was due to the support of our many stakeholders and partners. Our collective ability to deliver improvements was acknowledged by the Government through the Department for Transport (DfT), which recognised Halton as 'excellent' in the quality of delivery of transport as well as in our forward planning. We are now seeking to deliver LTP3 to the same high standard. ⁽²⁾

Halton Borough Council has joined with neighbouring Merseyside authorities including Merseytravel, to form a **Combined Authority (CA)**. In doing so, Halton transferred all its local transport authority powers to the CA. This merger of ideas and values was brought about on 1 April 2014. From now on this combine of **Transport Functions** shall be carried out under the name of the new authority; named in the Order presented to Parliament as the "Halton, Knowsley, Liverpool, St Helens, Sefton and Wirral Combined Authority". Earlier on 21 February 2014, it was decided that the authority will use the public name of Liverpool City Region Combined Authority.

The six authorities have combined to deal with strategic policy areas such as economic growth, transport, tourism, culture, housing, and physical infrastructure. The authority creates a **legal entity** officially taking over the role of **Merseytravel** and expanding its area of formal jurisdiction, as well as formalizing the existing informal arrangements between the city region's constituent councils. The region's economic development is supported by the Liverpool City Region Local Enterprise Partnership (LEP), established in 2010 as the private sector led board comprising political and business leaders from around the city region. ⁽³⁾

The remit of the CA does not, at this stage, include responsibility for the highway network or highway maintenance, although consideration is being given to the adoption of a Strategic Highway Network and the carrying out of certain functions on that network. The CA's Transport Protocol also requires that a review of the way both Integrated Transport and Highway Maintenance Block allocations should be distributed in future years, the main emphasis being on deciding whether money should continue to be allocated according to the current formulae basis or whether it should be on prioritised need as determined by the CA. As of June 2015, these reviews are ongoing.

The Liverpool City Region currently has two Local Transport Plans for its area. The 'Merseyside Local Transport Plan 3' and its associated documents came into force on 1 April 2011 and form the transport policy framework for Merseyside. 'Halton' has its own Local Transport Plan 3 which is closely aligned to that of Merseyside.

Chapter 2 Highway Asset Management Policy

Halton's LTP3, which runs from 2011, presents itself in two parts. The first sets out a strategy for Halton until 2026. The second part lies beneath the long term strategy and it is an Implementation Plan, which set out in detail how the strategy was to be delivered in the first four years (2011-2015).

Both LTPs came to the end of these implementation plans in March 2015. However, on 1st April 2015, the Transport Plan for Growth (TPfG) was produced. This sets out a Joint Strategic Transport Framework for the LCR CA, together with a 6 year Investment Plan. This doesn't replace the existing LTPs, which will continue through to 2024 (Merseyside) and 2026 (Halton), but it updates what has happened since the LTPs original preparation in 2010. The TPfG emphasises how important transport is as an enabler of growth and the role it can play in achieving economic growth across the LCR. ⁽⁴⁾

Transport planning cannot be considered in isolation as its purpose is to serve society. LTP3 and the TPfG therefore, have been built upon wider policy documents such as the Sustainable Community Strategy.

We know, despite our extensive successes, there is much more to be done. The circumstances in which we find ourselves are very different to those of even a relatively short while ago. There will be much less public finance available, but we must ensure that Halton and the Liverpool City Region's aspirations for regeneration and growth continue to be supported by a high quality, low carbon and efficient transport network.

In January 2011, the Government's Transport White Paper 'Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen' was published. The White Paper States:

'The Government will be targeting investment in new projects that can help build the dynamic low carbon economy that is essential for our economic prosperity. The White Paper is about providing the early reduction in carbon emissions that local action is best placed to deliver, whilst facilitating the access to local jobs that will boost economic growth.'

Halton recognises the Government's main transport objectives of creating economic growth and reducing carbon emissions. In addition to these, Halton set out its own transport goals in LTP3. These were:

- Ensure transport network resilience with particular regard to enhancing cross Mersey linkages, by the implementation of the Mersey Gateway project and the Mersey Gateway Sustainable Transport Strategy,
- Ensure the transport system supports the priorities of the Halton's Local Strategic Partnership (LSP), the Local Enterprise Partnership (LEP) and Liverpool City Region (LCR),
- Provide and promote a clean and low carbon transport system,
- Ensure the transport system promotes and enables improved health and wellbeing,
- Ensure the transport system allows people to connect easily with employment, services and social activities,
- Ensure the transport network supports the economic success of Halton and the LCR by the efficient movement of people and goods.
- Maintain our transport and highway assets to a high standard. ⁽²⁾

Chapter 2 Highway Asset Management Policy

Policy: Highway Asset Management

1. Purpose: Why do we have a highway asset management policy?

A highway asset management policy guides how the Council:-

- develops and maintains its highway infrastructure
- selects maintenance options to achieve the most efficient and cost effective treatments in relation to whole life costing
- uses existing available resources in an efficient, cost effective way
- selects partnering options to support the delivery of the maintenance service
- seeks to minimise the impact on the environment of maintenance activities.

In managing our assets well, we provide accountability to the Elected Members for the use of both departmental capital and revenue funding.

2. Scope

This policy applies to all highway inventory assets purchased, constructed/installed and maintained on the adopted highway network within the authority's boundaries.

(As at June 2015)

Carriageways:	593 Km
Footways, Footpaths, Cycleways & Rear Alleys:	784 Km
Structures:	339
Street Lighting:	20,060
Illuminated Road Signs & Lit Bollards:	1,850
Traffic Signals:	
• 59 traffic signal controlled junctions	
• 20 Puffin Pedestrian Crossings	
• 5 Toucan (Pedestrian and Cycle) Crossings	
• 18 Zebra crossings	
Variable Message Signs	13
Automatic Number Plate Recognition	6
CCTV	9
Speed Activated Signs	47

Chapter 2 Highway Asset Management Policy

3. Policy statement: Our commitment

Halton Borough Council – Policy for Highway Asset Management

Halton Borough Council considers effective asset management to be one of the key factors to enable the delivery of the corporate priorities namely:

- **A Healthy Halton**
- **Employment, Learning and Skills in Halton**
- **A Safer Halton**
- **Halton’s Children and Young People**
- **Environment and Regeneration in Halton**
- **Corporate Effectiveness & Business Efficiency**

It is recognised that a good transport network is essential for a successful economy and for the efficient and effective movement of people and goods in and through Halton. Our roads provide safe and reliable access to jobs, services, schools, get goods to the shops and allow us to make the most of our free time. **The highway network is the Council’s biggest single asset by far and is used by or on behalf of every single member of the community, often many times a day.**

Provision of safe, reliable and accessible routes to all destinations by walking, cycling, road vehicles and public transport is vital to the future of Halton’s economy and the quality of its environment. Highway asset management will help meet the Council’s aims and objectives for shaping Halton’s future.

Our aim is to retain and develop a safe, reliable, attractive, well-managed and maintained transportation network that is easy to use by all users and which:

- 1. is maintained in the most efficient and effective manner,**
- 2. reaches a steady state of maintenance in terms of overall condition that meets the expectations and aspirations of the users,**
- 3. has residents and users satisfied,**
- 4. Is achievable with available resources.**

Our priorities will be to:

Provide a safe, well managed, maintained and more resilient highway network for all that use it. We will make every effort to understand current and future requirements for the highway infrastructure. In order to deliver this we will continue to understand our stakeholders’ needs, promote their desirable levels of service that can be expected and the maintenance priorities for our highways.

Fully recognise the vital role that transport has to play in Halton’s economic vitality and we will endeavour to maintain access to education, employment and services, as well as widen travel choice through public and community transport, supported by reliable and safe journeys on our highway network.

Chapter 2 Highway Asset Management Policy

How do we aim to achieve this?

Our adoption of an asset management strategy will take a long term view in making informed maintenance and investment decisions.

Halton Borough Council will manage Halton's highway network stock in accordance with the 'Highway Asset Management Framework' set out in the Introduction, which includes a 'Highway Asset Management Plan'. This strategic plan has been developed to provide the framework to ensure that Council's Highway assets are operated, maintained, renewed, upgraded, acquired and disposed of to ensure that the Levels of Service are achieved in the most cost effective and sustainable way. The Highway Asset Management Plan details some specific corporate objectives relating to the highway, a number of the key objectives are listed below:-

1. demonstrate responsible and sustainable stewardship of the Council's Highway asset.
2. define how the Council's Highways assets are and will be managed to achieve the defined Levels of Service.
3. assist the management of the environmental, financial and public risks related to the highway assets.
4. provide the basis for forward works programmes.
5. provide the basis for optimising whole-of-life costs.
6. support long term financial planning based on whole life costing.
7. ensure that all highway management practices comply with current applicable legislation.

Halton Borough Council is committed to the responsible management of its highway network asset and to being accountable for;

- The standards of maintenance of that asset.
- The way that maintenance works are identified and prioritised.
 - Using an asset management/ whole life costing approach to all highway maintenance activities.
- The commissioning of maintenance works by internal or external agencies.
- Identifying and using sustainable solutions to minimise waste and landfill wherever possible, for highway maintenance works.
- Maintaining the highway network to standards which will significantly reduce the number and costs of third party accident claims.
 - Implementing highway inspection regimes to support the Council's position.

4. Procedures

This policy will be reviewed in conjunction with the review of the Highway Asset Management Strategy and Highway Asset Management Plan.

- **Highway Asset Register:** Halton Borough Council will know the asset it owns or that it has legal responsibility for and will maintain an accurate computerised register developed around an asset hierarchy that supports advanced asset management functions,

Chapter 2 Highway Asset Management Policy

- **Condition Assessment:** Halton Borough Council will gather, record, store and analyse condition data using user friendly computerised systems, and design these systems to support high confidence level asset related decision making and to create a comprehensive condition index,
- **Highway Maintenance:** Halton Borough Council will retain a detailed highway maintenance strategy, and operate a user friendly, accurate and comprehensive enterprise asset management system (that includes a Computerised Maintenance Management System) to ensure that the assets, facilities, and systems perform to their design criteria and meet their design lives,
- **Information Technologies and Analysis and Evaluation:** Halton Borough Council will store and analyse its data and knowledge in integrated or interconnected, user friendly, efficient, and effective computerised business information systems that support total organization and asset management responsibilities, vision, and goals,
- **Levels of Service (LoS):** Halton Borough Council will thoroughly understand and record its current levels of service, including customer service demands and will report its performance in meeting these in its asset management plans. These plans will include service level options and costs and likely future LoS requirements necessary for sustained performance,
- **Highway Asset Risk Management:** Halton Borough Council will monitor, understand and manage the risks involved in its business activities and ensure that its policies, processes and practices reflect these commitments;
- **Financial Planning:** Halton Borough Council will understand the value and costs of its highway assets and the financial resources required to appropriately sustain these (short and long term). It will seek to make its decisions based on Total Whole Life Cycle costs and appropriate funding strategies that match its business needs and targeted levels of service. Halton Borough Council will link the condition index to customers' expectations, its financial capacity and its levels of service goals; (for example service levels for the high footfall pedestrianized town centres will have a higher rating than little used rural footpaths)

Preparation of budget estimates

- Highway Asset details will be used to prepare budget estimates for cyclic maintenance activities (gully cleaning, grass cutting, watercourse maintenance etc.)
- Condition data will be used to prepare priority lists and budget estimates in terms of
 - Carriageway/footway patching
 - Kerb repairs
 - Scheme works
 - Structural Maintenance
 - Street Lighting, Traffic Management and other Highway Electrical Assets

Chapter 2 Highway Asset Management Policy

- **Capital Improvement Plan and Budget Funding Processes and Procedures:** Halton Borough Council will have uniform processes for the evaluation of investments in highway capital projects, maintenance and operations. These processes will include all costs and benefits, impacts on levels of service, and asset management decision making quality confidence levels. Halton Borough Council will make its decisions about individual projects when the impact of all proposed capital projects on levels of service, assets and service sustainability are known. Halton Borough Council will link its organisational goals to its investments and ultimate action plans;
- **Capital Improvement Planning:** Halton Borough Council Highways will approve capital investment for new assets or services with an understanding and commitment to the recurrent Operations and Maintenance funding necessary to sustain those. Halton Borough Council will plan its infrastructure and investments to meet current and forecast demands within the expected life of the assets subject to funding availability;
- **Highway Asset Management Reporting:** Halton Borough Council Highways will report its overall performance in financial, social, environmental and technical terms in reports to relevant Government bodies (DEFRA, DfT, EA) and via internal asset management reports;
- **Highway Asset Management Programme Management:** Halton Borough Council agrees that to undertake life cycle asset management efficiently and effectively, it needs to apply Best Appropriate Life Cycle Processes and Practices to its valuable community assets, acquire and maintain the necessary data and knowledge needed for these processes, store this data and knowledge in the most appropriate Highway Asset Management Information System and prepare Highway Asset Management Plans that are consistent with asset management strategies that meet stakeholders requirements;
- **Highway Asset Management Appropriate Practices and continual improvement:** Halton Borough Council believe that only when it can confidently claim that all the above facets of asset management are in use, will Best Appropriate Practices in asset management have been achieved for the benefit of its customers and stakeholders,
- **Communication of the Highway Asset Management Policy:** The Policy is part of the Highway Asset Management Framework which is embedded within the Council's practices. The Highways Asset Management Plan is a key corporate strategy and will be regularly reviewed and reported to the Council's Executive. ⁽⁵⁾

Chapter 3 Highway Asset Management Strategy

Highway Asset Management Strategy

Long term optimised and sustainable direction for the management of the highway assets, to assist in the organisational strategic plan and apply the highway asset management policy

Definition:

Strategy is a plan of action designed to achieve a particular long term aim. In terms of highways, the highway asset management plan provides detailed strategies to be used to achieve our aims outlined in the Policy, set out in Chapter 2 i.e. ***to retain and develop our safe, reliable, attractive, well-managed and maintained transportation network that is safe and easy to use by all.***

To achieve this, the highway network must be maintained and managed through a 'whole life cost' approach in terms of condition rating, treatment options (to address condition rating), treatment selection and timing of the works involved. This in turn supports the corporate aims and objectives outlined in Chapter 1.

When considering Highway Asset Management; the maintenance strategies detailed in the highway asset management plan use the pyramid shown below as the basic platform to achieve well managed overall lifecycle costs for the Council's highway assets.

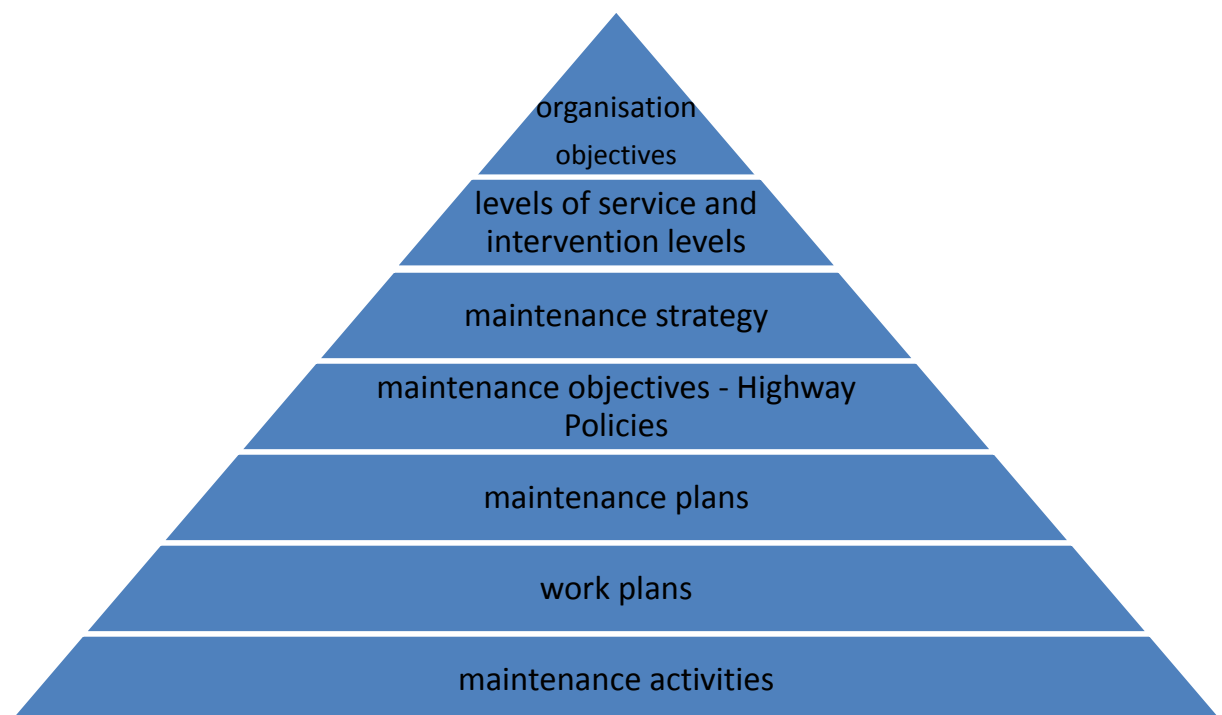


Fig.1. Maintenance pyramid (*)

Chapter 3 Highway Asset Management Strategy

Outline of strategies contained within the highway asset management plan:

Highway condition – to plan and undertake regular highway inspections and condition surveys and upload the data.

Treatment options – these are assessed through linking known existing construction data to condition assessment/rating, traffic loading and age of asset.

Treatment selection – this is assessed through condition rating, age of asset, traffic loading, type and age of last treatment to achieve the asset lifecycle.

Treatment timing – looked at to achieve the overall benefit to the asset lifecycle approach to minimise long term costs.

Highway construction – gather, record and update existing construction data along with traffic loading/count data. This information is required for designing and selecting treatment options, which are in turn linked to deterioration modelling.

Highway maintenance – establish links between types of maintenance i.e. reactive, routine (including cyclic activities e.g. gully cleaning) and programmed.

All highway assets when constructed/installed have a design life. To achieve this design life and the level of service allowed for at the time of construction, various maintenance activities will need to be undertaken during the design life.

Maintenance is defined as ‘all actions necessary for retaining an asset as near as practicable to its original condition, but excluding renewal.’

The right maintenance options carried out at the right time in the asset’s lifecycle will slow down the deterioration and delays when renewal becomes necessary, thus achieving optimum whole lifecycle costs. The above strategies contained in the highway asset management plan support this.

