



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

**Wednesday, 24 June 2015 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 Zygadlo	Labour

*Please contact Gill Ferguson on 0151 511 8059 or e-mail gill.ferguson@halton.gov.uk for further information.
The next meeting of the Board is on Wednesday, 9 September 2015*

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

Part I

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	Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary interests, to leave the meeting during any discussion or voting on the item.	
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In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.

REPORT TO: Environment and Urban Renewal Policy & Performance Board

DATE: 24th June 2015

REPORTING OFFICER: Strategic Director, Policy 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: 24th June 2015

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 – 12 March 2015

PHYSICAL ENVIRONMENT PORTFOLIO

EXB144 HALTON YMCA – DIRECT AWARD OF CONTRACT FOR HOUSING SUPPORT

The Board considered a report of the Strategic Director, Communities, which sought approval to grant a Direct Award of a contract to deliver housing support services at Halton YMCA.

The Board was advised that the current contract, awarded in April 2012 for the provision of housing support services to residents at Halton Lodge YMCA, was now in its final year. Following a scrutiny review of homelessness services in 2012, it was noted that a number of service users appeared not to either need or use the level of support on offer. It was reported that vacancy levels averaged around 50% during the last six months, which had led to the service becoming economically unviable.

A new service model which provided a lasting solution had been negotiated with YMCA, whilst at the same time, a partnership arrangement had been developed with Fylde YMCA, as detailed in the report. It was further reported that the Direct Award of a further one year contract to YMCA would result in the Council achieving savings and provide an opportunity to test the effectiveness of the new service model with the existing provider.

RESOLVED: That

- 1) to ensure the stability and continuity of the service, the Board support the grant of a Direct Award to Halton YMCA for the delivery of Housing Support Services from 1 April 2015 to 31 March 2016;
- 2) the proposed changes to the service specification be noted; and
- 3) the financial efficiencies to be secured through this course of action be noted.

Strategic Director
- Communities

EXB145 ADVERTISING SCREEN - THE HIVE

The Board considered a report of the Strategic Director, Children and Enterprise, on a proposal to locate an LED advertising screen on land at The Hive, Widnes.

The Board was advised that the screen would offer the opportunity to advertise upcoming events at The Hive, as well as being available to the Council and third parties to advertise. Details of the business case were set out in the report.

It was noted that Silver Blades (Ice Rink) had agreed to fund half of the capital cost, with the Council being asked to provide funding for the remaining amount of £50,000. In return, the Council would have advertising rights of 10 minutes per day which could be used to support local events, inform the public of council services or support advertising from third parties. This would generate income for the Council after operating costs had been deducted.

RESOLVED: That

- 1) the location of an LED advertising screen on land at The Hive, Widnes, in partnership with Silver Blades (Ice Rink) be supported on the terms set out in the report;
- 2) a grant to Silver Blades (Ice Rink), as set out in Section 4 of the report, to be funded from the Council's share of advertising income, be approved; and
- 3) detailed terms and conditions, including any permissions required, be agreed with the operational Director, Legal and Democratic Services, and the Operational Director, Finance, in consultation with the Portfolio holder and the Leader.

Strategic Director
- Children and
Enterprise

TRANSPORTATION PORTFOLIO

EXB146 PARTIAL REVOCATION OF EXISTING WAITING & LOADING RESTRICTIONS SCHOOL WAY, WIDNES

The Board considered a report of the Strategic Director, Policy and Resources, on the partial revocation of existing Waiting and Loading Restrictions at School Way, Widnes.

The Board was advised that, at the request of residents and local Councillors and to address parking congestion and associated safety concerns adjacent to Moorfield Primary School, in 2011 various waiting and loading restrictions were introduced on the full length of School Way and the area of its junction with Whalley Grove and Nursery Close. It was reported that all frontage properties were consulted directly on the proposals and no objections were received.

Since the introduction of the restrictions, there had been repeated contacts with adjacent residents and their Ward Councillors requesting minor alterations to the restrictions to permit a degree of local parking. Subsequently, three experimental 'gaps' in the restrictions were introduced.

Members were advised that following the advertisement of the proposal to revoke limited parts of a Traffic Regulation Order relating to School Way, 10 objections were received, details of which were outlined in the report.

In view of the responses it was recommended that just one 'gap' be retained and formalised, that being the one on the south side of School Way adjacent to No 1. School Way. It was also recommended that Cheshire Constabulary be contacted with a view to greater priority being given to this location.

Members were advised that the report had been considered by the Environment and Urban Renewal Policy and Performance Board at its meeting on 28 January 2015, which supported the recommendation.

RESOLVED: That the Board approves the introduction of a Traffic Regulation Order to revoke part of both the Halton Borough Council (Various Roads, Widnes) (Prohibition of Waiting) Order 2011 and the Halton Borough Council (Various Roads, Widnes) (No Loading) Order 2011 relating to School Way, Widnes as in Appendix D and that

Strategic Director
- Policy &
Resources

objectors be notified accordingly.

Executive Board – 26th March 2015

EXB156 STREET LIGHTING ENERGY PROCUREMENT

The Board considered a report of the Strategic Director, Policy and Resources, on street lighting energy procurement arrangements.

The Board was advised that since October 2001, the Council's un-metered electricity supply had been procured through Utilities Procurement Group (UPG), a public sector energy procurement specialist. The current contract with Haven Power had already been extended and would expire on 31 March 2015. Tenders were therefore invited on the Council's behalf by UPG, the details of which were set out in the report for information.

Members were advised that the street lighting energy contract needed to be accepted within a very short timescale, due to the rapid changes in prices charged for electricity. Often offers were withdrawn at short notice, hence the need to waive Procurement Standing Orders to enable the offer to be accepted in this instance.

RESOLVED: That

- 1) the new supply contract for un-metered electricity with British Gas be endorsed;
- 2) the waiver of Procurement Standing Orders 2.2 and 2.11 for the purchase of un-metered electricity be endorsed;
- 3) it be recorded that the expenditure is anticipated to be in excess of £1.0 million per annum; and
- 4) Utilities Procurement Group (UPG) continue to be used to manage our street lighting energy provision.

Strategic Director
- Policy &
Resources

EXB157 HALTON LOCAL FLOOD RISK MANAGEMENT STRATEGY

The Board considered a report of the Strategic Director, Policy and Resources, on the development of Halton's Local Flood Risk Management Strategy (LFRMS).

The Board was advised that the LFRMS was a statutory document required under the Flood and Water Management Act 2010. The Strategy had been prepared in accordance with informal guidance published by the Local Government Association and using a common template that had been developed and agreed in conjunction with our neighbouring LLFA members of the Cheshire Mid-Mersey Regional Sub Group, to ensure a consistent approach to flood risk management across the sub-regional catchment areas. A copy of the Strategy document was attached at Appendix 1.

The LFRMS brought together information from a number of other sources, as detailed in the report and provided a coherent plan to demonstrate Halton's work with partners to manage flood risk.

It was noted that the draft LFRMS had been considered by the Environment and Urban Renewal Policy and Performance Board at its meeting on 28 January 2015.

RESOLVED: That the Local Flood Risk Management Strategy for Halton be approved and adopted in accordance with the Flood and Water Management Act 2010 Section 9.

Strategic Director
- Policy &
Resources

TRANSPORTATION PORTFOLIO AND RESOURCES PORTFOLIO

EXB158 INVEST TO SAVE PROPOSAL - STREET LIGHTING

The Board considered a report of the Strategic Director, Policy and Resources, on the findings of a Street Lighting Asset review and to seek approval of funding for an Invest to Save proposal.

The Board was advised that Halton currently had 19,000 street lights which operated with traditional high sodium lanterns. These need replacing after 4-5 years which incurred additional costs to the highways budget. It was reported that approximately 2000 lanterns had already been switched to LED's (light emitting diode) units, mainly in residential areas.

The key benefits were noted as a reduction in energy costs, increased reliability and longevity and enabling the Council to meet its commitments on sustainable practices and reducing carbon emissions.

The report set out an analysis and assessment of three options for conversion of the Borough's street lighting to LED units, as follows:

- A bulk change of residential lights only;
- A bulk change of main roads and through routes only; and
- A bulk change of both residential and main roads and through routes.

Members noted that a risk assessment had been undertaken, as detailed in the report. A number of methods of funding the upfront investment costs had also been considered.

RESOLVED: That

- 1) a programme of work to replace the current conventional street lighting with energy saving Light Emitting Diode (LED) Units be approved;
- 2) Council be recommended to include this £4.7m scheme within the 2015/16 Capital Programme, to be funded as outlined in the report;
- 3) the Strategic Director, Policy and Resources in consultation with the Operational Director, Finance, be authorised to determine the most financial advantageous method of financing the Conversion Programme; and
- 4) subject to resolution 3, the Strategic Director, Policy and Resources, in consultation with the Operational Director, Finance, and the relevant Portfolio holders, be authorised to seek prudential borrowing of up to £4.7m to cover the costs of the LED Conversion Programme.

Strategic
Director - Policy
& Resources

The Board considered:

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

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

PHYSICAL ENVIRONMENT PORTFOLIO AND RESOURCES PORTFOLIO

EXB166 DISPOSAL OF VARIOUS PARCELS OF LAND FOR RESIDENTIAL DEVELOPMENT - KEY DECISION

The Board considered a report of the Strategic Director, Children and Enterprise, which sought approval to dispose of various parcels of land for residential development.

The Board was advised that development on the parcels of land identified as Castlefields, Lakeside; Latham Avenue (Land adjacent to The Grange School); Land at Grangeway; and Land at The Ridgeway were all subject to

planning permission. The report contained detailed information on the proposed disposal and development of each location for Members' consideration.

Reason(s) for Decision

To dispose of surplus land at best value and to meet the housing requirements of the Borough. The do nothing option would mean that the sites remained unused for a further period of time, which would result in continued costs to the Council.

Alternative Options Considered and Rejected

Place the land on the open market for sale; in Officers' opinion negotiated transactions offered the best opportunity of influencing the development outcomes to support regeneration and housing policies.

Implementation Date

Transactions were subject to contract and anticipated completion dates were October 2015.

RESOLVED: That

- 1) the disposal of the various sites to the named developers, and on the terms as set out in the report and appendices, be approved subject to planning permission and subject to contract;
- 2) the Operational Director, Economy, Enterprise and Property, be authorised to arrange for all documentation to be completed to the satisfaction of the operational Director, Legal and Democratic Services; and
- 3) the Operational Director, Economy, Enterprise and Property, be authorised in consultation with the Portfolio holders for Physical Regeneration and for Resources, to agree any appropriate and reasonable variations to the land price which may arise from more detailed ground investigations or Planning.

Strategic Director
- Children and
Enterprise

PHYSICAL ENVIRONMENT PORTFOLIO

EXB171 MARKETING AND PROMOTIONAL ACTIVITIES IN RUNCORN AND WIDNES TOWN CENTRES

The Board considered a report of the Strategic Director, Children and Enterprise, which provided an update on existing and proposed Marketing and Promotions activity within Runcorn and Widnes Town Centres.

The Board was advised that in December 2014, the Department for Business, Innovation and Skills had commissioned and published a research paper entitled 'Policy implications of recent trends in the high street/retail sector'. This had been considered by the Environment and Urban Renewal Policy and Performance Board at its meeting on 25 March 2015.

It was reported that the research paper identified key trends impacting on the UK's high streets together with some recommendations which could be adapted to improve and sustain the vitality and vibrancy of Halton's town centres.

The report set out a summary of current and proposed marketing and promotions activities taking place in Widnes Markets, Runcorn Town Centre and Widnes Town Centre, for Members' information.

RESOLVED: That

- 1) the existing marketing and promotional activities in Runcorn and Widnes Town Centres be noted; and
- 2) the future proposals outlined in the report be approved.

TRANSPORTATION PORTFOLIO

EXB172 PASSENGER TRANSPORT TENDERS

The Board considered a report of the Strategic Director, Policy and Resources, which advised on the process for the open tender procedure for Passenger Transport Tenders.

The Board was advised that the Transport Co-

ordination Section was responsible for a complex range of passenger transport contracts and arrangements on behalf of the Children and the Economy and the Communities Directorates. The report set out the details of the tenders which would be advertised via The Chest, in compliance with Procurement Standing Orders.

RESOLVED: That the process of advertising transport tenders on behalf of the Children and the Economy Directorate and the Communities Directorate for services required from September 2015 be supported.

Strategic Director
- Policy &
Resources

Executive Board – 4th June 2015

TRANSPORTATION PORTFOLIO

EXB8 LIQUID FUEL CONTRACTS - SUPPLY OF DIESEL, KEROSENE AND GAS OIL

The Board considered a report of the Strategic Director, Policy and Resources, on a proposed tendering exercise for the supply of Liquid Fuel Contracts.

The Board was advised that currently, there were two liquid fuel contracts in place, which covered the supply of diesel kerosene and gas oil to Council sites having such requirements. These contracts were due to expire on 30 September 2015.

It was reported that Crown Commercial Services (CCS) was an executive agency sponsored by the Cabinet Office, providing commercial services to the public sector. It was proposed that Halton Borough Council join a procurement exercise undertaken by CCS for the provision of liquid fuels. It was noted that the value of these contracts was estimated to be £1.4m for a two year period commencing 1 October 2015, and that the new contracts would be procured in line with the Council's Procurement Standing Orders.

RESOLVED: That, in line with Procurement Standing Order 1.3.1, the inclusion of the Council in a new Crown Commercial Services procurement exercise for the supply of liquid fuels, be supported.

Strategic Director
- Policy &
Resources

EXB9 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

- (2) 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

EXB10 SCI-TECH DARESBUY - KEY DECISION

The Board considered a report of the Strategic Director, Children and the Economy, which provided an update on phase one of developments and investment at Sci-Tech, Daresbury.

The report provided an update for Members on the Sci-Tech Enterprise Zone, Daresbury, the Phase One Developments and Investments and Future Ambitions for

Sci-Tech, Daresbury. It also provided details on the new management organisation.

Reason(s) for Decision

The Council, as a partner in the Sci-Tech Joint Venture (JV), agreed to amend the JV partnership to include Langtree Land and Property Ltd. The Council entered into a loan agreement with Langtree.

Alternative Options Considered and Rejected

The Council had no direct influence over the changes to the Langtree companies. Therefore, on balance it accepted that this was the most appropriate mechanism to ensure that Sci-Tech was delivered.

Implementation Date

Both agreements were implemented in May using the delegated powers conferred to the Chief Executive.

RESOLVED: That

- 1) the work of the JV to date, be recognised;
- 2) the future ambitions of Sci-Tech be recognised;
and
- 3) the action taken by the Chief Executive, in consultation with the Leader and appropriate Portfolio holders under delegated powers, be noted.

Strategic Director
- Children and the
Economy

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	24 June 2014
REPORTING OFFICER:	Director of Public Health
PORTFOLIO:	Environmental Services
SUBJECT:	Report on Air Quality in Halton 2015
WARDS:	Borough Wide

1.0 PURPOSE OF THE REPORT

- 1.1 The report presents an overview of air quality in Halton. It presents a summary of national and local air quality monitoring, progress against national and European Air Quality legislation and provides a response to a petition for Air Monitors received by Halton Borough Council in March 2015.

2.0 RECOMMENDATION: That

- (1) the report be noted; and**
- (2) the recommendations contained within the report be submitted to Executive Board and it be recommended by this Board that those recommendations be supported.**

3.0 SUPPORTING INFORMATION

3.1 Overview

- 3.1.1 Halton Borough Council monitors air quality within the borough and complies with all Air Quality Objectives with the exception of Nitrogen Dioxide (for which the Council have declared 2 Air Quality Management Areas in two Widnes town centre locations where Nitrogen Dioxide, NO₂, objectives exceed air quality directive standards as a result of road traffic)
- 3.1.2 Air quality in Halton has improved significantly in recent decades. The proportion of deaths attributable to air pollution is similar to the national average, and considerably lower than many other areas of the country.
- 3.1.3 The Council is committed to improving air quality in Halton and will continue to do so through the development of a strategy and action plan.

3.2 Background

3.2.1 Halton Borough Council received a petition entitled “Request for the Council to Monitor the Air Quality for PM2.5 and other toxins” on 6th March 2015 with 5632 signatories.

3.2.2 The petition stated:

“Halton is a highly polluted area and our local authority have allowed a massive waste incinerator to be built. We have had a number of leaks already at the plant.

We want to protect the health of our children from these highly toxic contaminants, this can only be done by Monitoring the Air Quality for PM 2.5 and other toxins.

Our council to date has refused even though we are in an area that the British Government is being sued by the European Courts for failing comply with the European Directive on Air Quality”.

3.2.3 This report provides a response to this petition and identifies the facts around air quality and air quality monitoring in Halton within the national and international frameworks and identifies recommendations going forward.

3.2.4 The report looks at:

- Air Quality legislation
- National and local trends in air quality
- Monitoring results within Halton
- Health in Halton

3.3 Summary and conclusions of the report

3.3.1 Air quality in Halton is assessed and monitored regularly in order to comply with UK and EU Air Quality legislation and protect health. Air Quality objectives have been achieved in Halton for all currently legislated pollutants with the exception of Nitrogen Dioxide.

3.3.2 Halton has declared two Air Quality Management Areas, both of them in Widnes, where levels of NO₂ exceed the objective levels on more occasions than is permissible as part of the objective standards. The levels of NO₂ are higher in these two areas as a result of traffic activity through Town Centre roads. As a result of the declaration of Air Quality Management Areas, these areas are subject to additional measures and Halton Borough Council is working hard to ensure that the levels of NO₂ in these areas fall to within permitted levels as soon as possible. These activities include traffic flow alterations, alternative signage and promotion of active, none vehicular transport etc.

3.3.3 National and European Air Quality Objectives are determined at levels to protect health. As Halton meets all these criteria (except in designated AQMAs), the air quality cannot be considered to be at levels poor enough to affect health.

3.3.4 Halton experiences poorer levels of health than many other areas in the country. This however can be explained in the most part by lifestyle factors and the higher rates of less healthy lifestyles activities undertaken within Halton. The Council and local partners are continuing to address the factors which impact greatly on health including encouraging people to stop smoking, improving access to, and awareness of, healthy diets, access to weight management programmes, appropriate alcohol use, improvements in local amenities and encouraging more active lifestyles. The Council have a set of key Health and Wellbeing Priorities to improve the health of the population, and is actively engaged in improving life chances and making it easier for everyone to make healthier lifestyle choices by ensuring it works across all agencies to improve education, enhance employment opportunities, and provide healthy safe and thriving homes and communities.

3.3.5 Over 4600 people who live in Halton have signed a petition believing that the Council does not monitor air quality and that air quality in Halton is poor enough to affect health despite evidence being available that both of these assertions are incorrect.

3.4 Key recommendations made in the report

3.4.1 In order to address the issues raised in this report and ensure that air quality in Halton remains good and ultimately to improve health and wellbeing in Halton, the Council has identified a number of recommendations for future action:

- i Undertake a series of public engagement events to build a greater understanding of the concerns local people have regarding air quality in Halton and identify opportunities to build improved transparent relationships to ensure a clear way forward in all concerns.
- ii Develop an active multi agency Air Quality Forum (including lay representation) to enable issues and concerns can be raised and discussed in an open, engaged forum and facilitate agreement on actions and outcomes.
- iii Investigate further opportunities to limit emissions and reduce NO₂ in areas of potential high traffic activity around built up areas and achieve compliance with NO₂ Air Quality Objectives.

- iv Develop a full Air Quality Strategy, based on available local and national data and evidence to ensure that Halton is able to sustain recent improvements in Air Quality across the borough and proactively seek to remove the declaration of Air Quality Management Areas within the borough.

4.0 POLICY IMPLICATIONS

- 4.1 The Council is required to assess Air Quality under UK Air Quality Directives.
- 4.2 The Council will develop an Air Quality Strategy if recommendations in this report are agreed.

5.0 FINANCIAL IMPLICATIONS

- 5.1 There may be financial implications in undertaking the recommendations of these reports but these are not expected to be significant.
- 5.2 The issue of air quality and monitoring is one of public interest.

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

Ensuring the health and wellbeing of the population is a key priority. Protecting the health of Halton's population is a statutory responsibility for Public Health and the Council.

6.4 A Safer Halton

None.

6.5 Halton's Urban Renewal

Protecting the health of Halton's population is a statutory responsibility for Public Health and the Council. Ensuring good air quality is a key factor in assuring and protecting health.

7.0 RISK ANALYSIS

- 7.1 There is a risk that factually inaccurate information can cause unnecessary concern for residents, investors and visitors to the Borough. The purpose of the report is to present the facts around air quality in Halton to ensure a balanced view is achieved.

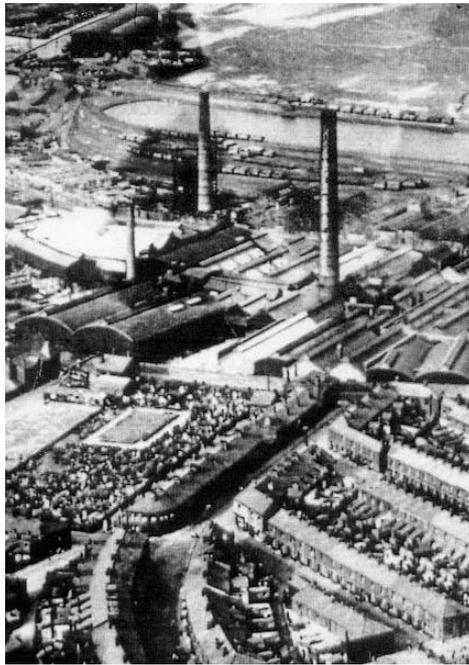
8.0 EQUALITY AND DIVERSITY ISSUES

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

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

None under the meaning of the act.

Report on Air Quality in Halton 2015



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Introduction

Halton Borough Council received a petition entitled “Request for the Council to Monitor the Air Quality for PM_{2.5} and other toxins” on 6th March 2015 with 5632 signatories.

The petition stated:

“Halton is a highly polluted area and our local authority have allowed a massive waste incinerator to be built. We have had a number of leaks already at the plant.

We want to protect the health of our children from these highly toxic contaminants, this can only be done by Monitoring the Air Quality for PM 2.5 and other toxins.

Our council to date has refused even though we are in an area that the British Government is being sued by the European Courts for failing comply with the European Directive on Air Quality”

This report represents a response to this petition and identifies the facts around air quality and air quality monitoring in Halton within the national and international frameworks and identifies recommendations going forward.

The report will look at:

- Air Quality legislation
- National and local trends in air quality
- Monitoring results within Halton
- Health in Halton

Background

There has been a perception from some members of the community for a number of years that Air Quality in Halton is poor and that this affects the health and wellbeing of people who live and work in Halton.

Poor air quality and pollutants in air can affect health and ensuring that the air we breathe is clean and does not cause harm to health is of local, national and international concern. There are a range of International, European and National Standards for air quality and requirements for monitoring of air quality to ensure compliance against these standards.

[What is air pollution?](#)

Air pollution is defined as a mixture of gases and particles that have been emitted into the atmosphere by man-made processes. Air pollution is a local, regional and international problem caused by the emission of pollutants, which either directly or through chemical reactions in the atmosphere lead to negative impacts on human health and ecosystems. There are many sources of air pollution, including power stations, traffic, household heating, agriculture and industrial processes.

[Health and air pollution](#)

Generally if you are in a good state of health, moderate air pollution levels are unlikely to have any lasting effects.. People with existing lung or heart disease are generally more susceptible to the effects of air pollution and are likely to see effects at lower concentrations. However, higher levels or long term exposure to air pollution can lead to more serious symptoms and conditions, mainly

affecting the respiratory and inflammatory systems, but also more serious conditions such as heart disease and cancer.

Specifically, chronic exposure to Particulate Matter (PM) contributes to the risk of developing cardiovascular diseases and lung cancer¹. Health effects of PM are caused after their inhalation and penetration into the lungs. The smaller the particles, the deeper they penetrate into the lungs. PM's mortality effects are therefore strongly associated with the smaller PM_{2.5} fraction, even though the coarser 2.5-10µm fraction known as PM₁₀ also has clear health and mortality impacts.

The Committee on the Medical Effects of Air Pollution (COMEAP) produced a report on the mortality effects of long term air pollution in 2010². The report estimated the number of deaths that may occur as a result of air pollution and concluded that based on 2008 levels of air pollution, 29,000 deaths in the UK per year may be attributed to air pollution equating to just over 5% of all deaths. A recent Public Health England report estimated that long term exposure to anthropogenic (man-made) fine particulate (PM_{2.5}) air pollution may contribute to 5.6% of deaths across England.³

Additional studies suggest that air pollution is estimated to reduce life expectancy of people in the UK by 6 months on average, which may cost the UK around £16 billion per year.

The National picture

DEFRA (Department for Environment, Food and Rural Affairs) are the responsible government body for ensuring the UK national and local obligations around air quality are met, a programme of air quality science and research to help develop and implement policies to improve air quality and to help assess the risks to people's health and to the environment, the concentrations of key pollutants are measured via a national network of monitoring sites, the Automatic Urban and Rural Network (AURN), which continuously captures ambient concentrations of selected pollutants throughout the UK.

Legislative frameworks

In the UK, actions taken to improve air quality are driven by the objectives set out in the 2007 Air Quality Strategy⁴ and by EU standards for air quality which are set into English law through the Air Quality Standards Regulations (England) 2010⁵ which transpose in to English Law the requirements of EU Directives on ambient air quality.

Other national policy directives include:

- Part IV of the Environment Act 1995 setting provisions for protecting air quality in the UK and for local air quality management⁶.
- Air Quality (England) Regulations 2000 setting national objectives for local authorities in England⁷.

¹ <http://www.eea.europa.eu/publications/air-quality-in-europe-2013>

² Committee on the Medical Effects of Air Pollution (COMEAP) 2010. Effects of Long-Term Exposure to Particulate Air Pollution in the United Kingdom. <https://www.gov.uk/government/publications/comeap-mortality-effects-of-long-term-exposure-to-particulate-air-pollution-in-the-uk>

³ Public Health England (PHE) 2015. Estimating Local Mortality Burdens Associated with Particulate Air Pollution.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/332854/PHE_CRCE_010.pdf

⁴ <https://www.gov.uk/government/publications/the-air-quality-strategy-for-england-scotland-wales-and-northern-ireland-volume-1>

⁵ <http://www.legislation.gov.uk/ukxi/2010/1001/contents/made>

⁶ <http://www.legislation.gov.uk/ukpga/1995/25/part/IV>

- The National Emission Ceilings Regulations 2002⁸ transpose into UK legislation the requirements of the EU Emissions Directives.

The European Union Directives include:

- the Ambient Air Quality Directive (2008/50/EC)⁹ and Directive 2004/107/EC,¹⁰ which set limits for concentrations of pollutants in outdoor air
- the EU National Emissions Ceilings Directive (2001/81/EC)¹¹, which sets limits on total annual emissions of important air pollutants for all member states to help reduce 'trans-boundary air pollution' (pollution that is generated in one country but has an effect in others)

Air Quality Objectives

The air quality objectives applicable to Local Air Quality Management (LAQM) in England are set out in the Air Quality (England) Regulations 2000 (SI 928), The Air Quality (England) (Amendment) Regulations 2002 (SI 3043), and are shown in Figure 1. This table shows the objectives in units of microgrammes per cubic metre ($\mu\text{g}/\text{m}^3$) or milligrammes per cubic metre, (mg/m^3) for carbon monoxide with the maximum number of permitted times, where applicable, this can be exceeded in each year (exceedences).

Figure 1 Air Quality Objectives included in Regulations for the purpose of LAQM in England

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
Benzene	16.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
	5.00 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2010
1,3-Butadiene	2.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
Carbon monoxide	10.0 mg/m^3	Running 8-hour mean	31.12.2003
Lead	0.5 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
	0.25 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2008
Nitrogen dioxide	200 $\mu\text{g}/\text{m}^3$ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2005
Particles (PM ₁₀) (gravimetric)	50 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004

⁷ <http://www.legislation.gov.uk/uksi/2000/928/contents/made>

⁸ <http://www.legislation.gov.uk/uksi/2002/3118/contents/made>

⁹ <http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:32008L0050>

¹⁰ <http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:32004L0107>

¹¹ <http://ec.europa.eu/environment/air/pollutants/ceilings.htm>

Sulphur dioxide	350 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005

[Integrated Pollution Prevention and Control \(IPPC\)](#)

IPPC was introduced by an EC directive. It is about minimising pollution from various point sources throughout the European Union. In England and Wales the Directive is implemented by the Pollution Prevention and Control Act and the Environmental Permitting (England and Wales) Regulations.

Certain Industrial Processes which have the potential to emit significant amounts of Pollution are required to have a Permit. The Permit sets conditions which will keep pollution emissions to a minimum. Permits are issued under the Pollution Prevention and Control Act 1999.

The Environmental Permitting Regulations gives details of the Installations that require Permits and explains the rules governing these Permits. The requirement to have a Permit depends on the type of industry and the amount of processing or the quantity of certain chemicals that are used. Permits are issued by:

- Part A1 Installations: The Environment Agency

A1 processes are the larger processes generally those activities which have greatest potential to cause pollution. The permit covers emissions to air, land and water (including sewers) as well as waste minimisation, efficient use of raw materials, energy usage and noise.

- Part A2 and Part B Installations: Local Authority

A2 and B Processes are generally processes which have less significant polluting capacity and covers only emissions to air.

Following the planning application process for an industrial site development where emissions may be produced, or in order to vary the type of processes that an existing industry can undertake, the site operator applies for a Permit detailing how polluting activities will be controlled. The permit will be considered by the Environment Agency for large scale installations and significant processes, such as the Energy from Waste Process operated by Viridor. If approved a permit will be issued with conditions, including emission limits and it is the responsibility of the regulator (the Environment Agency for A1 processes) to regularly inspect sites and review monitoring data to ensure compliance, and take action where operations are found not to comply.

As part of the IPPC requirements, the emissions from industrial processes are managed and assessed by both the operator and regulator to ensure that emissions that are released are within permitted limits. All IPPC permitted industrial operations in Halton are monitored, assessed and regulated as per the legislation.

[National trends in Air Quality](#)

There have been significant reductions in recent decades of emissions of air pollutants. There is however a very complex relationship between the amount of emissions of pollutants and ambient local air quality. Air quality is strongly affected by weather and atmospheric conditions; for example, the gas ozone (O₃) is an air pollutant but is not emitted directly as a result of manmade processes in significant quantities, but is created in the air through chemical reactions between other pollutants in sunlight, with more being created on hot, still, sunny days.

DEFRA released the most recent National Statistics Release: Air quality statistics in the UK, 1987 to 2014 on 23rd April 2015.¹² This statistical release covers annual average concentrations in the UK of two pollutants thought to have the greatest health impacts stated as:

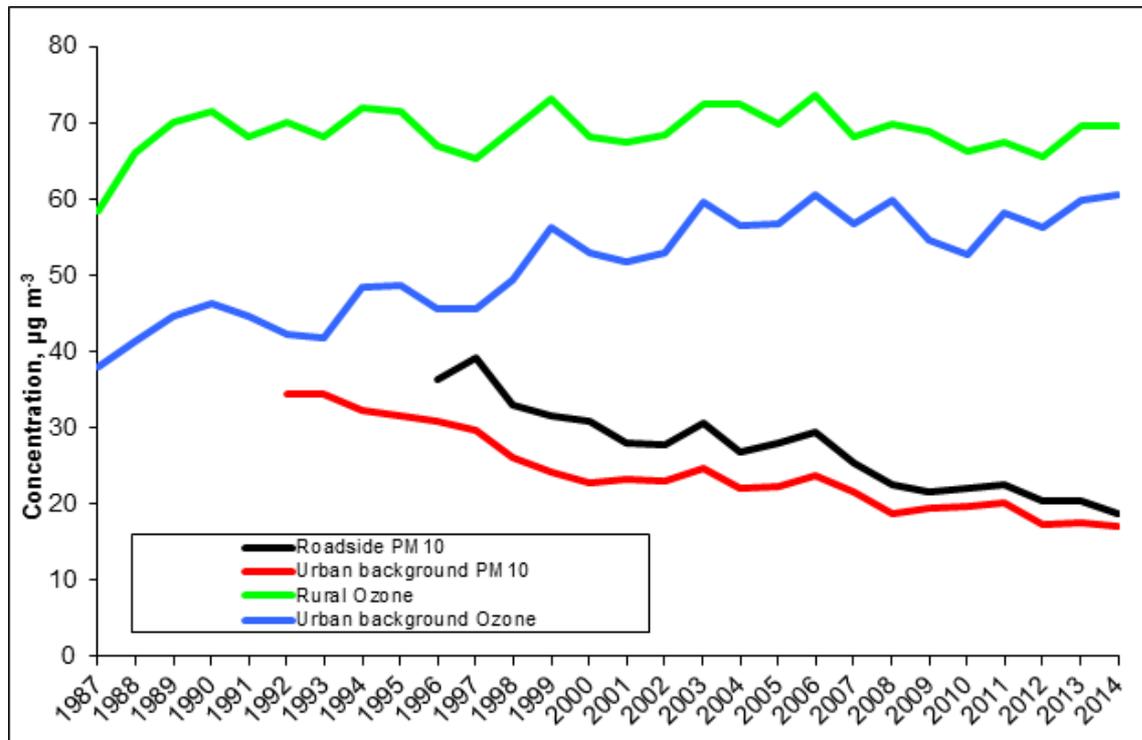
- Chronic exposure to particulate matter contributes to the risk of developing cardiovascular and respiratory diseases, and there is increasing evidence suggesting that long-term exposure to even low levels of Particulate matter may have a significant effect on health. The annual average concentrations for Particulate matter are considered a useful measure of overall exposure to Particulate matter at all concentrations.
- The gas ozone (O₃) can affect people's health and can damage, for example, wild plants, crops and forests. Higher levels of ground level ozone can cause breathing problems, trigger symptoms of asthma, reduce lung function and cause lung diseases. Several European studies have reported that current ozone concentrations in Europe have health effects, especially in the summer, and that daily mortality rises with increases in ozone exposure. The ozone concentration reported in this release is the annual average of the maximum daily eight-hour running mean.

Data from the statistical release (**Figure 2**) shows that the average roadside and urban background levels of particulate matter have shown long-term improvement with small decreases in concentration shown from 2013 to 2014. Urban background ozone pollution has remained fairly stable nationally between 2003 and 2014, although concentrations have shown a long-term increase since monitoring began. Rural background ozone pollution has shown no clear long-term trend and stayed level at 66 µg/m³ in 2014.

The statistical release also covers the number of days when air pollution was assessed as being moderate or higher. The indicator is intended to provide a summary measure of air pollutants that affect health. The five pollutants included in the indicator from the 1st January 2012 are as follows:

- Particulate matter (PM_{2.5})
- Nitrogen dioxide (NO₂)
- Ozone (O₃)
- Particulate matter (PM₁₀)
- Sulphur dioxide (SO₂)

¹²https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/423353/National_Statistic_on_Air_Quality_2014.pdf

Figure 2 - Annual levels of PM₁₀ and Ozone in the UK, 1987 to 2014

These five pollutants included in the indicator have known harmful effects on human health and the environment, (identified by the COMEAP - Committee on Medical Effects of Air Pollutants)¹³. These pollutants are principally the products of combustion from household and industrial heating, power generation or from motor vehicle traffic. Fine particles (PM_{2.5}) can be carried deep into the lungs where they can cause inflammation and a worsening of heart and lung diseases. The gases irritate the airways of the lungs, increasing the symptoms of those suffering from lung diseases.

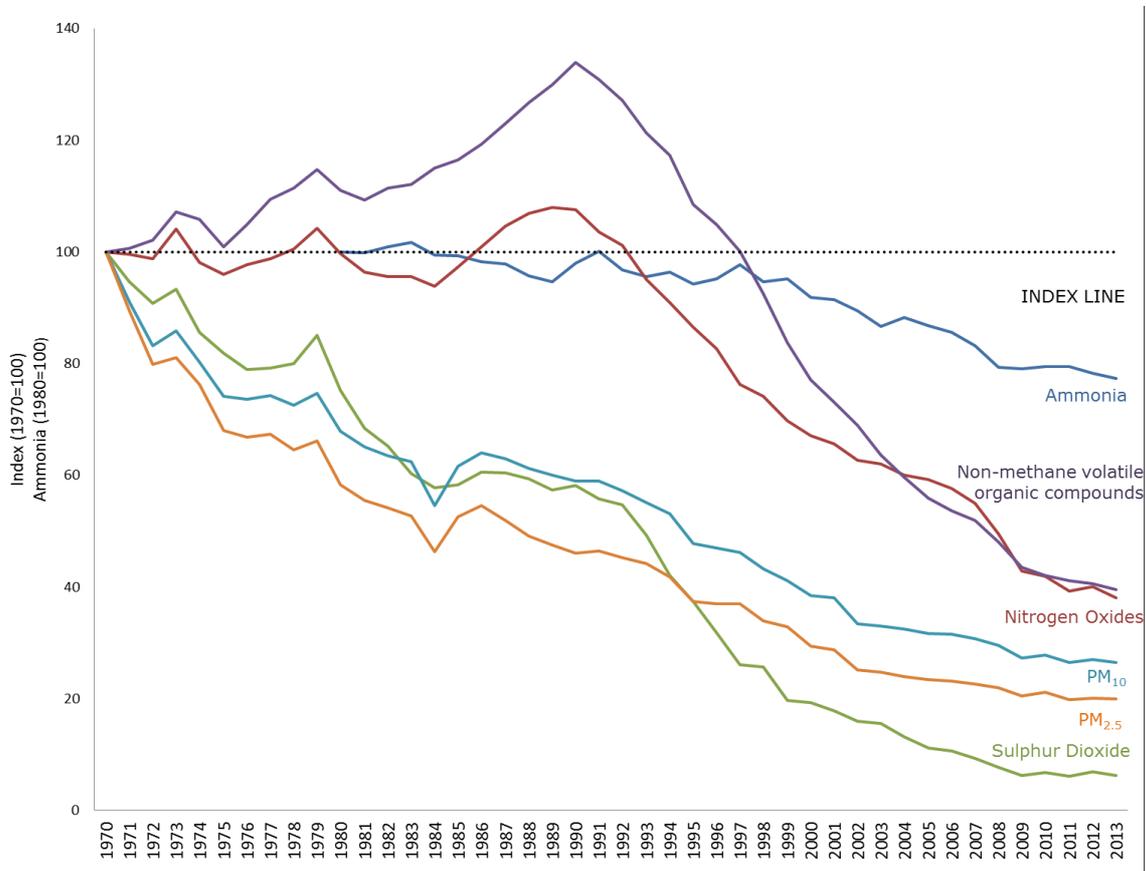
National data shows that the average number of days per year in which the concentrations of each of these pollutants is classed as moderate or higher in urban areas has decreased annually, showing a steady improvement in overall air quality nationwide.