There are a number of strategies contained within the highway asset management plan. To enable these strategies to be implemented, managed and linked it is essential to have in place a software programme which would enable various data streams to be obtained, held, updated and linked. This data is then processed in differing formats to enable condition ratings, treatment options, treatment estimates, timing of treatments, budget forecasts etc. to be obtained and used. This approach will enable the highway network to be managed/maintained with an asset lifecycle approach, which has the objective of achieving the lowest long-term cost (as opposed to short term saving) when making treatment choices and timings. The same system will be used to generate all the regulatory standard reports required by government bodies including the whole of government account. ⁽⁵⁾

Chapter 4 Highway Asset Management Objectives

Highway Asset Management Objectives

Specific and measurable outcomes required of highway assets, highway asset systems and the highway asset management system

In terms of highway asset management, the objective is to achieve a highway network that is fit for purpose, safe for all users and maintained using an asset management whole life cost approach.

To achieve this, there are number of functions that must be carried out. An example would be to undertake highway safety inspections, which has the aim of maintaining the highway network in a safe condition for users and to reduce the risk of accidents occurring.

The full range of functions is as follows;

1. Gather, record and update all highway inventories – **objective** - to know and be able to value the Council's highway asset. This objective is the essential foundation element i.e. you need to know what you have. This objective is also fundamental in the preparation of budget estimates for a number of routine (cyclic) maintenance activities e.g. gully cleaning, verge grass cutting etc.
2. Gather, record and update existing carriageway construction information – **objective** - to enable maintenance options to be analysed/designed, considered and selected
3. Gather, record and update traffic count data – **objective** – to support the design of treatment options for programmed maintenance schemes
4. Inspect the highway – **objective** - to identify defects that need to be repaired within defined timescales to keep the network safe for users and give outline support for 'condition surveys'
5. Undertake separate condition surveys of identified network lengths – **objective** – to identify road lengths that are requiring some form of maintenance treatment, enabling the type and timing of treatment options to be identified, designed, selected and programmed to support the whole life costing approach to highway maintenance

Chapter 4 Highway Asset Management Objectives

The 5 functions or objectives listed above contribute and support the preparation of cost estimates for reactive, routine and programmed maintenance, for all highway assets. This is essential when preparing annual budget estimate requirements.

It should be noted that the budget costs are the minimum funding required for statutory provision of these activities. ⁽⁵⁾

The next chapter on 'Highway Asset Maintenance Processes' deals with how the annual budget estimates are prepared (routine, reactive and programmed) for all highway assets for each of the objectives listed above. It includes sections on the following:

1. Carriageway maintenance
2. Footway and footpath maintenance
3. Highway drainage systems maintenance
4. Highway grass verge areas, planted areas, trees/hedges and side slopes maintenance
5. Highway non-illuminated traffic signs maintenance
6. Highway road markings maintenance
7. Public rights of way (PRoW) maintenance
8. Highway carriageway surface skid resistance maintenance
9. Highway safety barriers maintenance
10. Highway structures and bridges maintenance
11. Street lighting and illuminated traffic signs maintenance
12. Traffic signal maintenance
13. UTMC systems maintenance (including ANPR & VMS)
14. Controlled pedestrian crossing maintenance
15. CCTV maintenance

⁽¹⁾ *Extracts & Reference: Halton Borough Council Corporate Plan 2011-2016*

⁽²⁾ *Extracts & Reference: Halton Borough Council LTP3 2011/12-2025/26*

⁽³⁾ *Wikipedia*

⁽⁴⁾ *Extracts & Reference: LCR Response to Transport Resilience Review*

⁽⁵⁾ *Extracts & Reference: Blackpool Council Highway Asset Management Framework 2013*

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 13 January 2016

REPORTING OFFICER: Strategic Director – Community and Resources

PORTFOLIO: Physical Environment

SUBJECT: Joint Waste Local Plan – Monitoring Report 2014/15

WARDS: Borough-wide

1. PURPOSE OF THE REPORT

- 1.1. The Waste Local Plan (WLP) Monitoring Report (Appendix A) for 2014/15, is the second annual report prepared by the Merseyside Environmental Advisory Service (MEAS) on behalf of the six Liverpool City Region councils. The attached report is also published online at: <http://www.meas.org.uk/>
- 1.2. The Joint Waste Local Plan for Merseyside and Halton (WLP) was adopted by Halton, Knowsley, Liverpool, St Helens, Sefton and Wirral Councils (together the six partner councils), with effect from 18 July 2013. The WLP Plan Period is from 2013 to 2027 and forms part of Halton's adopted development plan.
- 1.3. Production of a Monitoring Report is a statutory requirement under Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012, which requires Local Authorities to publish a Monitoring Report on an at least annual basis.

2. RECOMMENDATION: That the accompanying report be noted.

3. SUPPORTING INFORMATION

- 3.1. The second Monitoring Report covers the 12 month period from 1st April 2014 to the end of the financial year 31st March 2015. In some cases, data from the Merseyside districts is only available for the previous reporting period (2013-14). Due to some of the Merseyside local authorities' monitoring information not being available, it is difficult to take a City Region-wide judgement on overall performance, however, from a Halton

perspective, Halton has performed well and continues to improve its waste management procedures.

- 3.2. The content of the Monitoring Report is guided by statutory requirements set out in the Local Planning Regulations 2012; National Planning Policy Framework (NPPF), National Planning Policy for Waste (NPPW) (October 2014); the Waste Framework Directive¹ (WFD); the Environmental Assessment of Plans and Programmes Regulations 2004 (Regulation 17) and national Planning Practice Guidance (PPG).

4. POLICY IMPLICATIONS

- 4.1. The following points summarise developments over the 2014/15 period:

LCR headlines (for detail see Table 16 (page 57) in Appendix A)

- 9 waste planning applications (covering the full range of waste related operations/facilities) were received;
- 3 waste management facilities were consented yielding 264,072 tonnes per annum (tpa) capacity (Johnsons Lane (Widnes); Jackson St (St Helens); Wheatland Lane, Seacombe(Wirral));
- These 3 consented waste management facilities have potential to create 10 new jobs;
- Waste hierarchy – 1 new consented facility was for preparation for re-use (86% of new capacity -Johnsons Lane, Widnes); 2 were for recycling and other recovery Jackson St (St Helens); Wheatland Lane, Seacombe(Wirral);
- No applications for disposal facilities were received;
- 1 waste planning application received for anaerobic digestion (Knowsley) was on a site allocated for waste management use in the WLP. The remaining applications were on unallocated sites although 44% of these were within Areas of Search identified in the Plan.
- In terms of Net self-sufficiency, overall waste movements to and from Merseyside and Halton demonstrate a steady increase in the amount of waste received into the Plan area between 2012 -2014.

4.2. Halton Headlines

- Halton's residual collected waste (waste sent to treatment methods which generate recyclate outputs) continues to decline. There has been a 33.4% reduction since March 2013.
- Planning consent was given for a bottom ash (IBA) recycling plant in Halton in 2014 (Johnsons Lane, Widnes). The site is currently being developed.

¹ DCLG (2012) Guidance for local planning authorities on implementing planning requirements of the European Union Waste : Framework Directive (2008/98/EC
http://observgo.quebec.ca/observgo/fichiers/39418_GLR-1.pdf

- There has been an increase in fly tipping in Halton since 2013 (601 in 2012/13 to 702 in 2014/15) (see paragraph 77, page 32, Appendix A). The reasons for this increase are unknown and require investigation. The report just reproduces data on waste arisings from the 'WasteDataFlow' system (WasteDataFlow is the web based system for municipal waste data reporting by UK local authorities to government).
 - Both of Halton's recycling centres maintained 2013 recycling levels (Johnsons Lane 75%, Picow Farm 72%) (see paragraph 77, page 33, Appendix A).
- 4.3. In Halton, the data shows an increase in the amount of LA collected waste (LACW) (domestic waste collections) that was sent to energy recovery, of almost 21,500 tonnes, resulting in a decrease in LACW to landfill of almost 15,000 tonnes.

5. FINANCIAL IMPLICATIONS

- 5.1. None. This report fulfils a statutory duty to provide information on the progress of the implementation of the Waste Local Plan.

6. IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

The implementation of the Waste Local Plan is important in supporting many aspects of the Core Strategy, Corporate Plan and Sustainable Community Strategy.

6.1. Children & Young People in Halton

No specific implications identified.

6.2. Employment, Learning & Skills in Halton

No specific implications identified.

6.3. A Healthy Halton

No specific implications identified.

6.4. A Safer Halton

No specific implications identified.

6.5. Halton's Urban Renewal

The monitoring report is a statutory requirement. The Waste Local Plan guides the development of the necessary waste management infrastructure in Merseyside and Halton.

7. RISK ANALYSIS

- 7.1. There are no risks associated with the Waste Local Plan Monitoring Report.

8. EQUALITY AND DIVERSITY ISSUES

- 8.1. There are no equality and diversity issues associated with the Monitoring Report.
- 8.2. The strategic implications of growth, and the positive and negative impacts that could arise, were considered in an equalities impact assessment (EIA) attached to both the Core Strategy and Waste Local Plan, as these documents contain the relevant adopted planning policies for waste management.

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

Document	Place of Inspection	Contact Officer
Halton, Knowsley, Liverpool, Sefton, St.Helens and Wirral (Joint) Waste Local Plan (adopted 2013)	2 nd floor. Municipal Building	Alasdair Cross
Joint Waste Local Plan Monitoring Report 2014/15	2 nd floor. Municipal Building	Alasdair Cross
Joint Waste Local Plan Monitoring Report 2013/14	2 nd floor. Municipal Building	Alasdair Cross



Implementation and Monitoring Report 2014-15

Joint Merseyside and Halton Waste Local Plan

Monitoring period: 1st April 2014 to 31st March 2015

Plan Period: 2013 to 2027

November 2015



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Glossary of Terms

Term	Definition
Anaerobic Digestion (AD)	AD is a natural process in which microorganisms break down organic matter, in the absence of oxygen. This produces a renewable compost-like material (digestate) and a biogas; which can be used directly in engines (CHP), burned for heat; or cleaned Anaerobic Digestion (AD) and used in the same way as a natural gas (fed back into the grid). This can gas can also be used as a renewable vehicle fuel-source.
Autoclaving	A newly emerging technology in the UK, Autoclaving is regarded as a form of mechanical heat treatment which uses a pressurised steam treatment process to breakdown waste into a 'floc' like material. This process allows recyclables to be partially cleaned and extracted for re-processing. The remaining material may be sorted and the highly calorific fraction used as an RDF for thermal treatment plants.
Autothermophilic Aerobic Digestion (ATAD)	ATAD is a process, which uses bacteria to transform food waste into a clean product. Typically this product has been a sludge, which has been used as a soil improver or could be pelletised to create a highly calorific fuel source.
BREEAM	The Building Research Establishment Environmental Assessment Method (BREEAM) for Industrial Uses is a national recognised certification scheme which can be used for assessing the environmental performance of industrial buildings from the design through to the completed building stage.
Capacity	In this document "capacity" refers to waste management capacity, which is the amount of waste throughput handled at a built waste management facility (e.g. 50,000tpa) or, in the case of a landfill site, the amount of voidspace expressed in cubic metres.

Term	Definition
CEEQUAL	CEEQUAL standard is a scheme for relevant to clients/developers of civil engineering, infrastructure, landscaping or public realm projects and contracts, to civil engineering design companies and to civil engineering construction companies.
Combined Heat & Power (CHP)	Thermal process which produces steam which can be used for heat and power which can be used for electricity generation.
Commercial & Industrial Waste (C&I)	Waste from offices/retail & other commercial premises or from a factory or industrial process.
Construction Demolition & Excavation Waste (CD&E)	Controlled waste arising from the construction, repair, maintenance and demolition of buildings and structures.
Energy from Waste (EfW)	The burning of waste under controlled conditions where the heat released is used to generate electricity and/or thermal energy for use in the locality e.g. as a community heating scheme or for commercial uses. This could include municipal/merchant SRF/RDF fed Energy from Waste (EfW) facilities.
Environmental Permitting	The Environmental Permitting Regulations (England and Wales) 2010 were introduced on 6 April 2010, replacing the 2007 Regulations. In 2007 the Regulations combined Environmental Permitting the Pollution Prevention and Control (PPC) and Waste Management Licensing (WML) regulations. This legislation was introduced to regulate waste sites.
Gasification	Refers to high temperature combustion of waste (greater than 700°C) in starved air conditions. This process produces a syngas, a solid residue that can be recycled or landfilled; and a liquid oil which can be used as a fuel.
Hazardous Waste	Waste materials that have properties that can pose a threat to human health or the environment and require management at specialised facilities. Defined under the Hazardous Waste (England and Wales) Regulations 2005 and List of Wastes (England) Regulations 2005.

Term	Definition
Household Waste	See Local Authority Collected Waste (LACW).
Household Waste Recycling Centre (HWRC)	Civic amenity sites where the general public can take large bulky household items and garden waste and other materials for recycling, treatment and/or disposal. In Merseyside and Halton, these civic amenity sites are provided by Merseyside Recycling and Waste Authority (MRWA).
Local Authority Collected Waste (LACW)	Also referred to as Municipal Solid Waste (MSW), Household Waste and Municipal Waste. This waste stream comprises household waste and any other waste collected by a Waste Collection Authority such as municipal parks and gardens waste, beach cleansing waste and waste resulting from the clearance of fly-tipped materials.
Materials Recycling Facility (MRF)	A waste pre-treatment facility, where recyclable waste materials are separated and screened out using mechanical and manual processes. These recyclable waste materials are then bulked up and sent onto re-processors. Typically there are two types Materials Recycling Facility (MRF) of MRF: clean and dirty MRFs. Clean MRFs process dry waste recyclables which has been source separated or co-mingled, whilst dirty MRFs process non-separated residual waste including putrescible materials.
Mechanical Biological Treatment (MBT)	MBT plants treat mixed waste both mechanically and biologically to separate out recyclable materials for re-processing and turn biodegradable materials into other products, such as refuse derived fuel (RDF), solid recovered fuel (SRF) or a compost-like material. RDF and SRF are used as feedstock to fuel thermal treatment Facilities.
Municipal Solid Waste	See Local Authority Collected Waste (LACW).

Term	Definition
Open windrow composting	Open windrow composting treats biodegradable LACW (e.g. Garden waste) using more traditional composting methods. This process involves initial shredding then piling of the green waste into elongated rows (windrows), which are periodically turned to force air through the windrows facilitating the maturation process.
Recovery	In this document the term “recovery” refers to value which can be recovered from waste by recovering materials through recycling, composting or recovery of energy (EfW).
Recycling	The reprocessing of waste either into the same product or a different one.
Re-processing	Re-processing of a recycled waste material (recyclate) to produce a new usable product, such as re-processing of mixed plastic waste to produce garden furniture or waste wood to make chipboard.
Residual Waste	The elements of waste streams that remain following recovery, recycling or composting operations.
Solid recovered fuel (SRF) or Refuse-derived fuels (RDF)	Solid recovered fuels (SRF) or Refuse-derived fuels (RDF) are fuels produced by a combination of mechanical, thermal and biological treatment of waste. RDF and SRF consist of residual combustible components of LACW and Commercial & Industrial (C&I) waste leftover after recyclable materials have been removed from the waste stream. RDF and SRF are often used as a fuel to power EfW facilities.
Treatment	Physical, thermal, chemical or biological processes (including sorting) that change the characteristics of waste in order to reduce its volume or hazardous nature; facilitate its handling or enhance recovery.
Waste	Waste is any material or object that is no longer wanted and which requires management. If a material or object is reusable, it is still classed as waste if it has first been discarded.

Term	Definition
Waste Arising	The amount of waste generated over a period of time for example by a geographical area or industry sector.
Waste Disposal Authority (WDA)	The authority that is legally responsible for the safe disposal of household waste collected by the Waste Collection Authorities and the provision of HWRCs. In Merseyside and Halton, Merseyside Recycling and Waste Authority (MRWA) are the WDA.
Waste Electrical and Electronic Equipment (WEEE)	The WEEE Directive was introduced into UK law in 2007 by the Waste Electronic and Electrical Equipment Regulations 2006. WEEE includes: household appliances, IT and telecommunications equipment, lighting and electronic tools, TVs, videos and hi-fis. WEEE is collected at some HWRCs for sorting and recycling.
Waste Transfer Station (WTS)	Facility where waste is received in small quantities and bulked up for onward transport to landfill or another management facility via road, rail or sea. Commercial WTSs sort and recycle a significant amount of this waste. WTSs deal with all waste streams including hazardous waste.

1 Statistical Summary

1. The Joint Waste Local Plan for Merseyside and Halton (WLP) was adopted by Halton Borough Council, Knowsley Metropolitan Borough Council, Liverpool City Council, Sefton Metropolitan Borough Council, St. Helens Metropolitan Borough Council and Wirral Metropolitan Borough Council (which comprise the Plan Area), with effect from 18th July 2013. The WLP Plan Period is from 2013 to 2027.
2. This second WLP Implementation and Monitoring (Monitoring Report) is for 2014-15. It covers the period from 1st April 2014 to 31st March 2015 and was prepared by Merseyside Environmental Advisory Service on behalf of the six Liverpool City Region councils. This Monitoring Report also provides more recent contextual information especially where this relates to cross-boundary matters or progress with implementation of planning consents.
3. Production of a Monitoring Report is a statutory requirement under Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012 which requires Local Authorities to publish a Monitoring Report on an at least annual basis.
4. The second Monitoring Report shows progress with initial WLP implementation against several performance indicators and includes information on Duty to Cooperate, as required by the Localism Act 2011, enabling communities and interested parties to be aware of progress across the Plan Area (Merseyside and Halton). Information and data from the first monitoring period (2013-14)¹ is also shown to allow year on year comparisons.

During the second (2014 to 2015) monitoring period in Merseyside and Halton:

- 3 waste management facilities were consented yielding 264,072 tpa capacity;
- 9 waste planning applications were received and of these 5 were developed out;
- The 3 consented waste management facilities have the potential to create 10 new jobs;
- Waste hierarchy - 1 new consented facility was for preparation for re-use (86% of new capacity), 2 for recycling and other recovery. No applications for disposal facilities were received; and
- 1 waste planning application received was on a site allocated for waste management use in the WLP. The remaining applications were on unallocated sites although 44% of these were within Areas of Search identified in the Plan.

¹ 9 month period from Adoption (July 2013) to 31st March 2014

2 Introduction

5. Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012 requires Local Authorities to publish a Monitoring Report on an at least annual basis that shows progress with Local Plan preparation and/or implementation.
6. This is the **second Joint Merseyside and Halton Waste Local Plan (WLP) Implementation and Monitoring Report** (hereafter referred to as the Monitoring Report) since the Plan was formally adopted by the six Merseyside and Halton councils, with effect from 18th July 2013.
7. The WLP forms part of the adopted Local Plans of the six councils.
8. The Monitoring Report has been prepared by Merseyside Environmental Advisory Service (MEAS) on behalf of Halton Borough Council, Knowsley Metropolitan Borough Council, Liverpool City Council, Sefton Metropolitan Borough Council, St. Helens Metropolitan Borough Council and Wirral Metropolitan Borough Council (which comprise the Plan Area).