National Emissions

Defra Statistical Release: 18 December 2014, Emissions of Air Pollutants in the UK, 1970 to 2013 states that there has been a long term decrease in the emissions of the pollutants: ammonia; nitrogen oxides; non-methane volatile organic compounds; particulate matter (PM₁₀, PM_{2.5}) and sulphur dioxide) as shown down the downward trend on the graph in **Figure 3**.

¹³ <https://www.gov.uk/government/groups/committee-on-the-medical-effects-of-air-pollutants-comeap>

Figure 3: Downwards trends in UK sulphur dioxide, nitrogen oxides, non-methane volatile organic compounds, ammonia and particulate matter (PM₁₀, PM_{2.5}) emissions 1970 – 2013



[History of Air Quality in Halton](#)

Halton has been home to the chemical industry since the 18th century. Coal from Lancashire and Salt from Cheshire coupled with good transport links (canals, railway) gave prime position for industrial growth. Many of the processes used coal to fire the boilers and there were historically little, if any, control on the emissions to atmosphere.

Both industrial emissions and domestic coal burning (from the homes of workers) had a significant impact on the air quality in Halton. In the winter the burning often led to “smog” - a lethal mixture of acidic smoke-particles and fog.

The Clean Air Act 1956 gave powers to local authorities to curb domestic coal combustion and cut industrial smoke and sulphur dioxide emissions from furnaces and boiler plants. After the 1960’s, exhaust emissions from the rising number of road vehicles also contributed to air pollution.

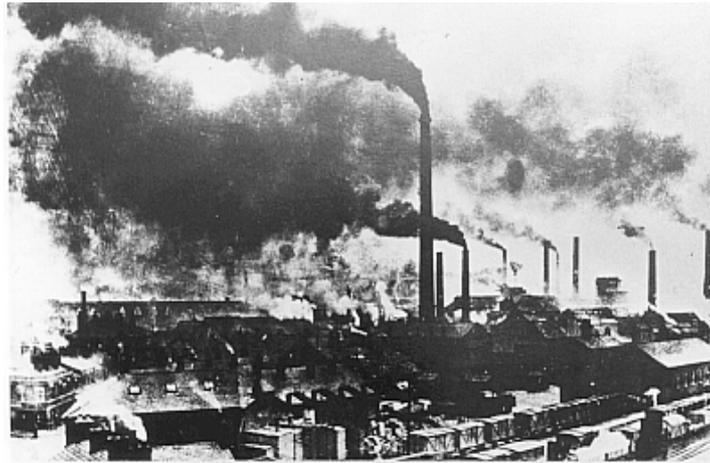
Halton’s first smoke control zone was declared in 1961 and by 1976 the majority of domestic property in Halton had converted to smokeless low-sulphur fuels such as North Sea gas. Industrial boilers were legally required to be smoke free and many were converted to burn oil and/or gas.

The results of monitoring in Halton during that period showed that the levels of sulphur dioxide and smoke decreased significantly.

Since that time additional controls have been applied to industry to further reduce industrial emissions and minimise the levels of pollution.

The image and quotation below (**Figure 4**) show the industrial pollution in Halton in the 19th century with an associated quote. The Clean Air Act and smoke control zones significantly improved this outlook.

Figure 4: Widnes in the late 19th Century-Photograph and Quotation taken from The Halton Legacy¹⁴



“Those coming into Widnes, even from very dark and gloomy skies, enter the town with a certain awe and horror, and wonder if life can be sustained”

Monitoring undertaken in Halton

Halton Borough Council assesses Air Quality in accordance with National and European legislative requirements and has done for many years. This is in addition to the monitoring of industrial processes by the Environment Agency as required under the IPPC regulations. As part of the assessment, The Council have monitored various pollutants in a number of locations over the years 2006-2014 are shown on the map in **figure 5**.

These locations are chosen for monitoring sites as modelling has indicated they are the locations where factors (such as traffic flows and wind directions etc.) are likely to result in the highest concentrations of pollutants.¹⁵

Figure 6 shows a map of the locations across Halton where premises and processes are regulated by the Environment Agency. The Environment Agency undertakes additional monitoring or assessment as part of the statutory regulatory process.

¹⁴ The Halton Legacy, Edwards E, Stevens R, Halton Borough Council 1991. ISBN 0946678014, 9780946678013

¹⁵ A review of air quality data from monitoring locations is produced in an annual report and has been available on the Council website since 2006. These can be accessed at <http://www4.halton.gov.uk/Pages/planning/air-quality.aspx>

Figure 5: Locations of Halton Borough Council monitoring sites 2006-2014

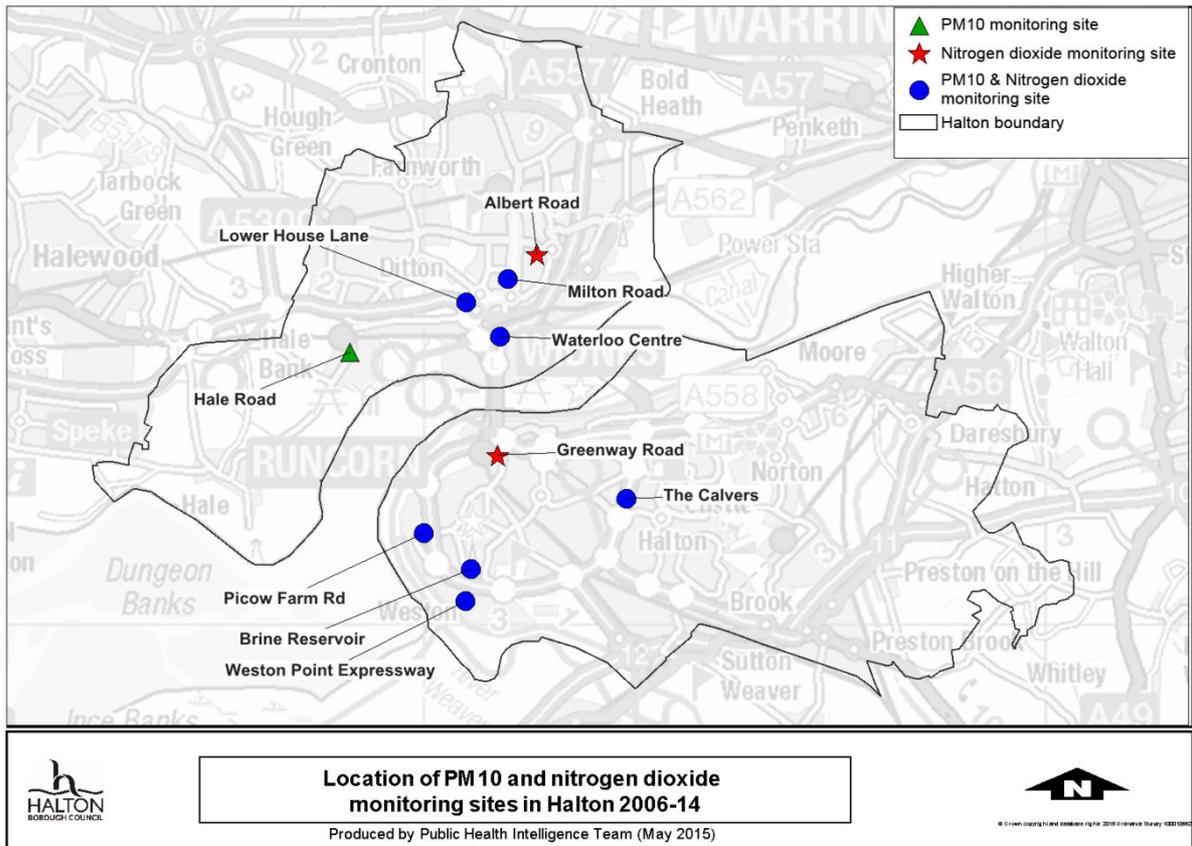
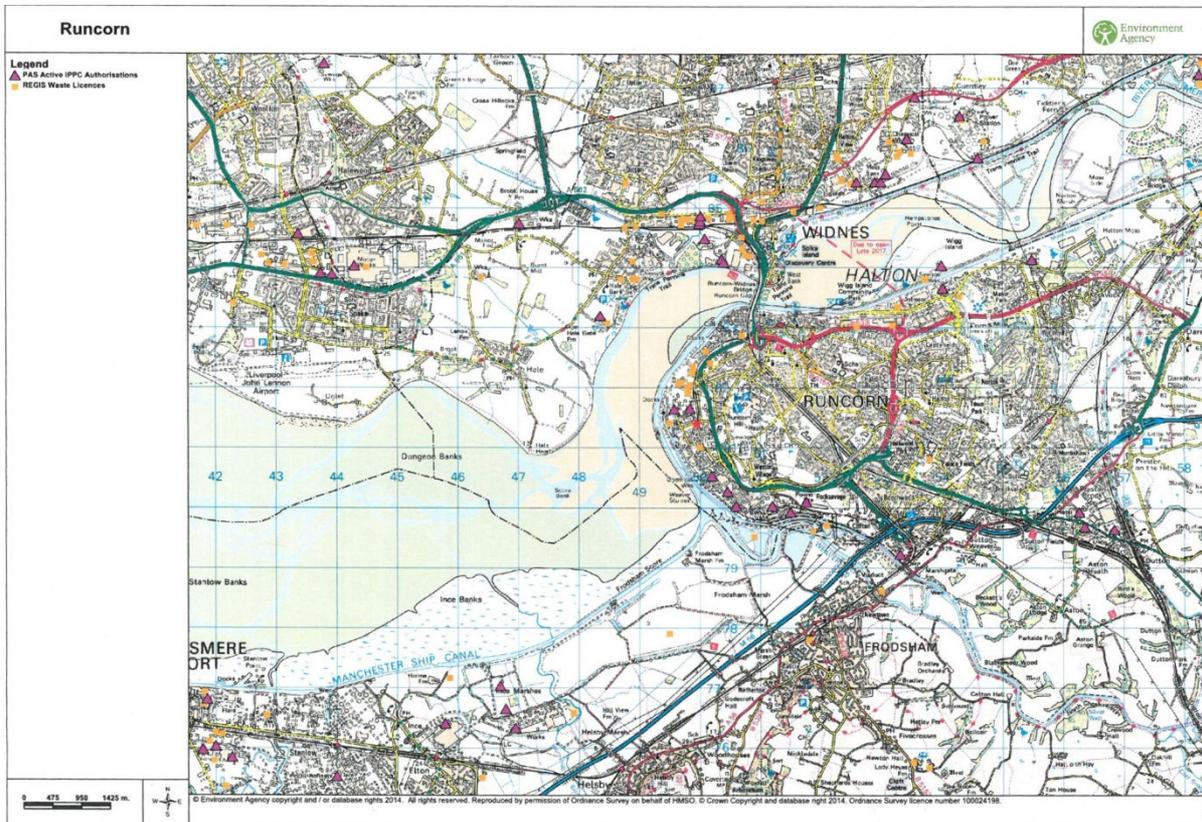


Figure 6: Location of Environment Agency regulated sites in Halton (1:50,000 scale map)



Nitrogen dioxide

Nitrogen dioxide (NO₂) and nitric oxide (NO), collectively known as nitrogen oxides (NO_x), are produced by all combustion processes. Over time the nitric oxide is then oxidised to nitrogen dioxide, largely by ozone present in the lower atmosphere.

Nitrogen dioxide has a variety of environmental and health impacts. It is a respiratory irritant, may exacerbate asthma and possibly increase susceptibility to infections. In the presence of sunlight, it reacts with hydrocarbons to produce photochemical pollutants such as ozone. Nitrogen oxides contribute to acid rain, depletion of the ozone layer and are greenhouse gases.

The principal source of nitrogen oxides emissions is road transport. Major roads carrying large volumes of high-speed traffic (such as motorways and other primary routes) are a predominant source, as are city centres with congested traffic. However the increasing proportion of petrol-engine vehicles fitted with exhaust catalysts is significantly reducing emissions of nitrogen oxides as new cars replace older models without catalysts.

Other significant sources of nitrogen oxides emissions include the electricity supply industry and other industrial and commercial sectors. Emissions from both sources have also declined dramatically, due to the fitting of low nitrogen oxide burners, and the increased use of natural gas plant. Industrial sources make only a very small contribution to annual mean nitrogen dioxide levels, although breaches of the hourly nitrogen dioxide objective may occur under rare, extreme meteorological conditions, due to emissions from these sources.

An analysis of monitoring data in the vicinity of roads throughout the UK was undertaken, and provided additional guidance to authorities on where exceedences might occur¹⁶. The report concluded that, outside of major conurbations, exceedences of the annual mean objective are only likely to occur within about 10 metres of the kerbside of single carriageway roads. This includes roads with relatively low traffic flows (10000 – 20000 vehicles/day) if they are within congested town centres. It therefore recommended that authorities focus upon those locations where they expect pollutant concentrations to be the highest (often referred to as 'hot spots'). If there are no exceedences of the objectives at the most polluted locations, then it can be reasonably concluded that there should be no exceedences elsewhere.

The UK as a whole has not achieved the objectives for NO₂ and a recent Supreme Court hearing April 2015, has ordered the UK Government to submit additional plans for the reduction NO₂ to the European Commission by the end of the year.¹⁷ There are several areas involved in the infraction proceedings which include Greater London, the West Midlands, Greater Manchester, West Yorkshire, Teesside, the Potteries, Hull, Southampton, Glasgow, the East, the South East, the East Midlands, Merseyside, Yorkshire & Humberside, the West Midlands, and the North East. Halton Local Authority is not included within the Liverpool Urban Area for the purposes of national air quality assessments and so is not included in the proceedings.

Nitrogen dioxide has been monitored extensively in Halton for a number of years. An Opsis monitoring station provided real time data and was used to measure the background concentration of nitrogen dioxide in various locations around Halton. In recent years diffusion tube surveys have been used and moved locations to focus on potential areas of concern.

The results of monitoring show that the air quality objectives for NO₂ have been achieved except within the designated Air Quality Management Areas (AQMAs).

¹⁶ *Compilation of new roadside monitoring data obtained by local authorities as part of the review and assessment process.* A report prepared by Air Quality Consultants Ltd and University of West England on behalf of Defra, April 2002.

¹⁷ <http://www.bbc.co.uk/news/science-environment-32512152>

Data from the NO₂ monitoring is shown and described in below in **figures 7 to 7.4**).

Figure 7: Air quality objective standards for nitrogen dioxide as part of the Air Quality Directives

Concentration	Averaging period	Allowed excursions	Date standard to be achieved by
200 µg/m ³	1-hour mean	18 times per year	31.12.2005
40 µg/m ³	Annual mean	none	31.12.2005

Two air quality management areas have been declared in Widnes town centre where NO₂ levels frequently exceed the annual mean objective of 40 µg/m³. These are main town centre road routes with potential higher volume, slow moving traffic (Albert Road/Deacon Road and Milton Road/Gerard Street). Real time analysers are used in the AQMAs to continually assess air quality.

The mobile air monitoring station was used to measure the background concentration of nitrogen dioxide in Halton. The station was situated at several locations in Runcorn and Widnes and the results obtained show that the levels were consistently below the objectives.

Monitoring of NO₂ and PM₁₀ was undertaken at various points across the Borough (**Figure 7.1**) which shows levels well below the objective levels.

Figure 7.1: Results from Mobile NO₂ Air Monitoring Station

Averaging Period	2000	2001	2002	2003	2004	2005	2006
	Result µg/m ³						
Annual Mean	24	26	27	24	25	26	28
1-hour mean	118	93	84	92	94	84	92

No exceedences recorded in any time period

West Bank School Widnes
All Saints Runcorn
Runcorn Town Hall
Lower House Lane Widnes

Halton Council has also undertaken background monitoring data of NO₂ collected as a result of the planning consent for the Mersey Gateway proposals. Monitoring will be continued during and after construction and the results will then be compared with the baseline figures (**Figure 7.2**)

Figure 7.2: Mersey Gateway Monitoring

Site	2013 Seasonally Adjusted Annual Mean ($\mu\text{g}/\text{m}^3$)	Number of Hourly Means > $200\mu\text{g}/\text{m}^3$
The Calvers, Runcorn	26.1	0
Waterloo Centre, Widnes	26.7	0

Pre-construction NO_2 monitoring results for the Mersey Gateway development show that the levels are below the air quality objectives.

Pre-monitoring was undertaken in response to the planned development of the new energy from waste facility in Runcorn (**Figure 7.3**). In line with planning conditions, monitoring will be continued once the facility is operational and the results will then be compared with the baseline figures.

Figure 7.3: Energy from Waste site Monitoring

Site	2012 Seasonally Adjusted Annual Mean ($\mu\text{g}/\text{m}^3$)	Number of Hourly Means > $200\mu\text{g}/\text{m}^3$
Picow Farm Road	21.0 ^a	0
Runcorn Hill Brine Reservoir	18.8 ^b	0
Weston Point Expressway	27.4 ^c	0

a Monitoring Period was 1st November 2011 – 31st January 2012

b Monitoring Period was 1st March 2012 – 28th February 2013

c Monitoring Period was 19th April 2012 - 2nd October 2012

Pre-construction monitoring for the Energy from Waste development show that the air quality objectives for both nitrogen dioxide and PM_{10} are well below the objectives

Halton has two areas which show higher than objective levels of NO_2 , these have been designated as Air Quality Management Area and are subject to additional measures to reduce the levels of NO_2 . Results of monitoring for the AQMA is shown in **figure 7.4**.

Figure 7.4 :Results of Automatic Monitoring for NO_2 : Comparison with Annual Mean Objective

Site	Annual Mean Concentration ($\mu\text{g}/\text{m}^3$)						
	2008	2009	2010	2011	2012	2013	2014
Milton Road, Widnes	40.0	34.1	39.6‡	36.9	41.1*	45.0*	40.0

* Data exceeds the annual mean Objective threshold

‡ The 1-hour mean objective was exceeded on 2 occasions in 2010, but on no other occasions.

Annual mean NO_2 levels exceed air quality objective levels in designated Air Quality Management Areas as a result of town centre traffic activity.

An action Plan has been developed for AQMAs which identifies improvements required to reduce NO₂ levels over time. Actions include:

- Traffic flow moderation and alternative signage
- Potential road widening
- Improved alternative parking
- Active transport plans, including cycling/walking schemes
- Green Bus plan (cleaner fuels, particulate traps, improved technologies)

Particular Matter

Particulate Matter (PM) is breathable particulate matter that are small enough to penetrate deep into the lungs and so potentially pose significant risks to health including increased risk of heart and lung disease. In addition, they may carry surface-absorbed carcinogenic compounds into the lungs. PM₁₀ are particles that are less than 10 microns in diameter, PM_{2.5} are particles that are less than 2.5 microns in diameter and can penetrate deeper in to the lungs and possibly further.

There are 3 main sources of particulates:

- (i) Primary combustion particles
These are derived from road traffic exhaust, power generation and other industrial combustion processes.
- (ii) Secondary particles
Gaseous pollutants in the atmosphere, such as sulphur dioxide and nitrogen oxides, are oxidised over time to form airborne particles of sulphates and nitrates.
- (iii) "Coarse" and "other"
These include dust re-suspended by road traffic, emissions from construction and mineral working, windblown dust and even sea salt.

Progress has been made in reducing emissions of particles from both the transport and industrial sectors. Emissions from industry have been reduced as a result of stricter controls on sites through the implementation of emission limits and reduction of fugitive emissions. Emissions from road transport have been reduced as a result of the tightening of emissions controls (Euro standards) and by the reduction of the sulphur content of diesel fuel, which affects the emissions of particles from vehicles. Planning applications for new large scale developments must demonstrate how they will control dust during construction.

Figure 8 to 8.3 show the appropriate PM₁₀ Air Quality objective and results of monitoring.

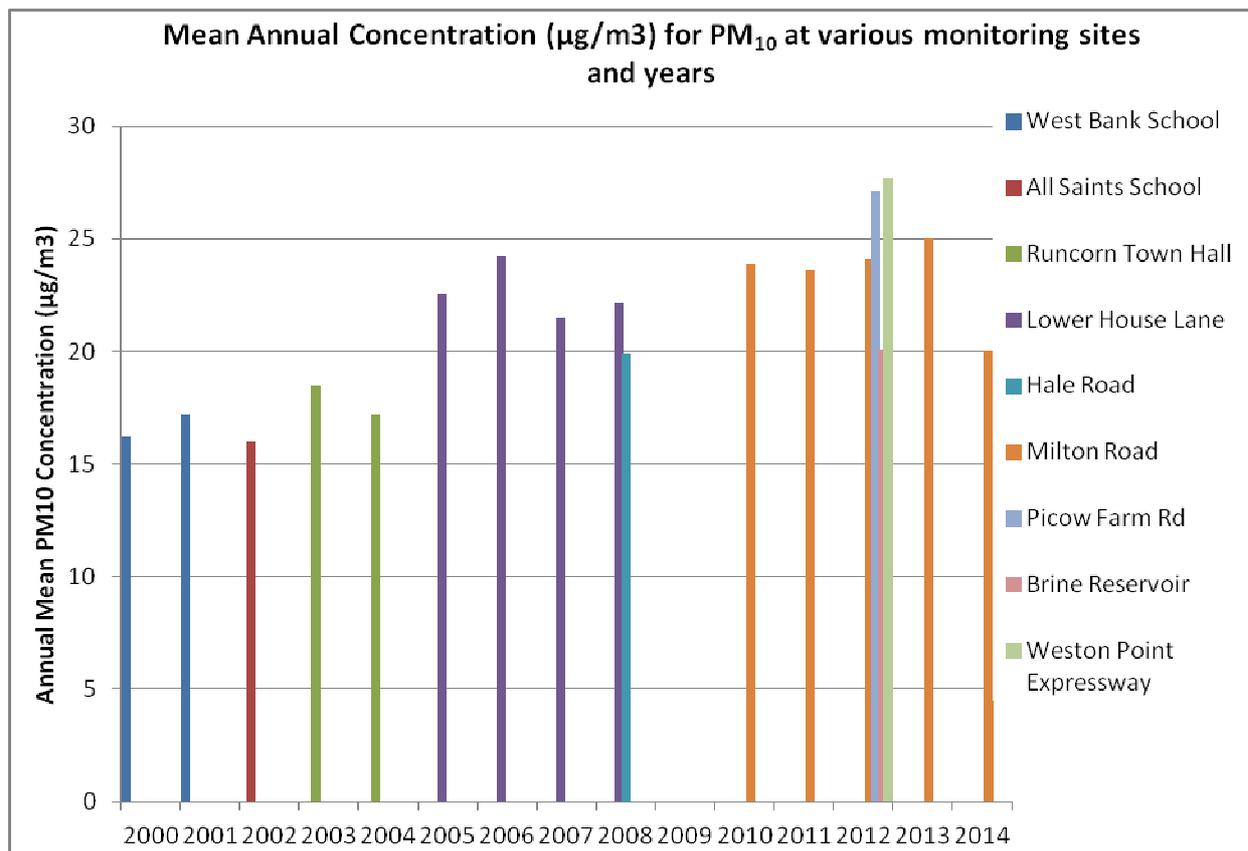
Figure 8: Air quality objective for PM₁₀

Concentration	Averaging Period	Allowed excursions	Date standard to be achieved by
50	24-hour mean	35 times per year	31.12.2004
40 µg/m ³	Annual mean	none	31.12.2004

In Halton, there have been no breaches of the objectives for PM₁₀

General monitoring sites are relocated regularly in order to identify whether different areas may become a problem and areas where mitigation may be required. **Figure 8.1** shows a graph of the locations and annual mean PM₁₀ levels for each location (all of which are below objective levels). The monitors have not been in fixed locations and therefore it is not possible to identify any trend in change of levels over time.

Figure 8.1: shows the locations and results of most recent monitoring sites for PM₁₀ over a number of years



The results of PM₁₀ monitoring show that the air quality objectives for PM₁₀ have been achieved across the borough.

In addition to the mobile monitoring sites, PM₁₀ monitoring was undertaken prior to the development of the new Energy from Waste plant in Runcorn (**Figure 8.2**) and Mersey Gateway (**Figure 8.3**) shows that the levels in both these areas are below the objective levels.

Figure 8.2: PM₁₀ monitoring for the Energy from Waste development

Site	2012 Seasonally Adjusted Annual Mean ($\mu\text{g}/\text{m}^3$)	Number of Hourly Means > $50\mu\text{g}/\text{m}^3$ (35 exceedences permitted)
Picow Farm Road	27.1 ^a	6
Runcorn Hill Brine Reservoir	20.1 ^b	5
Weston Point Expressway	27.7 ^c	0

a Monitoring Period was 1st November 2011 – 31st January 2012

b Monitoring Period was 1st March 2012 – 28th February 2013

c Monitoring Period was 19th April 2012 - 2nd October 2012

Pre-construction PM₁₀ monitoring results for the Energy from Waste development show that the levels are below the air quality objectives

Figure 8.3: PM₁₀ monitoring for the Mersey Gateway development

Site	2013 Seasonally Adjusted Annual Mean ($\mu\text{g}/\text{m}^3$)	Number of Hourly Means > $50\mu\text{g}/\text{m}^3$
The Calvers, Runcorn	15.4	6
Waterloo Centre, Widnes	22.0	8

Pre-construction PM₁₀ monitoring results for the Mersey Gateway development show that the levels are below the air quality objectives

There are currently no agreed and implemented UK objectives for PM_{2.5} however the European Union have suggested a guideline annual average PM_{2.5} level of $25\mu\text{g}/\text{m}^3$. PM_{2.5} has been monitored on Runcorn Hill in Halton and most recent data (2012) shows that the annual average concentration is $13.14\mu\text{g}/\text{m}^3$ which is below the EU guideline levels. Additional modelling undertaken shows that PM_{2.5} is expected to remain well below the EU guideline level.

Measurements of PM_{2.5} in the Borough show that levels are below and predicted to remain below the EU objective level.

Sulphur Dioxide

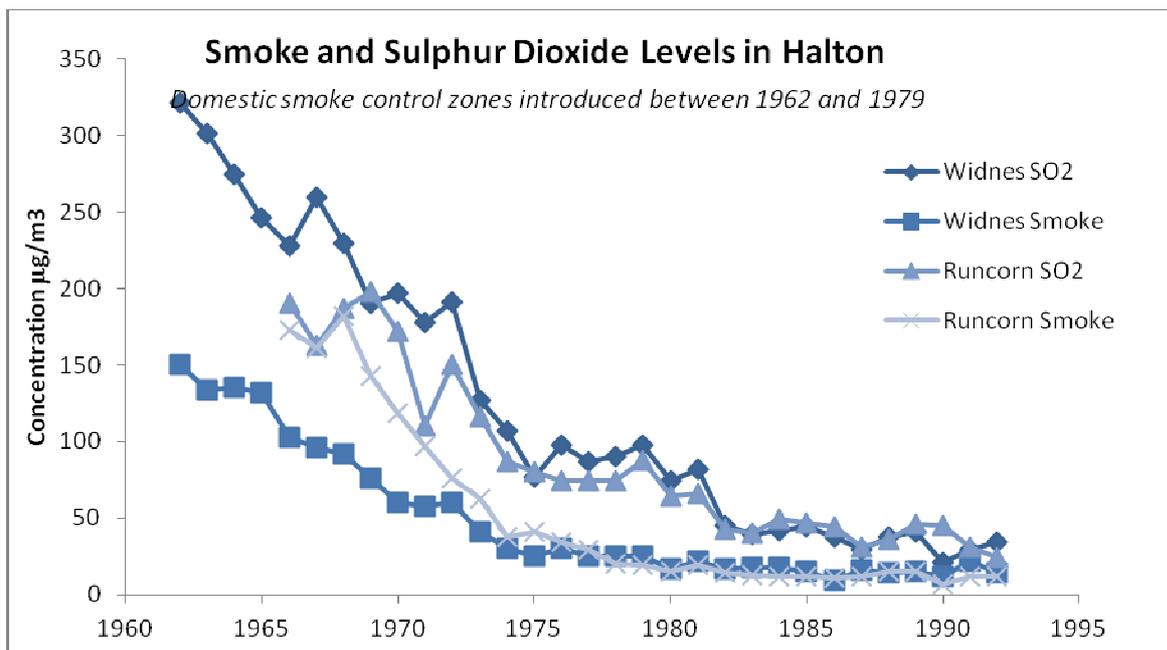
Sulphur dioxide contributes to the formation of acid rain and is associated with asthma and chronic bronchitis. The main source of sulphur dioxide is the combustion of sulphur containing fossil fuels in power stations.

A national survey was undertaken from 1962 to 1992. There were two monitoring stations – Widnes Municipal Building and Runcorn Library. At each monitoring station air was drawn through a filter paper and then through a bubbler containing Hydrogen Peroxide. The smoke concentration was

estimated using a reflectometer reading of the stain produced and the sulphur dioxide concentration was calculated from a titration of the acidity produced in the bubbler.

Levels of smoke and sulphur dioxide show a dramatic decrease over the 1960s and 1970s and a levelling off during the 1980s. The decrease coincides with the implementation of smoke control zones in Halton leading to controls on coal burning, introducing cleaner solid fuels and building taller power station stacks. Filtering equipment at power stations, burning low sulphur coal and using alternative methods for electricity production have reduced sulphur dioxide levels further. **Figure 9** shows the local results from the national survey and highlights the steep downward trend in smoke and SO₂ levels.

Figure 9: Local results from the National Survey for Smoke and Sulphur Dioxide



Subsequent monitoring of sulphur dioxide has shown that the levels remain low and are consistently below the objectives. **Figures 10 to 10.1** show the SO₂ objectives and local monitoring data.

Figure 10: Air quality objectives for sulphur dioxide

Concentration	Averaging period	Allowed excursions	Date standard to be achieved by
350 µg/m ³	1-hour mean	24 times per year	31.12.2004
125 µg/m ³	24-hour mean	3 times per year	31.12.2004
266 µg/m ³	15-minute mean	35 times per year	31.12.2005

A mobile air monitoring station was used to measure the background concentration of SO₂ in Halton to monitor achievement of SO₂ Air Quality Objectives. The station was situated at several locations in Runcorn and Widnes and the results obtained show that the levels were consistently below the objectives (**Figure 10.1**).

Figure 10.1: Results from SO₂ Mobile Air Monitoring Station

Averaging Period	2000	2001	2002	2003	2004	2005
	Result µg/m ³					
1-hour mean	70	80	62	42	35	32
24-hour mean	48	40	30	24	19	18
15-minute mean	94	114	125	64*	47	52

*1 result exceeded objective during the monitoring period

West Bank School Widnes
All Saints Runcorn
Runcorn Town Hall
Lower House Lane Widnes

More recent monitoring of sulphur dioxide has been undertaken as a result of the planning consent for the new energy from waste plant in Runcorn. Background Monitoring on Runcorn Hill undertaken between March 2012 and February 2013 shows that the levels are well below the objectives with no exceedences recorded.

The results of SO₂ monitoring show that the air quality objectives have been achieved across the borough.

Lead

Lead is a cumulative poison to the central nervous system. It can also cause abdominal pain, kidney damage, high blood pressure and can affect fertility. The main sources of lead are now restricted to industrial applications, such as the manufacture of batteries, paint pigments, alloys, radiation shielding, inert tank lining and piping.

Lead used to be added to petrol to enhance its performance but the EC Directive on the Quality of Petrol and Diesel Fuels led to a ban on the sale of leaded petrol with effect from the 1st January 2000.

Monitoring at UK National Network Sites has shown a significant decline in the ambient concentration of lead (as sales of leaded petrol were phased out) and annual means are now well within the objectives.

In Halton, Lead particles were monitored up to 1998 by capture on membrane filter and analysis by atomic absorption spectroscopy. The filters were changed at 14-day intervals. The results show that both the 2004 and 2008 objectives were achieved in Halton as shown in **Figure 11 to 11.2**).

Figure 11: Air quality objectives for Lead

Concentration	Averaging period	Date standard to be achieved by
0.5 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
0.25 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2008

The results of the monitoring show that the levels of lead were persistently below the limits. Levels decrease, despite the increased traffic, because the lead content of petrol has been reduced.

The sites of lead monitoring were:

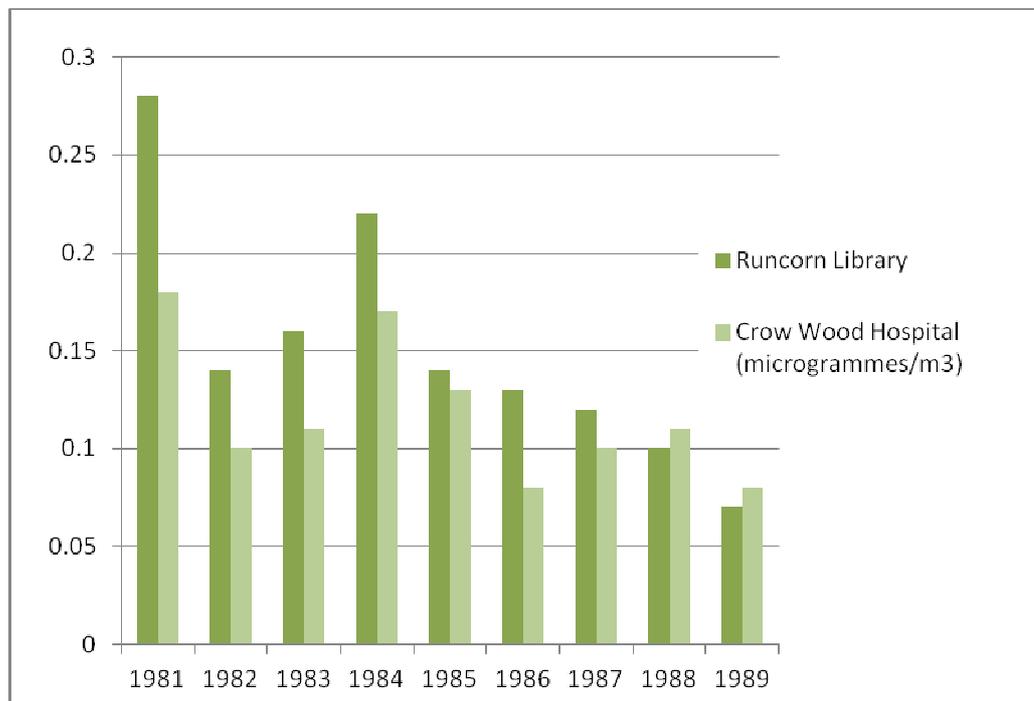
1. Runcorn Library, Runcorn

The library is 84 metres from the overhead approach to the Silver Jubilee Bridge and is sited in a residential area of terraced housing.

2. Crow Wood Health Park, Widnes.

The health park was formerly a hospital and is sited in a residential area away from major roads.

The annual mean concentrations ($\mu\text{g}/\text{m}^3$) of lead at these sites per year of monitoring are shown in **Figure 11.1** which highlights the downward trend over the years to well below Objective levels.

Figure 11.1: Annual Mean Lead concentrations ($\mu\text{g}/\text{m}^3$)

Additional monitoring has been undertaken on an ad hoc basis at West Bank School, Widnes. The school is sited adjacent to the Silver Jubilee Bridge approach road (Figure 11.2). This continues to show levels well below objective levels.

Figure 11.2: Lead monitoring at West Bank School

Sampling period	Mean lead concentration $\mu\text{g}/\text{m}^3$
Feb to July 1979	0.28
Dec 1990 to Oct 1991	0.23
May 1994 to 1995	0.08
July 1997 to July 1998	0.11

With the implementation of lead free fuels, restriction of lead in paint products and other factors, alongside no additional developments in Halton resulting in the significant increase in lead, levels of lead are not predicted to approach objective levels.

The results of lead monitoring show that the air quality objectives have been achieved across the borough.

Benzene

Benzene is an aromatic volatile organic compound (VOC) that contributes to the formation of ground level ozone and is a known carcinogen. The main sources of benzene are petrol-engine vehicle exhausts and associated activities; petrol refining, distribution and petrol station forecourts.

In general VOC emissions increased until the late 1980s, but then declined due to tighter controls on vehicle emissions and improved vehicle technologies. Since 1991 average benzene concentrations fell as new cars equipped with exhaust catalysts replaced the older models. Emissions of benzene from the majority of petrol station forecourts during tanker discharge to storage tanks have been reduced by the introduction of vapour recovery systems (introduced by 1st January 1999 where fuel throughput is greater than 1000m³ per year). In addition, in January 2000 the maximum benzene content of petrol was reduced from 5% to 1%.

The Air quality objective concentrations and local monitoring data is tabled below (**Figure 12 to 12.2**)

Figure 12: Air quality objective for benzene

Concentration	Averaging period	Date standard to be achieved by
16.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
5.0 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2010

Benzene was monitored in Halton up to 1998 using different monitor types, Opsi and diffusion tubes in different locations across Halton. Data show that the objective was achieved by 1996.

Figure 12.1: Summary of Opsis data

Site	Monitored running annual mean benzene ($\mu\text{g}/\text{m}^3$)		
	1994	1995	1996
Runcorn Town Hall	11.7	6.8	9.8
Widnes Path 1	13.0	6.8	15.0
Widnes Path 2	N/A	11.7	10.1

Figure 12.2: Summary of diffusion tube data ($\mu\text{g}/\text{m}^3$)

Date:- Jan 97 to Aug 98	Bradley Way		Morrisons	West Bank School
	Site 1	Site 2		
Benzene Mean $\mu\text{g}/\text{m}^3$	3.0	3.5	2.5	2.5

The results of benzene monitoring show that the air quality objectives have been achieved across the borough.

Sulphur Dioxide, Lead and Benzene are no longer regularly monitored in Halton, the previous data results show that levels were well below the national objectives and with continued improvements in technologies and no new developments in the area that would influence these pollutants, it is not considered necessary to measure these locally. National data remains low.

1,3 butadiene

1,3-butadiene is an aromatic VOC that contributes to the formation of ground level ozone and is a known carcinogen. The main source of 1,3-butadiene is motor vehicle exhausts although there are a few important industrial chemical sites where the chemical is handled in bulk.

Like benzene, 1,3-butadiene is a VOC emitted into the atmosphere principally from fuel combustion of petrol and diesel vehicles. Unlike benzene, however, it is not a constituent of the fuel but is produced by the combustion process. Since 1991 new petrol-engine vehicles have been fitted with exhaust catalysts and this has significantly reduced 1,3-butadiene emissions despite the increasing number of vehicles on the road.

Monitoring of 1,3-butadiene nationally, at urban background locations, urban centres and at roadside locations, demonstrated that the 2003 objective had been achieved. 1,3-butadiene has not been monitored in Halton. Concentrations of 1,3-butadiene will correlate with benzene as the major source of both pollutants is vehicle exhausts. There have no significant developments within Halton since the achievement of the air quality objective that would increase the levels of 1,3-butadiene above objective levels.

The results of 1,3 butadiene monitoring show that the air quality objectives have been achieved across the borough.

Carbon monoxide

Carbon monoxide is a colourless, odourless and tasteless gas that inhibits the blood's capacity to carry oxygen. It can also contribute to the formation of ground level ozone, which can cause breathing difficulties for humans and can damage plants and crops. Carbon monoxide also contributes to the green house affect and global warming through reactions with other gases in the lower atmosphere. It is the product of incomplete combustion with road traffic being the main source.

Concentrations of Carbon Monoxide are highest near busy and congested roads. National monitoring data demonstrated that the objective for carbon monoxide was met by the target date of 31st December 2003. Cleaner fuels together with the improved engine efficiency and the increasing proportion of petrol-engine vehicles that are fitted with exhaust catalysts ensured a reduction in Carbon Monoxide emissions despite the increasing number of vehicles on the road.

National carbon monoxide monitoring show that the air quality objectives have been achieved.

Air Quality Modelling in Weston Point

The development of the Energy from Waste Plant at Weston Point in Runcorn has raised concern regarding air quality in that area. As previously identified, Halton Borough Council have undertaken monitoring as part of the planning consent process in and around the affected areas. All the pre development monitoring has shown that levels of key pollutants are well within accepted levels. In order to assess the impact that the plant operations may have on air quality in the longer term, the Council commissioned an independent Air Quality Consultancy to undertake a series of modelling to determine the levels of 3 main pollutants most commonly associated with combustion processes (NO₂ PM₁₀ and PM_{2.5}) to predict changes to air quality around Weston Point as a result of likely emission levels and environmental factors.

The report that was commissioned was based on baseline data collected in 2013. The model predicts both the long term and short term average concentrations. Where the model predicts short term averages it assumes the worst case weather conditions and so is likely to over-predict the anticipated concentrations.

The model took background air quality levels from the national air pollution inventory. It also included emissions data from surrounding industrial plants including Ineos, Mexichem, Scottish Power Station and Rocksavage Power Station and Hanson Quarry, together with traffic data from 66 locations on approximately 20 roads and slip roads in the area.

The results of the modelling demonstrate that current concentrations are well below the objective levels in all relevant exposure locations (ie the locations where members of public are likely to be exposed). The predicted concentrations across Weston Point with the Energy from Waste plant in full operation will remain well below the objective levels. The model demonstrates some exceedences of the annual objective for PM₁₀ and NO₂ along the edge of the expressway which are a direct result of emissions from traffic. The concentration of both PM₁₀ and NO₂ falls quickly within a short distance of the edge of the roadside and members of the public are not likely to be exposed.

The consultancy identified 4 'worst case receptors' (these are 4 locations, which include properties, in the areas that could to be most affected by any emissions from the plant). The model demonstrates that concentrations of the NO₂, PM₁₀ and PM_{2.5} as modelled are currently well below the objective levels and will remain well below objective levels once the Energy from Waste Plant is in full operation.

Figures 13, 14 and 15 show the modelled annual average levels of NO₂, PM₁₀ and PM_{2.5} across Weston Point with the Energy from Waste plant in full operation.

The independent report concludes that based on the available data and modelling, with the Energy from Waste plant in full operation:

‘Concentrations of NO₂, PM₁₀ and PM_{2.5} are well below the respective air quality objectives, which have been set to protect the most sensitive members of the community’

Figure 13: Annual Mean NO₂ Concentration with Energy for Waste plant in operation, µg/m³
(Objective is 40 µg/m³)

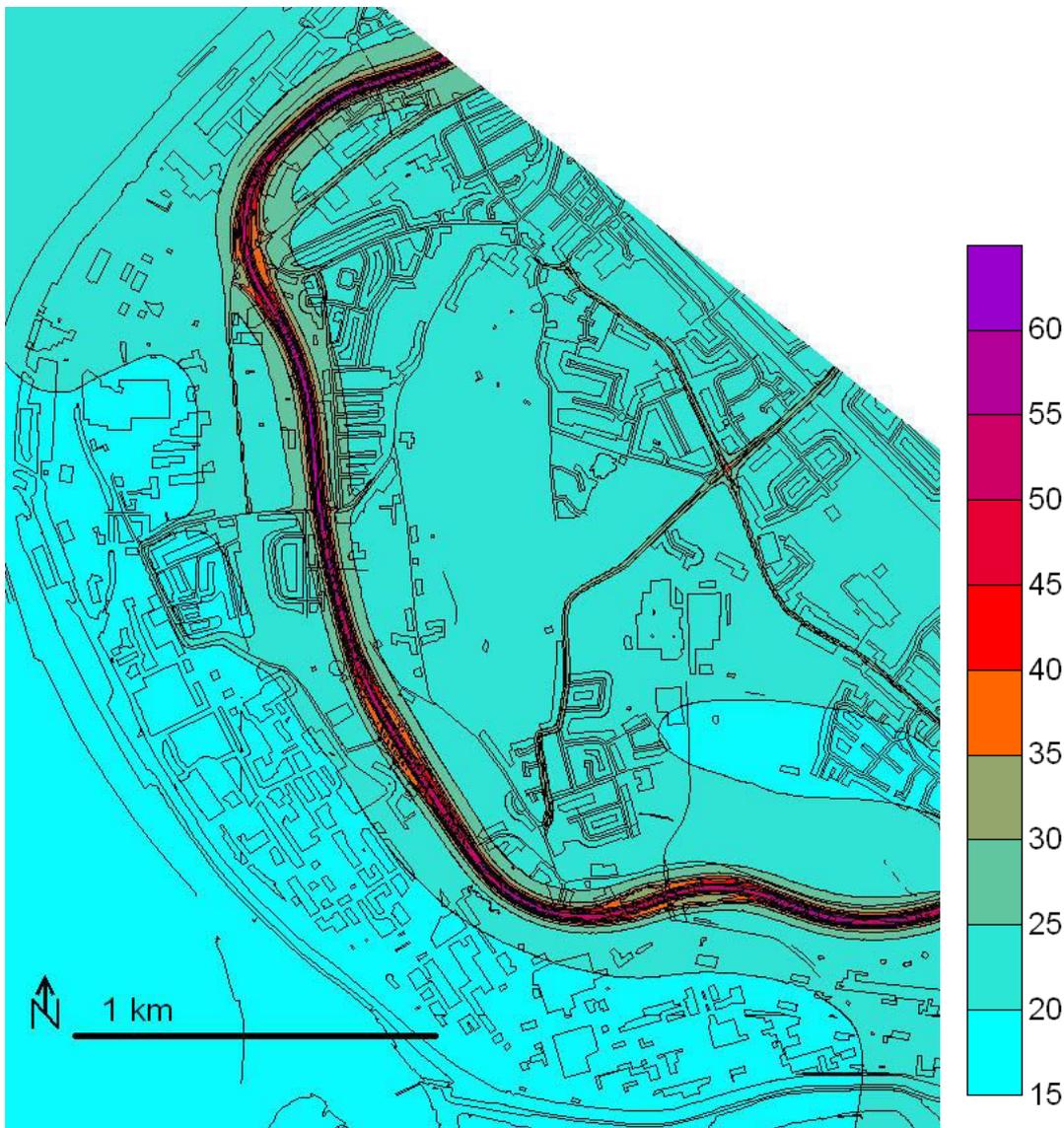


Figure 14: Annual Mean PM₁₀ Concentration with Energy for Waste plant in operation, $\mu\text{g}/\text{m}^3$
(Objective is $40 \mu\text{g}/\text{m}^3$)

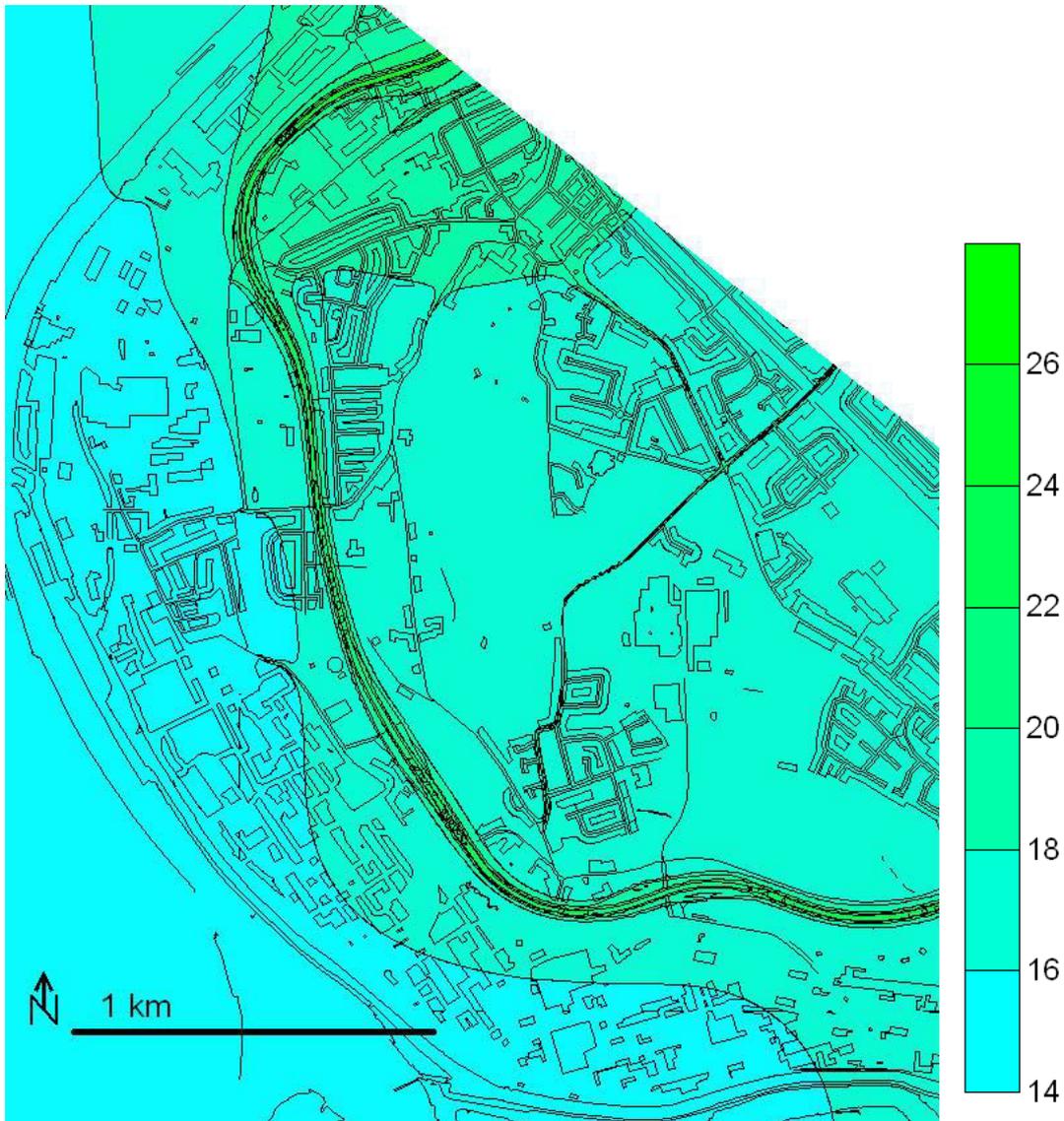
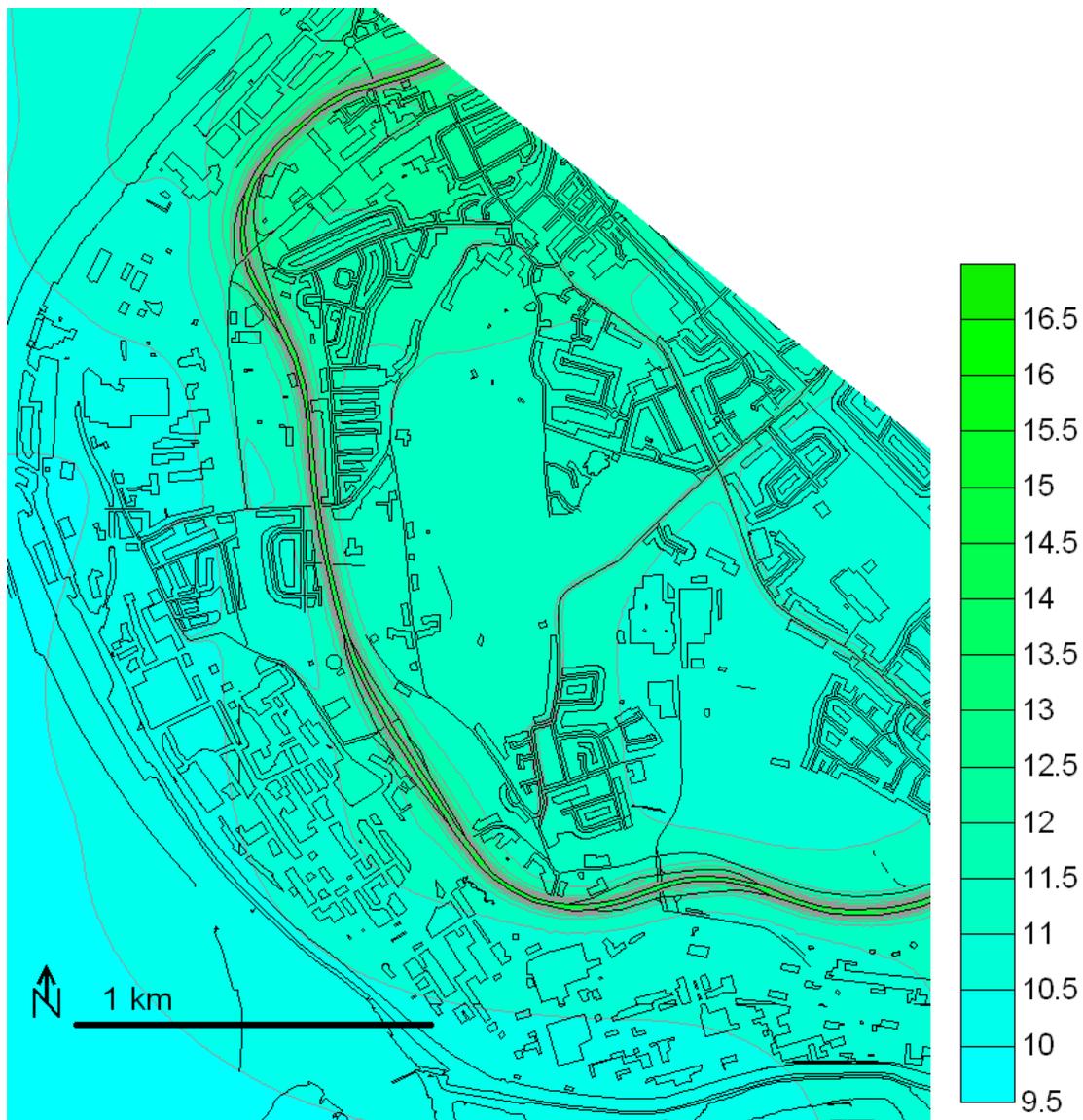


Figure 15: Annual Mean PM_{2.5} Concentration with Energy for Waste plant in operation, µg/m³
(Objective is 25 µg/m³)



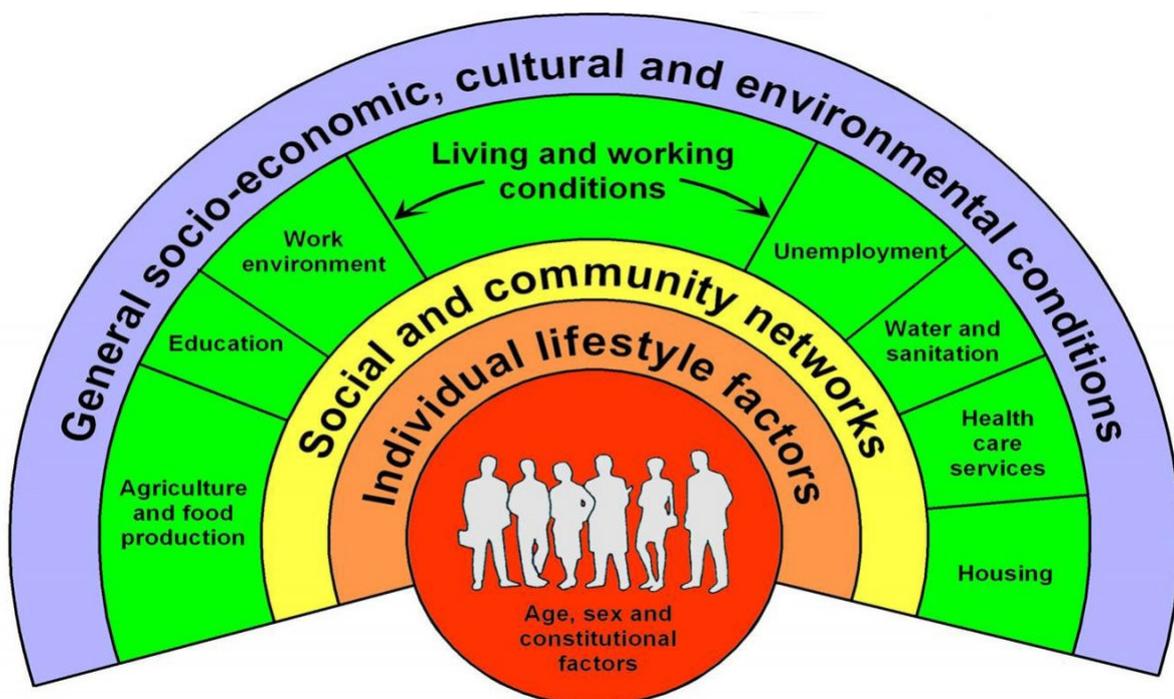
Health in Halton

Halton health profile

The health of people in Halton is generally worse than the England average for a number of indicators. The health profile for England identifies key outcomes that are significantly worse for people in Halton than the England average.¹⁸ There are a variety of factors which have a significant influence in determining the health of an individual, as well as the health of a population.

The main determinant of health, after individual physical and genetic factors, are the lifestyle choices that we make, and the social context in which we live, eg, the educational, employment, housing choices that we have available. The environmental factors that influence our health represent only a small part of determining our overall health. **Figure 16** shows the Dahlgren and Whitehead model of Determinants in Health and describes the key influences in determining the health of a population.

Figure 16: Dahlgren and Whitehead model of Determinants in Health



Source: Dahlgren and Whitehead, 1991

Halton has higher rates of less healthy lifestyle activities undertaken within the borough, such as smoking, poor diet, reduced physical activity, unhealthy alcohol consumption. Halton is an area of high deprivation, with around 50% of the population living in some of the most deprived areas in England.

These factors play a significant role in determining the health of people in Halton and can, in part, explain some of the poorer health outcomes facing people in Halton, compared to other parts of the Country.

¹⁸ Halton: Health Profile 2014. Public Health England
<http://www.apho.org.uk/resource/item.aspx?RID=142121>

Mortality associated with Air Pollution

A report by Public Health England estimate that 5.6% of deaths across England may be attributed to long term exposure to man-made fine particulate (PM_{2.5}) air pollution.¹⁹ This report estimates that in Halton, 5.5% of deaths (approximately 62 deaths per year) can be attributed to PM_{2.5} pollution. The proportion of deaths attributable to air pollution is similar to the national average and to neighbouring authorities (although direct comparison cannot be made). Attributable deaths in local neighbouring authorities are shown in **Figure 17**.

Figure 17: Table showing population size, number of deaths, and the number and fraction of deaths attributable to PM_{2.5} as estimated in the PHE 2015 report

	Population age 25+ (x1000)	No. Deaths age 25+	No. Attributable deaths age 25+	% deaths attributed to PM _{2.5}
England	35878	458743	25002	5.6
North West	4733	67871	3427	5.1
Halton	80.6	1131	62	5.5
Warrington	138.1	1746	95	5.4
St Helens	123.8	1792	98	5.5
Knowsley	99.9	140	77	5.5
Liverpool	289.3	4388	239	5.4

The impact of PM_{2.5} on the contribution made towards deaths varies between authorities due to demography and epidemiology and so comparisons are difficult. Proportion of attributable deaths is not solely associated with either deprivation or amount of local industry. **Figure 17.1** shows the population size, number of deaths, and the number and fraction of deaths attributable to PM_{2.5} as estimated in the PHE 2015 report in London and some central London Boroughs.

Figure 17.1: Table showing population size, number of deaths, and the number and fraction of deaths attributable to PM_{2.5} as estimated in the PHE 2015 report

	Population age 25+ (x1000)	No. Deaths age 25+	No. Attributable deaths age 25+	% deaths attributed to PM _{2.5}
London	5330.6	47998	3389	7.2
Kensington and Chelsea	128.0	842	68	8.3
Westminster	182.5	1061	88	8.3

¹⁹ Public Health England (PHE) 2015. Estimating Local Mortality Burdens Associated with Particulate Air Pollution.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/332854/PHE_CRCE_010.pdf

Illnesses associated with Air Pollution

There are a number of illnesses that have been associated with long term exposure to poor air quality and/or specific types of air pollution. The proportion that air quality contributes to the rate of these illnesses has not been quantified. The illnesses most commonly associated with poor air quality and their prevalence in Halton are described below.

Cardiovascular disease/heart disease

A COMEAP report in 2006 assessed the range of evidence to suggest a link between cardiovascular disease and air pollution and identified that there is likely to be an association.²⁰ The contribution that air pollution plays in the development of or worsening of existing of cardiovascular disease is unknown. There are a number of more significant risk factors in the development of cardiovascular disease.

In Halton, the known prevalence (4.3% of the population) and modelled prevalence of coronary heart disease (6.0%, this includes the numbers expected to have heart disease but who have not been diagnosed) are slightly higher than the England Average (known prevalence 3.3%, modelled 5.8%)²¹. The risk factors which are also more strongly associated with cardiovascular disease are also higher amongst the Halton population, which are most likely to account for the higher rates of cardiovascular disease locally than the national average. These risk factors include:

- Tobacco use and smoking
Smoking is known to increase the risk of coronary heart disease by between 2 and 4 times. The 2013 Health Survey for England (HSE)²² suggests that 18.4% of all people in Halton smoke, which is the same as the national average. However, a survey carried out in Halton for the Merseyside lifestyle survey 2012/13 suggests that 30% of people in Halton smoke. As it is not possible to determine a true number, the real level of smoking in Halton is likely to lie between 18-30%, which represents a significant population placing themselves at increased risk of coronary heart disease.
- Poor diet
A balanced healthy diet with at least 5 fruit and vegetables a day, low salt intake and appropriate fat consumption is needed to maximise heart and circulatory health. Poor diet can significantly increase the risk of cardiovascular disease. The Merseyside Health Survey suggests that on average, adults in Halton eat 1.9 portions of fruit and two portions of vegetables per day. One in three eat the recommended daily amount of five portions of fruit and vegetables per day (35%). Half of people tend to add salt to their food during cooking (52%), and a further 28% generally do so at the dinner table. Poorer diets of people within Halton will be contributing to higher rates of cardiovascular disease.
- Low Physical activity

²⁰ Committee on the Medical Effects of Air Pollutants (COMEAP), 2006. Cardiovascular Disease and Air Pollution

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/304668/COMEAP_cardiovascular_disease_and_air_pollution.pdf

²¹ Halton Joint Strategic Needs Assessment: Long Term Conditions – Cardiovascular Disease 2014/2015
<http://www3.halton.gov.uk/Pages/health/JSNA/longterm/CardiovascularDisease.pdf>

²² Health and Social Care Information Centre (2014) *Health Survey for England 2013*
<http://www.hscic.gov.uk/catalogue/PUB16076>

The Merseyside Lifestyle Survey 2012/13 suggests that just over a third of Halton residents engage in moderate-intensity activities such as brisk walking, cycling, or swimming for at least 10 minutes continuously (36%) and one in five adults (19%) engage in vigorous-intensity activities such as running or football, this means that just under half of our population (45%) do not participate in moderate or vigorous exercise. Adults in Halton estimate that they spend an average 263 minutes (almost 4 and a half hours) each day either sitting down or reclining (excluding sleep). Being physically inactive increases the risk of cardiovascular disease. There are lower rates of physical activity amongst men and women in Halton compared to the Merseyside and England average, increasing the likelihood of Halton residents developing cardiovascular diseases compared to other areas.

- **Obesity**
Based on the Body Mass Index, 36% of people in Halton are overweight and 25% are obese according to the Merseyside Lifestyle Survey. Excess weight is a significant modifiable factor to help prevent cardiovascular disease. A population with excess weight will lead to higher rates of cardiovascular disease in Halton.
- **Excess alcohol**
The Merseyside Lifestyle Survey identifies that two in three adults in Halton drink alcohol (67%). This is higher than both the overall Merseyside figure of 59%, the national average of 62%. Among those who drink alcohol, two in three drink at least once a week (66%). Among all Halton residents one in nine people drink at increasing levels (11%) and four per cent drink at higher risk levels, which is in line with the average across Merseyside. Excess alcohol consumption will contribute to the higher burden of cardiovascular disease in Halton.

Respiratory disease

- **Chronic Obstructive Pulmonary Disease (COPD)**
COPD is a group of lung diseases that block airflow and make breathing difficult. Emphysema and chronic bronchitis are the two most common conditions. Halton Clinical Commissioning group (CCG) Quality and Outcome Framework data identifies that COPD prevalence in Halton is 2.5% which is higher than the England average of 1.7%. The most common risk factor for COPD is smoking. Smoking is thought to account for around 90% of all COPD cases.²³ The higher than average smoking rates (and high historical smoking rates) are the most likely causal factor for Halton's higher rates of COPD. High levels of air pollution, particularly dust, could also contribute to some COPD, although current evidence is limited. Levels of particulate matter in Halton are well within European Directive levels.
- **Asthma**
Halton Clinical Commissioning group (CCG) Quality and Outcome Framework data identifies that the prevalence of asthma in Halton is 6.9% which is higher than the England average of 6.0%. There are a number of factors that can cause asthma, the exact cause is unknown, but amongst these are:
 - Family history of asthma can increase the likelihood of an individual developing asthma and this is largely not preventable.
 - A high proportion of asthma can be brought about allergies to things such as dust, dust mites, animal hair etc.

²³ <http://www.nhs.uk/Conditions/Chronic-obstructive-pulmonary-disease/Pages/Causes.aspx>

- Smoking during pregnancy has considerable consequence to the growth and development of the child, including a significantly greater likelihood of the child developing severe asthma in childhood and later life. Halton also has a considerably higher proportion of women smoking at the time of delivery, with 18.9% of women smoking at delivery compared to 12.7% across England (2012/13).

Lung Cancer

The most predictive factor for the development of lung cancer is smoking and exposure to tobacco smoke. The risk of developing lung cancer is 25 times greater in a person who smokes than in a person who doesn't smoke. As previously identified, Halton has a higher rate of smoking than the national average, up to 30% of people living in Halton are putting themselves at a 25 times greater chance of developing lung cancer. The smoking rate in Halton has recently decreased, but data suggests that historically smoking rates could have been 35% or higher in Halton. The risk of developing lung cancer as a result of smoking does not disappear immediately if someone stops and so there will be a period of time where the impact of smoking are still felt locally, and higher levels of lung cancer (and other smoking related conditions) can be expected locally whilst there is a legacy of high smoking rates.

Petition response

Halton Borough Council received a petition entitled "Request for the Council to Monitor the Air Quality for PM_{2.5} and other toxins" on 6th March 2015.

The petition stated:

"Halton is a highly polluted area and our local authority have allowed a massive waste incinerator to be built. We have had a number of leaks already at the plant.

We want to protect the health of our children from these highly toxic contaminants, this can only be done by Monitoring the Air Quality for PM 2.5 and other toxins.

Our council to date has refused even though we are in an area that the British Government is being sued by the European Courts for failing comply with the European Directive on Air Quality

For many years Halton claim to fame was the title of the highest cancer rates in the country not to mention asthma as a common household ailment. We also have a very high rate of multiple sclerosis. Runcorn and Widnes, in the past, had a very large chemical industry and wielded great power. With the public becoming aware of the serious risk to health we of course want to protect our children (they are our future). Our local council maintain they meet the Government requirements which shows the air quality is good. If this is the case then why do they not monitor for Particulate Matter 10 (PM) or PM 2.5 The Silent Killer.

We need the monitors to get the proof our Air Quality is the cause of all the breathing ailments in our area. This is supported by the findings of the European Research."

The petition was signed by 5632 people, 946 (17%) of those signing the petition lived outside of the Halton area.

Response to statements made in the petition

The petition focusses on the development of the Energy from Waste incinerator and indicates that this is a significant cause of pollution locally including some leaks.

The Energy from Waste incinerator has been developed in Weston Point, operated by Viridor. The Incinerator was developed following a lengthy planning application process including local consultation. The development of the facility came under the Electricity Act 1989 and as such, consent for the development was given by the Secretary of State for Business, Enterprise and Regulatory Reform.

Following the planning application process an IPPC permit is required to control and assess emission activities. The Energy from Waste process is an A1 process and as such, the permit was issued and is regulated by the Environment Agency. **The Council have not been informed by the Environment Agency of any infringements to the permitted processes.**

Halton Borough Council to date has refused to monitor for PM 2.5 and other toxins, even though we are in an area that the British Government is being sued by the European Courts for failing to comply with the European Directive on Air Quality.

The body of the report highlights the breadth and duration of air quality monitoring which takes place within the Borough. Halton Borough Council complies with the EU Air Quality Directives and assesses all pollutants required under legislation. Halton achieves the objective measures for all required pollutants, with the exceptions of NO₂ in two areas which have been identified as Air Quality Management Areas. These areas regularly exceeded permitted levels of NO₂ as a result of localised traffic flow issues and additional measures, previously highlighted, are being implemented to improve this situation.

Measurement of PM_{2.5} is not currently a requirement as part of the UK Air Quality legislation and the Council is not required to continually monitor this. **Halton Borough Council have however monitored PM_{2.5} and levels have been found to be well below EU guideline objectives.** An independent Air Quality model to identify the effect of the Energy from Waste site operations has shown that PM_{2.5} are predicted to remain well below EU guideline Objectives levels even during full plant operations. Should the EU Air Quality Directives change to require Local Authorities to monitor PM_{2.5} on a continual basis, Halton Borough Council will comply with this.

The European Commission has launched legal proceedings against the UK for its failure to cut excessive levels of nitrogen dioxide and create a national plan to do so. This is based on NO₂ levels exceeding EU objectives at zonal levels and does not relate to individual Local Authority areas. **Halton is not included in any of the zonal areas to which the proceedings apply.** The EU directive standards are determined using a network of air quality monitors in populated areas which are distinct from the monitors used by local authorities to assess and monitor air quality within their own area as part of their own legal requirement. DEFRA are responsible for this network of monitors. Halton have a network affiliated monitor which contributes to the national network.

For many years Halton claim to fame was the title of the highest cancer rates in the country not to mention asthma as a common household ailment. We also have a very high rate of multiple sclerosis

More than one in three people in the UK will develop some form of cancer during their lifetime.²⁴ Although there are more than 200 different types, lung, breast, prostate and bowel cancers account for more than half of cancer diagnoses each year.

Cancer is a group of conditions where cells in a specific part of the body grow and reproduce uncontrollably. It accounts for a quarter of all deaths in England. Halton **does not** have the highest cancer rate in the country. However, it must be recognised there is a higher incidence of all cancers than the England average. The directly standardised incidence all age, all cause cancer rate is 705/100,000 population in 2012 (for every 100,000 people in Halton, 705 on average will develop a cancer in that year). The regional North West rate of 626/100,000, and an average England rate of 586/100,000. In terms of deaths as a result of cancer, between 2011-13, there were 188 deaths per 100,000 population in Halton, this is ranked as 143rd highest out of all 150 England Local Authorities.²⁵

The most common causes of cancer are widely accepted to be Smoking, Poor diet and Alcohol consumption. Smoking is by far the most important preventable cause of cancer. It is responsible for one in four UK cancer deaths, and nearly a fifth of all cancer cases. Nearly half of all smokers will eventually die from smoking-related diseases.²⁶ After smoking, poor diet is one of the most important avoidable causes of cancer, and has been linked to bowel cancer, pancreatic cancer and oesophageal cancer. Alcohol has been classified as a Group 1 carcinogen since 1988, and is responsible for around 4 per cent of cancers in the UK each year – around 12,500 cases. It is known to increase the risk of liver, mouth and bowel cancer among many others. Higher rates of these lifestyle factors within a community will lead to higher incidences of cancer. As previously described Halton has significantly higher than the England average rates of smoking, poor diet, and excess alcohol.

The contribution that air pollutants make to cancer incidence is unknown. However, **European Air Quality Objectives are set at levels to protect health, and air Quality in Halton complies with these directives.**

There is no accurate GP register for multiple sclerosis (MS) and it is therefore not possible to identify the actual number of people with Halton in a specific area. The MS Trust estimates that between 100 and 140 people per 100,000 have multiple sclerosis. There is no reason to believe that rates are higher in Halton. There is also no evidence in the scientific literature of a plausible link for air pollution as a significant cause of multiple sclerosis. The MS Trust identifies the cause of MS is still unknown but the widely acknowledged theory is that MS is an auto immune condition, where by the patients' own immune system attacks the nerves. There are also some correlation between MS and smoking.²⁷

Our local council maintain they meet the Government requirements which shows the air quality is good. If this is the case then why do they not monitor for Particulate Matter 10 (PM) or PM 2.5 The Silent Killer

As identified within the body of the report, Halton Borough Council does monitor PM₁₀ as part of the Air Quality legislation, and the results of this are publically available. The Annual

²⁴ Annual Report of the Chief Medical Officer: Volume 1, 2011: On the State of the Public's Health

²⁵ PHE Longer Lives, <http://healthierlives.phe.org.uk/topic/mortality/area-details#are/E06000006/par/E92000001/ati/102/pat/> accessed 19th May 2015

²⁶ Mortality in relation to smoking: 50 years' observations on male British doctors. US National Library of Medicine. <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC437139>

²⁷ <http://www.mstrust.org.uk/atoz/cause.jsp>

Air Quality Review and Assessment is published on the Halton Borough Council Website and has been available since 2006.²⁸

As previously identified, there is no legal obligation under the UK Air Quality Directives for the Council to monitor PM_{2.5}. Halton Borough Council have, however, undertaken PM_{2.5} monitoring and undertaken robust modelling analysis which show that PM_{2.5} is well within EU guideline objectives and is predicted to remain below.

If the EU Directive guideline for PM_{2.5} is implemented into UK law, the Council will meet the required obligations as part of any that legislation.

We need the monitors to get the proof our Air Quality is the cause of all the breathing ailments in our area. This is supported by the findings of the European Research

The petition is not clear to what European Research is being referred. However the European Commission has developed an extensive body of legislation which establishes health based standards and objectives for a number of air pollutants in order to protect health. Halton Borough Council has achieved all Air Quality Objectives (with the exceptions of NO₂ which exceeds the permissible number of exceedences of NO₂ mean levels in 2 Air Quality Management Areas within Widnes).

Conclusion

Air quality in Halton is assessed and monitored regularly in order to comply with UK and EU Air Quality legislation. Air Quality objectives have been achieved in Halton for all current pollutants with the exceptions of Nitrogen Dioxide.

Halton has identified two Air Quality Management Areas, both of them in Widnes, where levels of NO₂ exceed the objective levels on more occasions than is permissible as part of the objective standards. The levels of NO₂ are higher in these two areas as a result of higher town centre traffic activity. As a result of the declaration of Air Quality Management Areas, these areas are subject to additional measures and Halton Borough Council is working hard to ensure that the levels of NO₂ in these areas fall to within permitted levels as soon as possible. These activities include investigating traffic flow alterations and promoting alternative access to the town centre, cycling, walking etc.

National and European Air Quality Objectives are determined at levels to protect health. As Halton meets all these criteria (except in designated AQMAs) the air quality cannot be considered to be at levels poor enough to affect health.

Halton experiences poorer levels of health than many other areas in the country. This however can be explained in the most part by lifestyle factors and the higher rates of people making less healthy lifestyles choices in Halton. The Council and local partners are continuing address the factors which impact greatly on health including encouraging people to stop smoking, improving access to and

²⁸ <http://www4.halton.gov.uk/Pages/planning/air-quality.aspx>

awareness of healthy diets, access to weight management programmes, improvements in local amenities and encouraging more active lifestyles. The Council have a set of Key Health and Wellbeing Priorities to improve the health of the population, and is engaged in improving life chances and making it easier to make healthy lifestyle choices by ensuring we work across all agencies to improve education, enhance employment opportunities, and provide healthy safe and thriving homes and communities.

Over 4600 people who live in Halton have signed a petition believing that the Council do not monitor air quality and that air quality in Halton is poor enough to affect health despite evidence being available that both of these assertions are incorrect.

Recommendations

In order to address the issues raised in this report and ensure that air quality in Halton remains good and ultimately to improve health and wellbeing in Halton, the Council has identified a number of recommendations for future action:

- i. Undertake a series of public engagement events to build a greater understanding of the concerns local people have regarding air quality in Halton and identify opportunities to build improved relationships to ensure a clear way forward in all concerns.
- ii. Develop an active multi agency Air Quality Forum (including lay representation) to enable issues and concerns to be raised and discussed in an open, engaged forum and facilitate agreement on actions and outcomes.
- iii. Investigate further opportunities to limit emissions and reduce NO₂ in areas of potential high traffic activity around built up areas and achieve compliance with NO₂ Air Quality Objectives.
- iv. Develop a full Air Quality Strategy, based on available local and national data and evidence to ensure that Halton is able to sustain recent improvements in Air Quality across the borough and proactively seek to remove the declaration of Air Quality Management Areas within the borough.

REPORT TO: Environment & Urban Renewal
Policy & Performance Board

DATE: 24th June 2015

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Petition for Alteration of Waiting Restrictions, Queens Avenue,
Widnes

WARDS: Ditton

1.0 PURPOSE OF REPORT

- 1.1 To report receipt of an 80 signature petition and associated individual letters that have been received requesting alteration of the waiting restrictions on Queens Avenue, Widnes.

2.0 RECOMMENDATION that:

[1] That the requested alteration of the existing 40 minute time limited waiting arrangements adjacent to the shop units in Queens Avenue, Widnes be refused.

[2] That the lead petitioners and individual writers be so informed.

3.0 SUPPORTING INFORMATION

- 3.1 The immediate area of the Argos/Homebase offices at Queens Avenue/Royal Avenue in Widnes, is subject to intense pressure on available on and off-road parking provision as a result of these offices, the adjacent housing and the shops on Queens Avenue.
- 3.2 At the present time, the parking bays on the shops side of Queens Avenue are limited to 40 minutes stay time, with unrestricted parking on the other side. There are also 'At Any Time' waiting restrictions in the area of the junctions with Royal Avenue and Coronation Drive, in order to protect sightlines. Maximum use is being made of available space. The short stay parking provision is intended to provide a high turnover in the use of the bays to give better access to the shops for the majority of customers, with the unrestricted parking available for visitors needing to make a longer visit. The present arrangements are shown on Drg. No. 9781 in Appendix 'A'. On-road parking is available to all highway users, and the Council is not able to reserve certain spaces for exclusive use by customers of certain businesses.
- 3.3 Residents have complained about various parking issues including: the blocking of driveways; all-day parking in the limited stay bays near the shops; and use of 'private' housing association car parks by office workers. These issues culminated in a meeting between residents' representatives, ward councillors, Cheshire Police and managers from Argos/Homebase in February 2015. The company agreed to make every effort to be a 'good neighbour' by reminding its staff to park responsibly and by updating its workers' vehicles database, allowing individual drivers to be located in work on receipt of a specific complaint. Cheshire Police agreed to provide extra enforcement in the area to ensure visitors comply with the waiting stay limits to try and stop drivers parking in the short-stay bays for long periods of time. The Council arranged to remark and re-sign the short-stay parking bays.