Monitoring period and report structure

9. This second Monitoring Report covers the 12 month period from 1st April 2014 to the end of the financial year 31st March 2015. However, in some cases data availability has meant that only 2013-14 data (or earlier) can be shown. This Monitoring Report also provides more recent contextual information especially where this relates to cross-boundary matters or progress with implementation of planning consent.
10. To help show emerging trends, information and data from previous monitoring period (9 months only) and earlier is included.
11. The content of the Monitoring Report is guided by statutory requirements set out in the Local Planning Regulations 2012; National Planning Policy Framework (NPPF), National Planning Policy for Waste (NPPW) (October 2014); the Waste Framework Directive² (WFD); the Environmental Assessment of Plans and Programmes Regulations 2004 (Regulation 17) and national Planning Practice Guidance (PPG).
12. The structure and indicators in this Report follow those set out in the WLP Implementation and Monitoring Delivery Framework³ of the Adopted WLP and

² DCLG (2012) *Guidance for local planning authorities on implementing planning requirements of the European Union Waste Framework Directive (2008/98/EC)* http://observgo.quebec.ca/observgo/fichiers/39418_GLR-1.pdf

³ MEAS (2013) *Joint Merseyside and Halton Waste Local Plan: 6 Implementation and Monitoring* pp82-93
http://www.wasteplanningmerseyside.gov.uk/media/2521/adp-001-wastelocalplan_final_lores_opt.pdf

the revised Sustainability Appraisal (SA) baseline monitoring indicators which were established in the first Monitoring Report.

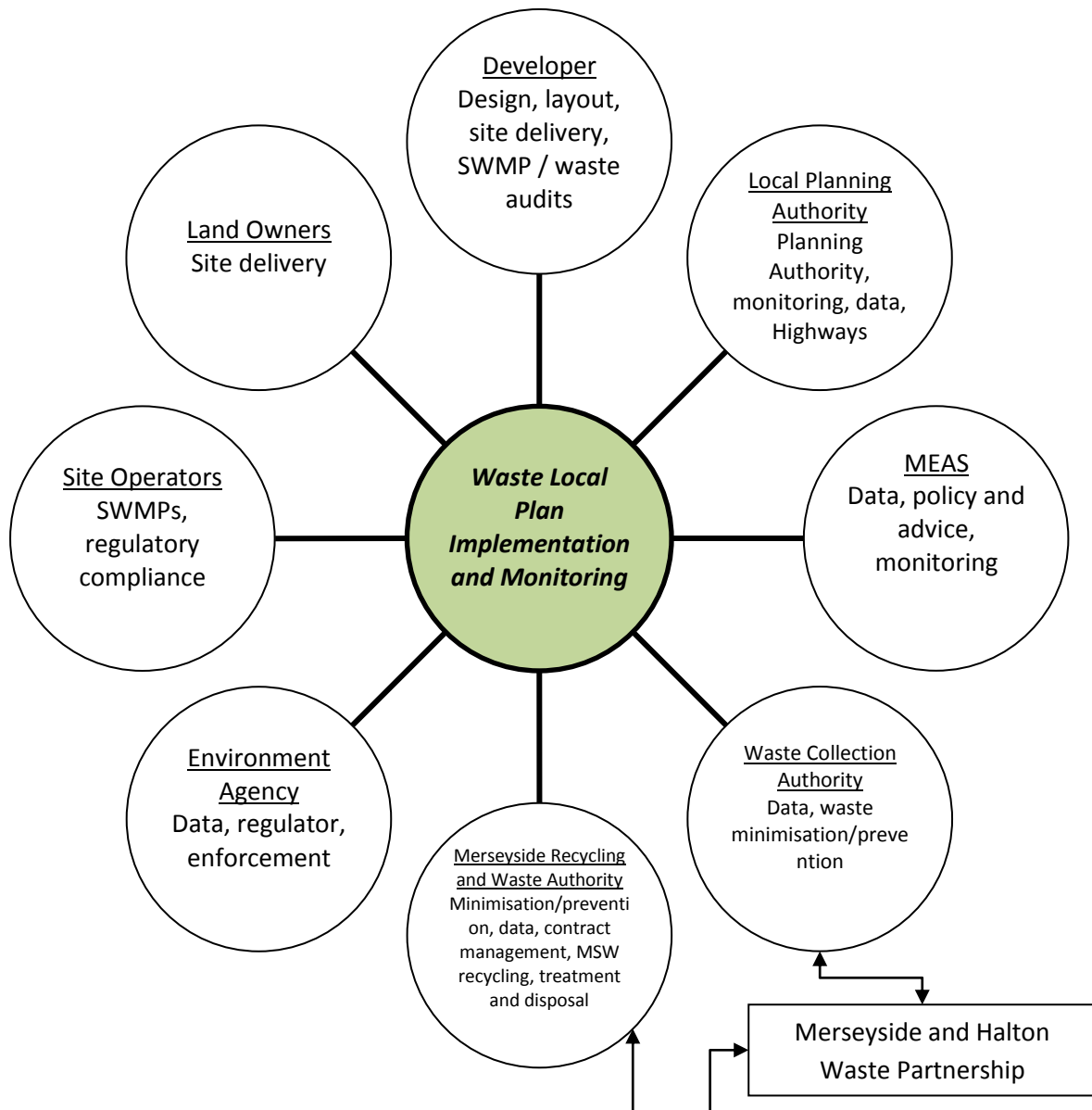
Purpose of this report

13. The purpose of this Monitoring Report is to show how the implementation of policies in the WLP is progressing, and to enable communities and interested parties to be aware of waste planning progress across the Plan Area.
14. The progress of the WLP is shown in terms of policy performance, progress against WLP, SA and other legislative monitoring indicators and requirements, and how Duty to Cooperate obligations have been satisfied.

Implementation and monitoring through partnership working

15. Whilst MEAS is coordinating this Monitoring Report, the monitoring and implementation of the WLP is not delivered by any single organisation. Moreover, implementation is delivered through a number of different partnership organisations working in combination, including both the public and private sectors. Implementation and monitoring of the policies, indicators and sites in the WLP is therefore reliant upon the input of a number of partners, as shown in Figure 1 over the page.
16. The Monitoring Report suggests potential actions for the partners (mainly the Local Planning Authorities together with MEAS) to help address any possible issues which have been flagged up by the monitoring indicators which are set out in Sections 4 to 7 of the Report.

Figure 1: Waste Local Plan implementation through partnership working



17. In the majority of cases implementation of a policy or monitoring of an indicator is dependent upon the roles of a number of partners. Therefore where this is the case and a potential need for action is apparent, the action(s) may be for further dialogue between partners. This dialogue could be facilitated by a WLP Monitoring Group for instance, although to date, there has been no reason to convene such a group.
18. The proposed terms of reference for such a group were set out in the first Monitoring Report.

3 Data sources and Limitations

19. The Monitoring Report makes use of several internal and external data sources from various different partner organisations. These data help to track the implementation of the Plan. A full list of data sources is set out in Section 8.
20. Whilst these data are considered to be best available, the information presented in this Report should be considered against their known limitations which have been summarised in Table 1 below.

Table 1: Main data sources - limitations

Data Source	Comments
<i>Waste Local Plan sites database</i>	MEAS maintain a database which holds waste site details for allocated sites, potential allocations (considered during the WLP preparation), and waste planning applications and permitted sites across the sub-region.
<i>Development Management planning application lists</i>	MEAS maintain lists of planning applications which we have been consulted on by the Merseyside and Halton Districts and waste information has only been collated consistently since Adoption of the WLP (18 th July 2013). As all Districts have a consultation trigger for waste planning applications these data should capture the vast majority of waste planning application activity across the sub-region. However, there may be some smaller scale waste proposals for which MEAS has not been consulted upon by the Districts and these are not included in this Monitoring Report. MEAS will not be consulted on all non-waste applications where policy WM8 (Waste Prevention) and WM9 (Design and Layout) apply, as implementation of this policy is a joint responsibility as part of the development management process.
<i>Greenhouse Gas (GHG) emissions reports</i>	These reports are published annually in July to meet Government requirements for monitoring Single data list 067-01 "Emissions from local authority own estate and operations (former NI185)". Local Authorities are required to report on greenhouse gas (GHG) emissions from their own estate and operations. Reporting covers 3 operational scopes: direct; energy indirect and other direct ⁴ . Scope 1 and 3 include reporting of waste-related emissions, but only scope 1

⁴ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69282/pb13309-ghg-guidance-0909011.pdf

Data Source	Comments
	<p>which includes a “processing emissions” category (incorporating waste processing) is a mandatory requirement. Submission of reporting information relating to scope 3 (which includes a more detailed waste category on disposal and recycling) is only a discretionary requirement. Due to funding, capacity constraints and data gaps, the majority of Merseyside and Halton Districts are unable to report on waste processing emissions in scope 1, or any of scope 3. Consequently we are not able to provide a comprehensive monitoring for single data list 067-01 using this data alone.</p>
<p><i>(Former NI186) Local and Regional CO₂ Emissions Estimates</i></p>	<p>These data estimates are produced by Ricardo-AEA for DECC and report on CO₂ emissions per capita by Local Authority. However, they do not provide data at specific industry sector level e.g. waste. Therefore it is not possible to identify the exact contribution made by sustainable waste management using this data source. Time required for data collation and processing also mean that this information is published with a 2-year time lag, so does not allow up to date monitoring to meet the time-period of this Monitoring Report.</p>
<p><i>WasteDataFlow</i></p>	<p>WasteDataFlow is a Local Authority Collected Waste (LACW) data hub managed by Enviros Ltd on behalf of Local Authorities. Data held within this system is extensive but is not always available by District therefore some data can only be reported at a Waste Disposal Authority level i.e. Merseyside and Halton. In Wirral, a specific issue relating to how street cleansing waste is managed and reported has been identified. The method of reporting means that the data shows higher quantities of LACW going to landfill when in fact it is being recycled and reused.</p> <p>Due to changes in the way that Waste Planning Authorities report their data, 2014-15 LACW data for Knowlsey, Liverpool, Sefton, St.Helens and Wirral was not available at the time of publication of this Monitoring Report. Halton data is available and has been included. We understand that this reporting issue will be rectified in time for the next Monitoring</p>

Data Source	Comments
	<p>Report (2015-16).</p> <p>To manage these data gaps and limitations other sources of LACW data (e.g. Merseyside Recycling and Waste Authority) have been used.</p>
<p><i>Environment Agency Waste Data Interrogator (WDI)</i></p>	<p>The Waste Data Interrogator (WDI) covers main waste streams including: LACW, C&I, CD&E and Hazardous.</p> <p>These data are best available and the national standard for reporting on waste arisings and movements. However, there are some data limitations which should be considered when interpreting this Monitoring Report.</p> <p>Double-counting of waste due to waste moving between transfer stations and treatment facilities is a common issue; although the professional consensus is that it does not significantly skew overall trend analysis.</p> <p>‘Not-Codeable’ waste where no destination WPA or Region is stated in the waste transfer notes can make waste movement analysis unclear and lead to large discrepancies in waste arisings. However, despite this issue it is still possible to get a broadly representative picture of strategic waste movements and arisings.</p> <p>The WDI enables waste arisings to be estimated by waste stream but combines LACW and C&I streams together, making it difficult to estimate arisings and movements from this data source alone. Due to double-counting and not-codeable waste, there are discrepancies between the WDI figures for LACW and the more accurate figures produced by Merseyside Recycling and Waste Authority (MRWA) and WasteDataFlow.</p> <p>Within the inert waste stream only off-site recycling, treatment and disposal is recorded therefore the significant quantities of CD&E waste reused on site are not reported and neither is CD&E waste which is spread on exempt sites. However, this has been estimated in the WLP Needs Assessment 2011 which</p>

Data Source	Comments
	provides a more complete picture of CD&E arisings.
<i>Environment Agency Hazardous Waste Interrogator (HWDI)</i>	<p>The Hazardous Waste Data Interrogator (HWDI) is widely regarded as an accurate data source for monitoring hazardous waste. This is because it is based on more accurate consignment notes where reporting waste origin and destination is mandatory. However, due to commercial confidentiality, the site and operator details are not shown in the HWDI therefore site specific analysis cannot be undertaken using these data.</p> <p>Double-counting can also be an issue if waste moves more than once (i.e. between a transfer station and treatment facility) within and in and out of a sub-region.</p>
<i>Eunomia Recycling Carbon Index Tool</i>	<p>The Recycling Carbon Index Tool provides a proxy for carbon emissions related to recycling collections. This tool is a useful alternative measure of District recycling performance to the Former NI186 data which does provide enough detail to report on waste industry carbon performance.</p> <p>This tool only reports on performance at Waste Disposal Authority (WDA) level therefore District comparisons cannot be made.</p>

4 Implementation Plan

21. This section shows progress with implementation of the Waste Local Plan (WLP) policies as set out in the Implementation Plan (pp83-86 of the WLP). Evidence included in this section is derived from the monitoring data sources, MEAS officer-based information and feedback from District partners.
22. Figure 1 (in Section 2 of this Report) explains the role that a number of different partners play in the implementation of WLP policy, each contributing in some way to the overall progress and policy success.
23. To aid understanding of who contributes to the implementation of each policy, under each blue policy header below, the partners involved are listed. Actions suggested against each policy may require collaboration and dialogue with these partners through, for instance, a WLP Monitoring Group. This approach is also applied to Section 5: Monitoring Plan.
24. Where applicable, links are made to the WLP and Sustainability Appraisal (SA) indicators which monitor specific aspects of policy implementation. For example, Policy WM10 'High Quality Design and Operation' is linked to WLP Local Indicator 4 and SA25, which monitor the number of new waste facilities achieving BREEAM or equivalent standards in terms of their sustainability and environmental performance. Links to National Planning Policy for Waste (NPPW) monitoring requirements are also shown, where relevant.

Guide to Site Prioritisation (Policy WM1)

Partners: Local Planning Authority, Merseyside Environmental Advisory Service

25. **Performance:** All of the applications received for new waste management facilities should be assessed for compliance with this policy. This means that potential developers have been required to show that the site which they wish to develop is either:
 - an allocated site (1 application was in this category);
 - a site within an Area of Search (4 sites within this category);
 - an unallocated site which can be justified using the Waste Local Plan site assessment method (7 sites were in this category).
26. 1 of the 9 waste applications received was for redevelopment and intensification on an existing waste management site, and was not required to demonstrate compliance with WM1 since it was not new waste development. Another was for discharge of conditions of an application consented in the previous monitoring period.

27. Of the remaining 7 applications received during the monitoring period, 5 provided adequate justification to demonstrate compliance with policy WM1. The remaining 2 applications were regularising existing waste management activity and were very small scale, and were in compliance.
28. **Actions:** MEAS and District planning officers in the partner councils will continue to promote policy WM1 as the primary filter through which all new waste management facilities should pass. Policy implementation will continue to be monitored through to the next Monitoring Report 2015-16.

Protecting Existing Waste Management Capacity (Policies WM2, WM3, WM4 & WM7)

Partners: Local Planning Authority, Merseyside Environmental Advisory Service, Site Owners, Site Operators

WLP Indicators: Local Indicators WLP 1 and WLP 2

NPPW requirement: take-up in allocated sites and areas

29. **Performance:** Of the 9 planning applications received, only 1 was received on an allocated site. This was for partial development of site K1 for anaerobic digestion. There remains sufficient area on the site to enable further sub-regional sites to be developed. All other applications have come forward on unallocated sites. 3 applications have been retrospective, or to regularise a temporary use, and therefore in effect maintaining existing capacity. A further application was for expansion of an existing facility. Another application was a re-submission of an existing consented site, and its capacity has already been counted.
30. Policy WM7 has been applied twice, once for a change of use application that will result in loss of capacity, although, the operator demonstrated that lost capacity will be made up for elsewhere. The other site demonstrated that a temporary permission was already providing capacity that would be lost from that specific site if permission was not granted.
31. Cronton Claypit, one of the inert landfills identified in policy WM4, had an environmental permit granted in April 2014 and began operating in August 2015. The permit allows for 100,000 tonnes per annum to be infilled although further clay extraction is expected to continue.
32. In addition to this, there have been a number of applications received for non-waste development, which involve the reclamation or re-profiling of sites using

significant volumes of inert waste under exemptions from Environmental Permitting or a Waste Recovery Permit. This amounts to approximately 356,000 tonnes of capacity, and fulfils some of the additional capacity requirements identified in the Needs Assessment.

33. **Actions:** MEAS and District planning officers should continue to promote policy WM1 Guide to Site Prioritisation and allocated sites policies through the pre-planning process. Policy implementation will continue to be monitored through to the next Monitoring Report 2015-16.

Areas of Search for Small-Scale Waste Management Facilities (Policy WM5)

Partners: Land Owners, Site Operators, Local Planning Authority, Merseyside Environmental Advisory Service

NPPW requirement: take-up in allocated sites and areas

34. **Performance:** 44% of the applications received were located within Areas of Search for each of the various Districts, and were able to justify why an allocated site was not appropriate.

35. **Actions:** MEAS and District planning officers should continue to promote policy WM1 Guide to Site Prioritisation, and WM5 Areas of Search to landowners and developers through the pre-planning process. Policy implementation will continue to be monitored through to the next Monitoring Report 2015-16.

Additional Household Waste Recycling Centre Requirements (Policy WM6)

Partners: Local Planning Authority, Merseyside Recycling and Waste Authority, Merseyside Environmental Advisory Service

36. **Performance:** There have been no applications for additional HWRCs during this monitoring period, although conditions continue to be discharged for the new Liverpool HWRC granted permission in the last monitoring period. This is anticipated to be operational in December 2015.

37. **Actions:** No further proposals are anticipated in the short term for HWRCs, but should proposals come forward they should be assessed for compliance with this policy. Implementation will continue to be monitored through to the next Monitoring Report 2015-16.

Waste Prevention & Resource Management (Policy WM8)

Partners: Local Planning Authority, MEAS, Land Owners, Site Operators, Developers, Merseyside Environmental Advisory Service

38. **Performance:** This policy applies to both waste and non-waste planning applications. MEAS only provides advice on the applications received from Districts, which include all waste applications and major or complex non waste applications. Some of the Districts are also applying policy WM8 to other non-waste applications too.
39. Of the 374 applications received by MEAS, 24% required waste audits or another mechanism for monitoring waste prevention such as Site Waste Management Plans (SWMPs) or construction environmental management plan to monitor waste prevention. In most cases this information was secured through a planning condition to be submitted at Discharge of Conditions (DoC) stage. 12% of these applications were for discharge of conditions relating to site waste management.
40. This monitoring period a guidance document and checklist have been available to share with applicants and this has assisted in applicants submitting the correct information to comply with policy WM8, this is particularly beneficial for smaller scale proposals where applicants may be less familiar with information requirements and options to prevent waste and improve waste management. Nevertheless, the quality and breadth of information submitted remains variable. For example, information is rarely submitted on estimated or actual waste arisings, as this is often not known at the time of planning application submission or at DoC stage. Awareness raising of the applicability of policy WM8 to non-waste developments has been made with four of the six Districts through a recent series of training events, although application of policy WM8 by individual districts is variable, both in response to MEAS advice and on other non-waste applications that MEAS are not consulted upon.
41. **Actions:** It is acknowledged that for many large-scale demolition and construction projects, management of all waste streams is carefully controlled for economic reasons and is a routine and integral part of any project, therefore application of the policy will not necessarily promote waste minimisation and recycling to a greater extent. It is, however, useful to continue raising waste awareness through the policy for medium to small-scale projects where practice can be more variable. Liaison with the districts to identify how they are applying the policy would be beneficial prior to the next Monitoring Report, perhaps through, for example, a Waste Local Plan Monitoring Group.

42. The impact of these measures and policy implementation will continue to be monitored through to the next Monitoring Report 2015-16.

Design & Layout for New Development (Policy WM9)

Partners: Local Planning Authority, Developers/Architects, Land Owners, Site Operators, Merseyside Environmental Advisory Service

43. **Performance:** Monitoring policy WM9 has continued to be difficult, as the quality and breadth of information supplied with non-waste related planning applications is can be limited. MEAS only advises on planning applications received from District partners, and is generally only consulted on major or complex non-waste planning applications, of these policy WM9 has been applied to only 6%, and an even smaller percentage have included the information required by policy WM9.
44. As reported in the last Monitoring Report, a pragmatic approach has been taken to the implementation of policy WM9 to ensure any planning conditions applied are reasonable, especially given the ongoing economic situation. For example, if the proposal is for detached or semi-detached dwellings and the dwellings all have reasonable garden spaces, then it assumed that there is sufficient space to accommodate the necessary number of bins. It is also assumed that the road layout would enable easy access for collection vehicles (based on the access and transport information submitted) so often further evidence of compliance with WM9 is not required. In some cases, a proposed layout plan has been submitted showing areas for bin storage, which is preferable as it demonstrates that waste management issues have been considered in the design and layout of the proposal.
45. However, if the development is for apartments or high density dwellings or large commercial projects and no information is provided to comply with policy WM9, then a condition would be applied. Awareness raising of the applicability of policy WM9 to non-waste developments has been made with four of the six Districts through a series of training events.
46. **Actions:** On the basis of monitoring the quality of information provided with planning applications, further information is now being provided to District planning officers on guidance that will assist in meeting the required standards expected provision in future applications. Policy implementation will continue to be monitored through to the next Monitoring Report 2015-16 and used to inform the first Review of the WLP.

High Quality Design & Operation of New Waste Management Facilities (Policy WM10)

Partners: Local Planning Authority, Developers/Architects, Land Owners, Site Operators, Environment Agency, Merseyside Environmental Advisory Service

WLP indicator: Local Indicator WLP 4

SA Indicator: SA25

47. **Performance:** Policy WM10 has been applied to 66% of the waste management applications received. Most have demonstrated compliance or a condition has been applied to the permission. The policy was not applied to the remaining 34% either because the application was retrospective or regularising an existing activity in an existing building or because it was very small scale. The policy continues to be useful in terms of driving up standards in the waste industry and improving the acceptability of waste proposals.
48. **Actions:** Policy WM10 will continue to be promoted with landowners and developers during pre-application discussions and when assessing waste planning applications, to drive up standards, in line with the original intention of the policy. Implementation will continue to be monitored through to the next Monitoring Report 2015-16.

Sustainable Waste Transport (Policy WM11)

Partners: Local Planning Authority, Highways Authority, Developers, Merseyside Environmental Advisory Service

WLP indicator: Local Indicator WLP 5

SA Indicators: SA14 and SA15

49. **Performance:** Compliance with policy WM11 fall largely to highways departments within the Districts, and therefore the implementation and success of the policy is difficult to monitor. All of the applications received this year have been reliant on road transport due to their location or the nature of the facility. However, most applications have made an attempt to ensure access to sustainable transport for future employees.
50. Of the 9 waste applications received, all provided sufficient transport information for MEAS to advise compliance with policy WM11.

51. **Actions:** MEAS and District planning officers will continue to promote policy WM11 with developers in order to raise awareness about policy requirements. Policy implementation will continue to be monitored as effectively as possible working closely with LPA transport and highways colleagues and this will be reported in the next Monitoring Report 2015-16.

Criteria for Waste Management Development (Policy WM12)

Partners: Local Planning Authority, Land Owners, Site Operators, Environment Agency, Merseyside Environmental Advisory Service

SA Indicators: SA1-SA30

52. **Performance:** Policy WM12 remains one of the most important policies for ensuring sufficient information is submitted to enable determination of new waste planning applications. **100%** of waste planning applications received during 2014-15 have included sufficient information to comply with the relevant criteria in policy WM12. In some cases, additional information was requested, as the original submission did not contain enough information, but this has ultimately been received to enable a decision on the application to be reached. None of the applications have been refused. The criteria identified in Box 1 are applied on a case-by-case basis depending on the nature and scale of the proposed development. Therefore, it is unlikely that changes to the criteria are likely to be needed at this stage.
53. **Actions:** Policy WM12 will continue to be promoted by MEAS and District planning officers when assessing waste planning applications, to drive up standards of information submitted, to ensure determinations can be reached, in line with the original intention of the policy. Implementation will continue to be monitored through to the next Monitoring Report 2015-16.

Waste Management Facilities on Unallocated Sites (Policy WM13)

Partners: Local Planning Authority, Land Owners, Site Operators, Developers, Merseyside Environmental Advisory Service

WLP Indicator: Local Indicator WLP3

54. **Performance:** Policy WM13 has been fully applied to 2 sites, although 4 of the other waste applications have been required to demonstrate why an allocated site was not suitable and/or involved the regularisation of an existing waste use. The policy is performing well and guidance for developers, which is available through the MEAS and some District websites, has proved useful in assisting

developers to undertake a site scoring process which has facilitated assessment and eventually determination of the planning applications.

- 55. **Actions:** It is likely that this policy will continue to be important to the implementation of the WLP, although it is anticipated that future developers will be made more aware of the existence of allocated sites by the Districts and MEAS as part of the pre-application process.
- 56. Guidance for developers is available on the MEAS website to help applicants undertaking the site scoring process⁵ and a template ‘scoring sheet’ has also been provided following requests from applicants. Ensure that all District websites link to the MEAS website so that guidance documents are accessible. Policy implementation will continue to be monitored through to the next Monitoring Report 2015-16.

Energy from Waste (Policy WM14)
Partners: Local Planning Authority, Merseyside Recycling and Waste Authority, Site Operators, Energy Customers, Merseyside Environmental Advisory Service
WLP Indicator: Single data list -24-12 AMR E-3
SA Indicator: SA13

- 57. **Performance:** An application for an anaerobic digestion facility in Knowsley is the only application to which policy WM14 has been applied. This facility will be generating gas which will feed a Combined Heat and Power (CHP) plant and will generate 3MW of electricity. The heat generated will be fed back into the AD process.

58.

- 59. Additional information relating to policy WM14 has also been requested by a Planning Inspector in relation to an application that was refused during the last Monitoring Period. This will be reported fully in the next Monitoring Report.

- 60. Progress continues to be made with existing consented EfW facilities e.g. submission of Environmental Permit application for Biossence in Wirral. Both phases of the Ineos Chlor/Viridor facility in Runcorn are now fully operational, which means there is a greater need for speculative applications to demonstrate that this existing capacity cannot be accessed.

⁵ <http://www.wasteplanningmerseyside.gov.uk/waste-local-plan-guidance.aspx>

61. **Actions:** It is likely that there will continue to be speculative applications for EfW facilities within the Plan Area. This will continue to be monitored through to the next Monitoring Report 2015-16.

Landfill on Unallocated Sites (Policy WM15)

Partners: Local Planning Authority, Land Owners, Site Operators, Merseyside Environmental Advisory Service

62. **Performance:** This policy has not been used since no relevant planning applications have been received.

63. **Actions:** No action required other than to continue monitoring.

Restoration & Aftercare (Policy WM16)

Partners: Local Planning Authority, Land Owners, Site Operators, Merseyside Environmental Advisory Service

SA Indicators: SA2 and SA12

64. **Performance:** This policy has not been used since no landfills have moved into restoration/aftercare phases.

65. **Actions:** No action required other than to continue monitoring.

5 Monitoring Plan

66. This section of the Monitoring Report shows progress against the 14 WLP monitoring indicators as set out in the Waste Local Plan Monitoring Plan (pp91-93).
67. In several cases Sustainability Appraisal (SA) indicator requirements have been combined with WLP indicators and this is shown under each green indicator header. Other policy and legislative monitoring requirements such as the National Planning Policy for Waste (NPPW) and Waste Framework Directive (WFD) are also shown, where applicable.
68. As explained at the beginning of the Implementation Plan (Section 4), to aid understanding of who contributes to monitoring of each indicator, under each green indicator header, the partners involved in monitoring are shown. The actions suggested against each indicator may require collaboration and dialogue with these partners through the proposed WLP Monitoring Group.
69. Where targets for indicators have been set in the WLP they are shown, and performance and subsequent need for action measured against them. Progress against targets will continue to be monitored and will also be used to help inform the scope of any review of the WLP.

Single data list 082-01: Method of collection & tonnage of waste e.g. kerbside, civic amenity, fly tipped

Partners: Local Planning Authority, Waste Collection Authority, Merseyside Recycling and Waste Authority, Merseyside Environmental Advisory Service

SA Indicator: SA19

70. **Target:** No target set.
71. **Performance:** Table 2 sets out an overview of kerbside Local Authority Collected Waste (LACW) collection methods by District. This does not show the more detailed arrangements which exist in many of the Districts for dealing with multiple occupancy/higher density dwellings.
72. A fortnightly residual waste collection is in place in all of the Districts. Sefton and St.Helens operate a weekly source-separated dry recyclables collection. Halton, Knowsley, Liverpool and Wirral operate a fortnightly commingled service. This is unchanged from 2013-14.

73. All of the Districts operate a fortnightly green/garden waste collection apart from Sefton who have introduced a three-weekly service. St.Helens operates a four-weekly collection in the winter months. In Knowsley, Sefton and Wirral the service is seasonal with no collections during winter months. Halton and Wirral operate a chargeable service.
74. Food/kitchen waste collections remain unchanged since 2013-14. Sefton and St.Helens operate weekly opt-in food waste collection services, and the other Districts do not currently provide a service.

Table 2: Method of LACW kerbside collection by District

District	Residual	Dry Recyclables	Green / Garden	Food / Kitchen	Bulky
Halton	Fortnightly Black 240L wheeled bin	Fortnightly Blue 240L wheeled bin Commingled	Fortnightly Green 240L wheeled bin Charged. £25 per year (on-line), £30 otherwise	None	By appointment Charged. £21.50 for 3 items then £5.60 per additional item up to a maximum of 10 items
Link to Halton waste collection webpages: http://www3.halton.gov.uk/Pages/Bins/binsandrecycling.aspx					
Knowsley	Fortnightly Maroon 240L wheeled bin	Fortnightly Grey 240L wheeled bin Commingled	Fortnightly (no collection between December – February) Blue 240L wheeled bin Free service	None	By appointment Charged. £15 for up to 5 items, £30 for 6 – 10 items.
Link to Knowsley waste collection pages: http://www.knowsley.gov.uk/residents/bins,-waste-and-environment/putting-your-bins-out.aspx					
Liverpool	Fortnightly Purple 240L wheeled bin NOTE:	Fortnightly Blue 240L wheeled bin Commingled	Fortnightly Green 240L wheeled bin Free service	None	By appointment Free collection up to 5 items

District	Residual	Dry Recyclables	Green / Garden	Food / Kitchen	Bulky
	136,000 households fortnightly. 80,000 households on weekly collection, a proportion of which have a bag collection. During September 2015 some of the 80,000 properties will be shifting to fortnightly collection. Figures to be confirmed.	NOTE: residents with weekly residual bag collection have a recycling box			plus unlimited small WEEE
Link to Liverpool waste collection webpages: http://liverpool.gov.uk/bins-and-recycling/					
Sefton	Fortnightly Grey 240L wheeled bin NOTE: 14,000 mainly terraced properties on weekly sack collections	Weekly - Green box for paper (blue bag), glass, cans, foil, textiles (pink bag) Kerbside sort recycling Fortnightly - Brown 240L wheeled bins for plastic and cardboard Commingled	Three weekly (no collection between December – February) Green 240L wheeled bin Free service	Weekly Opt in service Green 25L kerbside caddy	By appointment Charged. £10 for up to 3 items
Link to Sefton waste collection webpages: http://www.sefton.gov.uk/1265					
St Helens	Fortnightly Brown 240L	Weekly Black box for	Fortnightly (4 weekly during	Weekly Opt in	By appointment

District	Residual	Dry Recyclables	Green / Garden	Food / Kitchen	Bulky
	wheeled bin	card & glass Blue bag for paper Pink bag for plastic bottles, cans & foil Kerbside sort	winter) Green 240L wheeled bin Free service	service	3 types of collection: Standard, Special, White Goods Free, except Special which is charged. £26 for up to 3 items (includes beds, mattresses, sofas)
Link to St Helens waste collection webpages: http://www.sthelens.gov.uk/bins-and-recycling/					
Wirral	Fortnightly Green 240L wheeled bin	Fortnightly Grey 240L wheeled bin Commingled	Fortnightly (no collections for one month from 21.12.15) Brown 240L wheeled bin Charged. £35 per year from 01.06.15 (£30 online)	None	By appointment Charged. £26.50 for up to 6 items
Link to Wirral waste collection webpages: http://www.wirral.gov.uk/my-services/environment-and-planning/bins-and-recycling					

Source: MRWA, District collection systems - update for waste analysis 03.07.15

75. Table 3 sets out tonnages of residual LACW collected. Direct year-on-year comparisons are not easily made as the 2013-14 monitoring period only covers a 9 month period. However, the 2014-15 data which covers a 12 month period does show a further decline in LACW collections – 33.4% from 2012-13.
76. This reflects an overall downward trend in LACW collections and waste arisings which has decreased 36.9% on 2008-09 levels.

Table 3: Tonnage of residual LACW collected

	Apr 12 - Mar 13	Jul 13 - Mar 14 (9 month period)	Apr 14 - Mar 15
Halton	55255.2	41112.5	36390.4
Knowsley	58323.2	40007.2	38415.2
Liverpool	181576.2	128514.6	130828.2
Sefton	104325.5	75445.8	65895.9
St.Helens	71339.9	50262.2	44904.8
Wirral	126310.1	89160.9	81190.0
Total:	597130.1	424503.5	397624.5

Source: WasteDataFlow. NI191 (report type: BVPI) 2013-14 and Total Collected Residual Waste (report type: Analytical) 2014-15. Note LCR Districts no longer reporting against NI191 from April 2014

77. Similarly to 2013-14, Liverpool with the largest population is the biggest generator of LACW in the Plan Area and has the highest levels of fly tipping incidents* (Table 4) although reported incidents are down 9% on 2012-13 (the last 12 month period of data). Knowsley and Wirral also experienced a decline in reported fly tipping incidents but Halton, Sefton and St.Helens show an increase of 36.8% compared to incidents reported in 2012-13. Overall however, incidents were down 10.8%.

Table 4: Reported fly tipping incidents

	Apr 12 - Mar 13	Jul 13 - Mar 14 (9 month period)	Apr 14 - Mar 15
Halton	601	429	702
Knowsley	3638	1051	1548
Liverpool*	17770	13599	16179
Sefton	2934	2327	3201
St.Helens	984	923	1499
Wirral	2293	1779	2052
Total:	28220	20108	25181

Source: WasteDataFlow, Question 24. *Care should be taken when comparing Liverpool's incidents with other Districts as they use a different reporting system

78. With regard to civic amenity sites, Veolia Environmental Services (ES) Ltd operates 15 Household Waste Recycling Centre (HWRC) across Merseyside and Halton as part of their recycling contract with Merseyside Recycling and Waste Authority (MRWA). Table 5 shows the percentage of materials recycled at each centre in August.

Table 5: Civic amenity sites: recycling performance

HWRC	District	Aug 2013	Aug 2014
Johnsons Lane	Halton	75%	75%
Picow Farm	Halton	72	72
Huyton	Knowsley	81	76
Kirkby	Knowsley	69	64
Otterspool	Liverpool	69	68
Formby	Sefton	65	70
Sefton Meadows	Sefton	63	74
South Sefton	Sefton	63	63
Southport	Sefton	65	69
Newton Le Willows	St.Helens	66	66
Rainhill	St.Helens	66	69
Ravenhead	St.Helens	65	68
Bidston	Wirral	67	67
Clatterbridge	Wirral	72	70
West Kirby	Wirral	73	73

Source: Veolia ES Ltd, HWRC Performance Figures (changed to August in 2015)

79. The first Monitoring Report found that from 2012-14 there was a general upward trend in performance with nearly half of the HWRCs recording an increase in recycling of more than 10%. It was also noted that of the better performing sites, all were in Sefton or Wirral.
80. The data for August 2014 shows a third of of the HWRCs recorded an increase in recycling performance with 40% of sites maintaining the same recycling rate as August 2013. Huyton and Kirkby show the biggest decrease with a 5% decrease in performance, respectively.
81. **Actions:** No target set. This indicator will continue to be monitored through to the next Monitoring Report 2015-16 as there are multiple influences and drivers for this indicator.