3.4 Possibly as a result of the renewed Police attention, one effect of which has been to reduce the abuse of the 40 minute duration of stay limit on the parking bays adjacent to the Queens Avenue shops, the Council has received the following from/via Mr. Derek Twigg, M.P. for Halton:

- Four individual letters from shop owners/operators all requesting an increase in the parking stay time limit, generally to 2 hours.
- An 80 signature petition requesting a 2 hour stay limit.
- A letter supporting another business's request for a 2 hour stay limit.

3.5 Whilst it is accepted that it might be in the interests of some business and their customers to have a 2 hour time limit on the parking bays near the shops, this would severely restrict parking space turnover. It would also limit the number of visitors able to access the businesses directly by being able to drive to the shops and then being able to park immediately near their destination. It is also not clear how a two hour stay would dissuade Argos/Homebase employees from parking there.

3.6 Ward Councillors and Cheshire Police have been consulted and support retention of the present 40 minute stay duration on the bays adjacent to the shops, Cheshire Police pointing out that the present restrictions were introduced "to prevent extended parking outside the shops and provide a short term area for those persons visiting said shops". It is recommended, therefore, that the current 40 minute restriction be retained and that those requesting a change to a longer period restriction be informed accordingly.

4.0 POLICY IMPLICATIONS

4.1 None.

5.0 FINANCIAL IMPLICATIONS

5.1 None

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children & Young People in Halton

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

6.2 Employment, Learning & Skills in Halton

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

6.3 A Healthy Halton

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

6.4 A Safer Halton

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

6.5 Halton's Urban Renewal

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

7.0 RISK ANALYSIS

7.1 There are risks to the viability of businesses in the area if the existing short-stay waiting restrictions are retained or revised, but short-stay parking is needed adjacent to shops and there is unrestricted parking in the immediate area, including Lodge Road at the rear of the shops.

7.2 No full risk assessment is required.

8.0 EQUALITY & DIVERSITY ISSUES.

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

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

9.1 **Document:** Petition and individual letters, which will be brought to the meeting but which have not been added as an Appendix to protect individual's identities.

Place of Inspection: At meeting.

Contact Officer: Steve Johnson, Lead Officer, Traffic & Road Safety



REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 24th June 2015

REPORTING OFFICER: Strategic Director Policy & Resources

PORTFOLIO: Resources

SUBJECT: Performance Management Reports for Quarter 4 of 2014/15

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 fourth quarter period to 31st March 2015.
- 1.2 Key priorities for development or improvement in 2014-17 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.

2.0 RECOMMENDED: That the Policy and Performance Board

- 1) Receive the fourth 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 4 – Period 01st January 2015 to 31st March 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 fourth quarter of 2014/15 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 2014-17 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

➤ **Peel House Lane Cemetery**

Planning for the cemetery was formally granted in February 2015 following the removal of Sport England objection. The road and roundabout design is now finalised and the drawings and Bill of Quants have been passed to the term contractor for a price. The residential site has been marketed and HBC are reviewing the bids.

➤ **Investment Enquiries**

The Business Improvement and Growth (BIG) Team managed 239 commercial property/inward investment enquiries in 2014/15, 10% of which were converted (inward investment enquiries 'converted' into actual investment projects). The cumulative total of enquiries (total enquiries 2014/15 of 239) exceeds the annual target of 200. The cumulative conversions to date are at 10%, this equals the 2014/15 annual target of 10%. The total number of enquiries however is down on the previous year, although meeting the target set.

Policy, Planning and Transportation.➤ **Quality Bus Partnership Agreement**

The first Quality Bus Partnership (QBP) agreement between the two main operators (Halton Transport and Arriva) is now in operation in the Borough, identified and agreed under the Better Bus Area partnership. The Quality Bus Partnership agreement provides for the regulating of the scheduled time-tables on the 17 service (Halton Transport) and the 33 service (Arriva, St Helens), whilst using the same number of buses available.

The main benefits for this route are:

- an increase in frequency to 20 minutes in both directions
- a reciprocal ticketing agreement in place where passengers can use either Halton Transport or Arriva multi journey tickets on either of the operators buses. However, it should be noted that the ticketing agreement is only valid on the St Helens to Widnes route.

The first Quality Bus Partnership (QBP) agreement between the two main operators (Halton Transport and Arriva) is now in operation in the Borough, identified and agreed under the Better Bus Area partnership. The Quality Bus Partnership agreement provides for the regulating of the scheduled time-tables on the 17 service (Halton Transport) and the 33 service (Arriva, St Helens), whilst using the same number of buses available.

➤ **Specialist Transport Services Framework**

A major tendering exercise has recently taken place to develop a framework agreement for the provision of specialist transport services. The framework will allow the Council to provide this particular type of transport which includes special educational needs and adult transport more efficiently and a report will be presented to the Executive Board in the first quarter of 2015/16.

➤ **Development**

- Housing delivery at Sandymoor moves forward apace with recent planning permissions granted to Morris Homes and David Wilson Homes.
- Significant activity at the Daresbury growth area with Redrow and the Sci-Tech Joint Venture bringing forward schemes.

➤ **Green Belt Review**

Consultation has been completed on our initial Green Belt Site Assessments. A total of 51 representations have been received including; 12 from developers or land owners promoting sites; 38 from residents / interested parties (mostly objecting to the principle of Green Belt release) and one from Knowsley Borough Council challenging the detailed assessment of some sites. The received submissions will be reported to Members with recommendations as to changes / corrections and implications for policy going forward.

➤ **Strategic Housing Market Assessment (SMHA)**

Government guidance requires that we assess the Objectively Assessed Need for Housing (OAN) and that this should be considered at a Strategic Housing Market Area (HMA) level. We have worked with St. Helens and Warrington to carry out a basic revalidation of Mid-Mersey as the HMA and are commissioning consultants to undertake a SHMA which will be a key evidence base document informing the development of the Local Plans.

➤ **Strategic Housing Land Availability Assessment (SHLAA)**

Work is nearing completion on the assessment of sites for the SHLAA, which will be available shortly. This will set out the sites available to meet the quantum of development specified in the Core Strategy.

➤ **Government Data Publication**

Government has published a number of data sets that impact on the development of the Local Plan.

- 2011 Census Origin and Destination Data (Travel to Work and Migration)
- 2012 Based Household Projections

Officers are analysing these datasets, working with colleagues across the City Region on the implications.

➤ **Transport - Strategic Context**

A number of key parliamentary outputs have been announced:

- Infrastructure Act 2015 (became law 12 Feb 15) sets out funding for the strategic road network and commits the government to a cycling and walking strategy, amongst other things.
- House of Lords Economic Affairs Committee – report challenges HS2 and suggests better value in east – west links rather than north - south
- Airports Commission – report due in the summer is to set out how additional capacity will be delivered

➤ **The Transport Plan for Growth (TPfG)**

[The Transport Plan for Growth](#) is now available on line via the HBC and Merseytravel Website. The Plan provides a strategic framework across the Liverpool City Region (LCR) and a 6 year delivery plan. It outlines how Transport supports Economic Growth and the importance of collaboration with partner agencies and contributes to the wider Northern Transport Vision.

➤ **Local Sustainable Transport Fund (LSTF)**

The Local Sustainable Transport Fund is now coming to a close. The Mid-Mersey Partnership has enabled 23km of new and improved cycle/footway across the partnership. Halton has benefitted from improvements and extensions to the Farnworth – Sutton Greenway, and the A56 Warrington to Daresbury Hotel Cycle link. Halton has 18 new Real Time Passenger

Information Systems in key locations, and a new bus shelter at Daresbury Enterprise Zone (EZ). The 200 bus service was supported to extend its route to include Runcorn Mainline Station and Daresbury EZ.

A number of businesses in Halton benefitted from Active Travel grants which have enabled them to purchase cycle shelters, repair stands and match funded shower/changing facilities. An end of Mid Mersey LSTF report is currently being compiled with a view to being presented to Elected Members during the early part of the new 15 - 16 financial year.

➤ **Silver Jubilee Bridge Maintenance**

The SJB Major Maintenance Scheme business case continues to be developed. This aims to acquire funding that would allow maintenance works to continue over the 3 year period commencing 2016 – 17. This bid is reliant on the Council providing match funding of 10 -15% of the overall cost of the scheme which is currently estimated at £3.5M.

➤ **Liverpool City Region Funding**

Four sustainable transport (STEP) schemes totalling £1.2M and aimed at improving connectivity to employment sites, are expected to receive approval from the LCR in April under an overall £20m programme that will be delivered over the next two years.

➤ **Defra Grant Funding**

Defra has agreed to provide grant funding of £57,358 in 2015/16 for the 'additional burdens' relating to Halton's new Lead Local Flood Authority role as statutory consultee to major planning applications with surface water drainage implications. The grant will fund the additional resource necessary to undertake this role.

➤ **Traffic Management**

During the past year Halton became a full member of the Cheshire Road Safety Group (CRSG) that looks after the Safety Cameras within the Borough. Four cameras within the Borough have been converted to digital operation. Due to the construction of the Mersey Gateway the cameras on the expressway system have not been converted as the traffic patterns and speeds will change so their need will need to be re-assessed.

➤ **Intelligent Transport Systems (ITS)**

A project is underway to link all the Intelligent Transport Systems (ITS) within the Liverpool City Region Combined Authority area. Initially, there will be no change but ultimately this will allow the sharing of resources, such as Variable Message Signs (VMS) by all authorities. This will also be important for the Mersey Gateway and the Mersey Tunnels to assist in dealing with incidents.

➤ **Mersey Gateway Construction Progress**

Merseylink's development of its detailed design proposals for the project and the Mersey Gateway Crossings Board's (MGCB) review of these submissions, are ongoing.

The demolition of the Royal Café on Hutchinson Street took place in January, whilst similar activity in the Catalyst Trade Park and Astmoor areas is well advanced. The construction of the temporary haul road, through the saltmarsh areas to the river's edge, is now complete.

Ongoing site activity includes:

- Diversions of utilities services (including diversion of electricity main on Clifton Park).
- Construction of the temporary trestle bridge (concurrently from both river banks).
- Construction of the sheet piled cofferdam structures for the north and south pylons of the main bridge crossing (to allow the foundations for the pylons to be constructed in dry conditions)
- Concrete piling for foundations of the north abutment of the north approach viaduct to the main bridge crossing.
- Construction of the reinforced soil retaining wall adjacent to the eastbound off slip road at M56 junction 12.
- Highway reconfiguration work at Ditton and Bridgewater junctions with associated temporary traffic management.

The next 6 months will see a significant change of focus from temporary works activities associated with the main bridge crossing to permanent works (highways and structures). In particular, this will see the establishment of the long term phases of traffic management on the existing highway network including lane closures and diversions necessary to allow the works to be constructed in a manner which is safe for the construction workforce and the travelling public.

The off-peak roadworks on Weston Point Expressway around J12 have been moved to overnight and weekends. This change was to reduce traffic disruption/delays in this particular area and Merseylink is constantly reviewing how it works to minimise disruption.

Due to the significant earthworks being carried out near to the Hallwood Park Estate in Runcorn, a new site compound is being developed. This part of the works also includes the construction of a new bowstring footbridge and alterations to the Lodge Lane junction which has required the development of a site compound in this area.

Merseylink report that the anticipated opening of the Mersey Gateway Bridge remains as autumn 2017.

Open Spaces and Waste & Environmental Improvement

➤ **Cemeteries and Crematorium**

The second of two new cremators was installed at Widnes Crematorium during Q4 and is due to be commissioned within the first few weeks of Q1 2015/16. The new cremators are more efficient and will reduce fuel costs significantly.

Planning consent was granted for the new Widnes Cemetery in Q4 and some tree removal work was carried out in advance of the main works starting.

➤ **Parks**

Two new commemorative stones were unveiled at the Victoria Park War Memorial on Saturday 7 March 2015. One of the stones records the names of individuals who were born in Widnes and went on to die in the Great War but after they had moved away from the town. The other stone records the names of Widnes men who fell in the Great War but who were not added to the memorial when it was originally built.

➤ **Design and Development**

Work continued has continued on the Runcorn Hill & Heath Park HLF project during Q4. It is anticipated that the new pavilion café building will be completed towards the end of Q1 2015/16.

➤ **Co-Mingled Recycling Collections**

During this last quarter, Members of the Executive Board received a report containing details of an assessment that had been undertaken to test whether the Council's current co-mingled recycling collection service complied with legislative requirements relating to the separate collection of paper, glass, plastic and metals.

The legislation requires the separate collection of these four materials, unless separate collection is not necessary to facilitate and improve recycling and produce high quality recyclable materials (or if it is not technically, environmentally and economically practicable to do so).

After considering the details of the report, Executive Board endorsed the outcome of the assessment; that the Council's service was compliant with legislation. This was predicated on the basis that the co-mingled collection service;

- Is a simple and easy to use system for residents;
- It has resulted in increased levels of recycling since 2007, with a high level of recycling performance of over 40% projected for 2014/15; and
- The recyclable materials recovered from the co-mingled system are of a high quality and have a market value.
-

➤ **Enforcement**

DEFRA has released 2013/14 Fly-tipping statistics for England. The data shows that Halton was the 8th highest performing authority in the Country in respect of making prosecutions, with a total of 39 in the year.

In 2014/15, 1732 Fixed Penalty Notices were issued for littering offences and 42 were issued for dog fouling offences.

➤ **Public Spaces Protection Orders**

In March, the Executive Board received a report on Public Spaces Protection Orders (PSPOs), which provide a power to help the Council and the Police prevent incidents of ASB and tackle those responsible. The power to issue PSPOs was created through the Anti-social Behaviour, Crime and Policing Act 2014.

PSPOs are intended to deal with problems that are detrimental to the local community's quality of life. They provide a flexible power to put in place restrictions and prohibitions on specific behaviours in order to address a range of ASB issues. Unlike previous Orders that were available to deal with ASB, PSPOs can contain more than one restriction, meaning that a single PSPO can deal with a wide range of unacceptable behaviour.

A PSPO would be issued if unacceptable behaviour is occurring in an area that is detrimentally affecting the local community and if such behaviour is, or is likely to be, ongoing or persistent.

Those who breach PSPOs face being issued with a written warning, a Fixed Penalty Notice of up to £100 or prosecution and a fine of up to £1,000.

Council Officers and Police Officers have been working closely to develop the process for issuing PSPOs and will look to use them to help enhance their ability to tackle ASB in identified 'hot spot' areas.

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. Runcorn Retail BID

A Business Improvement District (BID) proposal, encompassing Runcorn Old Town, Trident Retail Park and Runcorn Shopping Centre has been proposed. Groundwork Cheshire have been appointed to facilitate the development of a BID business plan, manage a major consultation exercise and oversee a ballot of all businesses within the programme area. The proposal was launched at the Brindley on 5 February 2015. A ballot will be held in July 2015. It is anticipated that, subject to a successful ballot, the BID will be in place by September 2015.

II. Growth Hub

The Liverpool City Region Local Enterprise Partnership (LEP) has developed a proposal to create a 'Growth Hub' for the city region. A Growth Hub is not a physical entity but rather a virtual organisation to provide business support services across the City Region. At a city region level, an initial funding package of £550,000 has been agreed between the LEP and BIS to support the development of a LCR Growth Hub.

The LEP plan to recruit a team of 'Business Brokers', with a core team of business brokers will be based at the LEP and a single business broker will be based within each local authority area, embedded within the Local Authority or local Chamber. The LEP have issued an Official Journal of the European Union tender for the delivery of the Growth Hub. The tender will be broken down into six lots, one for each area. Organisations successful at tender will be appointed to a five year framework. The providers of future business support programmes will then be selected from the framework.

Halton Borough Council and Halton Chamber of Commerce will respond to the tender independently and if successful collaborate with respect to the delivery of the Growth Hub. Tenders to deliver the Growth Hub in Halton must be completed by 16 April 2015.

III. Pan-Merseyside Computerised Record Management (CRM) system

As part of the development of the Liverpool City Region (LCR) Growth Hub the Local Enterprise Partnership (LEP) has also proposed a pan-Merseyside CRM system to manage investment projects, commercial property enquiries and future grant and business support programmes. The LEP, following a competitive tender exercise, has selected a system called Evolutive. Halton has agreed to adopt the Evolutive system, however a number of other authorities and Chambers have procured their own systems. The BIG team are currently working with developers Alcium and the Council's ICT Team to migrate data from the existing system to the new Evolutive system.

Policy, Planning and Transportation.

IV. Concessionary Travel Re-Imbursement Agreement

In April 2014, the Council secured a two year concessionary travel re-imbusement agreement with the bus operators in the Borough. This agreement is due to come to an end on 31st of March 2016, and as a result, negotiations will shortly commence to agree a way forward for future years. The current scheme is reimbursed on a fixed amount basis which gives the Council the added benefit of knowing the exact cost of the statutory scheme. It is anticipated the Council will look to secure a reimbursement agreement of a similar nature.

V. Planning and Transport Policy

Following the election in May, there may well be issues emerging in terms of the direction of government policy, both for Local Authorities and for planning and transport.

VI. Street Lighting

It has been agreed to convert a number of street lights within residential areas to LED operation over the next three years in order to reduce overall costs. A joint bid was made to the Highways Maintenance Challenge Fund with St Helens and Sefton Councils to convert the lights on high speed roads to LED operation but this was unsuccessful. As energy costs continue to rise, this initiative will be important as it will allow us to continue to provide street lighting across the borough.

VII. Emergency Planning

Due to changes in legislation, it is likely that the number of sites requiring off site emergency plans under the Control of Major Accident Hazards (COMAH) will increase, thereby placing additional demands on the service.

VIII. Network Management

Construction of the Mersey Gateway is now beginning to impact on the road network. This will increase particularly on the Widnes side as Ditton roundabout is re-modelled to a signalised junction and Watkinson Way is removed between Ashley Way and the Silver Jubilee Bridge. This is impacting on service delivery and staff resources that are required to co-ordinate the works to minimise the impact on the Borough.

IX. Intelligent transport Systems (ITS)

Initial discussions are taking place between the six authorities within the Combined Authority to have a joint Intelligent Transport Systems maintenance contract, with a target start date of 1 April 2017. This goes some way to meeting is one of the initial aims of the Combined Authority which is to secure efficiencies through joint procurement exercises.

X. Mersey Gateway Traffic Management

The first phases of long term traffic management have focussed on Ditton and Bridgewater junctions. The next phases will expand to include other areas of the Project Road in the New Year particularly through the Central/Weston Point Expressway corridor. The scale and duration of the traffic management arrangements are expected to have journey time implications for the travelling public and businesses which may require review of normal travel plans.

XI. Mersey Gateway Winter Maintenance Responsibilities

Merseylink is responsible for any reactive maintenance of existing highway infrastructure within the Project Road area. Merseylink is also responsible for the winter maintenance of the Project Road although this has been discharged by entering into an agreement with Lafarge Tarmac & Halton Borough Council's Highways Maintenance department.

*Open Spaces and Waste & Environmental Improvement***XII. Waste & Recycling Collection Services**

Major changes to the waste and recycling collection services are to be introduced in the summer. The changes are being brought about as a result of the borough-wide roll out of the Alternate Bin Collection (ABC) scheme to all suitable properties, which is being completed as part of a 'Route Optimisation' exercise which will see the complete re-design of existing waste and recycling collection schedules.

For all households that will be served by the ABC scheme, the service changes will see future refuse and recycling collections taking place on the same day, but on alternate weeks (e.g. Blue bin emptied on Monday one week, Black bin emptied on Monday the next week). Changes may also be made to collection days for those households with small black bins, or those that receive 'black sack' collections, who will continue to receive weekly waste collections.

All households will receive an information pack with details of how they will be affected in advance of the introduction of service changes.

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 will be monitored in Quarter 2 (14-15).

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	Q4 Progress
EEP1	Commence Crossville development by March 2015 .	
EEP1	Commence construction of road at Johnson's Lane and introduce end user to site by March 2015 .	
EEP1	Commence work on site for project Techspace by September 2014 .	
EEP1	Acquisition and preparation of Lord Daresbury plot and hostel site by March 2015 .	

Supporting Commentary

Crossville Development

Work is ongoing with the developer to progress this site. However, this is a complex development, hence the delay to the start of the scheme.

Johnson's Lane Road Construction

Work has been tendered and site work commenced January 2015.

Techspace Project

Due to delays in the contract process, the start on site is anticipated in April 2015. Contracts have been engrossed and will be signed in March. Enabling works have commenced.

Lord Daresbury Plot and Hostel Site

Lord Daresbury plot acquired in 2014. Some preparation works, including the removal of overhead power cables have already commenced. Independent valuations have been received for the hostel plot and negotiations are ongoing to complete the purchase of the plot in early Q1 2015/16.

Key Performance Indicators

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q4 Actual	Q4 Progress	Direction of travel
DIS LI 01	Occupancy of HBC industrial units.	85%	85%	89%		

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q4 Actual	Q4 Progress	Direction of travel
DIS LI 02	Occupancy of Widnes Market Hall.	84%	95%	85%		
DIS LI 05	Number of investment enquiries per annum.	295 (Cumulative)	200	239		
DIS LI 06	Inward investment enquiry conversion rate percentage.	15%	10%	10%		

Supporting Commentary

DIS LI01

Occupancy of our industrial units remains high and the current figure is higher compared to the same period last year. The target has been achieved.

DIS LI02

The current economic market remains challenging and although the target has not been achieved the figure is higher compared to the same period last year.

DIS LI 05

The BIG Team managed 46 commercial property\inward investment enquiries in Q4 which resulted in 3 conversions.

DIS LI06

The percentage of conversions in Q4 (enquiries 'converted into actual investment projects) was 7%. However, the annual conversions target of 10% has been achieved.

Open Spaces and Waste & Environmental Improvement

Key Objectives / milestones

Ref	Milestones	Q4 Progress
CE 05	Woodland Expansion - Additional 200m ² of Woodland planted Borough wide - March 2015.	

Supporting Commentary

New areas of woodland were planted at Phoenix Park in Runcorn and at the Bongs in Widnes.

Key Objectives / milestones

Ref	Milestones	Q4 Progress
CE 06	Complete the borough wide roll out of the Alternative Bin Collection service to all suitable properties September 2014 .	
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 2015 .	
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 2015 .	

Supporting Commentary

The borough-wide roll-out of the Alternate Bin Collection scheme to all suitable properties required the complete reconfiguration of all existing waste and recycling collection schedules. Unfortunately, due to delays caused by unavoidable operational and technical issues, this target timescale was not met. As set out in 'Emerging Issues', this roll out will take place in the summer of 2015.

This work to deliver communications and raise awareness has been on-going and included direct delivery of information to households and articles in local media, including Inside Halton.

This work to review and assess the effectiveness of the Council's Environmental Enforcement Plans and Policies has been on-going and as set out in the 'Key Developments' a high number of actions are being taken to deal with waste related offences.

Key Performance Indicators

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q4 Actual	Q4 Progress	Direction of travel
CE LI 13	Residual household waste per household (Previously NI191).	624 Kgs	650 Kgs	534 Kgs		
CE LI 14	Household waste recycled and composted (Previously NI192).	38.53%	40%	48.0%		
CE LI 16	Municipal waste land filled (Previously NI193).	57.17%	60%	14.9%		

Supporting Commentary

These are estimated figures for the year but indications are that these targets have been met.

Highways, Transportation & Logistics

Key Objectives / milestones

Ref	Milestones	Q4 Progress
PPT 01	Review progress against SJB maintenance strategy and deliver 2014/15 major bridge maintenance works programme. March 2015.	
PPT 02	To deliver the 2014/15 LTP Capital Programme March 2015.	

Supporting Commentary

SJB Major Bridge works have been completed for 2014/15 and the programme of sustainable transport improvements comprising neighbourhood centre improvements, walking & cycling schemes and measures to assist buses is nearing completion with six carriageway resurfacing and ten footway reconstruction schemes being completed.

Key Performance Indicators

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q4 Actual	Q4 Progress	Direction of travel
PPT LI 01	Number of third party compensation claims received due to alleged highway / footway defects.	132	110	96		
PPT LI 04 (ex NI 157)	Processing of planning applications as measured against targets for:					
	a) 'major' applications	83.3%	60%	75%		
	b) 'minor' applications	74.2%	85%	43.75%		
	c) 'other' applications	83.6%	85%	85.71%		
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 (%).	111	110	100		

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q4 Actual	Q4 Progress	Direction of travel
PPT LI 11	Damage to roads and pavements (% dangerous damage repaired within 24 hours).	99%	98%	98%		
PPT LI 15	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%):					
	Percentage of buses starting route on time	98.05%	98.0%	98.38%		
	Percentage of buses on time at intermediate timing points	91.60%	87.50%	93.82		
PPT LI 17	No. of passengers on community based accessible transport	253,357	267,000	213,998		
PPT LI 19	Number of local bus passenger journeys originating in the authority area in one year (000's).	5,522	6,200	5,493		

Supporting Commentary

PPT LI 01

There has been a lull in the number of claims received in Q4. Hopefully, the recent successful prosecution of a fraudulent claim will help to reduce future numbers of claims.

PPT LI 04

2014/15 saw a significant increase in planning applications with 687 being received over the year, which is the highest number since 2007. In addition to this there has also been an increase in pre-application advice applications and condition discharge applications that have placed increasing pressures upon the limited resources available.

Consequently there is less capacity to 'hand-hold' developers through the process for minor applications, for example where the Local Planning Authority is waiting on revised supporting information from the developer, and this has had an inevitable negative consequence in terms of performance.

Officers will continue to take a risk-based approach in the allocation of resources in terms of processing applications and this situation will continue to be kept under review as we move into the new financial year.

PPT LI 05

The 5 year requirement is becoming increasingly difficult to achieve as cumulative undersupply over the period 2010-2015, due to market conditions, inflates the 5 year requirement by 1,161 units (in

addition to the 552 annualised target). Government policy is such that undersupply must be made up within 5 years.

PPT LI 11

The continued use of our Mayrise system for ordering and tracking work will help us to maintain this high figure.

PPT LI 15

This indicator continues to improve and achieve above the target figures. The Council will continue to work with the operators to ensure continued improvements.

PPT LI 17

Passenger figures are significantly down on the previous year due to the restructure of services at Halton Community Transport (HCT). HCT have withdrawn the coach size vehicles from service which accounts for the reduction in passenger journeys

PT LI 19

Passenger journey figures for 2014/15 are slightly down on the previous year. The operators have indicated this is due to a fall in recreational passenger journeys.

7.0 Financial Summaries

The Council's 2014/15 year-end accounts are currently being finalised. The year-end position for each Department will therefore be made available via the Intranet by 30th June 2015.

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

REPORT: Environment and Urban Renewal Policy and Performance Board

DATE: 24th June 2015

REPORTING OFFICER: Strategic Director, Policy & Resources

SUBJECT: Policy & Performance Board Work Programme 2015/2016

WARDS: Boroughwide

1.0 PURPOSE OF REPORT

1.1 To consider possible topics for scrutiny as part of the 2015/16 work programme.

2.0 RECOMMENDED: That

- (1) Members of the Policy and Performance Board indicate target topic areas for potential scrutiny in 2015- 2016.**
- (2) Details of topic briefs be agreed by the Chair and Vice Chair of the PPB in conjunction with the Lead Officer for the Board.**
- (3) Members confirm their support for the continuation of the Waste Management Working Party with nominations to sit on it being invited.**

3.0 SUPPORTING INFORMATION

- 3.1 Each year the PPB has the opportunity to identify topics or work areas that it would like to scrutinise in detail as part of its work programme for the year.
- 3.2. Good practice, based on experience, suggests that 1 or 2 Topics are manageable, however the choice lies with the Board depending on its priorities and commitments. The process for scrutiny is that, following their adoption by this Board, the topics selected are worked up as detailed topic briefs and agreed with the Chair and Vice-Chair of the PPB in conjunction with the Lead Officer for this Board.
- 3.3 In considering which are good topics to include in the work programme Members will need to keep in mind the Overview and Scrutiny Guide/Toolkit. Guidance on Topic Selection is attached as an aide-memoire. In particular, the Board's attention is drawn to paragraphs 12, 13 and 14 which relate to added value, capacity and resources.
- 3.4 It should be remembered that much of the work of this PPB will be cross-cutting and will impact on or be of relevance to other PPBs.

3.5 It should also be noted that Performance Monitoring of the Reporting Departments (Policy, Planning & Transportation; Economy, Enterprise and Property; Prevention and Commissioning Services (Housing Strategy); and Community and Environment), will in any case be received by this PPB.

3.6 2014/15 Work Programme

3.7 At the meeting of this Board on 25th June 2014, due consideration was given to the time and resource commitments of establishing Topic Groups and it was therefore resolved that:

- Members support the continuation of the Waste Management Working Party as its work was likely to be ongoing.

3.8 At its meeting of 28th January 2015, the Board considered a report of the Strategic Director, Communities which advised Members that the Waste Management Working Party had undertaken a review of the Council's current Household Waste and Recycling Collections Policy. The report contained information on the alternate weekly bin collection scheme, comingled collection of recyclable materials, enforcement and charging for services. The Board endorsed the draft updated policy and recommended its adoption by the Executive Board.

3.9 In March 2015, the Board considered a presentation from the Divisional Manager, Waste and Environmental Improvement on the Council's garden waste collection service which highlighted that a charge for this service would be introduced from 1st June 2015.

3.10 2015/16 Work Programme

3.11 Members are now asked to consider whether they would like the Waste Management Topic Group to continue.

3.12 It is also asked to consider whether it would like to suggest other suitable areas for scrutiny during 2015/16 and the Board is, in turn, asked to discuss these in the context of existing workloads. One possible suggestion is to review how the Council deals with the trees it is responsible for, but the Board may like to be specific about which particular aspects of this service are reviewed, if indeed it is, as the service has been reviewed in the past.

3.13 In the case of any Topic Groups that are agreed, Members are asked to nominate Members to Chair and sit on such Groups.

4.0 POLICY IMPLICATIONS

4.1 None at this stage.

5.0 FINANCIAL IMPLICATIONS

5.1 None at this stage.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

There are none arising from this particular report.

6.2 Employment, Learning and Skills in Halton

There are none arising from this particular report.

6.3 A Healthy Halton

There are none arising from this particular report.

6.4 A Safer Halton

There are none arising from this particular report.

6.5 Halton's Urban Renewal

There are none arising from this particular report.

7.0 RISK ANALYSIS

7.1 There are no risks associated with this report.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 There are none arising from this particular report.

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

9.2 Reports to the Environment and Urban Renewal Policy and Performance Board on 28th January 2015 and 25th March 2015.

OVERVIEW AND SCRUTINY WORK PROGRAMME

Topic Selection Checklist

This checklist leads the user through a reasoning process to identify a) why a topic should be explored and b) whether it makes sense to examine it through the overview and scrutiny process. More "yeses" indicate a stronger case for selecting the Topic.

#	CRITERION	Yes/No
Why? Evidence for why a topic should be explored and included in the work programme		
1	Is the Topic directly aligned with and have significant implications for at least 1 of Halton's 5 strategic priorities & related objectives/PIs, and/or a key central government priority?	
2	Does the Topic address an identified need or issue?	
3	Is there a high level of public interest or concern about the Topic e.g. apparent from consultation, complaints or the local press	
4	Has the Topic been identified through performance monitoring e.g. PIs indicating an area of poor performance with scope for improvement?	
5	Has the Topic been raised as an issue requiring further examination through a review, inspection or assessment, or by the auditor?	
6	Is the topic area likely to have a major impact on resources or be significantly affected by financial or other resource problems e.g. a pattern of major overspending or persisting staffing difficulties that could undermine performance?	
7	Has some recent development or change created a need to look at the Topic e.g. new Government guidance/legislation, or new research findings?	
8	Would there be significant risks to the organisation and the community as a result of <u>not</u> examining this topic.	
Whether? Reasons affecting whether it makes sense to examine an identified topic		
9	Scope for impact – is the Topic something the Council can actually influence, directly or via its partners? Can we make a difference?	
10	Outcomes – Are there clear improvement outcomes (not specific answers) in mind from examining the Topic and are they likely to be achievable?	
11	Cost: benefit – are the benefits of working on the Topic likely to outweigh the costs of doing so, making investment of time & effort worthwhile.	
12	Are PPBs the best way to add value in this Topic area? Can they make a distinctive contribution?	
13	Does the organisation have the capacity to progress this Topic? (e.g. is it related to other review or work peaks that would place an unacceptable load on a particular officer or team?)	
14	Can PPBs contribute meaningfully given the time available?	

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	24 th June 2015
REPORTING OFFICER:	Strategic Director – Policy and Resources
PORTFOLIO HOLDER:	Transportation, Leader, Economic Development, Environmental Sustainability, Physical Environment
TITLE:	Annual Report for Environment and Urban Renewal Policy and Performance Board
WARDS:	All

1.0 PURPOSE OF REPORT

- 1.1 To provide the Environment and Urban Renewal Policy and Performance Board with an annual review of the 2014/15 series of meetings and issues scrutinised.

2.0 RECOMMENDED: That the Annual Report attached is accepted.

3.0 BACKGROUND/SUPPORTING INFORMATION

- 3.1 The Environment and Urban Renewal Policy and Performance Board's primary function is to focus on the work of the Council (and its partners) in seeking to bring about the Environmental and Urban Renewal of the Borough. It is also charged with scrutinising progress against the Corporate Plan in relation to the Environment and Urban Renewal Priority.
- 3.2 During the 2014/15 Municipal Year, the Board met on five occasions and considered a number of reports on a diverse range of subjects pertinent to Halton's Environment and Urban Renewal. A summary of these reports together with a message from the Chair of the Board is attached to this report for information.
- 3.3 During the year, the PPB received regular updates on progress towards meeting Halton's Sustainable Community Strategy targets at 2014-2015 financial year end.
- 3.4 The Board also agreed nominations of Members to sit on the Council's Public Transport Advisory Panel and the Consultation Review Panel for the 2014/2015 Municipal year.

4.0 POLICY IMPLICATIONS

- 4.1 For 2014/15 Members of the Board agreed to continue with the Waste Management Topic Group as the lead officer for the group confirmed that more

work remained to be done. PPB Nominations were:- Councillors P. Sinnott, G. Zygadlo, C. Loftus, G. Stockton. The Board was invited to consider other policy areas for scrutiny and Members were asked to forward suggestions to the Chair.

4.2 It will also continue to scrutinise progress against the Corporate Plan in relation to the Urban Renewal Priority.

5.0 FINANCIAL IMPLICATIONS

5.1 There are no financial implications for the Council in accepting this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

The work of the PPB supports future generations in Halton by ensuring a clean and safe environment. This annual report highlights the work of the PPB over the previous 12 months.

6.2 Employment, Learning and Skills in Halton

This PPB supports the infrastructure in Halton that helps with job creation and sustainable transport links to employment.

6.3 A Healthy Halton

The work of the PPB contributes towards a less polluted environment and helps to create a green infrastructure.

6.4 A Safer Halton

The PPB supports designing out crime and developing safer communities.

6.5 Halton's Urban Renewal

The PPB scrutinises the work of the Environment and Regeneration Specialist Strategic Partnership (E&R SSP).

7.0 RISK ANALYSIS

7.1 Not required for this report.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Not required for this report.

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

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



"I would like to thank all of the Members of the Environment and Urban Renewal PPB for their support during this, my first year as Chair.

Members have considered and responded to a broad range of issues relevant to Halton's physical environment, These have covered corporate responsibilities including business planning, through to road safety, highway maintenance, waste management and planning.

The Board's response to these matters was given during what are becoming increasingly challenging times as we all come under more pressure to deliver our services with less resources. The fact that the Board was able to respond so effectively to these matters reflects not only their commitment and positive attitude to their roles but also their experience in helping our communities to improve their quality of life and address real concerns.

Councillor Bill Woolfall
Chair, Environment and Urban Renewal Policy and Performance Board

MEMBERSHIP AND RESPONSIBILITIES

During 2014/15 the Board comprised eleven Councillors:-

Councillor Bill Woolfall (Chairman)	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 Zygadlo	Labour

The Environment and Urban Renewal Policy and Performance Board's primary function is to focus on the work of the Council (and its partners) in seeking to bring about the Environmental and Urban Renewal of the Borough. It is also charged with scrutinising progress against the Corporate Plan in relation to the Urban Renewal Priority.

The Board is responsible for scrutinising performance and formulating policy in relation to the following areas:

- Highways, Transportation and Logistics (including road maintenance, street lighting, road safety, traffic management, supported bus services and flood risk management)
- Landscape Services, Parks & Countryside, Cemeteries & Crematoria
- Environmental and Regulatory Services
- Major Projects
- Economic Regeneration and Business Development
- Waste Management and Waste Strategy
- Derelict and contaminated Land
- Housing Strategic Policy
- Sustainability, Climate Change and Biodiversity
- Physical Environment and Planning policies

REVIEW OF THE YEAR

During 2014/15, the Board met 5 times. As well as considering Executive Board decisions relevant to the work of the Environment and Urban Renewal Board, agreeing the Service Plans of the relevant Departments and monitoring their general activities and performance against them, set out below are some of the main activities and issues which have come before the Board during the year.

The Board received, considered reports, endorsed recommendations and put forward relevant actions on the following issues:-

Corporate Responsibilities

- Minutes of the Environment and Regeneration SSP.
- Regular progress reports on achieving targets contained with the Sustainable Community Strategy for Halton.
- Updates on Business Plans for the period 2013-16 and the Directorate priorities, objectives and targets for the services that fell within the remit of the Board for this period. It also considered and commented on Quarterly Monitoring reports which

detailed progress against service objectives/milestones, performance targets and factors affecting the services that fell with the remit of the Board. Members were invited to identify a small number of priorities for development or improvement that they would like to see reflected in the plans.

- Draft Business Plans for 2015-18.