Single data list 082-02: Tonnage of waste sent for recycling, composting, re-use split by material type

Partners: Local Planning Authority, Merseyside Recycling and Waste Authority, Merseyside Environmental Service, Waste Collection Authority

SA Indicator: SA19

82. **Target:** Progressive increase year-on-year to achieve 50% by 2020.
83. **Performance:** In the first Monitoring Report (2013-14) recycling data showed that after significant progress throughout the 2000s, recent years have shown that rates have plateaued and in 2012-13 begun to decrease.
84. Encouragingly however, table 6 shows that 2013-14 recycling rates have started to recover in Halton, Knowsley, Liverpool and St.Helens, the latter showing a 7.5% increase on 2012-13 rates. This may be partly explained by increased take-up of the food waste collection service.
85. Recycling levels in both Sefton and Wirral have dropped off over recent years with Wirral showing a 3.0% decrease in 2013-14 on the previous year. The introduction of a chargeable green waste scheme in June 2013 and continuing fall in household waste arisings may have had an impact on overall recycling rate. Furthermore, this may have resulted in more people composting at home which would demonstrate increased diversion from landfill. However, it may also explain the increased number of fly-tipping incidents in these districts since the last monitoring period.
86. Overall, the recycling rate for the Plan Area was 39.1% in 2013-14.

Table 6: Overall percentage recycling rates

Year	Halton	Knowsley	Liverpool	Sefton	St.Helens	Wirral
2011-12	39.9	32.0	26.2	40.8	31.7	40.6
2012-13	37.4	30.9	24.7	39.0	29.3	40.4
2013-14	39.8	33.1	26.7	37.6	36.8	37.4

Source: MRWA, Current and projected recycling performance

87. Table 7 shows recycling performance by material type. Due to changes in reporting systems however only Halton data is available for 2014-15.
88. Halton's overall recycling rate increased 2.4% points in 2013-14 and this is supported by the data in Table 7 which show an increase of 1,350 tonnes of waste collected for recycling on 2012-13 levels.

Table 7: Tonnage of waste sent for recycling, composting, re-use split by material type

District	Apr 2012 to Mar 2013				Jul 2013 to Mar 2014				Apr 2014 to Mar 2015			
	Rubble Sent For Recycling	Waste Collected For Recycling	Garden Waste Sent For Composting/ Recycling	Food Waste Sent For Composting/ Recycling	Rubble Sent For Recycling	Waste Collected For Recycling	Garden Waste Sent For Composting/ Recycling	Food Waste Sent For Composting/ Recycling	Rubble Sent For Recycling	Waste Collected For Recycling	Garden Waste Sent For Composting/ Recycling	Food Waste Sent For Composting/ Recycling
Halton	1956.1	13476.1	7443.92	0.0	1517.5	9754.5	5081.2	0.0	2269.8	14825.9	8219.5	0.0
Knowsley	0.04	17590.8	6690.33	669	0.0	12894.1	4435.2	101.6	Not available			
Liverpool	0.0	43719.8	16702.1	0.0	0.0	32368.9	11736.3	0.0	Not available			
Sefton	0.0	37182.1	20557.0	2343.1	0.0	24973.6	13170.9	1589.6	Not available			
St.Helens	4535.9	18047.0	11737.5	0.0	2972.6	16659.8	7053.2	1895.0	Not available			
Wirral	0.0	48832.3	19359.7	0.0	0.0	29951.9	8337.6	0.0	Not available			

Source: WasteDataFlow, APSE Report (UA/WCA). Due to changes in the way that Waste Planning Authorities report their data, 2014-15 tonnages for Knowlsey, Liverpool, Sefton, St.Helens and Wirral were not available at the time of publication of this Monitoring Report. We understand that this issue will be rectified in time for the next Monitoring Report (2015-16)

89. **Actions:** The target for year-on-year increases to 2020 was met in 2013-14 by Halton, Knowsley, Liverpool and St.Helens although both Sefton and Wirral recorded a drop in recycling rates of between 1.4% to 3.0%.
90. The recycling rate for the Plan Area is 39.1%. It is anticipated that with recent investment in LACW recycling services, this rate should continue to increase toward the 50% target, although whether this will be met by 2020 remains to be seen. This indicator will continue to be monitored through to the next Monitoring Report 2015-16.

Single data list 082-03: Method of disposal & tonnage of waste (e.g. landfill, incineration)

Partners: Local Planning Authority, Merseyside Recycling and Waste Authority, Merseyside Environmental Service, Waste Collection Authority

SA indicator: SA21, SA22

NPPW requirement: the amounts of waste recycled, recovered or going for disposal

91. **Target:** Achieve a maximum of 10% to landfill by 2020 with remaining residual waste (40%) to treatment
92. **Performance:** Due to changes in reporting systems only Halton data is available for 2014-15. Year-on-year comparisons between 2013-14 and 2014-15 cannot be made as the monitoring period for 2013-14 covers a 9 month period from WLP Adoption. However, Table 8 (over the page) does show that as a proportion of total waste sent for treatment and disposal in Halton, the amount LACW collected for recycling, composting and reuse has increased from 36.5% to 38.6% in 2014-15.
93. In Halton, the data shows an increase of LACW being sent to energy recovery of almost 21,500 tonnes, and a resultant decrease in LACW to landfill of almost 15,000 tonnes. This shift is explained by Halton Council's interim contractual arrangements with WSR Recycling Limited, Ditton which has resulted in their residual LACW being sent to the Ineos Chlor/Viridor Energy from Waste (EfW) facility since November 2014. This arrangement is expected to continue until MRWA's resource recovery contract becomes operational in 2016.
94. In addition to this, the proportion of waste sent for energy recovery from Merseyside is anticipated to increase further during the next monitoring period. 20,000 tonnes of LACW will be sent as refuse derived fuel (RDF) to the Ineos Chlor/Viridor facility in Runcorn as part of a short-term interim contract between Viridor and Merseyside Recycling and Waste Authority (MRWA).

95. From 2016 onwards, it is anticipated that the majority of residual LACW will be diverted from landfill to an energy recovery facility in North East England as part of MRWA's resource recovery contract (RRC). This is subject to the facility being operational.

Table 8: LACW method of disposal and tonnage of waste by Waste Disposal Authority and Unitary Authority area (tonnes)

District	Jul 2013 – Mar 2014							Apr 2014 – Mar 2015						
	LACW Collected for Recycling, Composting or Reuse	Recyclate Rejected to Landfill	Recyclate Rejected for Incineration	Recyclate Diverted from Residual Waste Stream	LACW sent for Energy Recovery, Including Treatment Outputs	LACW sent to Landfill, Including Treatment Outputs	LACW sent to other Disposal Routes*	LACW Collected for Recycling, Composting or Reuse	Recyclate Rejected to Landfill	Recyclate Rejected for Incineration	Recyclate Diverted from Residual Waste Stream	LACW sent for Energy Recovery, Including Treatment Outputs	LACW sent to Landfill, Including Treatment Outputs	LACW sent to other Disposal Routes*
Halton	16496	498	17	2756	130	25349	0.0	24504.7	1298.9	20.2	5592.5	21555.9	10561.1	0.0
Merseyside	207619	4080	695	3518	25236	260917	11966	Not available						

Source: WasteDataFlow, Local Authority Collected Waste by Final Disposal Route (UA/WDA). Due to changes in the way that Waste Planning Authorities report their data, 2014-15 tonnages for Knowlsey, Liverpool, Sefton, St.Helens and Wirral were not available at the time of publication of this Monitoring Report. We understand that this issue will be rectified in time for the next Monitoring Report (2015-16)

* Residual waste sent to treatment methods which have recyclate outputs (e.g. Advanced Thermal Treatment, MBT, and AD) are recorded under the 'other disposal' routes

- 96. **Actions:** Due to changes in reporting systems we are unable to assess performance of Merseyside Districts against this indicator. Recent changes in LACW management in Halton have helped to decrease the amount of waste sent to landfill. In 2014-15 16.6% was sent to for landfill disposal which is not far off the 10% target.
- 97. Landfill diversion rates across the Plan Area are expected to significantly improve over the next 1-2 years once the LACW resource recovery contract becomes operational, therefore this target is expected to be met ahead of 2020.
- 98. This indicator will continue to be monitored through to the next Monitoring Report 2015-16.

Single data list 067-01: Contribution made by LACW management to CO₂ reduction from local authority own estate & operations

Partners: Local Planning Authority, Waste Collections Authority, Merseyside Recycling and Waste Authority, Site Operators, Merseyside Environmental Advisory Service

SA indicator: SA11

- 99. **Target:** Initial target for year-on-year reduction, with requirement to review and set formal target if appropriate.
- 100. **Performance:** Monitoring of this indicator has again been difficult due to gaps in data sources and a lack of waste-related CO₂ information. The Greenhouse Gas (GHG) Emissions Reports, which are produced by the Districts for this single data list indicator (067-01), do not cover waste-related contributions to CO₂ reduction. Only Sefton include specific data on waste and recycling fleet emissions in their GHG Emissions Report.
- 101. In Sefton's 2014-15 GHG Report, 180 tonnes CO₂ equivalent is attributed to external fleet (recycling operations) which is down 5% on 2013-14 levels. Owned fleet (including internal recycling fleet) is up 12% on the previous year.
- 102. St.Helens GHG Emissions Report includes diesel usage from all fleet vehicles. In 2014-15, 1576 tonnes CO₂ equivalent was generated from diesel usage and it is estimated that almost 50% of this could be attributed to waste vehicles (including street cleansing vehicles). This is up approximately 15% on 2013-14 levels.

103. Knowsley's Environmental Sustainability Service report on CO₂ emissions from waste fleet operations. In 2014-15 emissions from energy use at their Stretton Way depot⁶ and Fleet Travel⁷ were down 21% and 11% respectively – see Table 9.

Table 9: CO₂ Emissions from Knowsley's Waste Services

	2013/14 Kg CO ₂	2014/15 Kg CO ₂	% Difference
Stretton Way	313,245	248,460	-21
Fleet Travel	1,304,952	1,164,424	-11

104. To address limitations and gaps in the GHG Emissions Reports we have also included data collated for MRWA's household waste and recycling contract which covers the Plan Area.
105. Veolia ES Ltd, who are the contractor for the household waste and recycling contract, report on the carbon footprint of their LACW operations using the Environment Agency's WRATE modelling software. Table 10 indicates year-on-year reductions through 2011-2014. CO₂ emissions related to 'transportation' and 'intermediate facilities' have increased. However, significant gains in CO₂ reduction in recycling operations c.40,000 kg CO₂ equivalent and other operations has contributed to a marked overall decline in carbon emissions associated with the household waste and recycling contract in 2013-14.

Table 10: Merseyside LACW Carbon Emissions (000s kg CO₂ eq.)

Operations	2011-12	2012-13	2013-14
Transportation	3723	4363	6437
Intermediate facilities	3837	3570	4113
Recycling	-50998	-50377	-90179
Treatment & recovery	628	591	-6435
Landfill	97876	95889	74939
Totals:	55066	54036	-11125

Source: Veolia ES Ltd WRATE modelling

⁶ Depot includes Waste Services co-located with Streetscene, Fleet and Logistics, Environmental Services and external tenant organisations

⁷ Fleet travel includes Waste Services, Streetscene and Environmental Services

106. Additional CO₂ reductions have been achieved through waste prevention campaigns such as Love Food Hate Waste, Junk Mail and Compost bin sales⁸.
107. **Actions:** Target for year-on-year reduction met in terms of MRWA's household waste and recycling contract. Data for contributions made by LACW management to CO₂ reduction from District estate and operations is limited. St.Helens diesel vehicle fleet data suggests that tonnes CO₂ equivalent from waste and recycling operation is increasing. However, CO₂ emissions from waste related operations are down in Sefton and Knowsley on previous years.
108. This indicator will continue to be monitored through to the next Monitoring Report 2015-16.

Former National Indicator NI186: Contribution made by sustainable waste management to per capita reduction in CO₂ emissions in local authority area

Partners: Local Planning Authority, Waste Collection Authority, Merseyside Environmental Advisory Service, Site Operators, Merseyside Recycling and Waste Authority

109. **Target:** Initial target for year-on-year reduction, with requirement to review and set formal target if appropriate.
110. **Performance:** Monitoring of this indicator has also been challenging due to a lack of waste-specific data sources. The official data for reporting against Former National Indicator 186 is the Local and Regional CO₂ Emissions Estimates for 2005-2012. This data is produced by Ricardo-AEA for the Department for Energy Climate Change (DECC) however, it does not separate waste emissions and is not up to date.
111. An alternative source of waste-specific (per capita) information is Eunomia's new Recycling Carbon Index Tool and report, which is based primarily on WasteDataFlow and is indicative of waste carbon performance by Waste Disposal Authority (WDA) area. The index identifies carbon savings relating to LACW materials and shows an increase in per capita carbon savings in Merseyside and Halton on 2012-13 levels, see Table 11.

⁸ MRWA *Joint Recycling and Waste Management Strategy Environmental Monitoring and Report 2013-14*

Table 11: Per capita carbon saving from LACW recycling (index score)

WDA area	2011/12	2012/13	2013/14
Merseyside	66	61	67
Halton	59	54	62

Source: *Eunomia, Recycling Carbon Index Tool*

112. The Eunomia Index measures the environmental performance of recycling services and demonstrates that having a high or increasing recycling rate does not necessarily translate into high carbon savings. WDAs that recycle more materials with a higher embodied carbon (such as food or textiles) will show higher carbon savings and this would be reflected in a higher index score.
113. Eunomia's report ranks Merseyside and Halton as "mid-performers" in terms of per capita carbon saving from recycling, with the highest performers (top 10% WDAs) in England having an index score between 91 and 116. The worst performing WDA had an index rating of 27.
114. Now in its third year, the *Eunomia Recycling and Carbon Index Tool* is able to start looking at trends over time. The report states that local government's waste and recycling services have seen a markedly improved performance on 2012-13 levels. Overall there has been a 4% increase for England.
115. The index scores in Merseyside and Halton have increased by 10% and 15% respectively. This increase is most likely explained by the overall increase in recycling rates (up on 2012-13) and higher levels of embodied carbon from the materials recycled (such as metals, plastics, textiles and food).
116. **Actions:** National waste management trends suggest that waste-related CO₂ emissions are reducing over the long term⁹. However, at a sub-regional level it is unclear whether targets for year-on-year CO₂ emissions reductions are being met across the whole waste management sector. Eunomia's report suggests that the LACW recycling sectors contribution to CO₂ emissions reduction is improving with carbons savings up on 2011-12 and 2012-13 levels. However, without complete data it is not possible to make any conclusions for the whole waste management sector at a sub-regional level.
117. This indicator will continue to be monitored through to the next Monitoring Report 2015-16.

⁹ DECC (2014) *Updated energy and emissions projects*
Version 2

Single data list 024-15 AMR W-1: Capacity of new waste management facilities by waste planning authority

Partners: Local Planning Authority, Merseyside Environmental Advisory Service, Environment Agency, Site Operators

SA Indicator: SA26

WFD requirement: Article 4 and 28

NPPW requirement: existing stock and changes in the stock of waste management facilities, and their capacity (including changes to capacity); waste arisings

118. **Target:** Requirements in line with Needs Assessment.

119. **Performance:** Table 12 summarises consented waste capacity in Merseyside and Halton.

Table 12: Consented capacity of new waste management facilities by waste planning authority

District	Jul 2013 - Mar 2014		Apr 2014 - Mar 2015	
	Consented capacity (tonnes per annum)	No. of sites	Consented capacity (tonnes per annum)	No. of sites
Halton	75000	1	250000	1
Knowsley	27000	2	0	0
Liverpool	15000	1	0	0
Sefton	0	0	0	0
St.Helens	25000	1	1872	1
Wirral	0	0	12200	1
Total:	142000	5	264072	3

Source: Development Management planning application lists and Waste Local Plan sites database.

120. Table 12 shows that 264,072tpa of new waste management capacity was consented in 2014-15 which is up by over 100,000tpa on 2013-14 levels.



121. To provide context and satisfy WDF monitoring requirements regarding future capacity (Article 28) site and

Source: European Waste Framework Directive (2008/98/EC)

technology specific details of consented capacity are shown in Tables 13. The position of each consented facility with regard to the Waste Hierarchy is also shown to satisfy SA monitoring requirements (SA26) and Article 4 of the WFD.

Table 13: Consented capacity of new waste management facilities April 2014 - March 2015

Planning ref	Facility type	Address	Capacity (tonnes per annum)	District	Waste Hierarchy position
14/00613/FUL	Incinerator Bottom Ash Recycling Facility	Land Bounded By Dismantled Railway And South Of Johnsons Lane Widnes	250000	Halton	Preparing for re-use/ Recycling
P/2014/0399	Change of use to an end of life vehicle salvage business, the storage of scrap cars and part worn tyre sales	18 Jackson Street, St.Helens, WA9 1AN	1872	St.Helens	Preparing for re-use/ Recycling
APP/14/00805	Erection of vehicle repair unit, forming an office from re-cycled container units, construction of concrete crushing plant	Wheatland Lane, Seacombe, CH44 7EJ	12200	Wirral	Recycling
Total:			264072		

Source: Development Control planning application lists and Waste Local Plan sites database

122. Table 13 shows that significant new capacity for thermal treatment residues (Incinerator Bottom Ash) has been consented in 2014-15 and will serve an existing need for fuel at Ineos Chlor/Viridor's EfW facility at Weston Point, Runcorn. Two small waste facilities were also consented in St.Helens and Wirral.

123. In addition, Knowsley Council was minded to approve an application (14/00657/FUL) for 70,000tpa of AD capacity at Butlers Farm, North Perimeter Road, Knowsley Industrial Park subject to legal agreement¹⁰ in June 2015. Whilst this falls outside of the 2014-15 monitoring period it may help to address an important capacity gap for biodegradable waste which was identified in the WLP Needs Assessment and will be more fully reported in the next Monitoring Report.

National monitoring requirements

¹⁰ ENDS (2015) Knowsley Council minded to approve controversial anaerobic digestion facility Waste Planning Issue 112 August pp22-23

124. New waste planning practice guidance¹¹ states that:

“Waste planning authorities should ensure that there is sufficient information in the Local Plan and/or annual monitoring reports to determine the location and capacity of existing major disposal and recovery installations.”