Highways and Transportation

- Nominations were agreed for Members to sit on the Council's Public Transport Advisory Panel for the 2014/15 Municipal Year. These were Councillors B. Woolfall (Chair), K. Morley, G. Stockton, and T. McInerney (Portfolio holder – Transportation).
- It was also agreed that the Chair and Vice-Chair would sit on the Consultation Review Panel as may be required from time to time.
- A petition requesting removal of bollards and provision of parking at Manor Place, Widnes. It was noted that Ward Councillors were consulted prior to the installation of the bollards and had been involved in the ongoing discussions, and continued to support the need for bollards. It was resolved to refuse the petition request and that the appropriate petitioner be informed.
- A petition concerning traffic issues on and around Halton Station Road, Runcorn. It was noted that problems had arisen since work was started by Cheshire West and Chester Council to renovate and repair the Sutton Weaver Swing Bridge, and the subsequent traffic flow issues that related to that work. The petition raised several problems including lack of consultation by both local authorities, extra volume of traffic, excessive speed, damage to roads and properties, and concerns that the temporary traffic routing would be made permanent when the works were completed. It was resolved that Officers contact CWaC Council on behalf of residents setting out the concerns, contact Cheshire Police requesting enforcement of existing vehicle weight restrictions and that the Board endorse the proposal to formally object to any attempts by CWaC Council to make permanent the current temporary traffic arrangements.
- Following a revision to the National Code of Practice for Highway Maintenance – Winter Service, Halton's Winter Service Plan had been reviewed and revised. The Board endorsed the updated plan.
- Following discussions at previous meetings, a formal consultation had been undertaken on a proposed Traffic Regulation Order to implement "At Any Time" waiting restrictions on both sides of Cronton Lane, Widnes. Only two objections had been received and it was the decision of the Board to support the Council's intention to introduce the Order. A report for the Executive Board to consider would be prepared.
- A formal public consultation had taken place on a proposed Traffic Regulation Order to introduce "At Any Time" waiting restrictions on part of Hill Top Road, Preston on the Hill, Preston Brook. Eight individual objections were received as well as ones from Warrington Anglers Association and Preston Brook Parish Council. Whilst the Board considered all of the objections, it was still believed that most of the benefits

of introducing waiting restrictions could be achieved whilst leaving space for resident parking. The Board agreed to support the intention to introduce the Order as set out in Appendix B of the report, and asked for a report for the Executive Board to be prepared highlighting the Board's recommendation.

- The Annual Road Traffic Collision and Casualty report. This showed overall progress on reductions, but noted that overall numbers have remained essentially the same as in the previous four years. It was highlighted that the number of child casualties (i.e. those aged under 16 years) had reduced to the lowest recorded total known in Halton. Whilst this tally was known to be volatile and could fluctuate from year to year, such a low number was unprecedented. The figures confirmed the success of the casualty reduction work, which was supported via Council revenue funds and the Local Transport Plan. This consisted of targeted enforcement and local road safety education, training, publicity and traffic management initiatives, and was undertaken both independently and jointly with partner organisations. It was resolved that progress be noted and an appropriate press release be issued, along with an endorsement for the current programme of activities. Members also asked that concerns regarding the achievement of further casualty prevention, as a result of resource reductions, be noted.
- A petition and objections to proposed "At Any Time" waiting restrictions at Parklands and Ash Priors, Widnes. Members were informed that the Club had taken various steps to deal with some of the concerns raised by residents, however, it was felt more action was needed. It was resolved that a wider consultation exercise be undertaken, with a further report to be brought back to the Board.
- Following discussions and additional information from Cheshire Police, it was noted that a petition from Hale Parish Council requesting the introduction of vehicle weight restrictions would not be supported, although a further traffic count would be carried out in 12 months' time.
- An update on the preparation of the statutory Local Flood Risk Management Strategy was brought before the Board for consideration. It was noted that the draft version of the strategy, following a period of formal consultation in late 2014, would be sent to statutory consultees for their comments. It was resolved that the Strategy be noted and a report prepared for Executive Board recommending approval and adoption of the final Strategy.
- Public questions relating to parking issues along School Way, Widnes were brought before the Board, by local residents. Waiting and loading restrictions, with three trial gaps in the restrictions, had been introduced around Moorfield Primary School. Officers advised the Board that all points highlighted by these residents had been addressed, and as a compromise it was being recommended that only one section of Halton Borough Council (Various roads Widnes) (Prohibition of Waiting) Order 2011 and the Halton Borough Council (Various Roads, Widnes) (No Loading) Order 2011, rather than the proposed three, be revoked. A written response would be provided to all those who submitted a public question, with a report, and

recommendation for approval, prepared for the Executive Board's attention.

Environmental and Regulatory Services

- An annual review of the Council's current Household Waste Recycling and Collection Policy had been undertaken, to ensure that it reflected current service, provision, policies and other decisions of the Council. The review, done by the Waste Management Working Party, did not highlight any areas of concerns, although it was noted that the waste collection schedules were currently being revised so that each property in the Borough had the same day each week for collection. The Board endorsed the draft updated Policy, although they did ask for a further report to be brought back to them following the roll out of the new collection scheme in summer 2015. A report and recommendation for endorsement to be prepared for the Executive Board.
- The Council's garden waste collection service. A presentation gave Members an overview of the current arrangements and highlighted that there was no duty on the Council to provide a service and a charge for an optional scheme could be put in place if agreed. It would be completely optional and only those receiving the service would pay, thus ensuring the service was self-financing, sustainable and would contribute towards budget savings. The annual cost would be £25 for online payments and £30 via alternative methods. The new arrangements would be monitored on a regular basis and an update report should be presented to a future meeting of the Board.
- The first annual (2013/14) monitoring report for the Joint Waste Local Plan (WLP) for the Liverpool City Region, which Halton formally adopted in July 2013. The report, which was noted, showed progress with initial WLP implementation against several performance indicators and included information on the Duty to Co-operate to ensure interested parties were aware of that progress.

Physical Environment and Planning

- A summary of the results of the annual housing and employment land monitoring survey were noted.
- A report advising that following investigatory work a Community Infrastructure Levy (CIL) would be viable for Halton, and it was agreed that a charging schedule targeted at residential development (in the viable areas of Halton) be supported and prepared, with a report to be submitted to the Executive Board recommending formal adoption.
- A report was noted which aimed to understand how town centres were responding to broader trends in consumer behaviour and preferences and to highlight any policy responses to these trends, and how these might be tailored to various types of town centres.

Communities

- An update on the Armed Forces Covenant and the Armed Forces and Veteran support available in Halton was provided to the Board, focussing on the 20

pledges and 5 key themes of Housing, Employment and Benefits, Education, Health, and Wellbeing. The report was noted.

- A petition/request for a sports play area in Somerville Road, Widnes. Members were advised that the Council had adequate resources to maintain its current sites but were unable to resource additional facilities. It was resolved that the petitioner should be directed to the Council's External Funding Team to explore potential funding opportunities to progress this initiative.

Work Programme for 2014/15

The Board was asked to consider whether it wished to carry out Topic Reviews for the 2014/15 Municipal year.

Members of the Public are welcome at the meetings of the Board. If you would like to know where and when meetings are to be held or if you would like any more information about the Board or its work please contact Mick Noone on 0151 511 7604 or mick.noone@halton.gov.uk

REPORT: Environment & Urban Renewal Policy
& Performance Board

DATE: 24th June 2015

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Objections to Proposed 20 mph Speed Limits,
Various Locations

WARDS: Windmill Hill, Grange, Beechwood, Halton Lea,
Halton Brook, Riverside, Appleton, Ditton,
Hough Green

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 20 mph speed limits on a number of roads in Halton. The original proposals are set out in Appendix 'B' and plans of the areas affected are shown in Appendix 'C'.

2.0 RECOMMENDATION: That

- 1) the Board supports the proposal to make a Traffic Regulation Order to implement a 20mph speed limit on those roads defined in Appendix 'B' with the sole exception of Beechwood Avenue; and**
- 2) the report be submitted to the Executive Board for resolution.**

3.0 SUPPORTING INFORMATION

3.1 Using delegated powers and after consultation with the ward councillors, the Executive Board Member – Transportation and Cheshire Police, the Operational Director (Policy, Planning and Transportation) issued approval to advertise proposals to implement a 20mph speed limit over a series of residential areas in Halton and in February 2015 10,000 leaflets were delivered to directly affected households notifying them of the proposed change. The areas affected are defined in Appendix 'B' with corresponding plans in Appendix 'C'.

3.2 The purpose of 20 mph speed limits is to encourage lower driving speeds and create a safer environment for vulnerable road users in essentially residential areas, redressing the balance between people and traffic. This batch of 20 mph areas followed a similar exercise in 2014, where a broadly similar area was changed to the lower speed limit. The introduction of 20 mph areas is encouraged by national government.

- 3.3 Overall, 17 letters/emails were received, 16 of which were objections to aspects of the proposals. Several of the writers made reference to traffic and other issues in addition to lodging objections to the 20 mph speed limit proposals and these will be addressed directly and responses sent separately. The objections are summarised in Appendix 'A'. Copies of the full, original objections will be available at the Board meeting.
- 3.4 The two specific objections relating to **Palace Fields Avenue** were primarily related to a belief that the lower speed limit would not be complied with and would be of little value, expressing concerns over enforcement. However, the route carries physical traffic calming for its full length which naturally restricts traffic speeds and negates the need for a high degree of Police enforcement. It is recommended that the 20 mph speed limit is implemented at this location.
- 3.5 Nationally, the government is keen to see the introduction of 20 mph speed limits in order to reduce road traffic accidents and to encourage more people, especially children, to walk and cycle rather than travel by car. In the case of **Beechwood Avenue**, there are two schools sited adjacent to the route hence the inclusion of Beechwood Avenue in this year's batch of proposed 20mph roads. However, the estate was designed to keep pedestrians and vehicular traffic apart, although some footpaths have now been constructed adjacent to Beechwood Avenue to provide access to bus stops.

The eleven specific objections relating to Beechwood Avenue covered a range of issues as set out in Appendix 'A', with several writers expressing a belief that the reduced speed limit is unnecessary given the physical layout and geometry of what is a district distributor road and bus route already equipped with a range of facilities to assist vulnerable road users, and two School Crossing Patrols operating adjacent to the local schools.

It is now recommended that Beechwood Avenue be excluded from the proposed 20 mph zones for the Beechwood area.

- 3.6 Four objections were received to the introduction of 20 mph speed limits **generally**, and these are summarised in Appendix 'A'. The main points raised are as follows:

No costing for implementation. The total cost for implementing all the proposals is approximately £10,000.

No consideration of policing/pointless if not fully policed and 20 mph limits are unworkable and are ignored. Most of the proposals relate to relatively narrow, winding residential roads where traffic speeds are naturally well below 30 mph and 20 mph restrictions should be largely self-enforcing.

No study of need/lack of justification. National guidance encourages the introduction of 20 mph limits as experience shows that such areas enjoy reduced numbers and severities of road traffic collisions, encourage walking and cycling and redress the balance between people and traffic.

Lower speed limit should be restricted to side roads designed to restrict speeds naturally, not main through routes. The highways here recommended for 20 mph. speed limits are either traffic calmed or constructed with speed-reducing geometry.

20 mph limits are more dangerous for those that comply due to dangerous overtaking. National statistics and guidance from the Department for Transport do not support this viewpoint.

It is recommended that the 20 mph. speed limits proposed are implemented, with the exception of Beechwood Avenue.

- 3.7 One resident also objected to Wood Lane, Beechwood being included in the list of routes to receive a 20 mph speed limit, but this route was not included in the recommended list.

4.0 POLICY IMPLICATIONS

- 4.1 The introduction of 20 mph speed limits has been shown to reduce the number of collisions on residential roads and reduce the severity of any accident casualties. Road safety casualty reduction work is consistent with the policies and approaches incorporated in Halton's Local Transport Plans.

5.0 FINANCIAL IMPLICATIONS

- 5.1 It is estimated the speed limit signing would cost of the order of £10,000. These costs will be charged to Local Safety Scheme budget.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

6.1 Children & Young People in Halton

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

6.2 Employment, Learning & Skills in Halton

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

6.3 A Healthy Halton

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

areas of health care.

6.4 A Safer Halton

The introduction of 20 mph speed limits has been shown to reduce the number of collisions on residential roads and reduce the severity of any casualties. The reduced speed limit will help to create a safer environment for vulnerable road users and encourage drivers to be more aware of the residential nature of their surroundings.

6.5 Halton's Urban Renewal

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

7.0 RISK ANALYSIS

7.1 The introduction of 20 mph speed limits has been shown to reduce the number of collisions on residential roads and reduce the severity of any casualties. The reduced speed limit will help to create a safer environment for vulnerable road users and encourage drivers to be more aware of the residential nature of their surroundings. No full risk assessment is required.

8.0 EQUALITY & DIVERSITY ISSUES

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

9.0 KEY DECISIONS ON THE FORWARD PLAN

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

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

10.1 None under the meaning of the act.

Appendix 'A'

SUMMARY OF OBJECTIONS

Objections relating to proposed 20 mph speed limit Palace Fields Ave.: (2 no.)

A 20 mph speed limit:

- Will not be complied with.
- Is of no real value.

Enforcement concerns.

Objections relating to proposed 20 mph speed limit Beechwood Ave.: (11 no.)

A 20 mph speed limit would:

- Be impractical.
- Not contribute to road safety/would increase traffic accident numbers.
- Be unnecessary.
- Be an inconvenience.
- Cause congestion/delays/frustration.
- Waste fuel/cause pollution.
- Make access/egress to side roads more difficult.
- Be disregarded.

Beechwood Avenue is a winding route which reduces traffic speeds.

Lack of accident history/30 mph is a safe speed.

Present traffic calming features are sufficient.

Route only included to save cost of signing side roads.

Enforcement concerns.

Beechwood Avenue is a bus route/main thoroughfare.

Schools have School Crossing Patrollers to protect children.

Modern vehicle performance negates need for 20 mph. speed limit.

Objections relating to all proposed 20 mph speed limits generally: (4 no.)

No costing for implementation.

No consideration of policing/pointless if not fully policed.

No study of need/lack of justification.

20 mph limits are unworkable and are ignored.

Lower speed limit should be restricted to side roads designed to restrict speeds naturally, not main through routes.

20 mph limits are more dangerous for those that comply due to dangerous overtaking.

Appendix

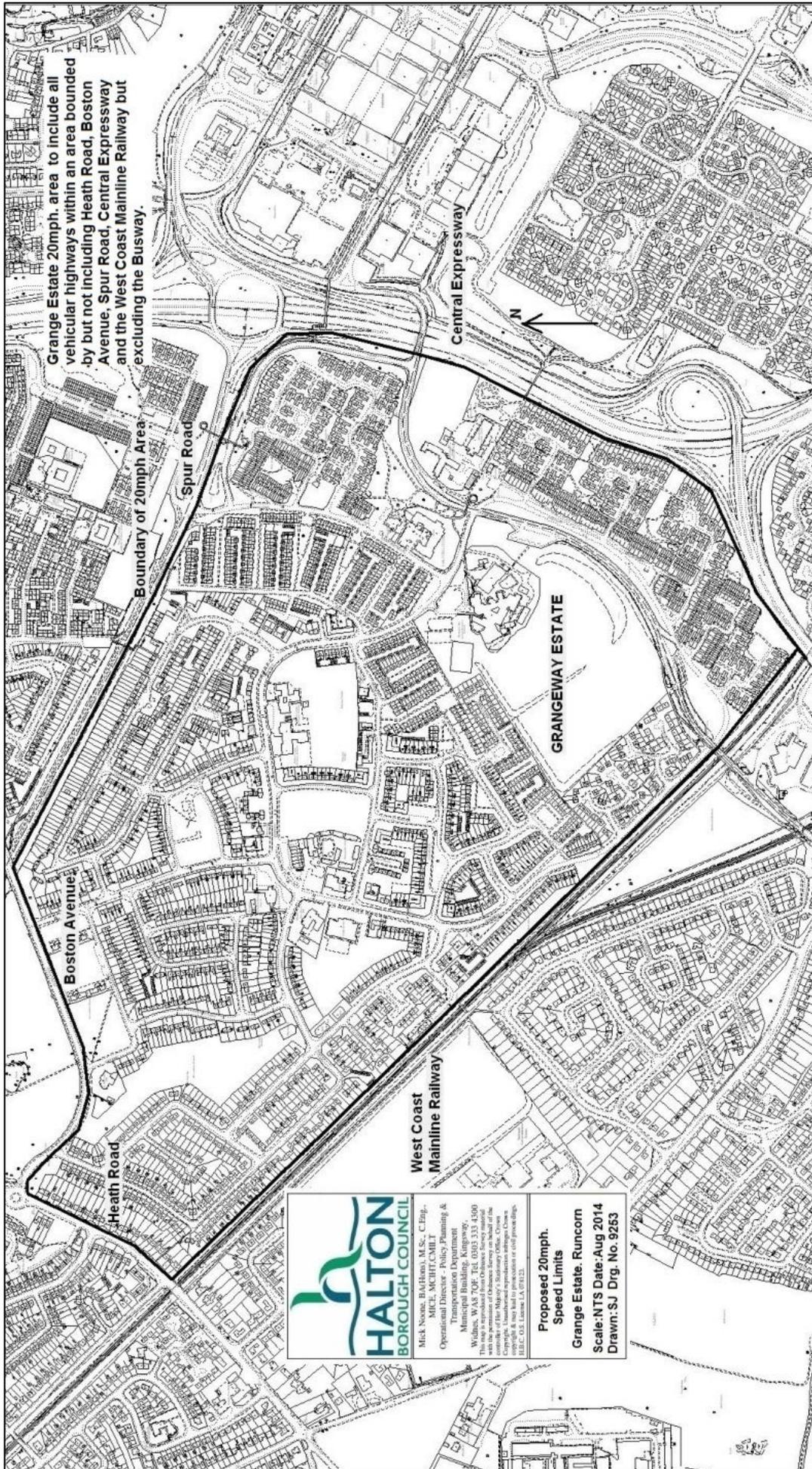
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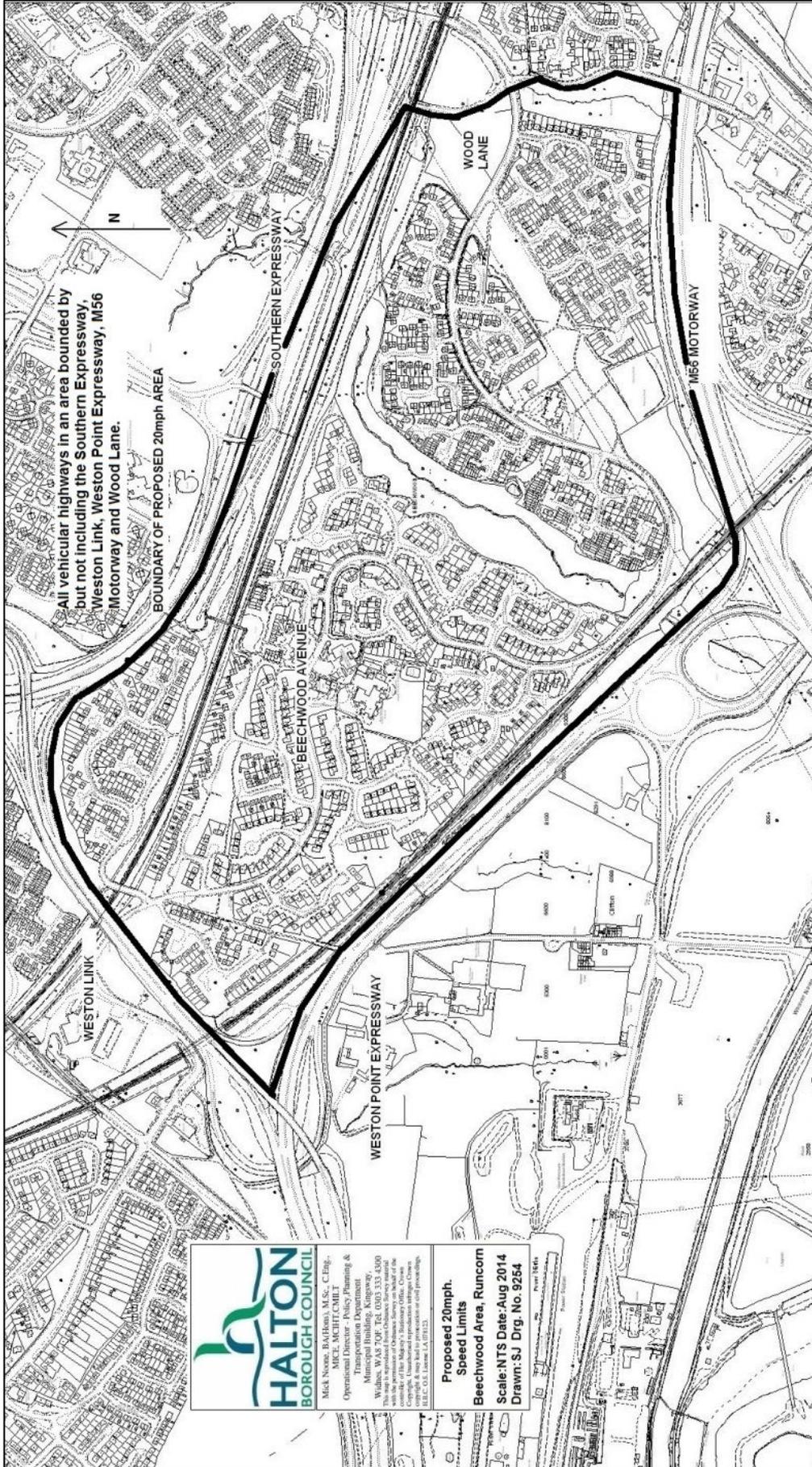
Details of Proposed Order

20mph speed limits have been proposed for the full adopted length of the following vehicular highways in the following areas:

Road/Area	Details
Windmill Hill Estate Area, Runcorn	To include Greenbridge Road, Stonelea, Bridgeway West, Bridgeway East, Southwood Avenue, Westwood, Eastwood, Priors Road, Lockgate East, Canal Reach, Townfield Road, Townfield View and Lockgate West.
Grange Estate Area, Runcorn	To include all vehicular highways that are within an area bounded by but not including Heath Road, Boston Avenue, Spur Road, Central Expressway and the West Coast Mainline Railway but excluding the Busway.
Beechwood Estate Area, Runcorn	To include all vehicular highways that are within an area bounded by but not including the Southern Expressway, Weston Link, Weston Point Expressway, M56 Motorway and Wood Lane.
Palace Fields Estate Area, Runcorn	To include all vehicular highways that are accessed via Palace Fields Avenue, including Palace Fields Avenue itself, excluding the Busway.
Millfield Road Estate, Widnes	To include all vehicular highways in an area bounded by but not including Ansdell Road, Peel House Lane and Albert Road, also and including Mill Brow.
Ashbrook Estate Area and Halton Station Road, Runcorn	To include all vehicular highways in an area bounded by but not including Wood Lane, M56 motorway, Chester-Runcorn railway line, also and including that section of Halton Station Road extending from Clifton Road to the Halton Station Road/Ashbrook Avenue/Wood Lane junction.
Haddon Drive Estate, Widnes	To include all vehicular highways accessed by and including Haddon Drive between its junctions with Liverpool Road and Cherry Sutton.
Nazareth House Estate, Widnes	To include McKeagney Gardens and Nazareth House Lane.
Oakfield Drive Estate, Widnes	To include all vehicular highways that connect directly or indirectly to the west side of Ditchfield Road between its junctions with Liverpool Road and Ditchfield Place.
Picton Avenue/Saxon Road Area, Runcorn	To include all vehicular highways in an area bounded by but not including Bridgewater Expressway, Heath Road, Latham Avenue, Halton Road and Grange School, also and including Stonehills Lane but excluding Picton Avenue.
Clapgate Crescent Estate, Widnes	Clapgate Crescent.

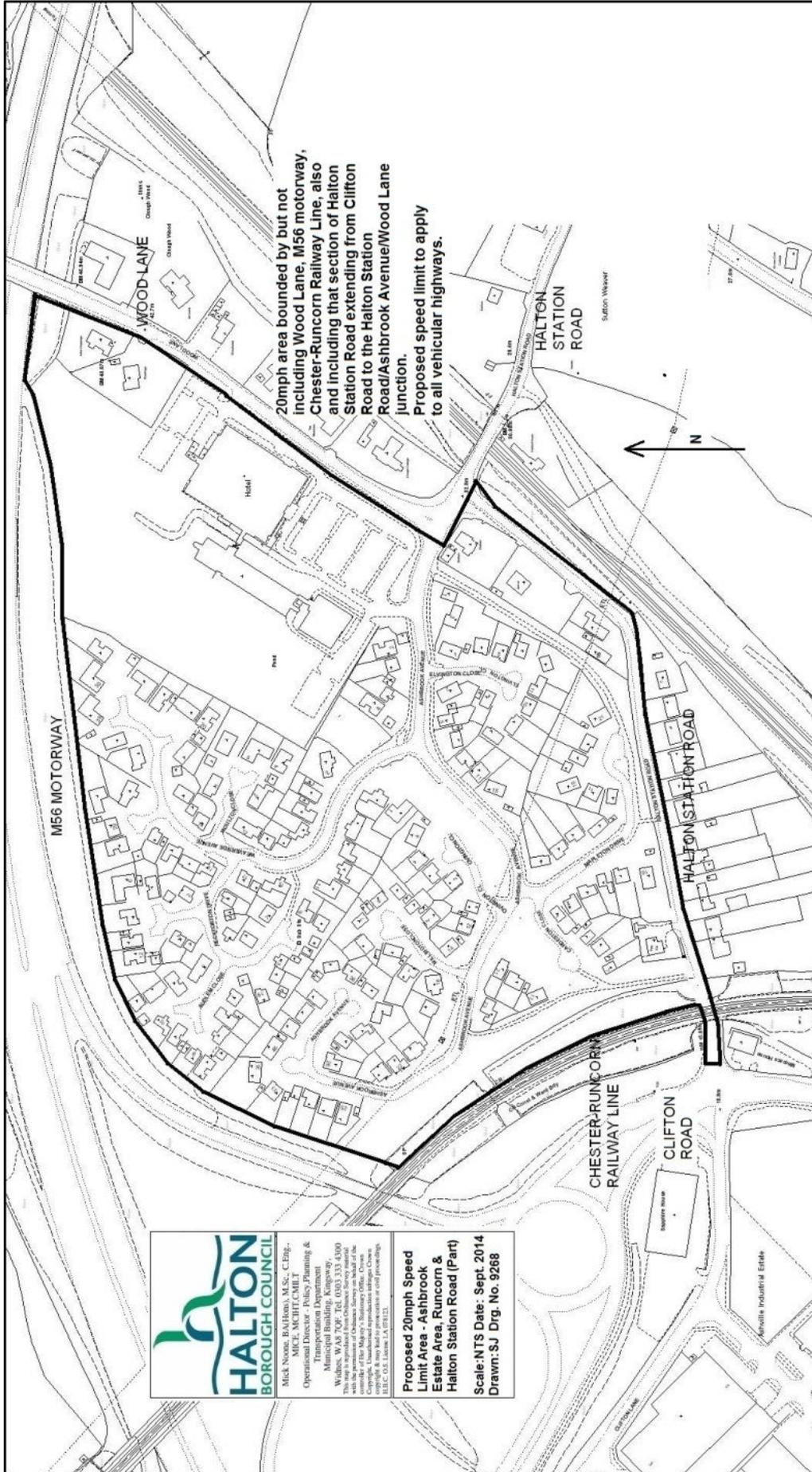












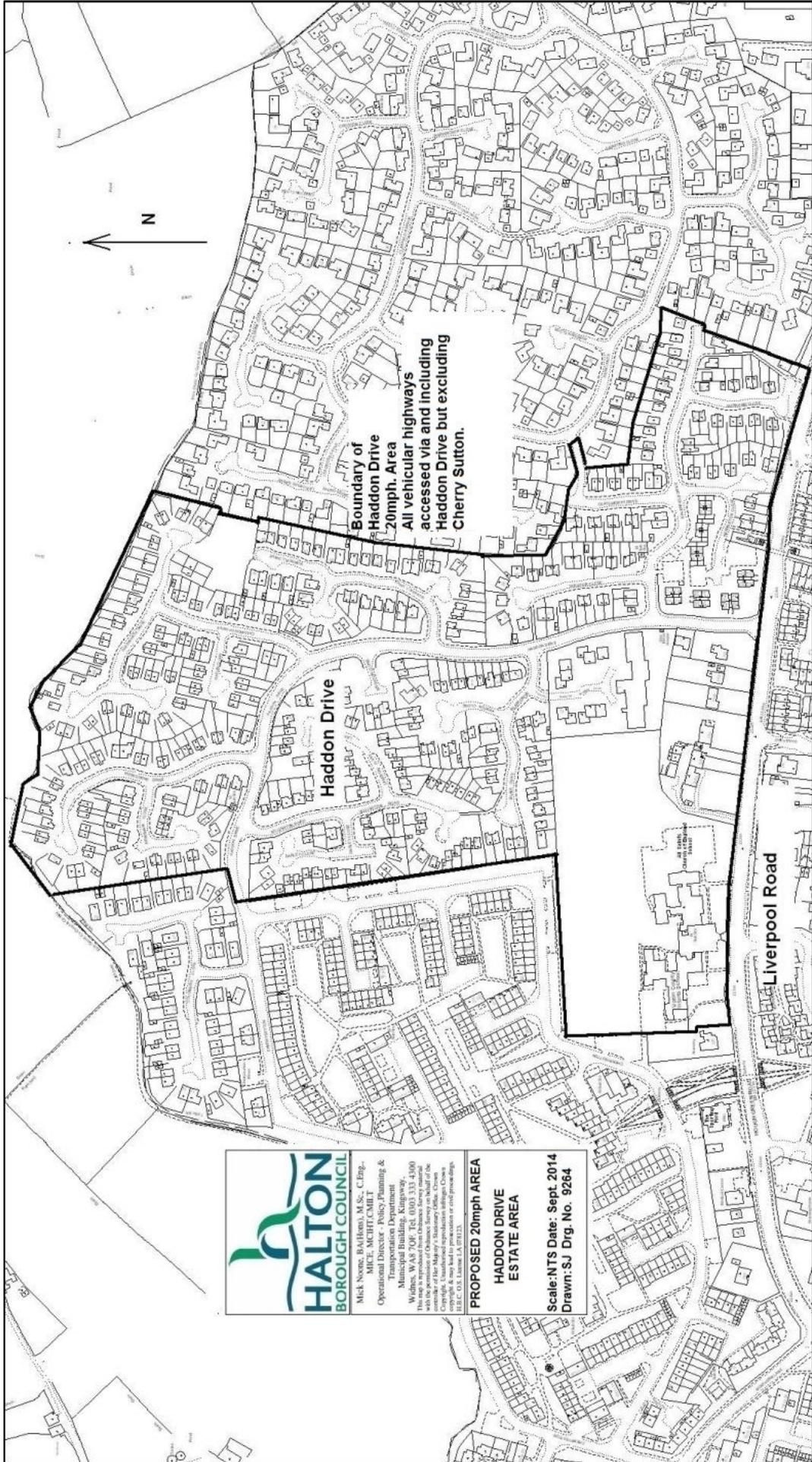
20mph area bounded by but not including Wood Lane, M56 motorway, Chester-Runcorn Railway Line, also and including that section of Halton Station Road extending from Clifton Road to the Halton Station Road/Ashbrook Avenue/Wood Lane junction.
Proposed speed limit to apply to all vehicular highways.



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**Proposed 20mph Speed
Limit Area - Ashbrook
Estate Area, Runcorn &
Halton Station Road (Part)**

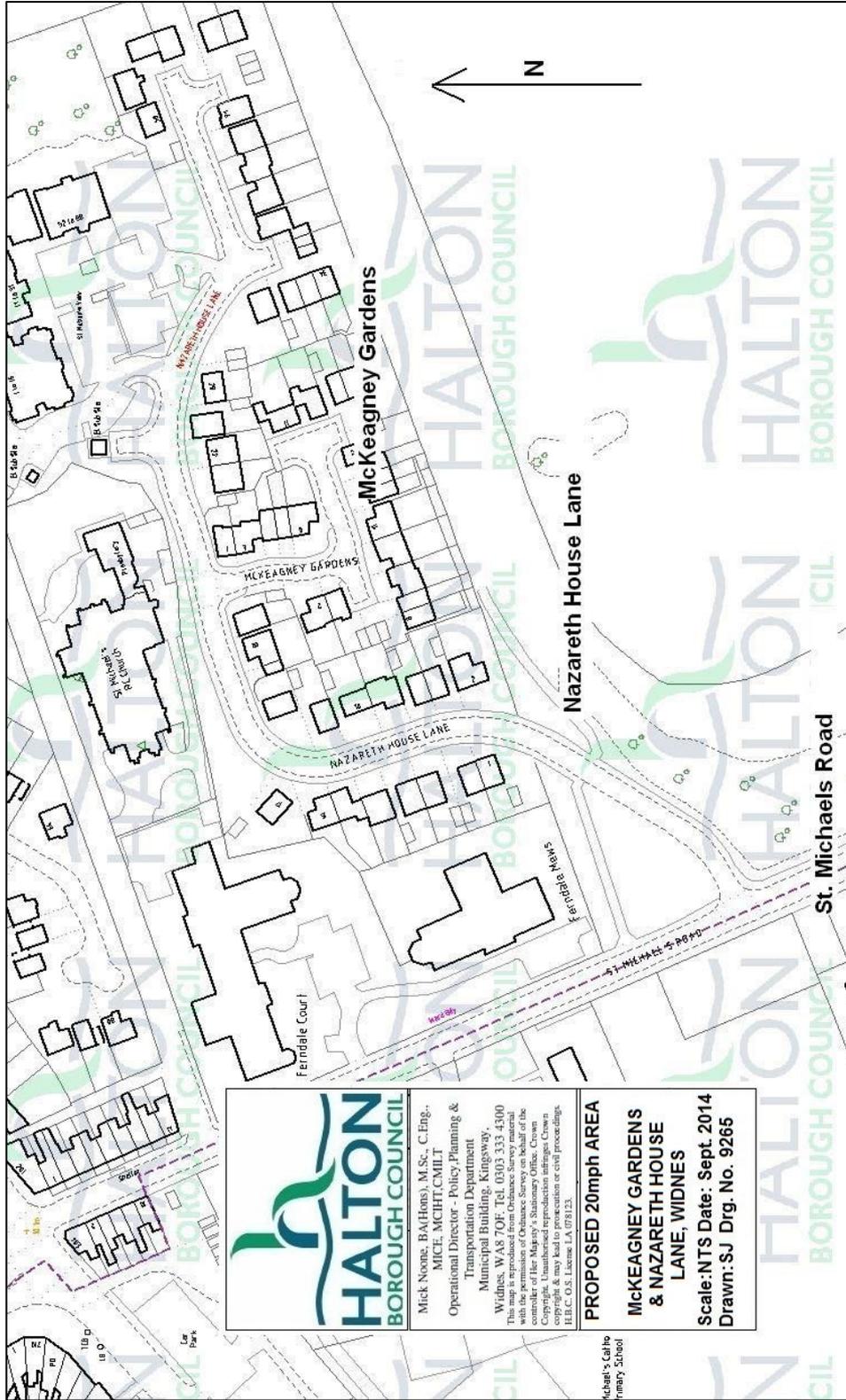
Scale: NTS Date: Sept. 2014
Drawn: SJ Drg. No. 9268



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PROPOSED 20mph AREA
HADDON DRIVE
ESTATE AREA

Scale: NTS Date: Sept 2014
Drawn: SJ Drg. No. 9264

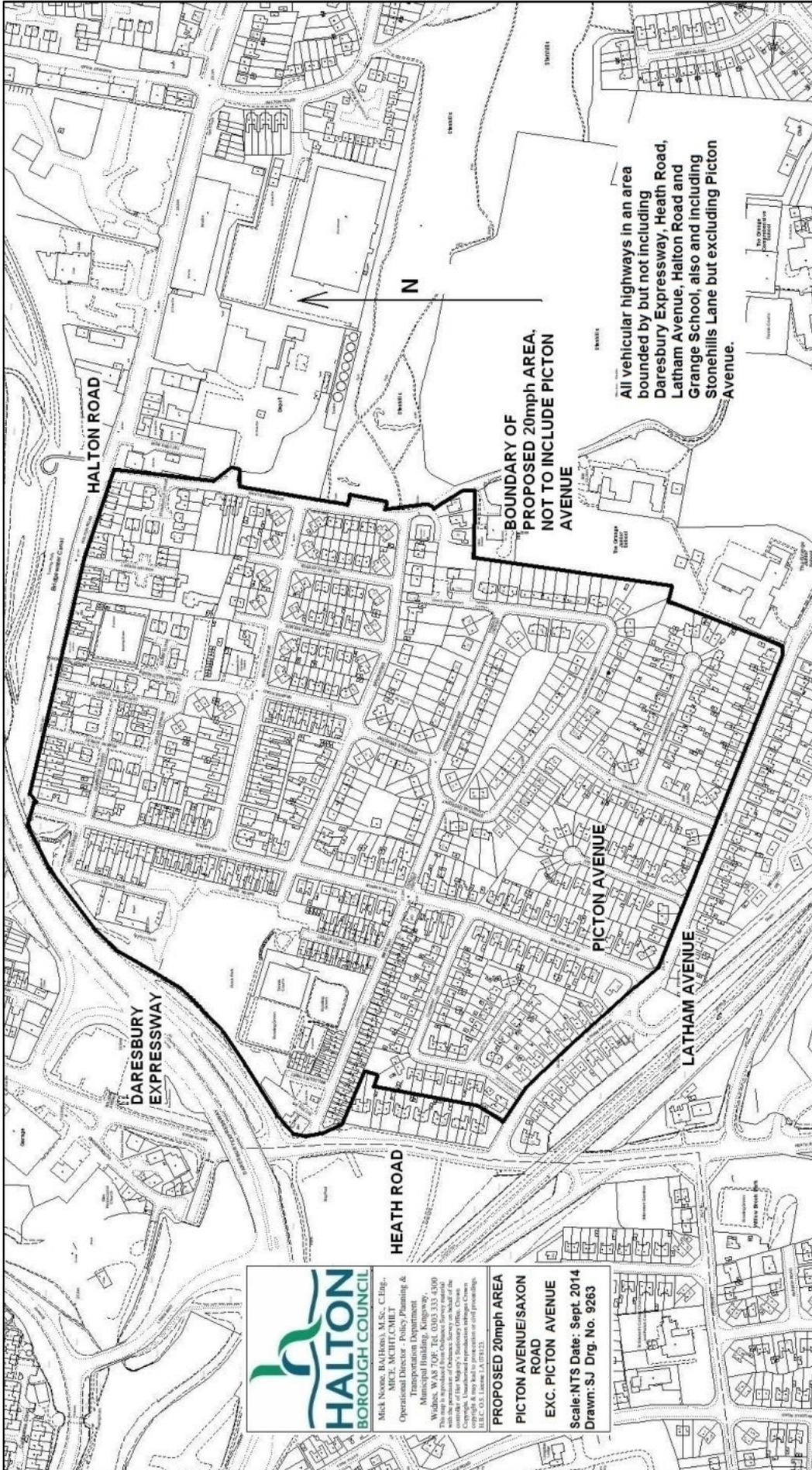


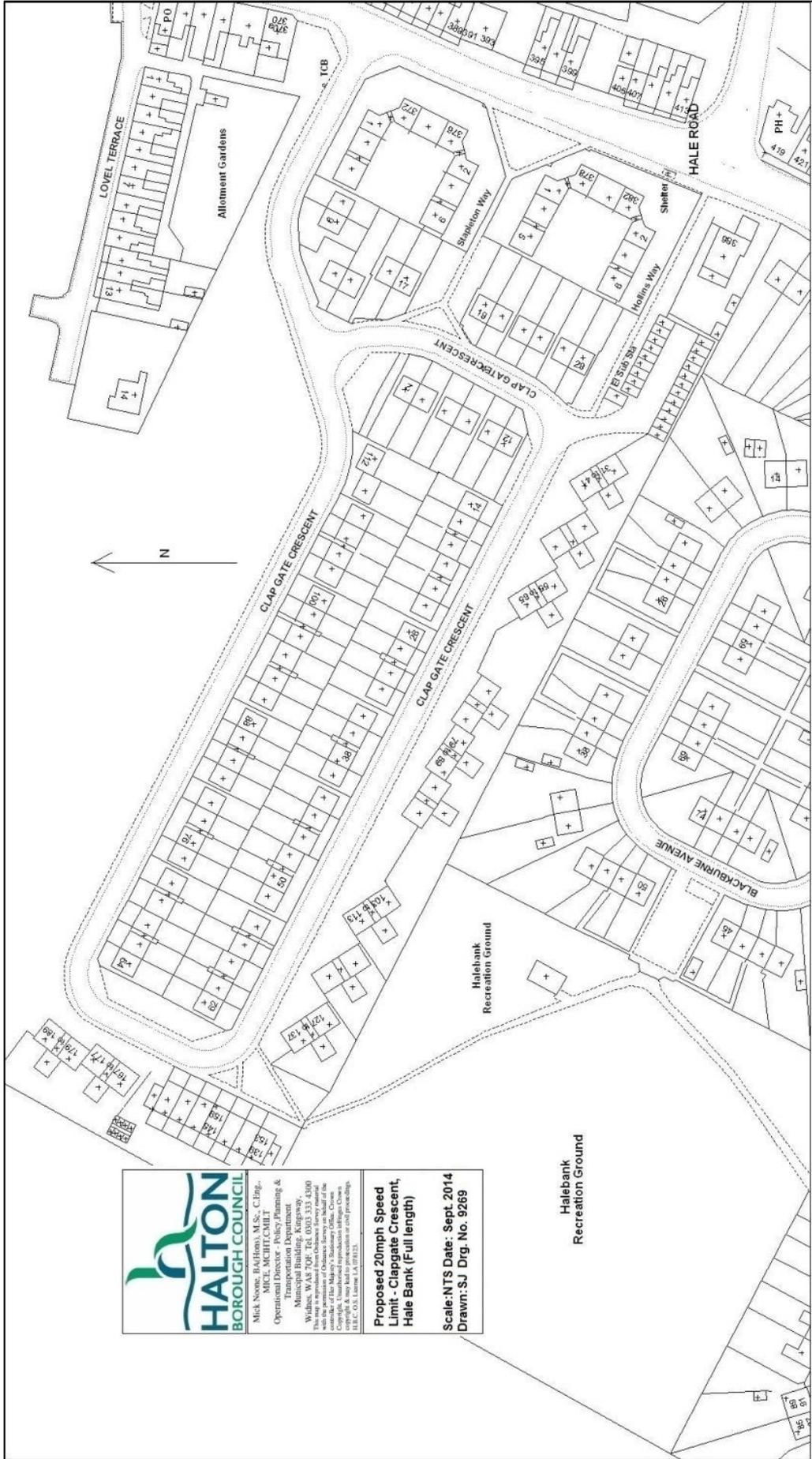
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PROPOSED 20mph AREA
McKEAGNEY GARDENS
& NAZARETH HOUSE
LANE, WIDNES
 Scale: NTS Date: Sept. 2014
 Drawn: SJ Drg. No. 9265

McKeagney's Catholic
 Primary School







**HALTON**
BOROUGH COUNCIL

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**Proposed 20mph Speed
Limit - Clapgate Crescent,
Hale Bank (Full length)**

Scale: NTS Date: Sept. 2014
Drawn: S.J. Drg. No. 9269

REPORT TO: Environment and Urban Renewal
Policy and Performance Board

DATE: 24th June 2015

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Street Lighting – Strategy & Policy

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

- 1.1 To approve the attached Street Lighting Strategy and Policy which has been prepared following a previous report to Executive Board which considered potential measures to achieve street lighting savings

2.0 RECOMMENDATION: That

- 1. The Street Lighting Strategy and Policy document attached as Appendix 1 be endorsed and submitted for approval to the Executive Board.**
- 2. Endorsement be given to the proposal to remove street lighting from rear passageways and independent footpaths where these routes are not the primary means of access to properties and when the existing equipment is no longer serviceable.**
- 3. Endorsement be given to the proposal to require a commuted sum to be paid where non-standard equipment is installed as part of a development (see paragraph 4.8).**

3.0 SUPPORTING INFORMATION

- 3.1 The cost of street lighting maintenance is constantly rising, mainly as a result of energy costs which are increasing well above inflation. The cost of energy for all the Council's highway electrical assets (including street lighting, traffic signals, illuminated signs, etc.) is approximately £1,216,000 per annum and includes all the following equipment: -

- Over 19,000 conventional lighting columns plus 400 lighting columns for HHT
- 98 high mast lighting columns
- 1,400 illuminated traffic signs
- 450 illuminated bollards
- 58 traffic signal controlled junctions

- 20 Puffin Crossings
 - 5 Toucan crossings
 - 18 Zebra crossings
 - 14 Variable Message Signs (VMS)
 - 9 CCTV cameras
 - 12 Speed cameras
- 3.2 There are more than 19,000 columns within in the Borough and about 24% are over 30 years old (their design life) and will need replacing within the next few years. In addition, the lanterns also need replacing on approximately 40% of the columns in order to bring the lighting up to current standards. The cost of these works will be about £8,000,000; the current structural maintenance budget is £200,000 per annum. However, the rest of the stock will continue to age towards the end of its design life and hence will need to be replaced in the coming years.
- 3.3 There is no statutory duty to provide street lighting. The power to provide street lighting is set out in Section 97 Highways Act 1980 (see below).

Highways Act 1980

97 Lighting of highways.

(1) The Minister and every local highway authority may provide lighting for the purposes of any highway or proposed highway for which they are or will be the highway authority, and may for that purpose—

(a) contract with any persons for the supply of gas, electricity or other means of lighting; and

(b) construct and maintain such lamps, posts and other works as they consider necessary.

(2) A highway authority may alter or remove any works constructed by them under this section or vested in them under Part III of the Local Government Act 1966 or section 270 below.

(3) A highway authority shall pay compensation to any person who sustains damage by reason of the execution of works under this section.

(4) Section 45 of the Public Health Act 1961 (attachment of street lamps to buildings) and section 81 of that Act (summary recovery of damages for negligence) apply to a highway authority who are not a council of a kind therein mentioned as they apply to such a council.

If street lighting is provided under this Act then it needs to be maintained in a serviceable condition. The original purpose of street

lighting was purely a crime prevention matter. It was unrelated to highway safety. The fact that street lighting outside of urban areas is still unusual is a reflection of this fact.

- 3.4 It is recognised that street lighting has a vital role to play in reducing fear of crime and improving community safety after dark. Lighting can reduce crimes involving street robbery, theft from the person and assault, theft of/from and damage to motor vehicles, vandalism and burglary. One of its greatest benefits is to reduce the fear of crime, especially for the more vulnerable members of our community.

4.0 POLICY IMPLICATIONS

- 4.1 Due to the increasing energy costs for street lighting, it is recognised that **action must be taken to minimise future growth in energy consumption and this is one of the main reasons for preparing a Street Lighting Strategy and Policy**. It was agreed by the Executive Board 29th March 2012 that street lighting be switched off on high speed roads (i.e. roads with a speed limit higher than 40 mph) between midnight and 6.00am throughout the year. It was estimated that this would save approximately £125,000 per year (with it costing approximately £20,000 to purchase and install the necessary equipment to control the switch off/on). Regrettably, the anticipated savings have not been achieved in full due to increases in energy costs, and the actual saving was about £40,000 pa. There have generally been no adverse comments about the switch off, however, following a number of single vehicle collisions (loss of control of vehicles from Daresbury towards the Bridge) a decision was taken in January 2014 to switch the lighting back on at the roundabout on A558 Daresbury Expressway/Pitts Heath Lane, Runcorn. There have been no recorded effects on road safety or an increase in collisions that can be attributed to a lack of lighting, at any other locations in the Borough where street lighting is switched off. However, the situation will need to be continually monitored as there are locations elsewhere in the country where the switching off of street lights has led to an increase in road traffic accidents.

- 4.2 **It is proposed that there should be no net increase in the highway electrical equipment stock that will increase the demand for and cost of energy other than for the following situations:**

- Statutory requirements (such as the illumination of certain road signs);
- Road safety reasons (such as when signs and/or bollards that are required to be illuminated OR when traffic control equipment (e.g. traffic signals, Puffin crossings, etc.) is installed as part of Local Safety Schemes at collision sites);
- Adoption of new developments (including industrial and residential);

- The installation of electrical equipment as part of our statutory duties or partnership working (such as air quality monitors or ANPR cameras).

- 4.3 **It is proposed that there should be a presumption against new lighting schemes or additional highway electrical equipment funded through Area Forums (such as CCTV, lighting of footpaths, traffic management/engineering schemes requiring illuminated signs, car parks or recreational areas) or from the Council's other capital budgets, unless the additional revenue budget is available to fund the on-going lighting/highway electrical equipment and maintenance indefinitely.**
- 4.4 **Consideration will need to be given in the future to the removal of lighting from secondary independent footpaths (i.e. where there is a suitable alternative route and it is not the main access route to properties) and gated routes to the rear of residential properties (i.e. rear entries and passageways).** This is in order to cut energy bills and carbon emissions and each location will be the subject of a review, which will be carried out when the existing lighting columns and lanterns reach the end of their life and it is not viable to replace them. It will need to be done on an area basis to provide a consistent approach and it will also overcome a current maintenance issue where it is often difficult to gain access to carry out maintenance to some columns due to locked gates and no vehicular access (making safe access to the lantern difficult, where hinged columns have not been installed), for example.
- 4.5 **Where there are suitable alternative lit routes, then consideration will also be given to no longer installing lighting on independent footpaths, unless it is a primary route to a school or major employment areas.** This will be particularly applicable to independent cycleways and bridleways, which are provided primarily for recreational purposes.
- 4.6 **A presumption against any future growth in street lighting provision will be difficult due to the need to provide it on new residential roads and high profile regeneration schemes.** Also there will be a number of additional traffic signal controlled junctions as a result of the Mersey Gateway and the Daresbury Pinchpoint scheme which will increase our inventory and, therefore, costs.
- 4.7 **Commuted Sums**
- For all new highway electrical equipment (including street lighting, CCTV and Intelligent Transport Systems (ITS)) provided as part of new developments, **it is proposed that the developer shall pay the Council a commuted sum to cover the cost of 10 years maintenance, based on the current HBC Term Maintenance Contract or 10% of the new works costs, whichever is the higher,**

plus the energy charges for the equipment based on the current energy supply contract rates for 10 years. Subject to the agreement of the Council, where a standard of materials is required that exceeds the standard specification, and which, as a result, will incur higher maintenance costs, a Commuted Sum, equal to the one-off replacement cost of the equipment/furniture, will be levied payable to the Council prior to adoption of the completed scheme, this is in addition to the standard commuted maintenance costs detailed above.

Where a higher standard of materials is installed without the agreement of the Borough Council and/or where a Commuted Sum has not be paid, then adoption will not be granted and the on-going maintenance will be the responsibility of the developers or their appointed Managing Agents.

4.8 Future Lighting Provision

A Capital Bid to fund all structural maintenance of lighting columns was approved in 2007. This enabled a £100,000 saving to the Council's revenue budget for 2007/08 to be realised without reducing maintenance standards. However, this has now reduced the revenue budget to such a point where there is no scope for further reductions without actually removing existing lighting units. At present £200,000 is provided from the Council's Capital budget for street lighting structural maintenance. £1,730,000 is allocated from Revenue for maintenance of all street lighting, signs, bollards and zebra crossings, although £1,216,000 is required from this for the energy bill.

On 26th March 2015, an Invest to Save Bid of £4.7M was approved by the Executive Board for a programme of work to replace the current conventional street lighting with energy saving Light Emitting Diode (LED) Units. The key benefits were noted as a reduction in energy costs, increased reliability and longevity and enabling the Council to meet its commitments on sustainable practices and reducing carbon emissions.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The switching off of street lighting on high speed roads was anticipated to save an estimated £125,000 per year, however due to other changes in energy charges this saving was only £40,000.
- 5.2 Energy costs are fluctuating and the costs up until 31st March 2017 have now been agreed. The total annual cost of un-metered electricity for highway electrical equipment is estimated to be around £1,250,000.
- 5.3 In order to achieve further savings and ensure the Council's lighting stock is structurally sound and fit for purpose, it will be necessary to continue to invest in the asset. This will enable more efficient technologies to be introduced (recognising, however, that there will be

long pay-back periods (5 – 10 years)) and allow for columns that are past their design life to be replaced. Funding opportunities to enable this investment have been explored and agreed (paragraph 4.8) and will continue to be investigated.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

Reductions in street lighting, especially on residential estates, could impact on: child pedestrian casualties; the desire to walk to school during the dark mornings and nights; young drivers and the incidence of anti-social behaviour.

6.2 Employment, Learning and Skills in Halton

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

6.3 A Healthy Halton

Reduced street lighting could discourage walking and cycling and the use of public transport, which have implications for the health of those affected.

6.4 A Safer Halton

Street lighting can contribute to road safety and a reduction in accidents. It can also help reduce crime and anti-social behaviour which affects how safe people feel during the hours of darkness.

6.5 Halton's Urban Renewal

Street lighting is often part of Urban Renewal schemes and does have a positive impact on improving the environment.

7.0 RISK ANALYSIS

Street lighting is not a statutory function and there is no legal requirement for roads to be lit. However, it is recognised that street lighting contributes strongly to road safety, community safety and the prevention of crime. Street lighting fits with the Council's strategic priorities. Since July 1998, the Council is required by statute to exercise all of its functions with a view to preventing crime and disorder. It should be noted that the introduction of street lighting was originally for pedestrians as a result of crime and disorder issues. It continues to be accepted as a major contributor to the prevention of crime and disorder or its perception. Whilst the Council may not be challenged under the Highways Act about removing lighting, there may well be challenges under section 17 of the Crime and Disorder Act 1998, as happened in Essex when the Police intervened with the proposal to turn off lights.

8.0 EQUALITY AND DIVERSITY ISSUES

Any reduction or failure to provide street lighting could unfairly disadvantage pedestrians and certain population groups who would not feel safe on the public highway during the hours of darkness.

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

Document	Place of Inspection	Contact Officer
Report to Executive Board, 29 th March 2012 (Item 122) - Street Lighting – Energy Saving Options	Internet	
Report to Executive Board, 26 th March 2015 (Item 158) – Invest to Save Proposal - Street Lighting	Internet	



Street Lighting Strategy & Policy



For further details please contact:

Street Lighting Team
Policy & Resources Directorate
Municipal Building
Kingsway
WIDNES
WA8 7QF

Street.lighting@halton.gov.uk

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INTRODUCTION

This strategy and policy outlines the basic principles and standards applying to street lighting and illuminated signage in Halton. The term “street lighting” encompasses lighting and all other items of illuminated street furniture provided on the public highway (whether or not adopted by Halton Borough Council), except intelligent transport systems (ITS (traffic signals, pedestrian crossings, etc.)) and Variable Message signs (VMS).

The cost to the Council of energy for its electrical assets (including street lighting, traffic signals, illuminated signs, CCTV, etc.) is approximately £1.0m per annum (January 2015). The following is a summary of the electrical equipment installed within the Borough:-

- 19,000 conventional lighting columns plus 400 lighting columns maintained for Halton Housing Trust (HHT)
- 98 high mast lighting columns (on Runcorn Expressway System)
- 1,400 illuminated traffic signs
- 450 illuminated bollards
- 58 traffic signal controlled junctions
- 20 Puffin Pedestrian Crossings
- 5 Toucan (Pedestrian and Cycle) Crossings
- 18 Zebra crossings
- 14 Variable Message Signs (VMS)
- 73 CCTV cameras
- 12 Speed cameras
- 21 Real Time Passenger Information (RTPI) Signs (at bus stops)

There are three main types of lamps used in street lighting columns within Halton which are as follows:

- SOX (lamp) Low Pressure Sodium discharge lamp (orange light)
- SON (lamp) High Pressure Sodium discharge lamp (golden white light)
- LED (lamp) Light Emitting Diode lamp (white light)

1. OVERVIEW

British Standard for the Lighting of Highways

To achieve a structured and coherent approach to the provision of lighting on the public highway the correct levels and associated parameters for the lighting for each specific class of road, street, footpath, cycle track etc. must be determined. Such determination should take account of: -

- the use of the road, for vehicular, cycle and pedestrian traffic,
- local amenities such as leisure centres, schools, churches, community centres, village halls, shops, public houses, health centres, etc. which may affect the night-time use of the road
- the location of the road - rural, urban, etc.
- the environmental aspects.

Each category of road, street, footpath, cycle track etc. will have its own specific requirements, which will affect the level of lighting to be provided. The current British Standards (BS) for Road Lighting are, BS 5489 2013 and BS EN 13201 2003. BS EN is the abbreviation for British Standard European Norm, in other words it is the European Standard.

BS 5489 contains guidance and recommendations that are intended to support BS EN 13201 and to enable designers of lighting systems to comply with that standard.

BS 5489 consists of two parts:

- BS 5489-1 Gives guidance and recommendations for the lighting of roads and public amenity areas
- BS 5489-2 gives guidance and recommendations for the lighting of tunnels.

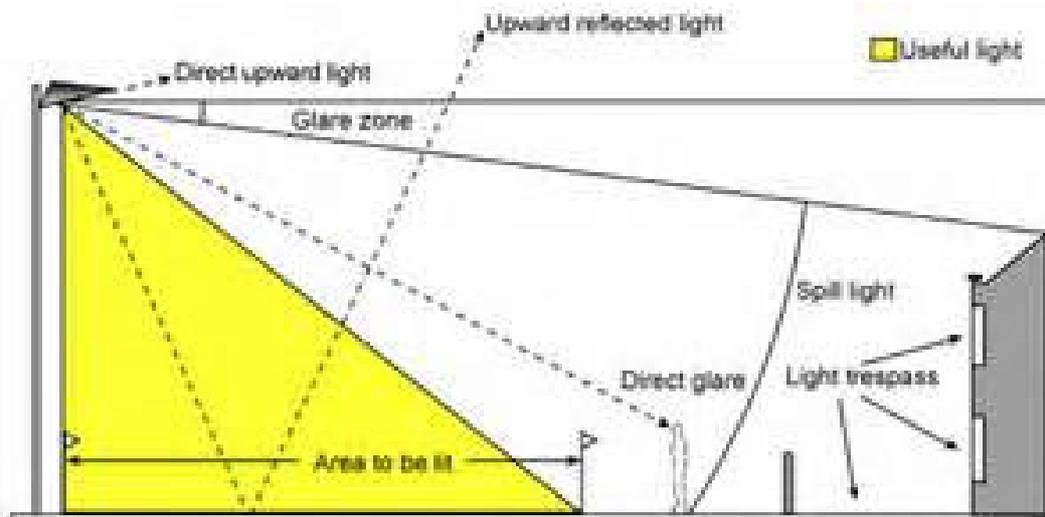
BS EN 13201 consists of three parts:

- BS EN 13201 Part 2 – Details performance requirements
- BS EN 13201 Part 3 – Details calculation of performance
- BS EN 13201 Part 4 – Details methods of measuring light.

Well Lit Highways

Well-Lit Highways, is the code of practice for highway lighting management and was published in November 2004. The Code was drafted by a team on behalf of the UK Lighting Board and it is one of a suite of Codes commissioned by the UK Roads Liaison Group, which also included Roads and Bridges.

It provides local authorities with guidance on lighting management in an ever changing environment, creating a strong foundation for a positive and lasting road lighting maintenance policy. Adoption of the recommendations in this code will help the delivery of Best Value services. Whilst the code is specifically intended for road lighting, the principles are equally applicable to other forms of exterior lighting.



Light pollution is often caused by the way light is emitted from lighting equipment. Choosing proper equipment and carefully mounting and aiming it can make a significant difference.

2. FACTORS INFLUENCING THE PROVISION OF STREET LIGHTING

The provision of street lighting and other items of illuminated street furniture should support the Council's main priorities and Halton's Vision:

- A Healthy Halton
- Environment and Regeneration in Halton
- Employment, Learning & Skills in Halton
- Children & Young People in Halton
- A Safer Halton

Halton's 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
- Benefit from a high quality, modern urban environment
- Have the opportunity for all to fulfil their potential
- Develop greater wealth and equality, sustained by a thriving business community
- Live in safer, stronger and more attractive neighbourhoods.

Factors that can influence a decision on when and where to install street lighting:

- A Highway Authority's statutory duties
- Road safety
- Protection and/or enhancement of the night-time environment
- Personal security and the perception of safety
- Increased feel good factor
- Lighting for closed circuit television (CCTV)
- Crime against property including car crime
- Reduction of vandalism
- Visual/environmental intrusion.
 - Daytime appearance, improved appearance of equipment
 - Night-time appearance, better optical control
 - Minimising obtrusive light, upward and intrusive light
 - Limiting lighting in rural areas
 - Location of street lighting equipment in relation to residential property/bedrooms.
- Cost effectiveness
 - Energy costs
 - Energy efficiency
 - Reliability and maintenance of equipment
 - Whole-life costs
 - Coordinated street scene approach
 - External funding incentives/opportunities
- Electrical, structural and other safety issues including testing
- Location and accessibility of equipment
- Specification of equipment
- Lighting styles including specialised columns for use in conservation areas
- Requests to accommodate decorative lighting or banners and the potential impact on the structural integrity of lighting columns
- Recycling and Disposal of redundant equipment including lamps
- Passive safety (columns designed to collapse upon impact by errant vehicle)

- Use of innovative and maturing technology to reduce costs and carbon output:
 - Variable lighting levels with electronic gear
 - Remote monitoring systems
 - Light emitting diodes (LEDs)
 - Carbon free energy supply
- Reduction of primary energy consumption and increasing the share of renewable energies

The above list is not exhaustive but it does give an indication of the many factors that may have to be taken into consideration when deciding whether or not street lighting should be provided.

3. LIGHTING POLICY

3.1 The following is a list of highway electrical equipment (January 2015) for which the Council is responsible:-

- 19,000 conventional lighting columns plus 400 lighting columns maintained for Halton Housing Trust (HHT)
- 98 high mast lighting columns (on Runcorn Expressway System)
- 1,400 illuminated traffic signs
- 450 illuminated bollards
- 58 traffic signal controlled junctions
- 20 Puffin Pedestrian Crossings
- 5 Toucan (Pedestrian and Cycle) Crossings
- 18 Zebra crossings
- 14 Variable Message Signs (VMS)
- 9 CCTV cameras
- 12 Speed cameras
- 21 Real Time Passenger Information (RTPI) Signs (at bus stops)

3.2 The following principles apply to the provision and maintenance of street lighting:

- The promotion and maintenance of safety for all users of the highway with special consideration for all vulnerable user groups, e.g. pedestrians, cyclists, the elderly or people with disabilities and children, the principal aim of which is to reduce night-time accidents.
- The enhancement of the night-time environment with special reference to lighting in town centres and historic/conservation areas (e.g. the Victorian lanterns in Daresbury village).
- The promotion of lighting in areas suffering Crime and Disorder issues together with increasing personal security, reducing the fear of night-time attack on individuals and to deter vandalism of property.
- The avoidance of detrimental environmental impact in terms of the visual appearance of lighting, both day and night, adjacent to and on the highway and the overall impact on the environment in terms of energy conservation and light pollution.
- The provision of cost-effective lighting systems which are energy efficient
- The incorporation of whole-life costs
- Promoting the purchase of energy derived from renewable resources.
- The need for consultation with elected members and Parish Councils specifically as regards conservation issues.

3.3 Future Lighting Provision

3.3.1 **Due to the increasing energy costs for street lighting, it is recognised that action must be taken to minimise future growth in energy consumption.** It was agreed by the Executive Board on 29th March 2012, that in the first instance, street lighting be switched off on high speed roads (i.e. roads with a speed limit higher than 40 mph) between midnight and 6.00am throughout the year.



- 3.3.2 **It is proposed that there should be no net increase in the highway electrical equipment stock that will increase the demand for and cost of energy other than for the following situations:**
- Statutory requirements (such as the illumination of certain road signs);
 - Road safety reasons (such as when signs and/or bollards that are required to be illuminated OR when traffic control equipment (e.g. traffic signals, Puffin crossings, etc.) is installed as part of Local Safety Schemes at collision sites);
 - Adoption of new developments (including industrial and residential);
 - The installation of electrical equipment as part of our statutory duties or partnership working (such as air quality monitors or ANPR cameras).
- 3.3.3 **It is proposed that there should be a presumption against new lighting schemes or additional highway electrical equipment funded through Area Forums (such as CCTV, lighting footpaths, traffic management/engineering schemes requiring illuminated signs, car parks or recreational areas) or from the Council's other capital budgets, unless the additional revenue budget is available to fund the on-going lighting/highway electrical equipment and maintenance indefinitely.** This proposal could also restrict the installation of new traffic signal equipment, Variable Message Signs (VMS), etc. **Obviously, each case will be judged on its merits depending on the potential impacts on the safe and efficient movement of pedestrians and vehicles, and on crime and disorder in the community for example, but it is evident that difficult choices will need to be made.** Where it is possible to avoid adding to the Council's stock of highway electrical equipment then this must be done. All proposed improvement and safety schemes are reviewed to reduce or remove any additional energy requirements whilst still meeting relevant design standards. It is proposed that lighting, including traffic signal controlled junctions and crossings, will be provided only if it is a key element of a safety scheme or part of an access to a new development. Traffic signs will not be lit unless it is a legal requirement, high reflective materials will be used for both direction signs and bollards to obviate the need for lighting. The provision of vehicle activated signs will be reviewed, where they are provided they will continue to be solar powered and their maintenance costs closely monitored.
- 3.3.4 Structural maintenance of lighting columns is currently funded from the Council's Capital Budget. This has enabled a saving to the Council's revenue budget to be realised without reducing maintenance standards. However, this has now reduced the revenue budget to such a point where there is no scope for further reductions without actually removing existing lighting units. In 2013/14, approximately 70% of the available Revenue budget for the maintenance of all street lighting, traffic signals, signs, bollards and pedestrian crossings, is required for the energy bill. This amounts to over £1.0m per annum.
- 3.3.5 The need to cut its energy bills and carbon emissions by reducing or removing street lighting, which may even need to be considered in residential areas. **Consideration will need to be**

given in the future to the removal of lighting from independent footpaths (i.e. where there is a suitable alternative route and it is not the main access route to properties) and gated routes to the rear of residential properties (i.e. rear entries and passageways). This review will be carried out when the existing lighting columns and lanterns reach the end of their life and it is not viable to replace them. It will need to be done on an area basis to ensure a consistent approach and it will, at the same time, aim to overcome a current maintenance issue where it is often difficult to gain access to carry out maintenance to some columns because of, for example, locked gates having been installed, or where obstructions have been placed on paths and where there is no vehicular access (this makes safe access to the lantern difficult especially where hinged columns have not been installed).

- 3.3.6 **Where there are suitable alternative lit routes, then consideration will also be given to no longer installing lighting on independent footpaths, unless it is a primary route to a school or major employment areas.** This will be particularly applicable to independent cycleways and bridleways, which are provided primarily for recreational purposes.
- 3.3.7 **A presumption against any future growth in street lighting provision will be difficult due to the need to provide it on new residential roads and high profile regeneration schemes.** Also there could be a need to install new lighting both for road safety and community safety reasons. A reduction in street lighting standards, such as turning off every other light, would leave the Council exposed to liability claims because street lighting is provided to national industry standards, and hence cannot be recommended. It has also been noted that the removal of street lighting could have serious impacts on the Council's priorities for road safety and community safety.
- 3.3.8 Any decision to remove street lighting from residential areas would be more cost effective if carried out in complete areas, to avoid areas of contrasting light and darkness. This would also avoid liability claims due to the area not being lit to the current design standards (or the standards at the time of installation). To be most cost effective, the oldest lighting units would be decommissioned first and this would need to be phased in over a period of years.
- 3.3.9 It is likely that any of the measures to reduce costs could prove to be unpopular and with the exception of the SJB flood lighting, all could have road safety and community safety implications. There is a concern that the removal of street lighting, or even switching it off between specified periods, has the potential, for example, for reversing the very encouraging downward trend in road casualties. It follows, therefore, that any measures that are imposed to save energy costs will need to be very closely monitored to determine their impact on road casualties. A number of the Council's key priorities could also be adversely affected especially in terms of promoting social inclusion and accessibility, and reducing crime and disorder.
- 3.3.10 There is an unavoidable incremental growth in the street lighting stock through the adoption of streets in new residential areas and the construction of new roads. New additional lighting units have also previously been funded through the Area Forums. Annually, these initiatives increase the inventory by approximately 250 units per year, but with no increased budget to cover the additional costs. The current total stock is in the order of 23,000 units (2014).

4. WHERE LIGHTING WILL BE PROVIDED

Within Halton there are three main types of lamps used in street lighting columns which are as follows, although other types have been used for special applications, such as in Victoria Square, where Ceramic Metal Halide (CDM) lamps (white light) were used:

- SOX - Low Pressure Sodium discharge lamp (orange light). This type was generally installed until 1990 and was used on all types of roads.
- SON - High Pressure Sodium discharge lamp (golden white light). This type was installed on all types of roads from 1990 and is still used on high speed roads.
- LED - Light Emitting Diode lamp (white light). This type is generally used in residential areas, but will be expanded to other areas as the technology develops.



LED lanterns



SOX lanterns

Lighting is provided in accordance with the current standards (see section 1), which classifies areas within the following categories:

4.1 Areas of Medium Brightness (Residential areas)

Roads falling into this category include all urban residential local access roads and footpaths (as defined by “Well Lit Highways”). Within Halton this includes most roads in residential areas.

As a general rule, roads in these areas are lit to the levels/standards originally provided/current at the time of installation/adoption, but when the lighting is refurbished it will be designed to the standards current at that time. This will allow new technologies to be used such as LED lighting and adaptive lighting (previously referred to as dimming). Replacement columns will generally be installed on a one for one basis but with replacement columns being positioned at the rear of the footway and on property boundary lines to assist the mobility and visually impaired.

4.2 Areas of High Brightness (Major Traffic Routes and Town Centres)

Major traffic routes are defined as all A and B class roads and contain all strategic routes, main/secondary distributor and link roads as defined in “Well Lit Highways”. Generally, all roads in this area will be lit to the British Standard relevant at the time of installation or refurbishment.

Within Halton enhanced lighting has been installed on the following areas, which are not major vehicular traffic routes but are important pedestrian routes:

- Bridge Street, Runcorn
- Albert Road/Widnes Road, Widnes.

On 29th March 2012, the Executive Board of the Council approved the policy “To turning off street lighting on high speed roads (over 40 mph speed limits) between midnight and 6.00am throughout the year.”

4.3 Sensitive Areas

For the purposes of this policy, Sensitive Areas are defined as:

- Statutory Conservation Areas, Scheduled Ancient Monuments, Listed Buildings (including the Silver Jubilee Bridge) and their settings.
- Non-statutory historic or heritage areas and older urban regeneration areas, identified by Halton as the Local Planning Authority.

There are other Council sponsored initiatives, which will be the subject of special treatment and funding (e.g. Victoria Square, Widnes). These will generally operate within the categories described above but some will have their own specific requirements. All these sensitive areas have a unique character and it is important that lighting arrangements are tailored accordingly, rather than being “standardised”, in order to enhance the area where any works are carried out.

Lighting improvements should form an integral part of all environmental enhancement schemes.

In order to identify opportunities and constraints specific to the site under consideration, a Master Plan or Design Brief shall be prepared in conjunction with the appropriate planning officers. This should also take into account the views of interested outside bodies (e.g. historic societies, parish councils, etc.) to ensure that the appropriate environmental and lighting design solutions are achieved.

In view of the pressures upon financial resources, the provision and costs of environmentally designed lighting schemes and future maintenance liabilities will need to be borne in mind.

4.4 Standards of Lighting

The overall lighting standards for a specific area will generally meet the requirements of the current BS EN at the time of installation or refurbishment. As a general rule, new or replacement lamps shall be a white light source although consideration to alternative light sources (particularly for the purposes of floodlighting) will be given where required. There may be situations in particular locations used heavily at night, where a higher than the normal standard of illumination will be required.

In all historic areas the Lighting Engineer shall consult with the Local Conservation Officer to ensure that the historic styling and/or location of equipment is appropriate for the area in question.

In determining levels of illumination, lighting positions and styles, the design will consider pedestrian and vehicular uses/needs in relation to the following:

- Areas of activity - shops, school entrances, bus stops, libraries, highways, paths, etc. and areas of conflict (junctions, etc.).

- Listed buildings and historic qualities of the area.
- Building heights.
- Street features - crossing points, seating areas, tree planting, pinch-points, materials/colours, etc.
- Existing lighting - positions, styles, heights, lux levels, lighting type, lighting from shops, floodlights, etc. In assessing appropriate levels of illumination the existing and ambient lighting, from shops, floodlighting schemes, etc. may only be taken into account in special instances. The continued operation of ambient or privately owned lighting sources cannot be guaranteed for the life of the scheme.
- Local knowledge, incidence of vandalism, collision sites, etc.

The floodlighting of landmarks and historic buildings should seek to minimise pollution of the night sky and be discouraged where there is no on-going budget to fund energy and maintenance costs, in the case for local authority schemes. If floodlighting is being promoted by a private body then the same principles shall apply and all costs shall be met by them.

The design and installation of special or temporary lighting shall comply with the relevant sections of the current national design standard.

4.5 Lighting Equipment

All lighting equipment shall complement and enhance the appearance of the area. Conservation Area status does not establish a pre-requisite for period style lighting – good functional modern designs may be suitable. However, the particular character of a historic area may demand a non-standard approach or a blend of various lighting sources. Every opportunity should be taken to extend the range of acceptable equipment available through discussions with suppliers.

The restoration of existing cast iron and ornamental columns or lanterns, which are of architectural merit, will be encouraged but the electrical safety requirements must be considered paramount when deciding whether to reuse units. The retention of existing columns/lanterns, where these are of local historical importance, is desirable particularly where they form a feature of the locality.

4.6 Design of Lanterns

Generally standard lanterns will be used, applicable to the type of road. If “period style” lanterns are used, care should be taken to match historical periods. However, it is also necessary to maintain a harmony of style, as far as possible, as different lantern types may produce a cluttered and unplanned effect.

Where a modern style of fitting is proposed this, together with its control gear, must be recessive in design and colour (e.g. grey to blend in with the area) and be sited so as to be unobtrusive as far as possible during the daytime. Such fittings should be simple and of appropriate shape, colour and scale to the architectural setting.

There is a general presumption towards using, as far as possible, lanterns that minimise light pollution of the night sky.

4.7 Wall Brackets/ Wall Mounted Lanterns

Wherever appropriate lanterns should be affixed to buildings, in particular where footways are narrow and subject to very considerable pedestrian traffic. Brackets can be of architectural interest in their own right. Where new fittings require brackets, then fixings must take into account the nature and stability of the building; more than two fixing points should

be provided, especially for buildings with timber frame, lime mortar or soft brick construction. Also Wayleave Agreements will need to be obtained in advance of the work starting on site. Modern interpretations of historic brackets may be appropriate in order to satisfy the need for cable ducting and load bearing requirements. The colour, weight and proportion of the bracket must be complementary to the lantern. Galvanised steel, primed and painted, should be used for new brackets, or other approved materials used, e.g. cast iron or aluminium.



Wall mounted lantern

4.8 Lighting Columns

Currently there is a mix of concrete, steel, stainless steel and more recently aluminium columns installed within the Borough. In future all new lighting columns shall be constructed of single extrusion aluminium with a minimum design life of 50 years and be suitable for the attachment of road traffic signs (as defined in the Traffic Signs Regulations & General Directions) in accordance with BD94, which currently allows a maximum area of 0.3 sq. m. Further details are contained in Appendix 2. Columns shall require no maintenance during their design life. In addition, on high speed roads (i.e. speed limit over 40 mph) then consideration should be given to making them passively safe and including an electrical disconnection system, where they are not erected behind safety fences.

The use of high mast lighting is generally not acceptable, although there are a number of existing masts on the Expressway system in Runcorn, which were installed as part of the New Town. However, due to the increased maintenance costs it is not proposed to install any new masts, although they will need to be retained around the southern end (Runcorn side) of the Silver Jubilee Bridge, due to the difficulties involved in installing conventional lighting.

Ornamental columns should be constructed from a single material but, where this is not possible, then the respective metals must be protected from each other to reduce cathodic action taking place. The restoration of existing cast iron and ornamental columns which are of architectural merit is encouraged. Where modern equipment cannot be accommodated within such columns, then measures to supply a carefully sited, separate free-standing unit may be an acceptable alternative to the loss of such features, always provided that electrical isolation can be achieved. New lanterns for such existing columns must be appropriate to the period of the column. Ornamental columns must be constructed from compatible metals. The mounting height must be appropriate to the scale of the setting in the street scene.



Ornamental Column

Where lighting columns need to be used, they should be sited to avoid obstruction to the footway (particularly for people with disabilities) (see paragraph 5.13). However, where this means that columns would be provided at the back of footways adjacent to buildings, consideration should be given to installing wall mounted fittings in lieu of columns. This will also be subject to the adjacent buildings being suitable both in terms of height and construction, together with the owner's agreement.

5. GENERAL REQUIREMENTS

5.1 Standards of Lighting

All new lighting should be provided, designed, and installed in accordance with Section 4 (above) and in accordance with the following supporting documents:

- HBC Street Lighting Design Guide; Street Lighting Material and Works Specification
- HBC Standard Detail Drawings
- Manual for Streets

5.2 Legislation

5.2.1 There is no statutory duty to provide street lighting. The power to provide street lighting is set out in Section 97 Highways Act 1980 (see below).

The original purpose of street lighting was purely a crime prevention matter. It was unrelated to highway safety. The fact that street lighting outside of urban areas is still unusual is a reflection of this fact.

All public lighting should fully comply with the following legislation and regulations:

- Highways Act, 1980
- Goods and Services Act 1994
- The Local Government Contract Act 1997
- Public Health Act 1961
- The Management of Health and Safety at Work Regulations 1999
- Electricity at Work Regulations 1989
- Traffic Signs Regulations and General Directions, 2002 and 2005 amendments
- Disability Discrimination Act 2005
- The Highways (Road Humps) Regulations 1999
- New Roads and Street Works Act 1991
- Traffic Management Act 2004
- BS 7671:2008 Requirements for Electrical Installations,
- BS EN 60529: "Specification for Degrees of Protection for enclosures.
- BS EN 60598-2-3: 1994, Luminaires for Road and Street Lighting.
- BS 5649 : "Lighting Columns"

Highways Act 1980

97 Lighting of highways.

(1) The Minister and every local highway authority may provide lighting for the purposes of any highway or proposed highway for which they are or will be the highway authority, and may for that purpose—

(a) contract with any persons for the supply of gas, electricity or other means of lighting; and

(b) construct and maintain such lamps, posts and other works as they consider necessary.