125. This requirement is applicable to single data list indicator 024-15 AMR W-1. The planning practice guidance (Annex 1) advises under Article 28 of the Waste Framework Directive (WFD) that Local Plans and/or monitoring reports should include sufficient information to:

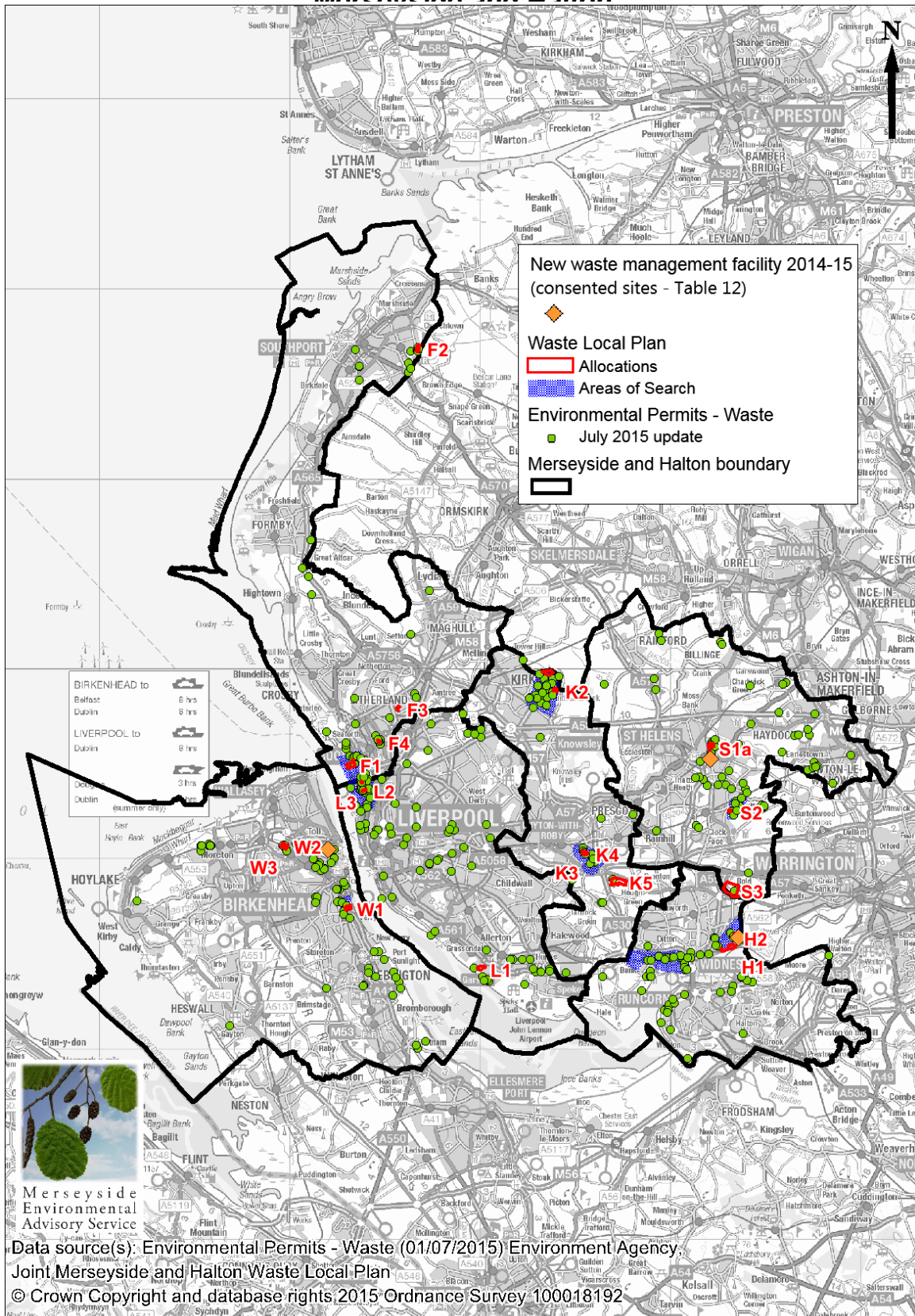
- a. Determine the location and capacity of existing major disposal and recovery installations;
- b. Undertake an assessment of the need for closure of existing waste installations and an assessment of the need for additional waste installation as part of the preparation of local authority Local Plans. Waste planning authorities should keep these assessments under review through the production of Annual Monitoring Reports; and
- c. Ensure that there is sufficient information in the Local Plan and Annual Monitoring Reports for waste planning authorities to determine the location and capacity of future disposal or major recovery installations.

126. Figure 2 shows the location of WLP allocated sites, Areas of Search and existing waste sites (green dots). The 3 consented waste management facilities (2014-15) are also shown.

127. Details of existing waste management capacity is included in Appendix A, which is based on the ‘Annual capacity of waste management facilities’ table provided in Annex 2 of the waste planning practice guidance. These data meet single data list indicator 024-15 AMR W-1 and national monitoring requirements.

¹¹ DCLG (2015) *Guidance Waste* <http://planningguidance.planningportal.gov.uk/blog/guidance/waste/> Accessed: 29/09/2015

Figure 2: Existing, consented and allocated waste management sites in Merseyside and Halton



Closure of existing waste sites

128. Lyme and Wood Pit non-hazardous landfill site is scheduled to close on 12th June 2016 after which only restoration soils can be brought to the site (P/2012/0156 (condition 1)).
129. At Penlake Industrial Estate in St.Helens a planning application has been submitted (February 2015) for the demolition of an existing metal recycling facility and outline permission for a residential development. This has been reported in the Implementation Plan section. A decision is pending and will be included in the next Monitoring Report.
130. A glass recycling and reprocessing facility in Sutton, St.Helens closed on 31 March 2014 citing a lack of demand for their plate glass products¹².
131. In Widnes Halton, following a fly infestation in 2013, Centrol Recycling Ltd lost its appeal against having its permit revoked in April 2015, and went into administration in May 2015¹³.
132. We are not aware of the closure of any other waste sites.

Needs Assessment

133. With regard to need for additional facilities, the WLP Needs Assessment (2011) forecasts a continuing need for various types of waste facilities which is beginning to be met by the consented and recently permitted sites (Table 12 and Appendix A).
134. In 2014-15, consent of an IBA Recycling Facility in Halton will help divert up to 250,000tpa of thermal treatment residues away from non-inert landfill. This facility will serve EfW facilities within the Plan Area and push that waste stream up the waste hierarchy.
135. The WLP Needs Assessment forecasts a need for up to 4 LACW and Commercial & Industrial (C&I) 50,000tpa food waste composting facilities by 2020. One is required immediately, two by 2015 and the remainder by 2020.
136. The previous 2013-14 Monitoring Report stated that this need had been partly met with the consent of ReFood's 90,000tpa Anaerobic Digestion (AD) facility at Widnes and a smaller 25,000tpa Autothermophilic Aerobic Digestion (ATAD) facility near Rainford in St.Helens.
137. A 70,000tpa AD facility at Knowsley Industrial Park was minded for approval subject to legal agreement¹⁴ in June 2015. Once built this additional

¹² http://www.sthelensstar.co.uk/news/11042123.Factory_closure_puts_jobs_at_risk/?ref=rss

¹³ <http://www.liverpoolecho.co.uk/news/local-news/widnes-recycling-firm-revoked-environmental-9435492>

biodegradable waste capacity will mean that the Plan Area is almost self-sufficient in treatment of its C&I food waste; although commercial contracts will dictate waste origins. Further progress with this application will be reported in the next Monitoring Report (2015-16).

138. Hooton Park Sustainable Energy Facility (HOPSEF), which will use a Materials Recycling Facility and gasification with CHP technology to process up to 400,000tpa of LACW and C&I waste, gained planning consent (APP/14/00314) in September 2014. This facility is a revised scheme from the original application (APP/2008/6316) which was consented in 2009. Therefore this capacity is not new since it has already been taken account of in the WLP Needs Assessment.
139. **Actions:** The number of new waste management facilities is down on the previous monitoring period (5 in 2013-14). However, the amount of consented capacity is up by 122,072 tonnes per annum and addresses key areas of waste need that is broadly in line with the assumptions and forecasts in the WLP evidence base.
140. Loss of permitted capacity in Widnes and St.Helens is not considered to be too problematic at a sub-regional level as the Plan Area has significant permitted metal recycling and waste transfer station capacity (see Appendix A) to meet identified need.
141. Closure of Lyme and Wood Pit in 2016, the last non-hazardous landfill site in the Plan Area, is likely to result in diversion of waste (approximately 200,000tpa in 2013¹⁵) to nearby treatment facilities in the Plan Area and/or landfill within Adjoining Authorities. This will be determined by commercial contracts which may also have a benefit in pushing waste management further up the waste hierarchy.
142. This indicator will continue to be monitored to track capacity and capacity gaps through to the next Monitoring Report 2015-16.

¹⁴ ENDS (2015) *Knowsley Council minded to approve controversial anaerobic digestion facility* Waste Planning Issue 112 August pp22-23

¹⁵ Waste Data Interrogator 2013

Single data list 024-16 AMR W-2: Amount of municipal waste arisings managed by waste management type and waste planning authority

Partners: Local Planning Authority, Merseyside Recycling and Waste Authority, Waste Collections Authority, Merseyside Environmental Advisory Service

SA indicators: SA21, SA22

NPPW requirement: existing stock and changes in the stock of waste management facilities, and their capacity (including changes to capacity); waste arisings

143. **Target:** No target set.

144. **Performance:** Single Data List 024-16 indicator reports Local Authority Collected Waste (LACW) reports on waste management type by Waste Disposal Authority (WDA) area. The data shown in Table 14 below is for 2013-14 (9 month period) and 2014-15 (12 month period) therefore year-on-year comparisons cannot be made. However, it is possible to observe trends in LACW management in Halton.

145. The largest shift in waste management type is between Halton LACW sent directly to landfill and LACW sent to other disposal routes¹⁶.

146. This shift is explained by Halton Council's own interim contractual arrangements (separate from the MRWA) with WSR Recycling Limited, Ditton which has resulted in their residual LACW being sent to Ineos Chlor/Viridor's EfW facility since November 2014. This arrangement is expected to continue until MRWA's resource recovery contract becomes operational in 2016.

147. **Actions:** No target set. This indicator will continue to be monitored through to the next Monitoring Report 2015-16.

¹⁶ Residual waste sent to treatment methods which have recycle outputs (e.g. Advanced Thermal Treatment, MBT, and AD) are recorded under the 'other disposal' routes

Table 14: LACW by waste management type and Waste Disposal Authority area

District	Jul 2013- Mar 14					Apr 2014 - Mar 15				
	LACW Collected for Recycling, Composting and Reuse	LACW sent directly for Energy Recovery	LACW sent directly to landfill	LACW sent to other disposal routes*	LACW Arisings (based on residual waste sent for disposal)	LACW Collected for Recycling, Composting and Reuse	LACW sent directly for Energy Recovery	LACW sent directly to landfill	LACW sent to other disposal routes*	LACW Arisings (based on residual waste sent for disposal)
Halton	16,495.9	0.2	24,612.8	3,106.5	44,215.5	24,504.7	0.5	6,646.4	29,734.4	60,895.0
Merseyside	207,619.3	16,921.6	215,193.6	66,035.7	505,770.2	Not available				

Source: WasteDataFlow, Local Authority Collected Waste by Management Method. Due to changes in the way that Waste Planning Authorities report their data, 2014-15 tonnages for Knowlsey, Liverpool, Sefton, St.Helens and Wirral were not available at the time of publication of this Monitoring Report. We understand that this issue will be rectified in time for the next Monitoring Report (2015-16)

*Residual waste sent to treatment methods which have recycle outputs (e.g. Advanced Thermal Treatment, MBT, and AD) are recorded under the 'other disposal' routes

Single data list 024-12 AMR E-3: Show the contribution of the waste sector will make to the amount of renewable energy generation by installed capacity (reported in MW to include both heat and electrical energy recovered)

Partners: Local Planning Authority, Merseyside Environmental Advisory Service, Site Operators

SA indicator: SA13, SA24 and SA30

148. **Target:** No target set as it will vary year-on-year depending on the type of facilities being developed and amount of waste recovered that qualifies for Renewable Obligation Certificates.

149. **Performance:** No new waste management facilities with renewable energy generation capabilities have been consented in 2014-15.

Halton

150. PDM Group Ltd (ReFood) gained consent for an Anaerobic Digestion (AD) facility at Desoto Road, Widnes in 2012 which generates up to 180KWh of biogas for export to the national grid and local industry. In May 2015 an application (15/00256/FUL) to expand processing capacity at the facility was received by Halton Council. If granted, this will result in additional biogas production. Progress with this application will be reported in the next Monitoring Report (2015-16).

151. Phase 1 and 2 of Ineos Chlor Vinyl/Viridor's EfW with CHP facility at Weston Point, Runcorn are now operational with a combined processing capacity of 850,000tpa. The CHP element of the facility will produce 360MW heat and 100MW electricity, of which the majority of the heat energy will be fed back into the facility used as part of the EfW process.

152. In August 2015, it was announced that 20,000tpa of the Plan Area's LACW will be sent to the Ineos Chlor/Viridor Runcorn facility as part of an interim contract with Merseyside Recycling and Waste Authority (MRWA).

Knowsley

153. In June 2015, Tamar Energy gained approval (subject to legal agreement) for an AD facility at Knowsley Industrial Park which according to the applicant will produce up to 3MW of energy, enough for the annual energy consumption of

6,000 homes (Figure 3). Digestate sludge would also be processed to create a fertiliser product¹⁷.

Figure 3: Tamar Energy Anaerobic Digestion facility, Knowsley Industrial Park



Photo credit: <http://www.tamar-energy.com/knowsley/knowsley-ad>

154. Energos gained planning consent for an EfW facility (gasification) with CHP capabilities in 2008, and a further application for time extension was granted in 2012. Once operational, 9MW of renewable electricity will be available to local industry and/or export to the National Grid. In 2013 the developer was granted an Environmental Permit to operate the facility and a further permission (13/00594/FUL) for necessarily ancillary infrastructure (water tank and pumping house) gained consent. The planning consent has been implemented, and funding for the facility has been sought. It is anticipated operations will commence in 2017.

Wirral

155. Hooton Park Sustainable Energy Facility (HOPSEF), which uses gasification with CHP technology to generate renewable electricity from a synthetic gas, gained planning consent (APP/14/00314) in September 2014. According to the applicant, some 49.9 MW of gross electrical output would be produced from the thermal treatment plant, a proportion of which would be used to serve the process plant itself while approximately 43.6 MW would be exported to the national grid providing enough electricity to power over 103,400 homes a year¹⁸.
156. An environmental permit application was submitted for this facility in September 2015.

¹⁷ ENDS (2015) *Knowsley Council minded to approve controversial anaerobic digestion facility* Waste Planning Issue 112 August pp22-23

¹⁸ Studio E (2014) *Hooton Park Sustainable Energy Facility: Design and Access Statement* pp5

157. **Actions:** No target set. With Phase 2 of Ineos Chlor Vinyl/Viridor’s EfW coming online, the HOPSEF progressing and anaerobic digestion schemes in the pipeline; the waste sector continues to contribute to renewable energy generation. Progress with consented waste schemes will continue to be monitored through to the next Monitoring Report 2015-16.

Local Indicator WLP 1: Number of sub-regional sites which are taken up for waste management use

Partners: Local Planning Authority, Merseyside Environmental Advisory Service

NPPW requirement: take-up in allocated sites and areas

158. **Target:** Requirements in line with WLP Needs Assessment.

159. **Performance:** Knowsley Council was minded to approve an AD facility on ‘K1 – Butlers Farm, Knowsley Industrial Park’ in June 2015.

160. **Actions:** This indicator will continue to be monitored through to the next Monitoring Report 2015-16.

Local Indicator WLP 2: Number of District allocated sites which are taken up for waste management use

Partners: Local Planning Authority, Merseyside Environmental Advisory Service

NPPW requirement: take-up in allocated sites and areas

161. **Target:** Requirements in line with WLP Needs Assessment.

162. **Performance:** No sites taken up.

163. **Actions:** This indicator will continue to be monitored through to the next Monitoring Report 2015-16.

Local Indicator WLP 3: Number of applications received for waste management facilities on unallocated sites; and number of waste management facilities that are developed on unallocated sites

Partners: Local Planning Authority, Merseyside Environmental Advisory Service

SA Indicator: SA26

WFD requirement: Article 4

164. **Target:** <10% of requirement stated for targets WLP1 and 2.

165. **Performance:** Data used to report against this indicator is taken from the number of waste applications MEAS have been consulted on by our District partners. Types of planning applications received include: full planning applications, outline applications, discharge or variation of conditions, retrospective and reserved matters applications. Pre-apps are not included in this Report.

166. Table 15 refers to ‘developed’ which means planning applications that have been built and capacity is operational. Judgement on whether a waste application is developed has been determined by information provided by the applicants, District planning officers and MEAS.

167. Where sites are said to be ‘undeveloped’ this means that construction has either yet to begin, is underway but the site is not yet operational, planning permission has expired or that the developer has pulled out.

Table 15: Waste planning applications received on unallocated sites

District	Jul 2013 - Mar 2014		Apr 2014 - Mar 2015	
	Received	Developed (yes/no/unknown)	Received	Developed (yes/no/unknown)
Halton	1	0/0/1	1	0/1/0
Knowsley	3	1/2/0	3	2/1/0
Liverpool	1	0/1/0	1	0/1/0
Sefton	3	0/3/0	0	0/0/0
St.Helens	5	1/4/0	2	2/0/0
Wirral	1	0/1/0	2	1/1/0
Total:	14	2/11/1	9	5/4/0

Source: Development Management planning application lists, MEAS and Local Authority planning data

168. Table 15 shows the number of waste planning applications received has decreased by almost a third in 2014-15 when compared with 2013-14 levels and no waste applications were received in Sefton. However, MEAS has been consulted on several applications comprising remediation and landscaping works using large quantities of inert waste (soils etc). These applications are discussed under policy WM4 (Allocations for Inert Landfill) in the Implementation Plan section of the Report.
169. Overall 55% of waste applications have been developed. Several of these 'developed' applications were retrospective or variations to existing schemes therefore the facility/capacity is already operational.
170. The developed out figure for the current monitoring period and previous years has been low because some of the applications received are yet to have been determined whilst others are discharging conditions and yet to reach construction stage.
171. It is likely that some of these sites will be developed in the next 1-2 years as they progress with discharge of conditions and construction phases.
172. Data for 2008 to 2013 show a clearer picture of trends, with over a third (36%) of waste applications received being developed out.
173. Table 16 shows that 89% (8 of 9) waste applications received were on unallocated sites but 44% of applications were in Areas of Search which is up 15% on 2013-14 levels.

174. The only waste application received on an allocated site was for an AD facility (14/00657/FUL) at WLP allocation 'K1 Butlers Farm, Knowsley Industrial Park'.