(2) A highway authority may alter or remove any works constructed by them under this section or vested in them

Under Part III of the Local Government Act 1966 or section 270 below.

(3) A highway authority shall pay compensation to any person who sustains damage by reason of the execution of works under this section.

(4) Section 45 of the Public Health Act 1961 (attachment of street lamps to buildings) and section 81 of that Act (summary recovery of damages for negligence) apply to a highway authority who are not a council of a kind therein mentioned as they apply to such a council.

If street lighting is provided under the Highways Act then it needs to be maintained in a serviceable condition.

Removal of street lighting is likely to reduce the quality of life for many of the people of Halton.

- 5.2.2 On the 1 April 1998, when the Borough Council became a Unitary Authority and the Highway Authority, it assumed responsibility for the maintenance and operation of highway lighting throughout the Borough on adopted highways, including the provision of new installations.

There are two main categories of Roadway Lighting – Group A (columns of a height of 10m and above) and Group B (columns of a height of between 5m and 8m) as laid down in the British Standard Code of Practice for Street Lighting.

Footway Lighting - A system of lighting provided for independent footpaths away from the highway and is designed in accordance with the relevant standard.

- 5.2.3 Where Town or Parish Councils wish to provide lighting on a highway the consent of Halton Borough Council, as Highway Authority, is required.
- 5.2.4 The Highways Agency is the Highway Authority for road lighting on Trunk Roads and Motorways, and has its own Policies and practices for the maintenance of those installations.

5.3 Obtrusive Lighting

Obtrusive light is light which falls outside the area to be illuminated which, because of its quantity, direction or colour causes annoyance, discomfort, distraction or reduces the ability to see. Obtrusive light is often referred to as Light Pollution, which can be defined as the adverse effect of artificial light.



Light pollution

Obtrusive light can be subdivided into three main categories:-

Skyglow - The artificial brightening of the sky caused by the scattering of artificial light by dust particles and water droplets in the atmosphere. Often seen as an orange glow above urban areas and commonly referred to as Light Pollution. A large percentage of Skyglow is caused by light emitted directly upwards or at high angles of elevation from poorly designed luminaires and to a lesser extent light reflected from surfaces.

Glare - An intense blinding light, usually seen against a dark background, which can result in reduced visual performance and visibility. Poorly designed, installed and maintained lighting can cause glare that can affect the vision of pedestrians, cyclists and drivers, creating a hazard rather than increasing safety.

Light trespass - Light falling where it is not wanted or needed, light spilling beyond the boundary of the property on which the light is located. Poor exterior lights that shines into neighbouring properties and bedroom windows, reducing privacy, hindering sleep and affecting the appearance of the area.

Consideration shall be given to the restriction of obtrusive light by:

- The control of the type of light source
- Restricting the level of light emitted by the luminaire at high angles usually between 70 and 90 degrees.
- The use of full horizontal cut off luminaires for mounting heights above 6m will have a substantial effect on restricting obtrusive light.
- Similarly, the use of shallow bowl luminaires for mounting heights of 6m or less will help to reduce the overall level of obtrusive light produced by road lighting installations, but may add to the numbers of lighting units required.
- The use of LED lanterns can considerably reduce obtrusive lighting

Special consideration will need to be given to the effect of lighting on adjacent areas used by other means of transport so as to avoid dazzle to users of these facilities:

- major airports
- railways
- harbours
- transport interchanges
- navigable waterways
- adjacent unlit traffic routes
- car parks

This will include the design, installation and maintenance of any lighting systems to reduce the risk of damaging the night sight of the transport operators or reducing the visibility of signalling equipment.

Consideration of these problems at the design stage can substantially reduce the effect of obtrusive light. However, the installation must be properly maintained to ensure that any special provisions are kept in full working order and correctly adjusted.

The use of uplighters, or similar equipment intended for decorative lighting installations, will be strongly discouraged unless a significant benefit to the local community can be demonstrated which outweighs environmental and cost concerns.

5.4 Lighting Shields

The majority of modern lanterns have optical controls designed to limit or negate intrusion into properties. However, it is recognised that intrusion can still occur in exceptional circumstances. Where this intrusion is the direct result of maintenance or improvement works then, where possible, shielding will be provided free of charge.

However, in any cases where the day-to-day operations of the Borough Council are not the cause, and are for example due to a change of occupancy or room use, then the provision of such shields will be undertaken on a rechargeable basis.

Any such shielding should be of a bespoke nature designed by the luminaire manufacturer to fit the lantern in question. Where such shields are not available, and the column height is below 8m, then generic shielding, attached to the bracket, is permitted. Generic shielding at 8m or above is not permitted for Health and Safety reasons.

5.5 Motorways and Trunk Roads

Motorways (e.g. M56 and M62) and Trunk Roads are maintained by the Highways England, which is a Government Owned Company charged with operating England's motorways and major A roads. The Company's policy with regards to the lighting of these roads is separate from that of the Borough Council. Enquiries regarding this policy should be directed to Highways England, National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham, B32 1AF Phone: 0300 123 5000

5.6 Mersey Gateway

The route between A562 Speke Road and A557 Weston Point Expressway/M56 Junction 12 Clifton via Mersey Gateway Bridge and A533 Central Expressway are maintained by the project company on behalf of Mersey Gateway Crossings Board. Their policy is generally the same as Halton Borough Council, but they are responsible for all maintenance for 30 years from March 2014.

5.7 Lighting of Pedestrian Crossings

Pedestrian and traffic signal controlled pedestrian crossing points are areas of high conflict between pedestrians crossing the road and motorists. Pedestrian Crossings should be lit to meet the recommendations of the Institution of Lighting Professionals, Technical Report No.12 "Lighting of Pedestrian Crossings", or its successor, and, where applicable, the current British Standard for Road Lighting.



5.8 Lighting of Traffic Calming

Lighting of traffic calming features shall comply with Highway (Road Hump) Regulations 1996 Section 5 or its successor. Measurements of lighting levels in the immediate area shall be taken to determine if additional lighting is required

5.9 Lighting of Pedestrian Subways

Subways are provided as a safe route for pedestrians and cyclists to cross busy traffic routes or railways and they need to be maintained in a safe and usable condition at all times if the facility is to be used. In Runcorn, a large number were provided as part of the New Town to provide segregated routes for pedestrians away from vehicular traffic, which was part of the Master Plan.

Subways, and the approaches to them, can be intimidating at night if they are not carefully designed and provided with good street lighting. The lighting should be designed and installed in accordance with the current British Standard for Road Lighting.

Subways should be bright and attractive to encourage their use. The walls should be treated or tiled to allow easy cleaning and removal of graffiti and of a light colour to reflect light. Subways should be designed to allow flexible switching arrangements, providing different levels of illumination during the day and night to cope with extremes of daylight from a very bright sunlit day to a dark overcast night. Contrary to normal street lighting practices, high levels of illumination need to be provided in subways during daylight if users are to feel safe entering and passing through the subway.

However, high levels of lighting during daylight hours can cause a “reverse black hole effect” when leaving a brightly lit subway on a dark night. Therefore, levels of light during the hours of darkness should be reduced to between 50 and 100 Lux dependent upon the type of subway.

To further reduce the reverse black hole effect, and make the entrance and exit of subways more attractive and inviting, attention should be paid to the approach lighting to the subways with particular attention being given to a gradual reduction in lighting levels from those inside the subway to normal street lighting levels outside. Sudden transitions in lighting levels may cause distress and anxiety to users.

The units shall be of stainless steel construction fitted with polycarbonate lenses and a sacrificial outer sheet to make the removal of graffiti easier. The access covers shall be hinged.



5.10 Light Sources

All lamps will now generally be a “white light source”, such as SON High Pressure Sodium discharge lamp or LED Light Emitting Diode lamp. In all cases electronic control gear must be used with low loss gear (minimises losses through controls) to ensure the most efficient use of energy. All new electronic control gear must be capable of dimming by a minimum of 25%.

5.11 Luminaire Specifications

All luminaires used for the purposes of street lighting shall contain an acceptable optical system to direct the light onto the highway within the limits set by BS EN 60598. To ensure the minimum environmental pollution to the night sky, the amount of upward light from the

lantern shall be kept to a minimum and, where possible, new lantern designs shall be incorporated in the standard design specifications to maximise this approach but still retaining electrical and illumination efficiency.

All luminaires should be manufactured to a minimum of IP 54 to BS EN 60590 for the lamp containment area and should be manufactured from vandal-resistant material. Lanterns must be designed and tested to provide a minimum normal operating life of 25 years.

5.11 Column Specification

All street lighting columns installed on the highway shall comply with the requirements laid down in paragraph 4.8 above and the current edition of the HBC Street Lighting Material and Works Specifications.

The only exception to the requirement above will apply to cast iron, cast aluminium or some decorative steel columns, which may be used in environmentally sensitive or conservation areas. These columns will be subject to a separate specification, when required, but generally they will be factory painted with a final decorative top coat of paint being applied on site following erection.

Particular note should be made of the requirements of Appendix 2 where columns are used for the support of street decorations, festive lighting, etc. and the imposed limitations. In order to reduce street clutter and installation and maintenance costs, Road Traffic Signs should be mounted on columns wherever possible but within the limitations imposed by the current design standard from the Department for Transport, BD 94 (Memorandum), which specifies a current limit of 0.3 sq. m.

5.12 Passively Safe Equipment

Passively safe - crash friendly roadside features, such as lightweight sign posts, lighting columns and vehicle restraint systems offer a lower risk of personal injury when struck by a vehicle. Where speeds are low, for example, in most urban housing estates, there is little if any advantage in using passively safe lighting columns. Passively safe columns are designed to collapse and therefore the risk to pedestrians in such areas is much higher when compared to conventional columns.

Passively safe columns are recommended for consideration on major high speed (speed limit over 40 mph) roads where there is less likelihood of them falling onto the carriageway or pedestrians, due to the layout and lack of footpaths. The final determination on provision of such equipment will always be made on a site-by-site basis. Consideration will also be given to the installation to automatic electrical isolation systems.

5.13 Location of Equipment

As a general rule, obstruction of the footway by columns and illuminated sign posts should be avoided by positioning columns and posts at the rear of the footway. This will contribute to compliance with current legislation, including the Disability Discrimination Act relating to people with disabilities, and a reduction in street clutter. Where columns and sign posts are mounted in the highway verge they must be set back by 450mm from kerb edge or the minimum distance recommended in the current British Standard for Road Lighting, whichever is the lower. Columns will be positioned on the boundaries between properties unless the location of trees, vehicular accesses, overhead lines, etc. prevents this location being chosen or the spacing of columns would result in uneven lighting levels. The location will also be affected by sign faces to ensure adequate clearance. The final positioning of equipment shall be determined on site by the street lighting engineer.

The Council is not obliged to consult on the positioning or re-positioning of lighting columns and the decision will always rest with the street lighting engineer. Positions other than those initially determined by the street lighting engineer will only be permitted in exceptional circumstances and only when the street lighting engineer feels it is possible to agree to alternative locations without impacting on safety or where they would not result in uneven lighting levels. Any additional costs will be borne by the person requesting the column to be re-located.

If a resident/organisation requests that a lighting column be re-located when it is not being re-located by the Council as part of their works, then they shall pay the fees as detailed in the Council's current fees and charges schedule.

5.14 Switching and Dimming

The majority of street lighting in Halton is controlled by photo-electric cells (PECUs). At present these vary between older thermal PECU and the more modern electronic versions. However, all new lighting installations will be fitted with equipment suitable for dimming which will allow greater control and flexibility of the lamp and control gear and reduce energy consumption. All such equipment must be compatible with that currently used within the Borough.

5.14.1 Adaptive Street Lighting (Dimming)

Adaptive street lighting, previously known as dimming, varies the lighting levels and, in turn, energy demand to suit the appropriate lighting class required, based on pedestrian and vehicular traffic levels, at a particular time. It is applied predominately in the early hours of the morning when pedestrian and vehicular traffic levels are at their lowest.

Adaptive lighting has been installed on various sites throughout the Borough since January 2010. It is achieved by retrofitting smart electronic components into existing lanterns, or from new when installing new lanterns. The saving in energy consumption varies dependent upon the amount the light is dimmed and the number of hours it is dimmed during the night. Typically, the light levels have been dimmed by 30% to the appropriate lighting class, between the hours of midnight and 6.00am. Dimming the light level by 30% gives an energy saving after control gear losses of around 17%. Dimming from midnight until 6.00am through the year equates to 1895 dimmed hours and 2252 non-dimmed hours.

The time period at which the lighting is dimmed is also the low demand period for the power stations, which need to be kept running and any significant reduction in demand may possibly impact on their operations. It now appears that in some areas where street lighting is switched off at night, some power companies are compensating for lost revenue by increasing charges for daytime energy and energy used in the early evening, which are periods of higher demand. This therefore potentially offsets any savings being made by switching off lighting during the night, but it will assist in the reduction of carbon emissions. This will need to be taken into account when considering further proposals to switch street lighting off.

Where possible all new lighting installations whether in residential developments, regeneration sites or on existing roads are fitted with equipment suitable for adaptive lighting. This technology is well established on wattages up to 150W, and recently suitable technology has been introduced for adaptive lighting on the higher wattages of 250W and 400W which are commonly used on the expressways and main roads within the Borough.

5.14.2 Change Switching Levels for Columns (Trimming)

The idea of changing the switching levels so that lights come on later and go off earlier is sometimes referred to as trimming. The lanterns are controlled by photoelectric cells, which are set to switch on and off at pre-determined light levels. These light levels can be reduced so that lights come on slightly later and go off slightly earlier and hence reduce energy consumption. Prior to 2001 all photoelectric cells fitted were designed to switch on at a light level of 70Lux and turn off at 105Lux which equates to 4211 burning hours per annum. All photoelectric cells fitted between January 2001 and May 2008 have been set to switch on at 70Lux and off at 35Lux which equates to 4147 burning hours per annum. Since May 2008 all photoelectric cells have been set to switch on at 55Lux and off at 28Lux which equates to 4127 burning hours per annum, i.e. a 2% decrease in burning hours from pre 2001.

5.15 Use of Solar Panels

Use of solar panels is often thought of as an easy way to reduce energy costs. However, there is a high initial cost for purchase and installation and at the present time the technology does not produce enough power to light a streetlight for the whole period of darkness. It would need to be supplemented by a wind turbine, which is likely to be unacceptable in residential areas. There is also a higher risk of the equipment being stolen due to its perceived value. If the equipment is damaged then there is a higher replacement cost. The life of the batteries is also unknown and creates an environmental disposal issue.

At the present time solar panels are being used to power vehicle activated signs with mixed success. The use of solar panels to power lights for road signs is a possibility, but is only viable for new standalone units as the cost of providing an electrical connection is similar to the cost of providing a solar panel. Panels have been installed in several areas and they seem to be working well, so they are now installed in areas where there is no electricity supply.

5.16 Use of Light Emitting Diodes (LED)

In order to save energy Light Emitting Diodes (LED) light units, which use less energy and last longer than conventional lamps are now being installed. These are previously being used in certain situations where equipment permits e.g. in school crossing patrol warning lights (amber flashing lights), zebra crossing beacons, illuminated bollards and lights for road signs. Funding has been secured to accelerate the conversion of street lighting to LED operation

LED street lighting lanterns are now installed as standard on new developments in Halton. These have been mainly in residential areas where there is a greater range of lower wattages available, suitable to meet the required lighting standard. The energy saving with LEDs is typically between 30% and 60%. This was backed up by trials by St. Helens MBC where the lighting was received well by the residents. The lamps are guaranteed to last 10 years with an expected life of 25 years.

LED traffic signals heads have been installed at several sites throughout the Borough and initial results indicate an energy saving for the whole junction of between 60 and 70%. All new traffic signal installations and refurbishments of existing traffic signals now incorporate extra low voltage (ELV) equipment. This will not only save energy by using LED signal heads, but it will also be safer as there will be less risk of electric shock in the event of a fault/vandalism. The option of converting existing sites to LED and/or ELV operation is being investigated as and when funding becomes available.

5.17 High Mast Lighting On Expressways

- 5.17.1 The Expressway network in Runcorn is predominately lit using high mast columns. These are reaching the end of their design life and are suffering from structural defects and a programme of replacement with modern low-level lighting is underway. Funding is drawn from the LTP allocations and at current levels of investment it will take approximately 15 years to replace all high mast columns with conventional lighting. However, due to the number that have already reached the end of their design life, the work ideally needs to be carried out as quickly as possible and in the short term some masts may need to be removed, leaving no lighting in place.
- 5.17.2 The option of removing high mast lighting from the Expressway Network could result in an energy cost saving in the order of £98,000pa at 2012 prices. However, while it would be relatively inexpensive to decommission and remove the remaining 98 high mast lighting units (approximately £100,000) there would also be a cost to replace them with conventional lighting (approximately £1,100,000).
- 5.17.3 Leaving the decommissioned masts in situ for any length of time would retain the liabilities referred to above and structural safety surveys at a cost of £50,000 per year would still be required until they are removed (conventional lighting columns do not require such structural surveys). Once removed, the surveys would not be required but it would still take a number of years to remove all masts if this option were pursued.
- 5.17.4 The retention of lighting at junctions with local roads is recommended for safety reasons. On the approaches to the Silver Jubilee Bridge it will also be necessary to retain/replace about 20 high masts due to the network of bridge structures in place and the difficulties of installing conventional lighting. In March 2009, 10 masts were replaced by 9 new masts on the approach to the bridge. This now leaves 10 masts to replace in the near future using any available funding.



Replacement of high mast lighting with conventional lighting

6. MAINTENANCE REQUIREMENTS

6.1 Statutory Requirements

There is no statutory obligation to provide street lighting. However, all local authorities have a duty of care to ensure all highway electrical equipment is maintained in a safe condition. All systems of public lighting will be maintained to a standard that ensures its safe, economic and effective operation.

6.2 Inventories and Record Systems

The maintenance of an up-to-date electronic-based inventory of all units to ensure satisfactory management of the maintenance process, and to enable the annual assessment of the energy charge to be obtained, is vital. Inventory information, including GIS positional data and DfT risk assessment data is being gathered and maintained in accordance with the ILE Technical Report no. 22, "Managing a Vital Asset" and the UK Roads Liaison Group document "Well Lit Highways".

6.3 Fault Detection and Repair

Fault detection is currently carried out by a series of night time scouts which covers all of the Borough's lighting stock each month. However, members of the public can and do report them via the website (on line form and tweets), contact centre or One Stop Shops. Also faults will be reported by the Council's staff whilst carrying out their duties.

All faults reported are categorised in accordance with the following categories:

- Emergency Fault (where there is a potential to cause an immediate danger) attendance within one hour of fault being reported to the Council
- Urgent Fault (e.g. multiple lamp failures within a road or footpath) attendance within 24 hours of fault being reported to the Council.
- Non-Urgent Fault (e.g. lamp out or day burner (lantern on at all times) attendance within five working days of fault being reported to the Council

Rectification periods which include cable faults and loss of supply are not subject to above timings and can take considerably longer, especially if it is necessary to arrange for Scottish Power or their sub-contractor to repair the fault. These faults should be repaired within 30 working days

Electrical Inspections

Electrical inspection and testing of all street lighting is carried out every 6 years in accordance with the requirements of BS7671. All results are recorded on the Borough Council's asset management database.

Structural Inspections and Risk Assessments

Structural inspections and risk assessments will be undertaken on a regular basis, during the course of planned maintenance programmes, to ensure all equipment is in a safe condition.

The results of these inspections will be recorded in the Borough Council's asset management database.

Where equipment is found to have a serious structural defect then such equipment will be removed immediately or within 24 hours at the latest. The replacement of the equipment will be reviewed to determine the current needs and the availability of funding. In certain

circumstances (as detailed above), such as in rear passageways and on independent footpaths then the equipment will not necessarily be replaced.

6.4 Trees and Arboriculture

It is important that trees and other vegetation do not impede the functions of street lights or other items of illuminated street furniture. Where this problem does occur then the Council will contact the owner of the trees or vegetation to request that it is cut back within 28 days. If the work is not carried, then the Council will arrange for the work to be carried out and the costs will be recharged back to the owner.



7. ADOPTION OF PUBLIC LIGHTING SCHEMES

7.1 Sections 38/278 and Other Highway Improvements - Adoption Procedures

Where proposed highway works lie within areas designated to be lit (as mentioned earlier in this document) then the Highway Authority's street lighting and illuminated sign requirements shall form part of any Agreement and/or Contract. Such general requirements are laid down in the "Manual for Streets", the "Model Section 38 Agreement" and the Departmental standard drawings/material specifications.

7.2 Lighting Standards

For each development, the standard of lighting shall be in accordance with the HBC Street Lighting Design Guide. Also, all illuminated street furniture will meet the minimum specification requirements as detailed in the HBC Street Lighting Works Specification.

7.3 Commencement of Works

For new works on existing adopted highways, e.g. because of the need to carry out Section 278 works, the Project Engineer shall inform the Borough Council's Street Lighting Section of the programmed works start date no less than 28 days before commencement on site. The Project Engineer shall ensure that the contractor is responsible for the maintenance of all street lighting within the contract site boundaries for the duration of the project, including payment of energy costs for the new highway works; the Council will continue to pay for energy charges for existing lighting equipment that is retained.

The Project Engineer shall also ensure that the contractor maintains the existing level of lighting (either luminance or illuminance) during the course of the project, or until the new lighting comes into operation, and provides a written record of the maintenance undertaken during the course of the works.

7.4 Inspection, Handover of Documentation and Street Lighting Inventory

The Project Engineer responsible for managing/supervising or inspecting new systems of street lighting (including Section 38 and Section 278 works) shall inform the Street Lighting Section of the substantial completion of the works no later than 10 days after completion of the works and pass all documentation to the Street Lighting Section at the same time.

The Project Engineer shall ensure that all handover paperwork (including as-built drawings, completion certificates, electrical test certificates and inventory records) is provided by the contractor 10 working days PRIOR to his/her request for substantial completion.

7.5 Commuted Sums

For all new highway electrical equipment (including street lighting, CCTV and Intelligent Transport Systems (ITS)) provided as part of new developments, then the developer shall pay the Council a commuted sum to cover the cost of 10 years maintenance, based on the current HBC Term Maintenance Contract or 10% of the new works costs, whichever is the higher, plus the energy charges for the equipment based on the current energy supply contract rates for 10 years. Subject to the agreement of the Borough Council, where a standard of materials is required that exceeds the standard specification, and which, as a result, will incur higher maintenance costs, a Commuted Sum, equal to the one-off replacement cost of the equipment/furniture, will be levied payable to the Council prior to

adoption of the completed scheme, this is in addition to the standard commuted maintenance costs detailed above.

Where a higher standard of materials is installed without the agreement of the Borough Council and/or where a Commuted Sum has not been paid, then adoption will not be granted and the on-going maintenance as detailed in paragraph 7.3 will be the responsibility of the Developers or their appointed Managing Agents.

7.6 Embedded Networks

In the case of illuminated street furniture, Embedded Networks are electricity supply networks installed by third party companies rather than the local Distribution Network Operator (DNO). As a general rule, the Borough Council has no objection to the provision of such networks provided they are installed to a standard that can be adopted and maintained by the local DNO should it be necessary.

8. UNMETERED ENERGY & CLIMATE CHANGE

8.1 Unmetered Energy Procurement Strategy

Subject to the Borough Council's Standing Orders, unmetered energy will be procured via a central buying consortium in order to obtain the best value for money possible. In accordance with the Borough Council's corporate policies on Carbon Reduction, the purchase of unmetered energy seeks to obtain 100% green energy which has benefits to the environment in reducing greenhouse emissions and other pollutants. However, consideration of a mix of green and brown energy, or nuclear energy, may also be given.

8.2 Energy Consumption Monitoring

Monitoring of energy consumption will be achieved through the maintenance of an up to date inventory of lamps, control gear and switches.

8.3 CO2 Reduction Measures and Targets

The Borough Council is committed to reducing CO2 emissions by 8% by 2020 (based on 2008 figures). In real terms, taking into account annual increases in stock through new developments, this represents a 15% reduction overall. This will be achieved through the introduction of new energy efficient lamps and control gear, dimming, trimming of lamp burning hours and deillumination of equipment where possible.

8.4 Renewable Energy Equipment

At present the availability and reliability of solar, wind or other renewable energy equipment is in its infancy. Trials of solar powered equipment, in particular, have identified areas of improvement required to make it both energy and cost effective. The Borough Council recognises the importance of the promotion and improvement in this area if its targets on CO2 emissions are to be met.

8.5 Climate Change

The Borough Council is committed to tackling climate change and priorities include:

- Reduction of primary energy consumption and increasing its share of renewable energies
- Sustainable procurement by procuring energy from green sources and selecting equipment that is recyclable and energy efficient



Solar powered sign

APPENDICES

APPENDIX 1 - DEFINITIONS, REFERENCES AND REGULATIONS

DEFINITIONS

Lighting Authority

Halton Borough Council, as Highway Authority, is automatically a Lighting Authority. A Lighting Authority is responsible for public lighting maintenance within its area.

Town and Parish Councils can also be Lighting Authorities as well as those Social Housing Groups - previously part of District or Borough Councils - with powers to provide lighting on the highway with the consent of the Highway Authority. For the purposes of this Policy they are each termed collectively as a 'Local Lighting Authority'.

Illuminated Street Furniture

For the purpose of this Policy illuminated street furniture includes all subway lighting, illuminated signs and bollards as well as street lights. Therefore, for a large advance direction sign illuminated by a lighting unit, physically separate from the sign and its mounting, the sign would not be covered by the definition, only the lighting unit and its stub post would be included within the definition.

Highway Referencing System

A locational referencing system which uniquely identifies individual sections of public highway. It also fulfils the Highway Authority's legal obligation to hold an inventory of highways maintainable at public expense. The Mayrise system is used within Halton to record the inventory of equipment and the fault history for each location.

Lamp Types

SOX (lamp) - Low Pressure Sodium discharge lamp (yellow light).

SON (lamp) - High Pressure Sodium discharge lamp (golden white light).

LED (lamp) - Light Emitting Diode lamp (white light)

RCD (Residual Current Device) - An item of electrical apparatus used to provide supplementary protection within a specific time period.

Definitions, References and Regulations

British Standards:

BS 5489_1: 2013 Code of practice for the design of road lighting – Part 1: Lighting of roads and public amenity areas

BS EN 13201_2:2003 Road lighting – Part 2: Performance requirements
BS EN 13201_3:2003 Road lighting – Part 3: Calculation of performance
BS EN 13201_4:2003 Road lighting – Part 4: Methods of measuring lighting performance.
BS EN 12193: 2003 Light and lighting – Sports lighting

Chartered Institution of Building Services Engineers (CIBSE)/Society of Light & Lighting (SLL)
Publications:

- CoL Code for Lighting (2002)
- LG1 The Industrial Environment (1989)
- LG4 Sports (1990+Addendum 2000)
- LG6 The Exterior Environment (1992)
- FF7 Environmental Considerations for Exterior Lighting (2003)

CIE (The International Commission on Illumination - also known as the CIE from its French title, the Commission Internationale de l'Eclairage) Publications:

- 01 Guide lines for minimizing Urban Sky Glow near Astronomical Observatories (1980)
- 83 Guide for the lighting of sports events for colour television and film systems (1989)
- 92 Guide for floodlighting (1992)
- 115 Recommendations for the lighting of roads for motor and pedestrian traffic (1995)
- 126 Guidelines for minimizing Sky glow (1997)
- 129 Guide for lighting exterior work areas (1998)
- 136 Guide to the lighting of urban areas (2000)
- 150 Guide on the limitations of the effect of obtrusive light from outdoor lighting installations (2003)
- 154 The Maintenance of outdoor lighting systems (2003)

Department of Transport: Road Lighting and the Environment (1993) (Out of Print)
Design Manual for Roads & Bridges (DMRB) – BD94 – Design of Minor Structures

Institute of Lighting Engineers (ILE) now Institution of Lighting Professionals (ILP) Publications:
TR 5 Brightness of Illuminated Advertisements (2001)
TR24 A Practical Guide to the Development of a Public Lighting Policy for Local Authorities (1999)
GN02 Domestic Security Lighting, Friend or Foe
ILP PLG03 Lighting for Subsidiary Roads

ILE/CIBSE Joint Publications Lighting the Environment _ A guide to good urban lighting (1995)
ILE/CSS (County Surveyors Society) Joint Publications Seasonal Decorations – Code of Practice (2005)

HBC Street Lighting Design Guide
HBC Street Lighting Works Specification

APPENDIX 2 - ATTACHMENTS TO AND SECONDARY USES OF LIGHTING COLUMNS

In general, the Borough Council supports the erection of decorative/festive lighting over the highway, but would prefer that such decorative lighting should be attached to or supported from buildings adjacent to the highway, wherever possible. The following guidance notes are also recommended for decorative installations over privately owned land that is open to access by the general public. For the erection of all decorative festive lighting, on or over the highway, the Highway Authority shall issue a formal licence indicating the conditions under which such apparatus may be erected on each occasion. The licence will be issued annually for each type of apparatus to be erected.

Decorative/Festive Lighting Supported from Buildings

For all decorative or festive lighting mounted over, or free standing in, the highway each installation shall:

- Be approved in writing by the Highway Authority via a licence prior to the erection of the fixtures for a period not exceeding 28 days unless planning permission has been granted for a longer period.
- Be the sole responsibility of the body installing the lighting and shall have adequate insurance to indemnify the Highway Authority for the minimum amount for any one incident as required by the licence.
- Be removed immediately upon request by the Highway Authority or be removed by the Highway Authority at the owner's expense if there is concern about the safety of the system.
- Be manufactured with supports and mounting points capable of supporting the decorative fixtures which are suitable for a wind of K factor 2.

If utilising a catenary wire as support then this should be of sufficient strength to support the fixture/fitting as above. It is recommended that stainless steel or high-tensile steel be used. Generally, for protection against electric shock, all systems shall be rated at 25v SELV. However, for systems sited a minimum of 3.5 metres above the highway, mains voltage (230v) may be used. In all such systems, the installer must ensure that the requirements of BS 7671 are met and supplementary protection by the use of a 30mA RCD shall be given.

All apparatus shall be erected in compliance with the following statutes and regulations:

- Health and Safety at Work Act 1974
- Electricity-at-Work Regulations 1989
- BS 7671 Regulations for Electrical Installation.

In addition to the above:

- An agreed set of inspection/emergency procedures is to be provided to the street lighting section.
- Each installation shall be tested and the electrical test certificates and test results passed to the street lighting section on the day following installation prior to energising.
- A qualified structural engineer with professional indemnity must certify the installation.
- No installation shall be permitted where it may be in conflict with any adjacent traffic signal system.
- The installer must provide evidence of public liability insurance to the required level as indicated in the licence.

For sound economic reasons, the columns used for the majority of highway lighting locations have been standardised and have not been designed for significant additional loadings. Consequently, this must limit the number and sizes of fixtures permissible. However, the erection of such fixtures and fittings will be permitted provided the above conditions are met.

ADDITIONAL REQUIREMENT FOR DECORATIVE LIGHTING, FLOWER BASKETS AND OTHER ATTACHMENTS TO STREET LIGHTING COLUMNS

Fixtures Attached to Street Lighting Columns

In addition to the requirements to support decorative fixtures over a road from a building, the following requirements shall be met to permit the erection of any temporary decorative/festive lighting and flower baskets to street lighting columns:

- In the case of new or replacement lighting systems, in locations where it is known that decorative lighting will be required, the lighting columns shall have been fabricated to support such temporary lighting structures, flower baskets or other attachments such as banners and a certificate of compliance lodged with the Highway Authority.

In the case of existing lighting systems being used to support decorative lighting, flower baskets or other attachments, such as banners:

- The system of street lighting to be used to support the decorative lighting shall be inspected at a period recommended by a competent structural engineer. A competent structural engineer shall be commissioned to provide a report to the Highway Authority prior to the erection of the decorative lighting, confirming that the columns can structurally support the proposed decorative festive lighting, flower baskets or other attachments such as banners. That engineer will have professional indemnity to support his report.

Decorative festive lights or flower baskets or other attachments such as banners must not hinder the normal maintenance of the highway structure concerned.

No banner or catenary wire shall be permitted to be erected between two street lighting columns unless the structure has been designed and fabricated specifically for that purpose.

Power supplies to decorative festive lights should not be derived from adjacent buildings, but from within the street lighting column acting as the support. (This is to avoid instances of connection to private supplies, over which the Highway Authority has no control).

The body responsible for the installation/connection of the decorative lighting shall, separately, contract with an electricity supply company for the supply of energy, unless the Distribution Network Operator (DNO) agrees to it being added to the Council's EAC. In which case the Council will recharge the body responsible for the lights.

Where switch wires are used to control the power supply on adjacent columns, they shall be labelled with the location of the isolation point at appropriate positions along the length of the wire.

All temporary fixings used to attach the decorative festive lights, flower baskets or other attachments such as banners to street lighting columns must be free from corrosion at all times and must be removed at the end of the licence period. Any damage to the protective surface of the columns must be made good at the licensee's expense and immediately after the removal of the apparatus. Where banners are attached to columns, then the brackets shall be designed to collapse under strong winds, but still retain the banner to avoid it falling into live traffic.

The Highway Authority has the right to request removal of such equipment at any time, which the responsible body must comply with within 28 days of the request.

OTHER FIXTURES TO STREET LIGHTING COLUMNS (PERMANENT OR TEMPORARY)

In general, street lighting columns, whether used for permanent or temporary fixtures, should comply with the guidelines indicated in DfT Memorandum BD 94. This means that the erection of sign plates of greater than 0.3 square metres in area is not permitted. Columns must not be used as the second leg of a sign requiring a second post, as experience has shown that this has caused significant problems with existing columns.

Banners with an area of up to 1.0 square metre may be attached to lighting columns providing wind deflecting brackets are used and they not erected for more than three months. In certain circumstances (e.g. if over 10 years old, evidence of structural damage, etc.) it may be necessary to carry out a structural test on the lighting column before agreement to attach a banner is granted. Also if strong winds are forecast then it may be necessary to request that the banners are removed immediately to reduce the risk of structural damage to the column. The cost of erection, removal and provision of the banners shall be borne by the organisation requesting them

Street lighting columns shall not be used as supports for advertising signs of any kind, except where recognised organisations (i.e. Automobile Association or Royal Automobile Club) have been granted permission by the Highway Authority and the relevant fee paid. Also, when fixed, such signs should not obscure the unit maintenance number.

TEMPORARY OR PERMANENT ATTACHMENT OF CCTV EQUIPMENT TO STREET LIGHTING COLUMNS

Under the Crime and Disorder Act 1998, the Borough Council has a duty to embed crime and disorder prevention into service planning, delivery and decision making and so reduce crime and the fear of crime in all our communities.

Highways provide accessibility between destinations and the temporary or permanent location of CCTV cameras within the highway may assist with crime prevention. However, it is also necessary to consider the matters of privacy to adjoining properties, levels of light within the neighbourhood and the possibility that the crime and anti-social behaviour may disperse to adjoining areas or out of view of the cameras.

The Borough Council must consider what other measures have been implemented or discounted to try and reduce levels of crime and anti-social behaviour and what other alternatives exist (e.g. the use of mobile standalone CCTV units or units fixed to other structures or buildings) before consideration can be given to CCTV being mounted on highway furniture.

The promoting body will need to provide the necessary data to demonstrate CCTV is justified and an analysis of the likely impacts for the area to be covered as well as the surrounding area.

PROTOCOL

The Borough Council requires the promoting body to provide an analysis of crime and anti-social behaviour incidents, both in the area to have CCTV, the adjoining area and the background levels of crime in the area. This information needs to include an analysis of types of crime and time of day at which the crimes occur. Where possible, trend data should be included. The request should contain an assessment of why CCTV is expected to reduce the incidence of crime and what alternative measures have been carried out or considered and rejected.

The promoting body will normally be the Task & Co-ordination Group (T&C) (including representatives from Cheshire Police, Cheshire Fire & Rescue Service, Halton Borough Council and other appropriate local partners).

Where the T&C is not the promoting body, the Group should be used to consider the crime analysis for the location and a copy of its advice should be included with the submission.

Information should be provided on the area and demonstrate the likely coverage of any proposed CCTV. The use of temporary CCTV requiring the regular moving of the equipment between locations will only be considered in exceptional circumstances. The Borough Council will assess the proposals as to the practicality, effectiveness and likely benefit in reducing crime and the fear of crime.

If there is a demonstrable case for the provision of CCTV, the Borough Council will discuss with the promoting body, funding and management arrangements including:

- capital costs of the CCTV and its installation;
- maintenance costs and responsibilities;
- operational responsibilities; and
- Public liability.

If there is a strong case for CCTV being made, the Council will facilitate the erection of the equipment on the street furniture. All costs, liabilities and operational arrangements must be met by the local promoting body. An appropriate agreement will be drawn up with the responsible body.

PROCEDURE

All installations by parties other than the Highway Authority, mounted over or free standing in the highway, or mounted on highway furniture shall:

- Be approved by the Highway Authority prior to the erection of the fixtures.
- Be the sole responsibility of the body installing the CCTV and shall have adequate public liability insurance to indemnify the Highway Authority for the minimum amount for any one incident as required by the licence.
- Be removed immediately upon request by the Highway Authority or be removed by the Highway Authority at the owner's expense if there is concern about the safety of the system.
- Be manufactured with supports and mounting points capable of supporting the equipment suitable for a wind of K factor 2.
- In all systems the installer must ensure that the requirements of BS 7671 are met and supplementary protection by the use of a 30mA RCD shall be given.

All apparatus shall be erected in compliance with the following statutes and regulations:

- Health and Safety at Work Act 1974
- Electricity-at-Work Regulations 1989
- BS 7671 Regulations for Electrical Installation.
- New Roads and Streetworks Act 1990
- Traffic Management Act 2004
- An agreed set of inspection/emergency procedures shall be provided
- Each installation shall be tested and the electrical test certificates and test results.
- Power supplies to CCTV installations should not be derived from adjacent buildings, but from within the street lighting column acting as the support. On-going costs for the power supply are to be agreed.
- All temporary fixings used to attach the CCTV equipment to street lighting columns must be free from corrosion at all times and must be removed at the end of the licence period. Any

damage to the protective surface must be made good immediately after the removal of the apparatus.

- The Highway Authority has the right to request removal of such equipment at any time, which the responsible body must comply within 28 days of the request.

In addition to the guidance for the erection of the CCTV equipment above each applicant shall:

- Ensure necessary signage for overt CCTV usage is displayed appropriately
- Ensure the police confirm with regard to their monitoring of the CCTV that they comply with the CCTV Codes of Practice Revised Edition 2013 or subsequent updates
- Ensure that there is a protocol for viewing images of CCTV and storage of evidential and disclosure material compliant with Data Protection Act, Police and Criminal Evidence Act (PACE) and Criminal Procedures & Investigation Act 1996 (CPI).
- Ensure HBC Street Lighting Section has confirmed suitability and stability of lamp posts selected for potential CCTV use.
- Ensure erection/removal is carried out through the Borough Council Street Lighting Term Maintenance Contract.
- Ensure that the Police / T&C Group have appropriate mechanisms for reviewing, monitoring and assessing use and continued use of CCTV.
- A deployable camera shall not be attached to the same lighting column for more than three months in any twelve month period.
- It shall not generally be mounted at a height of 6m or less above the adjacent ground.

APPENDIX 3 - SUPPLY OF ELECTRICITY FROM PUBLIC LIGHTING EQUIPMENT

Road works and other works carried out by the utility companies in, or adjacent to, the highway can often require a supply of electricity for temporary traffic signals, water pumps, inspection and safety lighting and other items of site equipment. Halton Borough Council is not an electricity supply authority and temporary supplies should be supplied from a portable generator. There are generators available that will run silently when installed overnight near occupied properties. The problem should not be overcome by the provision of a temporary power supply from a nearby street lamp unless arrangements have been made for the DNO to carry out the connection, maintenance and disconnection of the power supply.

Temporary supplies can be a danger to the public if not correctly installed and maintained.

The provision of temporary supplies of this nature can present problems for the security and safety of the lighting equipment and the temporary installation. Whilst an installation may be temporary and for a short period of time, it does not remove the need for it to be installed in accordance with the Electricity at Work Regulations and the requirements of BS 7671: 2008 Regulations for Electrical Installations. It is essential that temporary electrical installations are properly installed, inspected, tested, and maintained.

It is a criminal offence to obtain electrical energy without prior agreement of the Electricity Supply Company (Scottish Power).

Under the terms and conditions of the connection agreement with the Electricity Company, Halton Borough Council is responsible for the payment for all energy taken from any item of highway electrical equipment owned and operated by it unless the energy is taken illegally.

Therefore, in the absence of a specific agreement between the organisation using the electricity and the Electricity Company for the payment of the electrical energy used, the Highway Authority could be held liable for the cost of the energy.

Halton Borough Council may give permission to the Electricity Company to use lighting equipment as a temporary supply point. In this instance, the Borough Council shall ensure that the Electricity Company will take full responsibility for the safety of the installation and maintenance of the temporary power supply and for recovering the cost of the connection and the energy used.

APPENDIX 4 - PRIVATE OFF-HIGHWAY LIGHTING

Off-highway lighting adjacent to lit or unlit sections of highway can be the cause of distraction/danger to the travelling public and detrimental to the night-time environment.

This distraction/danger can be caused by glare from light fittings located in the vicinity of the highway and where the intensity of the emitted light is quite bright.

It is also becoming environmentally unacceptable to pollute the night sky from such fittings, or cause light-trespass, and the Council, as Local Planning Authority, positively encourage measures to reduce the impact on all occasions by offering advice on such matters.

The Planning Authority also encourages measures to reduce light pollution and light-trespass. The Street Lighting Team shall provide advice on such off-highway lighting to assist with the attachment of conditions to such planning applications.

All sites are carefully monitored at the planning application stage but especially:

- Petrol filling stations.
- Car park lighting - particularly out of town shopping/commercial developments where sphere style lights in particular should be rejected as a means of area illumination.
- Industrial security lighting.
- Domestic security lighting
- Lighting for sports stadia, playing fields and golf driving ranges.
- Illuminated advertisements.
- LED or Laser Lighting which can create intense beams of light that may present a hazard.

The Planning Team scrutinise all planning applications for exterior lighting and take enforcement action where unapproved lights have been erected and are affecting the night environment.

In general, the style of lighting to be used in almost all instances should be the “down lighter” type with a flat glass (i.e. no bowl) lantern mounted in the horizontal position to reduce the spill light to the surrounding areas.

Illuminated advertisements should utilise the down light style of illumination.

The Institution of Lighting Engineers' Technical Report No. 5 (2nd Edition), “Brightness of Illuminated Advertisements” is considered to have too high a level of illumination and the Borough Council will recommend lower levels of illumination on request.

As a general rule Planning Applicants are encouraged to ensure, as far as possible, their schemes, including private lighting, are designed to minimise light spill, night sky pollution and hours of operation as well as being required to be maintained throughout the life of the system.

The introduction of the Clean Neighbourhoods and Environment Act (2005) gives local authorities, and residents, greater powers in relation to poorly installed or maintained domestic security lights. Local authorities are encouraged to utilise these powers wherever reasonably possible.

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	24 th June 2015
REPORTING OFFICER:	Strategic Director – Policy and Resources
PORTFOLIO:	Physical Environment
SUBJECT:	Update on Gypsy and Traveller Needs Assessments
WARDS:	Boroughwide

1.0 PURPOSE OF REPORT

- 1.1 This report provides an update on current issues around Traveller needs including: sites, unauthorised encampments, needs and management, as requested at the previous meeting of the Board.

2.0 RECOMMENDATION: That the update is noted.

3.0 BACKGROUND

- 3.1 The Council has a number of duties and responsibilities which impact on Halton's population, including its Traveller community. These include: education, public health, community safety, and equalities and social cohesion in all aspects of service provision.

- 3.2 Successful working with the Travelling community and providing for its social welfare is linked to the availability and quality of accommodation. Success in addressing health, education, employment and unauthorised encampments is inextricably linked to success in supporting the provision of authorised sites, both publicly and privately owned.

- 3.3 A full-time Gypsy and Traveller (G&T) Liaison Officer (based in the Communities Directorate) is responsible for the day-to-day management of the G&T Service. This includes:

- the Council's G&T sites (via the site warden (x1) covering the Riverview and Transit sites);
- unauthorised encampments;
- general enquires and complaints relating to G&T.

Within the Children and Enterprise Directorate there is an Attendance and Behaviour Officer who works with Travellers with children so they can access school places and welfare services.

3.4 PERMANENT SITES WITHIN HALTON

3.5 a) Social Sites

HBC owns and manages three sites:

- Widnes: Riverview, Warrington Road - 23 permanent pitches
- Runcorn Warrington Road (Under construction) 12 permanent pitches (see paragraph 4.10)
- Runcorn Transit Site, Warrington Road - A temporary stopping site with 14 pitches where stays are limited to 3 months

b) Traveller Owned Private Sites

(with planning permission for residential caravans - note: numbers of pitches are not formally defined in planning consents)

- Bigfield Lodge, Warrington Road, Runcorn – permanent site
- Windmill Street, Runcorn – permanent site

c) Unauthorised Developments - Traveller Owned Private sites

(without planning permission)

- Ponderosa Site, Chester Road / Newton Lane, Daresbury, Runcorn – planning permission refused by Secretary of State (see paragraph 4.9)
- Ivy House, Brindley Road / Marsh Lane, Astmoor, Runcorn – owners have applied for planning permission

3.6 UNAUTHORISED ENCAMPMENTS

3.7 Encampments are short term stopovers on land not owned by Travellers. Encampments occur when Travellers stop overnight or for a few nights by the roadside or on private land. Since January 2014, Halton has seen 18 encampments, mainly in Runcorn. 6 of these encampments have been caused by a group of Travellers who are well-known across the Merseyside and Cheshire region. This group of Travellers moved to Warrington in October and have not returned since. The cost of clearing up a site after an encampment on public land is borne by the Council, for example, repairing damage and removing rubbish and debris.

3.8 Most encampments in Halton are dealt with by the Council & the Police within hours using Section 62 powers. Police have powers, under sections 62 A-E of the Criminal Justice and Public Order Act 1994, to direct both trespassers and travellers to leave land and remove any vehicle and property from the land where there is a suitable pitch available on a caravan site elsewhere in the local authority area. As the Council provides the Transit Sites referred to above, these powers can be used.

3.9 The Travellers can also be moved on from encampments using Section 61 powers. Should trespassers refuse to adhere to a request to leave the land, sections 61- 62 of Criminal Justice and Public Order Act 1994 gives the police discretionary powers to direct trespassers to leave and remove any property or vehicles they have with them. The powers apply where the senior police officer reasonably believes that two or more people are trespassing on land with the purpose of residing there, that

the occupier has taken reasonable steps to ask them to leave, and any of the following:

- a) trespassers have caused damage to land or property;
- b) trespassers have used threatening, abusive or insulting words or behaviour towards the occupier, a member of the occupier's family or an employee or agent of the occupier; or
- c) trespassers have between them six or more vehicles on the land.

Failure to comply with the direction to leave the land, as soon as reasonably practicable, is an offence. Similarly, it is an offence for a trespasser, who has left the land in compliance with an order, to re-enter it as a trespasser within three months of the direction being given.

3.10 EDUCATION

3.11 While individual pupils can and do perform well, children from Traveller communities are among the lowest achieving groups at every key stage of education. Particular difficulties are identified with attendance and in making the transition from primary to secondary school. At present, funding is available through Dedicated Schools Grant to provide local authority-based support. The Council's G&T Service has good links with local schools and all G&T children living on sites within Halton have school places.

3.12 HEALTH

3.13 There is no national data to work from, but sufficient information is available to conclude that Gypsies and Travellers can expect reduced life expectancy and poor levels of health at all stages of life, exacerbated by social factors.

3.14 At present, it is estimated that 20% of members of Travelling communities live on unauthorised sites. While 80% do live on authorised sites, there are issues about the standards of health on both public and private sites nationally. Halton is recognised as having a good standard of Gypsy and Traveller sites. In exceptional circumstances, the Council allows temporary and extended stays on the Transit Site in Runcorn for Travellers who need emergency care or who have life threatening illnesses and do not have a place to live and access health services.

4.0 POLICY IMPLICATIONS

4.1 The Council is bound by the law, regulations and national policy. In all planning decisions, including decisions made by the Planning Inspectorate and Secretary of State, national policy is a significant material consideration given significant weight. The latest national policy for Traveller Sites can be found here:

<https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>

- 4.2 Government policy recognises that there are social consequences for Gypsies and Travellers of having a reduced rate of site provision and insufficient supply of Traveller sites. The lack of authorised sites can lead to an increase in unauthorised sites and encampments that lead to increased tensions with settled communities.
- 4.3 Local authorities are now expected to plan and set targets for accommodation of Gypsies and Travellers in their Local Plans and to justify policies for site provision using robust evidence which will be tested at Local Plan examinations.
- 4.4 Below is an outline of what is expected from Local Authorities in national policy:
- i) An emphasis on discussing accommodation needs with Travellers – authorities are required to pay particular attention to early community engagement with both settled and Traveller communities.
 - ii) An emphasis on working collaboratively with neighbouring local planning authorities to establish need – and removing the proposal that need be assessed ‘in the light of historical demand’ – see 4.6 below.
 - iii) Modification of the timescale for identifying a supply of specific deliverable sites – authorities are now required to identify sufficient to provide five years’ worth of sites against their locally set targets, together with areas for growth for years six to ten, and where possible years 11-15.
 - iv) A requirement that criteria-based policies should be fair, and facilitate the traditional and nomadic life of Travellers while respecting the interests of the settled community.
- 4.5 The Council has been recognised for being forward thinking in its strategies when developing new sites for Gypsies and Travellers and is consistently used by other authorities for bench marking.
- 4.6 GYPSY AND TRAVELLER ACCOMMODATION ASSESSMENT 2014

There has been a long standing statutory requirement for local authorities to undertake a Gypsy and Traveller Accommodation Assessment (GTAA) (s.225 of the Housing Act 2004). A feature of needs assessments is what has been termed ‘need where need arises’; this effectively means that where there is a permanent resident Traveller population it can generally be expected to grow through natural population growth. The first Traveller site in Halton was Riverview in Widnes which was developed by Cheshire County Council.

- 4.7 The first GTAA covering Halton was undertaken in 2007 by Salford Housing and Urban Studies Unit as part of the evidence base for the Regional Spatial Strategy. This concluded that Halton should provide for an **unmet** need (i.e. in addition to the existing permanent pitches already provided in Halton) of **28 – 32** permanent pitches by **2016**.
- 4.8 A second Gypsy and Traveller Accommodation Assessment (GTAA) was published in March 2014 on behalf of the Cheshire Partnership. This evidence has already been successfully used at public inquiry (this Council) and local plan examination (Cheshire West and Chester Council).

The revised pitch targets in the new GTAA (for Halton until 2028) are as follows:

Authority	2013 - 2018	2018 - 2023	2023 - 2028	Total
Halton	12	6	7	25

Delivery of the new permanent site at Warrington Road, Runcorn meets the 5 year pitch requirement (2013 – 2018) entirely. Therefore, this new site is critical to meeting national policy requirements.

4.9 DARESURY PUBLIC INQUIRY OUTCOME (PONDEROSA SITE)

A brief recent history of this site is as follows. The Travellers occupying the site known as 'Ponderosa', Chester Road / Newton Lane, located in the Daresbury Green Belt applied in 2012 to make their site permanent as the planning consent (granted on appeal) by which they lawfully occupied the site was a temporary consent and expired on 30 November 2014. The Council refused the application and the applicant appealed. A public inquiry was held between November 2013 and February 2014. A decision was received on 24 September 2014. As the Secretary of State (SoS) recovered the appeal (meaning the SoS makes the decision personally rather than the Planning Inspectorate making a decision. In practice, this means a Planning Inspector makes a recommendation (to allow / dismiss the appeal) to the SOS, who then makes a decision on the outcome of the appeal) Both a planning inspector and the Secretary of State considered the appeal and both rejected the appeal and dismissed it. The effect is that the temporary planning consent for the Ponderosa Site expired 30 November 2014.

4.10 DELIVERY OF NEW PERMANENT TRAVELLER PITCHES

The new Warrington Road, Runcorn site was approved by Executive Board on 28 February 2013. This permanent site is essential to meeting Halton's pitch targets contained in the new GTAA as it provides 12 new permanent pitches and meets the forecast need 2013 - 2018. The construction of the new site was delayed by the need to get a court injunction to prevent interference from a neighbouring land owner who was trespassing on Council land, and also due to Scottish Power (SP)

requesting the diversion of high voltage cables that SP had previously said could remain in situ. Construction is now well underway with completion expected at the end of May 2015.

5.0 FINANCIAL IMPLICATIONS

5.1 There are no financial implications associated with this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

Anecdotal evidence indicates that those Travellers who have a permanent base are much more likely to access the education and health care systems for their children, leading to positive lifestyle outcomes.

6.2 Employment, Learning and Skills in Halton

A proactive response in terms of permanent pitch provision will lead to better educational outcomes for the Travelling community due to having improved access to educational facilities.

6.3 A Healthy Halton

The health and wellbeing of those Travellers based on permanent sites is often significantly better than those who continually travel, due to the ability to register with a GP and access health care when it is required.

6.4 A Safer Halton

Where Traveller sites are properly planned it is far easier to provide the required services and support to the Travelling community. Official, well located sites can also help reduce the tensions and anxieties of the wider settled community.

6.5 Environment and Regeneration in Halton

The delivery of the new Warrington Road site will provide a form of affordable housing. This will provide additional housing opportunities for local needs. The site is considered to be in a sustainable location. Adequate provision of accommodation for the Traveller population reduces tensions with the settled community and allows far greater control over unauthorised development.

7.0 RISK ANALYSIS

7.1 Failure to meet European and national law and policy can lead to legal challenges to the Council. In planning decisions, national policy carries significant weight. As the report describes, there are a number of community safety issues which require strong partnership working, particularly with regard to encampments and unauthorised development.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 There is no evidence from an initial assessment of an adverse impact on equality in relation to the equality target groups. Compliance with the new national policy will have a positive impact on minority groups.
- 8.2 Since 1999, Gypsies and Irish Travellers have been recognised in English Law as ethnic groups and protected under the Race Relations Act. Recent legislation and guidance from the government has indicated a commitment to taking steps to resolve some of the long standing accommodation issues for members of the Gypsy and Traveller communities. This legislation has an overarching aim of ensuring that members of Gypsy and Traveller communities have equal access to decent and appropriate accommodation options akin to each and every other member of society. Following the Housing Act 2004, local authorities have been preparing to develop and implement strategies to respond to the accommodation needs of the Gypsy and Traveller communities.

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

Document	Place of Inspection	Contact Officer
Planning Policy for Traveller Sites. DCLG.	Municipal Building or http://www.communities.gov.uk/publications/planningandbuildi ng/planningpolicytravellers	Tim Gibbs
<p>Members will be aware of a number of reports to Executive Board and other formal boards reasonably recently:</p> <ul style="list-style-type: none"> • Health PPB 29 May 2012, Item 16 – Traveller pitch allocations policy - http://members/ieListDocuments.aspx?CId=429&MId=4005&Ver=4 • Exec Board 6 Sept 2012, Item 61 – New National Policy – Implications for Halton - http://members/ieListDocuments.aspx?CId=292&MId=3986&Ver=4 • Exec Board 28 February 2013, Item 162 – National Traveller Planning Policy – Update on the Implications for Halton - http://members/ieListDocuments.aspx?CId=292&MId=3996&Ver=4 • Exec Board 20 November 2014, Item 103 – Warrington Road Travellers Site - http://members/ieListDocuments.aspx?CId=292&MId=4440&Ver=4 		

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	24 th June 2015
REPORTING OFFICER:	Strategic Director Policy and Resources
PORTFOLIO:	Transportation
SUBJECT:	Local Transport Plan 3 Review
WARDS:	Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 To provide Members with a summary of delivery of the four-year implementation programme of Integrated Transport schemes and interventions.

2.0 RECOMMENDATION: That the report be noted.

3.0 SUPPORTING INFORMATION

- 3.1 Halton's third LTP 'Transport - Providing for Halton's Needs' sets out a Transport Strategy covering the period 2011/12 to 2025/26 and contains an 'Implementation Plan' setting out in detail how the strategy would be delivered in the first four years, based on the levels of transport capital funding announced in the Comprehensive Spending Review 2010.
- 3.2 Members will be aware that local transport authorities receive two principal sources of formula-based capital funding from Government to improve local transport conditions, namely the Integrated Transport Block (ITB), which is used to fund small transport improvements and the Highways Maintenance (HM) block, which is used to maintain the highway and associated structures, (covering works such as resurfacing, bridge maintenance and new street lighting).
- 3.3 This report reviews the delivery of schemes funded through the ITB.
- 3.4 The ITB is allocated over a range of themes and interventions that were reported and approved by Executive Board for inclusion into the Council's annual Capital Programme. Expenditure across these themes during the four-year period has been in accordance with the overall ITB allocation as follows:

Integrated Transport Budget Allocations £	2011/12	2012/13	2013/14	2014/15	Total
Transport Integration	143,503	163,498	166,271	225,000	698,272
Measures to Assist Walking	112,100	184,920	132,703	239,098	668,821
Measures to Assist Cycling	110,718	100,529	111,378	85,902	408,527
Measures to Assist Buses	153,143	125,179	150,415	240,000	668,737
Local Safety Schemes	130,372	131,175	137,575	180,000	579,122
Intelligent Transport Systems	30,164	19,706	25,000	50,000	124,870
Total	680,000	725,007	723,342	1,020,000	3,148,349

- 3.5 Within each of the themes listed above, the budget allocations enabled the delivery of a wide range of schemes each financial year. These are too numerous to mention in detail within this report; however, Appendix 1 lists the schemes that were completed or commenced during this period. The following paragraphs provide an illustration of the type of schemes that were implemented:

Integrated Transport

Hough Green Station access and car park was improved during 2011/12 providing better pedestrian access, junction visibility and an extended car park for commuters. Several 'Greenway' routes have been provided or improved, most notably at Dungeon Lane, Rock Lane, Widnes and to the rear of the Grange School, Runcorn. The provision of signage and more 'modest' upgrades have also contributed to the improvement of cycleway links across the Borough. The delivery of a new cycleway along the Mineral Line, Widnes and A56 Daresbury, which were funded separately through the Local Sustainable Transport Fund in this period, are also worthy of note here.

Neighbourhood Centres

A range of pedestrian, cycle and bus route improvements, together with work to address road safety, have been successfully delivered focusing on neighbourhood centres. The 'packaging' of these types of work has

enabled a holistic approach to transport improvements as well as enhancing the public realm. Examples are: Ditchfield Road / Hale Road, West Bank and Warrington Road / Moorfield Road.

Walking and Cycling Improvements

These have ranged from the 'simple' provision of new crossing points incorporating drop-kerbs, carriageway refuges or 'Puffin' controlled crossings, to route-based interventions providing improved links to existing footpaths and cycleways. Examples of this type of scheme are: Warrington Road, Widnes, Castlefields Avenue, Moore Village and Clifton Road to Halton Lodge. Specific interventions have been implemented such as the replacement of steps with pedestrian ramps at Myrtle & Almond Grove (off Hale Road) and the provision of an alternative route to the pedestrian subway at The Knoll.

Measures to Assist Buses

Again a wide range of schemes has been implemented. In addition to incorporating bus stop access improvements within neighbourhood centre schemes, an annual programme of bus stop upgrades has been delivered, providing boarder kerbs, shelters and improved passenger information. This has enabled the Council (and bus operators) to continue to make progress in achieving DDA compliance for public transport. Bus Station improvements at Halton Lea South (supplemented by S106 Planning Agreement funding) and at Green Oaks, Widnes have provided enhanced passenger waiting facilities.

Local Safety Schemes and other Highway Improvements

Local safety schemes have been delivered both through neighbourhood centre schemes and as specific interventions to address known road traffic accident sites. Junction improvements at locations such as Sea Lane / Halton Road, Queensbury Way and Kingsway, Widnes have included simple road marking alterations, adjustments to road geometry & alignment and the reinstatement of skid resistant materials as examples of action taken. New 20mph zones have been introduced covering residential estate roads in Widnes and Runcorn under two programmes, in 2012/13 and 2014/15. Other significant highway improvement schemes delivered during the period include Milton Road, a scheme which addresses delays and congestion at the junction with Kingsway and is aimed at improving air quality in the area. S106 Planning Agreement contributions and Better Bus Area Grant have funded similar highway improvements at Cronton Lane, Derby Road and Wilmere Lane.

4.0 POLICY IMPLICATIONS

- 4.1** There are no policy implications associated with this report. The delivery of the ITB implementation programme has been in accordance with the policies and strategies contained in the Council's LTP - 'Transport - Providing for Halton's Needs'

5.0 FINANCIAL IMPLICATIONS

- 5.1** There are no financial implications associated with this report. The delivery of the LTP ITB implementation programme has been in accordance with the Transport Block grant funding each year.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

The highway and transport schemes and interventions described above and delivered over the four-year period of the implementation plan have contributed to a safer, more accessible highway network providing improved and sustainable access to schools, colleges and other services.

6.2 Employment, Learning and Skills in Halton

The highway and transport schemes and interventions described above and delivered over the four-year period of the implementation plan have contributed to a safer, more accessible and integrated highway network providing improved and sustainable access to employment centres, town centres and other services.

6.3 A Healthy Halton

The provision of improved walking and cycling routes is aimed at encouraging healthier and more sustainable modes of travel to work and for leisure.

6.4 A Safer Halton

Improvements to the highway and transport network outlined above provide a safer environment by tackling road safety and providing improved pedestrian and cycle routes across the Borough.

6.5 Halton's Urban Renewal

Improvements to the highway and transport infrastructure outlined above contribute to a more accessible and enhanced public realm.

7.0 EQUALITY AND DIVERSITY ISSUES

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

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

Document	Place of Inspection	Contact Officer
Halton's third Local Transport Plan, 'Transport - Providing for Halton's Needs'	Available on HBC website	N/A

Integrated Transport

Hough Green Station access and car park improvements

Greenway routes:

- Dungeon Lane
- Rock Lane
- Grange School
- St Helens Canal Towpath
- Montgomery Road
- Ann Street East
- Manor Farm Road cycleway
- Cranshaw Lane bridleway

Cycleway and Public Rights of Way (PROW) signage and upgrades
Mineral Line, Widnes (part Local Sustainable Transport Fund or LSTF)
A56 Cycleway, Daresbury (LSTF)

Neighbourhood Centre Improvements

Ditchfield Road / Hale Road

West Bank

Warrington Road / Moorfield Road

Crow Wood / Bancroft Road

Hough Green (Quality Corridor)

Halton Brook (Quality Corridor)

Chesnut Lodge

Royal Avenue / Sunningdale

Cherry Sutton

Walking and Cycling Improvements

Warrington Road, Widnes (Puffin Crossing)

The Knoll / The Uplands

Halton View Road / Albert Road

Clifton Road to Halton Lodge Cycle Route

Programme of provision of new crossing points incorporating drop-kerbs at:

- Castlefields Avenue,
- Runcorn Road, Moore
- Milton Road
- Plumley gardens
- Wavertree Avenue
- Myrtyl Grove
- Hankey Street
- Green Oaks Way
- Picow Farm Road
- Oakfield Drive
- West Lane / Hospital Way
- Petersgate
- Ramsbrook Lane
- Batherton Close

Clifton Road
Aston Green Lane
Caernarvon Close
Alforde Street
Milton Road
Public Hall Street
Ellesmere Close / Bridge Street
Arndale
Carter House Way / The Hive
Spennymoor
Pit Lane / Farnworth Street
Waterloo Road

Measures to Assist Buses

Halton Lea South Bus Station improvements
Green Oaks Bus Station, new shelters
Bus Stop Upgrades (incorporating DDA compliant access) a total of 120 bus stops including the following routes:

Weates Close
Dundalk Road
Liverpool Road
Palacefields Avenue
Birchfield Road

Local Safety Schemes and other Highway Improvements

20mph zones in residential estate roads in 2012/13 and 2014/15.
Sea Lane / Halton Road junction improvement
Milton Road / Kingsway junction improvement
Wilmere Lane / Lunts Heath Road junction improvement (Better Bus Area / S106 funding)
Cronton Lane / Norlands Lane junction improvement (incl. S106)
Derby Road / Peelhouse Lane / Farnworth (incl. S106)
Queensbury Way
Kingsway, Widnes

Intelligent Traffic System Improvements

Traffic Signal junction upgrades and installation of MOVA including:
Watkinson Way
Leigh Avenue / Kingsway
Traffic Signal conversions to LED lamps including:
Hale Road / St Michaels Road
Clifton Road / Rocksavage Way.

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	24 June 2015
REPORTING OFFICER:	Strategic Director, Policy & Resources
PORTFOLIO	Transportation
SUBJECT:	Nominations of Members to the Consultation Review Panel
WARDS:	Boroughwide

1.0 PURPOSE OF THE REPORT

1.1 The purpose of the Report is to seek approval to the Chair and Vice Chair being confirmed as the two members who represent the Board on the Consultation Review Panel.

2.0 RECOMMENDATION: That the Chair and Vice Chair of the Environment and Urban Renewal Policy and Performance Board, sit on the Consultation Review Panel as may be required from time to time.

3.0 SUPPORTING INFORMATION

3.1 At the start of each Municipal Year, it is necessary to nominate two members to sit as the Board's representatives on any Consultation Review Panel (CRP) that may be convened during the year. Historically, these members have been the Chair and Vice Chair of the Board.

3.2 The purpose of the CRP is to review responses to highway, traffic and transportation scheme public consultations, where it has not been possible to address all concerns and resolve objections to the scheme proposals. The CRP will advise the Operational Director – Policy, Planning and Transportation who in consultation with the Executive Board Member for Transportation shall decide upon the final scheme proposals.

3.3 The CRP for a particular scheme may comprise:

- Two members of the Environment and Urban Renewal Policy and Performance Board;
- All Ward Councillors for the wards, within which the scheme is proposed to be implemented;
- Representatives of Cheshire Police (and other Emergency Services if relevant);
- Relevant council officers;
- Individual residents or businesses would not normally be invited onto the panel, but representatives could be invited from

established residents' or traders' associations that clearly reflect the wider views of the community.

- 3.4 Historically, this Panel was convened to respond primarily to public consultations relating to traffic calming schemes and integrated transport improvement proposals. However, due to the reduction in budgets and consequent change in scope of schemes the number of occasions on which the Panel has met over the past few years has reduced. The Panel met only once last year (2014/15) to consider consultation responses in respect of scheme proposals at Wilmere Lane/Lunts Heath Road junction. It is proposed therefore, that the Panel continue to be maintained with the recognition that it may only be convened infrequently.

4.0 POLICY IMPLICATIONS

- 4.1 There are no direct financial, policy, social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report.
- 4.2 Highway, traffic and transportation improvement schemes are often developed under the Local Transport Plan implementation programme in support of the shared priorities within the Plan.

5.0 OTHER IMPLICATIONS

- 5.1 There are no other implications in relation to this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

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

6.2 Employment, Learning and Skills in Halton

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

6.3 A Healthy Halton

Schemes will often include measures to reduce reliance on the car and promote more healthy transport options such as walking and cycling. The Panel will from time to time be required to review such measures that have been included within an overall scheme design package.

6.4 A Safer Halton

Schemes will often include measures to improve safety of the road user which may impact upon an individual resident's property or their own use of the highway. The Panel will from time to time be required to review such measures that have been included within an overall scheme design package.

6.5 Halton's Urban Renewal

Schemes will often include proposals designed to regenerate and improve the public open space both within and adjacent to the highway. Improving access in and around the Borough by sustainable forms of transport including public transport, walking and cycling is widely acknowledged as playing a key role in sustainable regeneration and urban renewal. The Panel will from time to time be required to review such measures that have been included within an overall scheme design package.

7.0 RISK ANALYSIS

7.1 There are no risks associated with the report.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 There are no Equality and Diversity Issues.

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

There are no Background Papers within the meaning of the Act.

REPORT TO: Environment & Urban Renewal Policy and Performance Board

DATE: 24th June 2015

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Nominations of Members to the Halton Public Transport Advisory Panel – Municipal Year 2015/16

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

1.1 The purpose of the report is to seek the nominations of Members to sit on the Council's Public Transport Advisory Panel for the Municipal Year 2015/16, and report on the key issues discussed / raised by the Panel when it met during the Municipal Year 2014/15.

2.0 RECOMMENDATION: That

- 1) The Chair of the Environment & Urban Renewal Policy and Performance Board, in consultation with the Executive Board Member for Transportation, nominates a Chair and three Members to the Public Transport Advisory Panel and for the Member nominated as the Chair to agree such deputies, as may be required from time to time;**
- 2) The Board endorse the nominations; and**
- 3) The key issues discussed by the Panel during the Municipal Year 2014/15, as set out in Appendix One of the Report, are noted.**

3.0 SUPPORTING INFORMATION

3.1 At the start of each Municipal Year, it is necessary to nominate a Chair and three other Members to attend meetings of the Halton Public Transport Advisory Panel.

3.2 The purpose of the Halton Public Transport Advisory Panel is to:-

- Monitor the performance of the public transport network within the Borough to ensure it meets the mobility needs of local communities;

- To make recommendations to the Environment and Urban Renewal Policy and Performance Board on future developments and improvements to the conventional local public transport network; and
- To review and comment on the effectiveness of the Council's public transport priorities.

3.3 A summary of the key issues discussed at the Halton Public Transport Liaison Panel, during 2014/15, are shown in Appendix 1

3.4 The Board is asked to support those nominations proposed by the Chair of the Environment & Urban Renewal Policy and Performance Board, in consultation with the Executive Board Member for Transportation, which will be announced at the meeting.

4.0 POLICY IMPLICATIONS

4.1 None

5.0 FINANCIAL IMPLICATIONS

5.1 None

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

It is widely recognised that good quality and affordable public transport services help to improve access to key facilities for children and young people within the Borough. A key role of the Halton Public Transport Advisory Panel is to review progress and comment on emerging initiatives.

6.2 Employment, Learning and Skills in Halton

Halton Borough Council and its partners continue to provide a wide range of accessible and affordable public transport services within the Borough aimed at improving access to key employment, learning and training facilities. These are reported at meetings of the Halton Public Transport Advisory Panel.

6.3 A Healthy Halton

Improving access to health care facilities is acknowledged as a key priority in Halton. Progress on achieving these improvements are reported and discussed at the Halton Public Transport Advisory Panel.

6.4 A Safer Halton

No direct implications

6.5 Halton's Urban Renewal

Improving access to key regeneration areas by sustainable forms of transport including public transport, walking and cycling is widely

acknowledged as playing a key role in sustainable regeneration and urban renewal. The Halton Public Transport Advisory Panel plays a key role in discussing and shaping the future direction of those initiatives associated with public transport within Halton.

7.0 RISK ANALYSIS

7.1 There are no risks associated with this report

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Good quality and affordable public transport services can play a key role in ensuring all sections of the community can access a wide range of facilities.

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

None under the meaning of the Act.

Appendix One

Summary of the key Issues discussed at the Halton Public Transport Advisory Panel – Municipal Year 2014/15.

Two meetings were held during 2014/15 Municipal Year, as follows:

- Wednesday 23rd April 2014 at Civic Suite, Runcorn Town Hall
- Wednesday 22nd October 2014 at The Board Room, Municipal Building

LOCAL BUS SERVICE CHANGES

The Panel was updated at both meetings on changes to the local bus network during the periods leading up to the meetings. These updates included information on: the cancellations of services; the introduction of new bus services and changes to supported bus services, were they timetable changes or requirements to re-tender.

INFRASTRUCTURE UPDATE

The Panel was informed of improvements carried out to public transport infrastructure and information, including:

- The addition and replacement of bus shelters at locations around the borough and the procurement exercise for the provision of bus shelters.
- Improvements and investment to infrastructure and waiting facilities (cleanliness/seating, etc) including Runcorn High Street Bus Station, Widnes Green Oaks, Halton Lea South major interchanges.
- Details around bus stop upgrades to accessible standards including locations, numbers of stops upgraded and percentage of stops at accessible standard
- Timetable information, detailing information updates, replacement information due to damage/vandalism and changes on the website, etc.

LSTF UPDATE

The Panel received progress updates on several bids including:

Service 329, St. Helens to Sci-Tech Daresbury via Burtonwood and Warrington – the route directly followed and served the bus improvement corridor set out in the original proposals of the project. The 329 service directly connected all three authorities, providing links between key employment areas and operated a half hourly service from Monday to Saturday.

Service 200, Runcorn Station, Murdishaw, Runcorn Employment Sites (Circular) via Whitehouse, Daresbury and Manor Park – a circular service which connects the key transport hub in Runcorn, the train station, with all industrial/employment areas of Runcorn. The route makes use of and followed the segregated busway which dissects the business parks in Runcorn.

Travel Plan Action Fund

A total of 63 businesses across 7 large business parks within the Mid Mersey area were approached and offered the opportunity to apply for match funding from the Travel Plan Action Fund. The business parks were as follows:

Halton

- Daresbury Park;
- Astmoor;
- Manor Park;
- Preston Brook;
- White House Industrial Estate.

St Helens

- Mere Grange
- Lea Green

Warrington

- Centre Park

Of the 63 businesses engaged a total of 16 were initially accepted for funding. 10 of those businesses successfully delivered sustainable transport projects totalling **£74,713** in match funding.

Real Time Information

A total of 17 sites have now had real time information units installed and received upgrades to accommodate these units.

Final Report

A final project report on the LSTF programme has been commissioned from AECOM and will be available in the coming weeks.

PASSENGER TRANSPORT SERVICES

The Panel received updates on a range of issues including:

- Contract re-tendering, re-planning of services, the outcome of the Logistics Division efficiency review, and savings requirements affecting transport services provided on behalf of Children's and Adults

- Replacement passenger vehicles – notification was given to the panel that six low-floor accessible minibuses had been replaced as well as seven cars during 2013. These vehicles required replacement due to expiry of the contract hire arrangements.

- In-house Fleet Vehicle Advertising, detailing that vehicle advertisements were present on seven minibuses vehicles including; Halton CCG (4), Children's Centres (2) and Runcorn Market (1)
- In-house Fleet Vehicle Safety Equipment including: the installation of TomTom units to all vehicles; fitting of CCTV to all minibuses; fitting of reverse parking sensors to all minibuses; fitting of wheelchair winches to two minibuses and winch kits to all ramp access minibuses; and the purchase of heavy duty wheelchair restraints for each minibus.
- Health related Transport Journeys - detailing transport services and trials undertaken in conjunction with Halton CCG including a hospital discharge transport service as well as numerous ad-hoc transport jobs
- Vehicle and Passenger Booking System - describing the tender process for purchase of a replacement transport system and the financial savings attributed as compared with licensing/support costs of previous system
- Independent Travel Training - including the continued success of travel training, the reported benefits to individuals and the financial savings involved as well as the potential to run 'Train the Trainer' courses.
- Accessible Transport Services - an update on door-to-door transport services provided by Halton Community Transport, including passenger numbers using the Dial-A-Ride daytime and evening service.

OTHER UPDATES

The Panel was presented with reports and updates relating to various other transport related matters including:

Passenger Satisfaction

The following is a link to a recent report detailing overall passenger satisfaction levels nationally on local bus services.

<http://www.route-one.net/industry/passengers/the-real-kpi-what-passengers-think/>

Main findings were as follows:

- 9 out of 10 (92%) of 47,000 passengers surveyed were satisfied
- Value for money, quality information and helpful drivers most important
- Measures included on bus, waiting facilities, outside of bus and drivers
- Highest scores achieved in York, Norfolk, Suffolk, Merseyside (90%)
- Issues addressed with First UK Bus whose scores have been low

Travelwatch

The latest Travel Watch North West meeting was held in Lancaster on Thursday 12th February 2015, this was sponsored by First TransPennine

Express. Unfortunately, no officer from Halton was available to attend, however, from minutes now circulated, the following items were discussed:

- Supporting Bus Travel in Lancashire
Local bus support, concessionary travel information and issues, community transport, information provision, school travel.
- Delivering for our customers, First TransPennine Express
11th year of operation, passenger numbers doubled to 26 million passengers/year,
10 new trains have recently entered service providing 40 vehicles,
Track and train maintenance challenges, Blue Assist concept,
World Host concept, investment going forward, re-franchising
- Focussing on the needs of the North, Franchising Lead for Rail North
Rail North was set up in 2012 to develop long term rail strategies and prioritise rail development and investment over the next 20 years. Rail North has several key objectives around quality and growth.

Buses in Crisis Report / CBT Bus Services Facing Crisis

According to a report by the Campaign for Better Transport (CBT), bus services are "facing crisis" with many councils cutting budgets. Half of local authorities in England and Wales have slashed funding for buses in 2014/15, with the cuts amounting to more than £9m when compared with 2013/14. CBT added that since 2010 local authority funding for bus services had been reduced by 15%, or £44m, with more than 2,000 routes being reduced or withdrawn entirely. The CBT said some authorities are looking at reductions in future years with Derbyshire Country Council proposing cuts of more than £2.5m. "The government must wake up to the crisis facing buses," said CBT. A DfT spokesman said: "We know that bus services are vital, including for many older and disabled people. That is why the government provides substantial funding, protected until 2015/16, to bus operators to help more services run and keep ticket prices down.