Table 16: Site specific details of waste planning applications received and developed out on unallocated sites

Planning ref	Facility type	Address	Capacity (tonnes per annum)	District	Waste Hierarchy position	Development status	Site type
14/00613/FUL	Incinerator Bottom Ash Recycling	Land Bounded By Dismantled Railway And South Of Johnsons Lane Widnes	250000	Halton	Preparing for re-use/ Recycling	Consented. Not built but likely that it will be as it will serve needs of Ineos Chlor / Viridor EfW facility.	Unallocated site in Area of Search
14/00657/FUL	Anaerobic Digestion	Land At Butlers Farm, North Perimeter Road, Knowsley Industrial Park	70000	Knowsley	Recovery	Approved subject to legal agreement June 2015. Not built but likely as there is a capacity gap for this type of facility	Allocated site in Area of Search
14/00586/FUL	Scrap metal storage yard	90 Arbour Lane, Liverpool, L33 7XB	35	Knowsley	Recycling	Operational facility. Very small scale, does not contribute to the needs of the Plan Area at a sub-regional level.	Unallocated site in Area of Search

Planning ref	Facility type	Address	Capacity (tonnes per annum)	District	Waste Hierarchy position	Development status	Site type
14/00481/FUL	Physio-Chemical Treatment	Image Business Park, Acornfield Road, Knowsley Industrial Park	235000*	Knowsley	Recycling	Operational facility. Application for installation of new plant. Progress unknown.	Unallocated site in Area of Search
14F/0203	Household Waste Recycling Centre	Cheadle Avenue, Old Swan, Liverpool	15000*	Liverpool	Recycling	Discharge of conditions. Under construction and expected to be complete 21 st December 2015.	Unallocated site
P/2014/0399	Change of use to an end of life vehicle salvage business, the storage of scrap cars and part worn tyre sales	18 Jackson Street, St.Helens, WA9 1AN	1872	St.Helens	Preparing for re-use/ Recycling	Regularising temporary permission, already operating.	Unallocated site
P/2014/0778	Waste plant for treatment of portable toilet waste	Universal Tanker Services, Bold Industrial Park, 12 Neills Road, Bold, WA9 4TU	25000*	St.Helens	Other Recovery	Retention of facility. Permission granted. Operational.	Unallocated site

Planning ref	Facility type	Address	Capacity (tonnes per annum)	District	Waste Hierarchy position	Development status	Site type
APP/14/00314	Gasification and Materials Recycling Facility with CHP	Eastham Refinery, North Road, Eastham, CH65 1AJ	400000*	Wirral	Other Recovery	Revised scheme. Environmental permit application submitted September 2015. Original scheme (08/06316) implemented but not constructed.	Unallocated site
APP/14/00805	Erection of vehicle repair unit, forming an office from recycled container units, construction of concrete crushing plant	Wheatland Lane, Seacombe, CH44 7EJ	12200	Wirral	Recycling	Consented. Began operation in 2014-15 although some elements of the scheme are not yet constructed.	Unallocated site

*Not new capacity

175. **Actions:** Target not met. 89% of waste applications received in 2014-15 were on unallocated sites. However, 44% of applications were on sites within Areas of Search. Those waste applications outside of Areas of Search are typically located in smaller industrial/port areas which are not identified as Areas of Search.
176. Policy WM1 (Site Prioritisation) and WM2 and WM3 (Sub-regional and District allocated sites) will continue to be promoted through the pre-application process to encourage applicants to consider allocated sites. This indicator will continue to be monitored through to the next Monitoring Report 2015-16 and the data collected used to help inform a review of the WLP in due course.

Local Indicator WLP 4: Number of planning applications for new waste management facility buildings which achieve a 'Very Good' or 'Excellent' BREEAM rating or equivalent standard

Partners: Local Planning Authority, Merseyside Environmental Advisory Service, Developers

SA Indicator: SA25

177. **Target:** 100%

178. **Performance:** Table 17 shows that of 9 planning applications received 2 (22%) achieved BREEAM excellent/very good rating or equivalent for environmental and sustainability performance. This falls significantly short of the 100% target and follows a similar trend to 2013-14 when 36% achieved BREEAM excellent/very good rating or equivalent.

Table 17: Waste applications achieving BREEAM or equivalent

District	2013-14		2014-15	
	BREEAM 'Excellent' or equivalent	BREEAM 'Very Good' or equivalent	BREEAM 'Excellent' or equivalent	BREEAM 'Very Good' or equivalent
Halton	0	0	0	1
Knowsley	0	0	0	0
Liverpool	1	0	1	0
Sefton	0	0	0	0
St.Helens	1	2	0	0
Wirral	0	1	0	0

Source: Development Management planning application lists, MEAS

Note: equivalent standard includes construction/engineering standards such as CEEQUAL

179. One explanation for these low figures is that 5 of 9 of the waste applications received in 2014-15 were small scale (up to 25,000tpa) and less technical applications, therefore BREEAM (or equivalent) is considered to be unviable (e.g. cost). Some of these applications were also for modifications or retrospective applications for existing facilities therefore policy WM10 could not be applied.

Halton

180. An IBA facility at Widnes is expected to achieve BREEAM very good or equivalent in terms of environmental performance.

Knowsley

181. Whilst a waste application for an AD facility at Knowsley Industrial Park did not plan to achieve BREEAM or equivalent standard, it did however, incorporate significant sustainable building techniques. Evidence submitted with the application was used to inform compliance with policy WM10.

Liverpool

182. The facility in Liverpool is a Merseyside Recycling and Waste Authority (MRWA) HWRC at Old Swan (permission 14F/0203) which used CEEQUAL. This is a sustainability assessment rating and awards scheme for civil engineering, which is more appropriate to this type of development. The facility is expected to achieve the highest CEEQUAL rating.

183. **Actions:** Target not met. This indicator will continue to be monitored through to the next Monitoring Report 2015-16. Consider use of WLP Monitoring Group to discuss reporting on this indicator and possible early review of the target to reflect that not all waste applications are applicable to BREEAM or equivalent sustainable performance schemes.

Local Indicator WLP 5: Number of new waste management facilities which utilise an element of sustainable transport as part of their operation

Partners: Local Planning Authorities, Merseyside Environmental Advisory Service, Developers

SA Indicator: SA14

184. **Target:** 25-30%

185. **Performance:** Table 18 shows that in 2014-15 none of the new consented waste management facilities use an element of sustainable transport. This falls well short of the 25-30% target.

186. In 2013-14 just one new waste management scheme could utilise sustainable transport (14%).

187. The 2014-15 shortfall on the target is in part explained by 5 of the 9 new waste facilities being small scale and/or not located near rail connections, canals or docks. Another reason may be the size and geographic spread of waste contracts which could make rail or water transport unviable.

Table 18: New waste sites using sustainable transport

District	2013-14					2014-15				
	Canal	Conveyor	Rail	Sea	HGV	Canal	Conveyor	Rail	Sea	HGV
Halton	0	0	1	0	1	0	0	0	0	1
Knowsley	0	0	0	0	3	0	0	0	0	0
Liverpool	0	0	0	0	1	0	0	0	0	0
Sefton	0	0	0	0	0	0	0	0	0	0
St.Helens	0	0	0	0	2	0	0	0	0	1
Wirral	0	0	0	0	0	0	0	0	0	1

Source: Development Management planning application lists, MEAS (based on consented sites 2013/14)

188. Ineos Chlor Vinyls/Viridor's EfW facility utilises rail transport. Phase 1 of the facility has been operational from spring 2014 and imports 275,000tpa of Solid Recovered Fuel (SRF) by rail from Greater Manchester as part of their LACW contract. Phase 2 has been operational since early 2015, and imports waste by HGV.

Figure 4: Waste Transfer Station at Knowsley Industrial Park with Rail Freight Terminal integrated into design (expected to be operational 2016)



Photo credit: www.thebusinessdesk.com

189. A 500,000tpa rail Waste Transfer Station at Knowsley Rail Freight Terminal (consented in 2011) is currently under construction (Figure 4) and is expected to be operational in 2016. According to SITA UK (the operator) the facility, which will transport LACW residual waste to an EfW facility Teeside, will prevent the need for the equivalent of 21,000 heavy goods vehicles road movements each year¹⁹.
190. **Actions:** Target not met. Previous consented facilities demonstrate the importance of proximity to existing transport infrastructure such as a railhead/sidings or canal and large waste contracts to enable successful deployment of sustainable transport solutions. Therefore opportunities are often restricted to those sites with good proximity to existing transport infrastructure and large LACW contracts because of operational flexibility and financial considerations. This indicator will continue to be monitored through to the next Monitoring Report 2015-16.

¹⁹ <http://www.sita.co.uk/news-and-views/our-plans/knowsley>

Local Indicator WLP 6: Recycle and recover value from commercial and industrial wastes in line with regional/national targets

Partners: Local Planning Authorities, Merseyside Environmental Advisory Service

191. **Target:** 65% recycled by 2020; recover value from 90% by 2020 (includes recycling).
192. **Performance:** Regional/national targets are no longer relevant since the regional tier of reporting has been removed, and the publication of the Waste Management Plan for England 2013 removed national targets. Therefore, it is not possible to report against this indicator.
193. However, Table 19 shows 100% of new consented capacity in 2014-15 will have the potential to recycle and/or recover value from C&I waste.
194. In 2013-14 well over two thirds (71%) of consented waste management facilities have the potential to recycle and/or recover value from C&I waste.

Table 19: Consented waste facilities recycling/recovering C&I waste

District	No. Sites 2013-14	No. Sites 2014-15
Halton	1	1
Knowsley	3	0
Liverpool	0	0
Sefton	0	0
St.Helens	1	1
Wirral	0	1
Total	5	3

Source: Development Management planning applications lists, MEAS (consented facilities capable of handling 100% C&I waste or C&I and other waste streams)

195. **Actions:** We cannot report against this indicator because there is no longer any national/regional for C&I waste. Consider early review of this indicator through the WLP Monitoring Group to identify how reporting on commercial and industrial waste can be achieved.
196. Consented facilities which provide recycling/recovery capacity for C&I waste will continue to be monitored through to the next Monitoring Report 2015-16.

6 Sustainability Appraisal Monitoring Indicators

197. The Environmental Assessment of Plans and Programmes Regulations 2004 Regulation 17 requires monitoring of plan implementation. The Waste Local Plan (WLP) Environment Report²⁰ sets out combined Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) baseline indicators which were reviewed and consolidated in the Monitoring Report 2013-14 to those set out in Table 20.
198. The SA indicators differ from the WLP indicators (Section 5) in that they address potential links between implementation of the WLP and the likely significant economic, social and environmental effects. Changes in performance against SA indicators can be measured by the baseline position (taken as 2009-10) and comparison with the position in previous monitoring reports.
199. All WLP Objectives are addressed by at least one indicator. Furthermore, the SA Objectives are consistent with those used by the five Merseyside Districts and Halton for their Local Plans and they therefore cover a much broader range of parameters which may be more relevant to housing policy, etc.
200. Where SA indicator trends show significant issues emerging, the need for action will be considered in future Monitoring Reports once further data has been collected and analysed. These data will also be used to inform the scope of any review of the WLP.

²⁰ URS Scott Wilson (2012) *Sustainability Appraisal and Strategic Environmental Assessment*
http://www.wasteplanningmerseyside.gov.uk/media/2527/adp-003-modifications_wlp_sa_report_final_30oct2012.pdf

Table 20: Sustainability Appraisal Monitoring Indicators

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009-10	Position in 2013-14	Position in 2014-15
SA1	Biodiversity	1	SO6	Number of waste management facilities located within 1km of sites covered by regional, county or local nature and earth science conservation designations	No	Of the 11 new permissions that were granted subsequently, 3 are within 2km of EU sites and a further 6 are within 2km of local designations.	Of 7 new consented waste applications, all 7 are within 1km of Natura 2000, NNR, SSSI, LNR, LWS and Ancient Woodland.	Of 3 new consented waste facilities, all 3 are within 1km of sites covered by regional, county or local nature and earth science conservation designations.
SA2	Biodiversity	1	SO6	Area landfill restored to support improved biodiversity	No	20009/10 data not correct.	78% of Lyme & Wood Pits site restored to country park (86.2ha). Based upon 2010 aerial photography.	As 2013-14. No new photography available.
SA3	Human	(2), 9	SO6	Number of pollution incidents	No	Not possible to update at present due to a change in the way information has been provided.	There were 5 environmental pollution incidents, 1 appears to have resulted from an existing waste management facility at Bankhall Lane, Liverpool with significant impact to land.	There were 6 environmental pollution incidents, 1 appears to have resulted from a metal recycling facility at Reginald Road, St.Helens causing significant impact to air (understood to have been a fly infestation related to tins cans containing food residues).

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009-10	Position in 2013-14	Position in 2014-15
SA4	Human	4, 9	SO1, SO6	Number and type of fly tipping events	Yes – Single data list 082-01	Currently being updated, though the figures will not be directly comparable as Liverpool has now adopted the reporting process used by the rest of the country.	See indicator Single data list 082-01	See indicator Single data list 082-01
SA5	Human	5	SO6	Number and type of reported accidents involving staff of, or visitors to, waste management facilities	No	No formal data source currently. There were 2 fatal accidents involving 3 deaths of contractors working at the Sonae wood reprocessing facility in Kirkby in early 2011.	A flue gas treatment plant incident at Ineos Chlor / Viridor's EfW plant, Runcorn led to 1 worker being hospitalised. 22 others were sent to A&E as a precaution. 1 man injured at Spotmix Ltd, Bootle.	None.
SA6	Water Resources	10	SO6	Water quality (chemical & biological) classification of rivers, canals, estuaries and coastal waters impacted by waste developments (within 250m)	No	As before although comparison is complicated by changes to the way the EA displays the data.	1 site at Mathieson Road, Widnes is within 250m of a Main River, Stewards Brook. Ecology status: poor and chemical status: good.	1 site at North Perimeter Road, Knowsley Industrial Park is approximately 60m from a Main River (Simonswood Brook). Ecological status: moderate and chemical status: fail.

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009-10	Position in 2013-14	Position in 2014-15
SA7	Land and Soil	11	SO6, SO7	Area of grade 1, 2 and 3a agricultural land taken by new waste development	No	None	None	None
SA8	Land and Soil	11, 12	SO6, SO7	Proportion of new waste development on previously developed, derelict or under-utilised land	No	10 recent facilities have been built on brownfield sites or result from intensification of existing waste uses. The other is a landfill site which will backfill a sandstone quarry.	All 7 new consented waste applications are on previously developed, derelict or under-utilised land. 1 site is on previously developed land in the Green Belt.	1 site at Johnson's Lane, Widnes on 2.6ha of previously developed land. Site at Perimeter Road North on Greenfield land allocated for waste and industrial uses.
SA9	Air Quality	9, 13	SO6, SO8	Number of new waste management facilities located within Air Quality Management Areas	No	None	1 new site at Cheadle Avenue, Old Swan is within the Liverpool City AQMA. This AQMA covers the whole District area.	None
SA10	Climate Change	14	SO6, SO7	Number of new waste management facilities situated in high flood risk areas	No	1 new facility at Widnes has <1% of its area in Flood Risk Zone 3 but the site has been subject to a site-level risk assessment as part of the permitting process.	<0.00ha of 1 site at Mathieson Road, Widnes is in Flood Zone 3 (Stewards Brook)	None
SA11	Climate Change	13, 15	SO6, SO8	Estimated greenhouse gas emissions from the waste	Yes – Single data	No new information collected.	See indicator Single data list 067-01	See indicator Single data list 067-01

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009-10	Position in 2013-14	Position in 2014-15
				sector	list 067-01			
SA12	Climate Change	4, 9, 15	SO6, SO8	Emissions of landfill gas from landfill sites	No	No information source currently.	4 landfill sites releasing methane. In 2013, 1400 tonnes released which is a 51% reduction on 2008 releases.	1 landfill site releasing methane. In 2014, 894000kg (894 tonnes) released.
SA13	Climate Change	15, 20, 22, 24	SO3, SO4	Quantity of renewable and alternative energy generated from waste management activities	Yes – Single data list 024-12 AMR E-3	31MW – 3MW has been provided by additional landfill gas engines at Lyme & Wood Pits landfill.	See Single data list 024-12 AMR E-3	See Single data list 024-12 AMR E-3
SA14	Transport	16, 17	SO6, SO8	Proportion of waste transported other than by road by waste stream	Yes – Local Indicator WLP 5	Still not measured but again the quantity is believed to be extremely small.	See Local Indicator WLP 5	See Local Indicator WLP 5
SA15	Transport	9, 17	SO8	Number of new waste development sites for which a travel plan has been prepared	No	Required for 5 of the 8 new sites that have been Permitted.	5 of 7 consented waste facilities submitted a transport statement. 1 site had a HGV vehicle statement. The remaining site did not submit a plan.	2 of 3 new consented waste facilities submitted transport documents. 1 new consented facility submitted a Transport Assessment and the other site submitted a brief traffic statement
SA16	Historic Environment	9, 18	SO6	Number of new waste facilities located within 1km of scheduled monuments, registered parks and	No	World Heritage Site (WHS): no further sites Scheduled Ancient	WHS: no further sites SAM: 1 site at Burtonhead Road,	None

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009-10	Position in 2013-14	Position in 2014-15
				gardens and other major heritage or cultural assets		Monument (SAM): no further sites Registered Parks and Gardens: 3 more within 1km; 4 more within 2km Position in 2007/08: 30 within 1km of the WHS (42 within 2kms); 20 within 1 km of a SAM (63 within 2km); 34 within 1km of park/garden (105 within 2km)	St.Helens within 1km Registered Parks and Gardens: 1 site at Cheadle Avenue, Old Swan within 1km Listed buildings: 4 sites at Cheadle Avenue, Burtonhead Road, Mathieson Road and Link Road, Huyton within 1km	
SA17	Landscape and Townscape	9, 19	SO6	Area of publicly accessible open space and green space permanently lost as a result of new waste management facilities	No	None of the new permissions has taken designated open or greenspace. Several will result in improvement of under-utilised (and in some cases, contaminated) land	None	None
SA18	Landscape and Townscape	19	SO6	Number of new waste development in areas of designated landscape value (including Green Belt)	No	1 Green Belt site – this is an open windrow composting facility which is appropriate development in such	1 site on an industrial estate within the Green Belt (Moss Bank Industrial Estate, Rainford)	No new waste management sites within areas of designated landscape value (including Green

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009-10	Position in 2013-14	Position in 2014-15
						a location 20 existing sites – no new facilities (Position in 2007/08)		Belt)
SA19	Sustainable Waste Management	20, 21, 22	SO1, SO2, SO3	Total annual volume of waste generated by waste stream	Yes – Single data list 082-01 and 082-02	MSW – 836,000te C&I – 1,110,000te (estimate) CD&E – 2,300,000te (estimate) Hazardous – 160,000te	Merseyside and Halton Waste Partnership Annual Report 2013: LACW – 696,432 ²¹ tonnes (2.4% reduction from 2011/12) Needs Assessment 2011 (pessimistic estimates 2015): C&I – 999,000 tonnes CD&E – 2.23 million tonnes Hazardous – 154,000 tonnes	Merseyside and Halton Waste Partnership Annual Report no longer published. Data obtained from Defra ENV18 - Local authority collected waste: annual results tables 2013-14. LACW – 606,133 Needs Assessment 2011 (pessimistic estimates 2015): C&I – 999,000 tonnes CD&E – 2.23 million tonnes Hazardous – 154,000 tonnes

²¹ Total household waste arisings before recycling or treatment

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009-10	Position in 2013-14	Position in 2014-15
SA20	Sustainable Waste Management	20	SO6, SO7, SO8	Municipal waste collected per household	No	Merseyside and Halton Waste Partnership Annual Report 2011/12: 2010/11 data: Merseyside – 693kg Halton – 682kg	Merseyside and Halton Waste Partnership Annual Report 2013: Merseyside – 645kg (1.5% reduction from 2011/12 and 6.9% from 2010/11) Halton – 631kg (0.78% reduction from 2011/12 and 7.5% from 2010/11)	Merseyside and Halton Waste Partnership Annual Report no longer published. Data from Joint Recycling and Waste Management Strategy: Environmental Monitoring and Report 2013-14 (Strategic Aim 2) reports on all household waste arisings (rather than just residual waste as shown in the Waste Partnership Annual Report). Total amount of waste arisings in Merseyside – 996kg/hh/yr
SA21	Sustainable Waste Management	20, 22	SO1, SO2, SO3, SO8	Volume and % of waste disposed to landfill by waste stream	Yes – Single data list 082-03	MSW – 65% C&I – 38% CD&E – 34% Hazardous - 23%	Merseyside and Halton Waste Partnership Annual Report 2013: LACW – 416,699 tonnes (59.8%) Needs Assessment 2011 (pessimistic)	Merseyside and Halton Waste Partnership Annual Report no longer published. Joint Recycling and Waste Management Strategy: Environmental Monitoring and Report 2013-14 (Strategic Aim

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009-10	Position in 2013-14	Position in 2014-15
							estimates 2015): C&I – 185,000 tonnes (18.5%). CD&E – 333,000 tonnes (15%). Hazardous arisings – 15,000 tonnes (10%).	3): LACW – 392,624 tonnes (64.8%) Needs Assessment 2011 (pessimistic estimates 2015): C&I – 185,000 tonnes (18.5%). CD&E – 333,000 tonnes (15%). Hazardous arisings – 15,000 tonnes (10%).
SA22	Sustainable Waste Management	20, 21, 22	SO2, SO3, SO4, SO5	Volume and % of waste recycled/composted by waste stream and by method of disposal	Yes – Single data list 082-02 and 082-03	MSW – 35% C&I – 59% CD&E – 66% Hazardous – 44%	Merseyside and Halton Waste Partnership Annual Report 2013: LACW – 252,771 tonnes (36.3%) Needs Assessment 2011 (pessimistic estimates 2015): Commercial – 421,000 tonnes (60%) recycled; 52,000 tonnes	Merseyside and Halton Waste Partnership Annual Report no longer published. LACW - see Single data list 082-02 and 082-03 Needs Assessment 2011 (pessimistic estimates 2015): Commercial – 421,000 tonnes (60%) recycled;

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009-10	Position in 2013-14	Position in 2014-15
							<p>(7.4%) C&I waste available for composting.</p> <p>Industrial – 191,000 tonnes (65%) recycled.</p> <p>CD&E – 1.48 million tonnes (67%) re-used on site or recycled.</p> <p>Hazardous – 139,000 tonnes (90%) recycled/treated</p>	<p>52,000 tonnes (7.4%) C&I waste available for composting.</p> <p>Industrial – 191,000 tonnes (65%) recycled.</p> <p>CD&E – 1.48 million tonnes (67%) re-used on site or recycled.</p> <p>Hazardous – 139,000 tonnes (90%) recycled/treated</p>
SA23	Sustainable Waste Management	16, 17, 20, 22, 27	SO1, SO2, SO3, SO6, SO8	Percentage of the four main waste streams which are managed outside Merseyside and Halton	No	<p>MSW – 65%</p> <p>Position in 2007/2008</p> <p>C&I: approx. 65% (estimate)</p> <p>CD&E: not known but likely to be small</p> <p>Hazardous: 75% (2007 data)</p>	<p>Merseyside and Halton Waste Partnership Annual Report 2013:</p> <p>LACW: 58.1% residual waste sent to landfill outside of Plan Area</p> <p>Based on WDI 2013</p>	<p>Merseyside and Halton Waste Partnership Annual Report no longer published. Joint Recycling and Waste Management Strategy: Environmental Monitoring and Report 2013-14 (Strategic Aim 3):</p> <p>LACW – 64.8%</p>

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009-10	Position in 2013-14	Position in 2014-15
							waste removed data: C&I – 60-71% ²² CD&E – 60-64% ²³ Based on HWDI 2013 data: Hazardous – 77%	residual waste sent to landfill outside of Plan Area Based on WDI 2014 waste removed data: C&I – 63-67% ²⁴ CD&E – 51-51.5% ²⁵ Based on HWDI 2014 data: Hazardous – 78%
SA24	Sustainable Use of Resources	22, 24	SO7, SO8	Number of waste facilities using renewable or recovered energy	Yes – Single data list 024-12 AMRE-3	One, which also provides heat to an adjoining logistics facility.	See Single data list 024-12 AMRE-3.	See Single data list 024-12 AMRE-3.
SA25	Sustainable Use of Resources	23	SO7, SO8	Proportion of new development meeting appropriate standards (BREEAM)	Yes – Local Indicator WLP 4	BREEAM – 4 out of 7.	See Local Indicator WLP 4.	See Local Indicator WLP 4.
SA26	Sustainable Economic	20,	SO1	Waste planning applications	Yes – Single data	Recycling / composting: 6	See Single data list	See Single data list

²² Range presented to account for significant not codeable (i.e. where destination is unknown) fraction of C&I waste stream. 50% of this waste is exported outside of the UK for recovery, including significant amounts of ferrous materials from Metal Recycling Facilities

²³ Range derived from inert waste removed category (min) and EWC chapter 17 CD&E waste (max)

²⁴ Range presented to account for significant not codeable (i.e. where destination is unknown) fraction of C&I waste stream. 48% of this waste is exported outside of the UK for recovery, including significant amounts of ferrous materials from Metal Recycling Facilities

²⁵ Range derived from inert waste removed category (min) and EWC chapter 17 CD&E waste (max)

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009-10	Position in 2013-14	Position in 2014-15
	Growth	22		submitted by type and position in the waste hierarchy	list 024-015 AMR W-1	Recovery: 4 (but note comment in the cell above) Disposal: 1	024-015 AMR W-1.	024-015 AMR W-1.
SA27	Sustainable Economic Growth	20, 25	SO1	EA Environmental Permits for waste management issued	Yes – Single data list 024-015 AMR W-1	Not possible to measure at present but assumed be same as above.	See Single data list 024-015 AMR W-1 (WFD Article 28 requirements)	See Single data list 024-015 AMR W-1 (WFD Article 28 requirements)
SA28	Employment	26, 29, 30	SO4	Number and type of personnel employed in waste management sector (new facilities) in Merseyside classified according to waste hierarchy	No	No data source identified at present.	Prevention: 0 Preparing for re-use: 7 Recycling: 72 Other Recovery: 15 Disposal: 0	Prevention: 0 Preparing for re-use/Recycling: 9 full time 1 part time operational jobs Other Recovery: 0 Disposal: 0
SA29	Landscape and Townscape	9, 18	SO6	Number of waste management facilities located within 250m of conservation areas	No	None of the new permissions is within this distance of a conservation area	No new waste facilities within 250m of conservation areas. HWRC at Cheadle Avenue, Liverpool 260m from a conservation area.	No new waste facilities are within 250m of conservation areas.

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009-10	Position in 2013-14	Position in 2014-15
SA30	Sustainable Use of Resources	22, 24	SO1, SO3, SO7, SO8	Number of existing renewable energy and energy recovery schemes (by type) in the waste sector and quantity of electricity generated from each	Yes – Single data list 024-12 AMRE-3	2007/08: None operational yet but consented generating capacity is 163MW of which 150MW will be eligible for Renewables Obligation Credits	See Single data list 024-12 AMRE-3.	See Single data list 024-12 AMRE-3.

7 Duty to Cooperate

Duty to Cooperate: minerals and waste movement requests

201. The Duty to Cooperate was introduced by the Localism Act 2011 (Section 33A), and amends the Planning and Compulsory Purchase Act 2004. It places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Marine Plan preparation in the context of strategic cross boundary matters²⁶. This section provides important evidence to assist the Districts in meeting their Duty to Cooperate responsibilities as set out in the draft Liverpool City Region Statement of Cooperation on Local Planning document (July 2015).

202. MEAS on behalf of the 6 WLP partner Districts respond to Duty to Cooperate requests from local authorities across England on all waste planning matters. Typically these requests are associated with Waste Local Plans and evidence base especially waste capacity and waste movements into and out of the Plan Area.

203. Between April 2014 and March 2015, the partner Districts have been consulted and responded to 6 Duty to Cooperate requests on waste movements from:

- Bradford Council;
- Leicestershire County Council;
- North Yorkshire County Council (including City of York Council and North York Moors National Park Authority);
- North Tyneside Council;
- Thurrock Council; and
- Oxfordshire County Council.

204. In some cases waste movements were above strategic thresholds for hazardous and non-hazardous waste. However, they were not sufficiently large to have a strategic impact on Merseyside and Halton in terms of waste capacity, transport, amenity, evidence base and forecast need.

Net self-sufficiency

205. In terms of overall waste movements to and from Merseyside and Halton Table 21 shows a steady increase in the amount of waste received into the Plan Area between 2012 and 2014.

206. Tonnages of waste exported from the Plan Area are also up by approx. 0.5 million tonnes in 2014. Analysis shows that this sharp increase includes

²⁶ <http://planningguidance.planningportal.gov.uk/blog/guidance/duty-to-cooperate/what-is-the-duty-to-cooperate-and-what-does-it-require/>

271,000 tonnes of ferrous materials which were exported outside of the UK, and an increase of 84,000 tonnes of 'WPA Not Codeable' waste recorded as being sent to the Cheshire sub-region. An additional 40,500 tonnes of waste was also sent for treatment and recovery in Warrington in 2014.

Table 21: WLP net self-sufficiency (million tonnes)

Waste Stream	2012	2013	2014
All waste streams (LACW, C&I, CD&E, Hazardous) exported (removed)	1395	1434	1964
All waste streams (LACW, C&I, CD&E, Hazardous) imported (received)	1373	1578	1584

Data source: Environment Agency Waste Data Interrogator 2013 (excludes Merseyside and Halton and movements that are classed as "WPA Not Codeable (Not Codeable)" which are waste movements where neither a WPA, sub region or region origin/destination are assigned)

207. These figures should be considered with regard to their limitations (Section 3 refers) but nevertheless provide a good overview of waste movements at a strategic level and provides clear evidence that the waste management industry operates across administration boundaries.
208. Trends in the movement of waste across the Plan Area administrative boundary will be used to inform the scope of any review of the WLP including the evidence base.

North West Waste Network

209. The North West Waste Network (NWWN) was formed following the cessation of the North West Regional Technical Advisory Board (RTAB) in 2012. The NWWN is a voluntary group of representative Waste Planning Authority Officers from across North West England, and MEAS represents the WLP partner Districts at this group.
210. The aim of the NWWN is to provide (in the absence of Technical Advisory Boards, previously established under Annex D of Planning Policy Statement 10) Waste Planning Authorities and the Environment Agency with a mechanism to engage with a body of technical expertise in waste planning that can discuss and advise on the implications of waste planning policy and guidance and assist with awareness raising and sharing best practice on waste planning issues²⁷.

²⁷ North West Waste Network *Terms of Reference 14052014*
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211. An important role of the Network is to facilitate members working together to assist in meeting the requirement of the Duty to Cooperate provisions in the Localism Act in respect of waste matters.
212. During the current monitoring period the NWWN met twice and liaised via email update once. No significant cross boundary waste issues regarding Merseyside and Halton were raised. The Network typically meets three times per year and any Duty to Cooperate issues will therefore continue to be monitored through this process.

Consultation responses on neighbouring authorities plans

213. In December 2014 MEAS on behalf of the partner Districts submitted a consultation response to Lancashire County Council's Minerals and Waste Local Plan Review. Our response addressed the Local Waste Assessment and Revised Statement of Community Involvement.
214. For example, we agreed with assumptions on permitted capacity made by the County Council. We also made suggestions to facilitate growth scenarios used to assess Lancashire's waste needs.
215. Our response also highlighted the impending closure of Lyme and Wood Pits landfill in June 2016. This facility is the last non-hazardous landfill in Merseyside and Halton and following its closure there will be a shortfall in available residual waste capacity. It is likely that waste sent to this landfill site will be diverted to treatment facilities in Merseyside and Halton, or potentially landfill and/or treatment facilities within Adjoining Authorities such as Lancashire. This will be dictated by commercial waste contracts.
216. The National Planning Policy for Waste (NPPW) states that in preparing Waste Local Plans Authorities should work collaboratively and take account of waste arisings across neighbouring waste planning authority areas and consider the need for additional waste management capacity of more than local significance. This approach was taken by the Joint Merseyside and Halton WLP which adopted a net self-sufficiency strategy that acknowledges waste as a cross boundary issue, and the fact that facilities in the Plan Area manage waste from outside of our sub-region.

Consultation responses on waste applications in neighbouring authorities

217. During 2014-15, a watching brief was maintained on strategic waste applications which are going through planning appeal process and have cross-boundary implications for the Plan Area. This included Arpley landfill in Warrington and Whitemoss landfill in West Lancashire.

8 Data sources and reference list

- Ricardo-AEA for DECC (2012) *Local and Regional CO2 Emissions Estimates for 2005-2012*
<https://www.gov.uk/government/publications/local-authority-emissions-estimates>
- Environment Agency (2015) *Environmental Permitting Regulations – Waste Sites* <http://www.geostore.com/environment-agency/WebStore>
- Environment Agency (2015) *Environmental Pollution Incidents*
<http://www.geostore.com/environment-agency/WebStore>
- Environment Agency (2015) *Flood Map*
<http://www.geostore.com/environment-agency/WebStore>
- Environment Agency (2014) *Hazardous Waste Data Interrogator*
<http://www.geostore.com/environment-agency/WebStore>
- Environment Agency (2015) *Main Rivers*
<http://www.geostore.com/environment-agency/WebStore>
- Environment Agency (2014) *Pollution Inventory* available on request
- Environment Agency (2014) *Waste Data Interrogator*
<http://www.geostore.com/environment-agency/WebStore>
- ENVIROS for Defra (2015) *WasteDataFlow* <http://www.wastedataflow.org/>
- Eunomia (2014) *Recycling Carbon Index Tool*
<http://www.eunomia.co.uk/carbonindex/>
- Merseyside and Halton Local Planning Authorities *Air Quality Management Areas*
- Merseyside and Halton Local Planning Authorities (2013-14) *Greenhouse Gas Emissions report*
- Merseyside and Halton Local Planning Authorities (various) *Unitary Development Plan Proposals Maps*
- Merseyside and Halton Local Planning Authorities (2011/13) *National Land Use Database*
- MEAS (2015) *Historic Environment Record*
- MEAS (2015) *Development Management planning lists*
- MEAS (2015) *Waste Local Plan sites database*
- Merseyside and Halton Waste Partnership (2013) *Annual Report*
- Merseyside Recycling and Waste Authority (2015) *Summary of District Kerbside Collection Systems and Policy Changes*
- Natural England (2015) *GIS Digital Boundary Datasets*
http://www.gis.naturalengland.org.uk/pubs/gis/GIS_register.asp
- Veolia ES Ltd (2015) *Carbon Modelling and HWRC performance figures*
<http://www.veolia.co.uk/merseyside-and-halton/veolia-merseyside/veolia/performance-figures>

9 Appendices

Appendix A: Annual capacity of waste management facilities

218. The table template below is derived from DCLG's Planning Practice Guidance for Waste²⁸ and is populated using the Environment Agency's Environmental Permitting Regulations – Waste Sites data (July 2015)²⁹ and Waste Data Interrogator 2014.

219. Locations of consented and permitted sites are shown on Figure 2. End dates of facilities are generally unknown and planned (consented) capacity is reported under Single data list indicator 024-15 AMR W-1.

Type of waste site	Current Permitted capacity / throughput (tonnes per annum)	Planned capacity (with approx. start date)	Remaining Permitted capacity (if appropriate)	End date (if appropriate)
Recycling				
Composting	85207	See Single data list indicator 024-15 AMR W-1	60676	Unknown
Household Waste Recycling Sites	454998		274404	
Transfer stations (where recycling takes place)	4892836		3471945	
Materials Recycling Facilities	647078		501198	
Construction and Demolition waste recycling	1480408		1099267	
Tyre Recycling	Unknown		Unknown	
Total	7560527		5407490	
Recovery				
Metal Recycling and End of Life Vehicle Facilities	5211291	See Single data list indicator 024-15 AMR W-1	3710431	Unknown
Mechanical Biological Treatment (with Anaerobic Digestion)	0		0	
Anaerobic digestion	90000		Unknown	
Thermal Treatment (Energy recovery)	946000		626000*	
Clinical Waste Transfer and	99174		92732	

²⁸ <http://planningguidance.planningportal.gov.uk/blog/guidance/waste/annex-2-annual-capacity-of-waste-management-facilities/>

²⁹ http://www.geostore.com/environment-agency/WebStore?xml=staticweb/xml/dataLayers_EPRWS.xml

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Type of waste site	Current Permitted capacity / throughput (tonnes per annum)	Planned capacity (with approx. start date)	Remaining Permitted capacity (if appropriate)	End date (if appropriate)
Treatment				
Soil Treatment	150000		Unknown	
Total	6496465		4454163	
Disposal				
Incineration (without energy recovery)	417	See Single data list indicator 024-15 AMR W-1	0	Unknown
Landfill site	553750		265454	Lyme and Wood Pit LF closes June 2016 with loss of 202500tpa
Total	554167		265454	

Source: Environment Agency, Environmental Permit Regulations – Waste Sites data (July 2015), Merseyside Recycling and Waste Authority and Waste Data Interrogator 2014

*Remaining permitted capacity once Greater Manchester WDA, and Halton and Merseyside WDA interim contracts have been deducted