



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

**Wednesday, 8 February 2017 6.30 p.m.  
Council Chamber, Runcorn Town Hall**

A handwritten signature in black ink, appearing to read 'David WR', positioned above a large green and white curved graphic element.

**Chief Executive**

**BOARD MEMBERSHIP**

Councillor Bill Woolfall (Chair)	Labour
Councillor Mike Fry (Vice-Chair)	Labour
Councillor Valerie Hill	Labour
Councillor Harry Howard	Labour
Councillor Keith Morley	Labour
Councillor Paul Nolan	Labour
Councillor Joe Roberts	Labour
Councillor Pauline Sinnott	Labour
Councillor John Stockton	Labour
Councillor Andrea Wall	Labour
Councillor Geoff Zygodllo	Labour

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

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

**Part I**

<b>Item No.</b>	<b>Page No.</b>
<b>1. MINUTES</b>	<b>1 - 5</b>
<b>2. DECLARATIONS OF INTERESTS (INCLUDING PARTY WHIP DECLARATIONS)</b>	
Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary interests, to leave the meeting during any discussion or voting on the item.	
<b>3. PUBLIC QUESTION TIME</b>	<b>6 - 8</b>
<b>4. EXECUTIVE BOARD MINUTES</b>	<b>9 - 17</b>
<b>5. PERFORMANCE MONITORING</b>	
(A) <b>PERFORMANCE MANAGEMENT REPORTS FOR QUARTER 2 OF 2016/17</b>	<b>18 - 48</b>
<b>6. DEVELOPMENT OF POLICY ISSUES</b>	
(A) <b>PROPOSED WAITING RESTRICTIONS AROUND RUNCORN HILL</b>	<b>49 - 59</b>
(B) <b>JOINT WASTE LOCAL PLAN - MONITORING REPORT 2015/16</b>	<b>60 - 149</b>
(C) <b>HIGHWAYS ASSET MANAGEMENT PLAN</b>	<b>150 - 157</b>
(D) <b>FIXED PENALTY NOTICES FOR FLY TIPPING OFFENCES</b>	<b>158 - 166</b>

*In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.*

**ENVIRONMENT AND URBAN RENEWAL POLICY AND  
PERFORMANCE BOARD**

*At a meeting of the Environment and Urban Renewal Policy and Performance Board on  
Wednesday, 16 November 2016 at the Council Chamber, Runcorn Town Hall*

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

Apologies for Absence: Councillors Morley and Nolan

Absence declared on Council business: None

Officers present: M. Noone, G. Ferguson, S. Rimmer and J. Unsworth

Also in attendance: Councillors J. Bradshaw, M. Bradshaw and Inspector B.  
Brown

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

	<i>Action</i>
EUR10 MINUTES	
The Minutes of the meeting held on 29 <sup>th</sup> June 2016, having been circulated were signed as a correct record.	
EUR11 PUBLIC QUESTION TIME	
It was confirmed that no public questions had been received.	
EUR12 EXECUTIVE BOARD MINUTES	
The Board considered the Minutes of the meetings of the Executive Board relevant to the Environment and Urban Renewal Policy and Performance Board.	
RESOLVED: That the Minutes be received.	
EUR13 WASTE MANAGEMENT MATTERS	
The Board received an update from the Divisional Manager, Waste and Improvement, which provided information on Garden Waste collections, fly tipping in the	

Borough and the introduction of the pilot Food Waste collection service.

In respect of the pilot Food Waste collection service, since its introduction in the summer, the Pilot Food Waste collection service had been extended on two occasions. The service now covered 2,347 homes in the Hale, Ditton, Heath and Beechwood Wards.

It was reported that there had been a positive response to the service with participation in some areas reaching upwards of 85%. Officers would be carrying out direct engagement with householders to gather feedback on the scheme and to help further increase participation levels.

The pilot service was subject to scrutiny by the Waste Topic Group and a report on the scheme would be presented to Members in the new year which may contain recommendations to the Executive Board in respect of its potential expansion to other areas.

With regard to garden waste:

- the chargeable collection service had 16,872 households subscribed to date; this number was up by 1,600 compared to 2015/16;
- take-up of the service had risen from 37% in 2015/16 to 40% this year; and
- income so far this year was £448,000, which had increased by £40,000 compared to the previous year. Income received was sufficient to cover all service operating costs.

In respect of Green and Blue bins, it was noted that Members of the Topic Group have been asked to review the Council's Policy on charging for green and blue bins.

Members of the Board were also advised on efforts to reduce incidents of fly-tipping and tackle those responsible, which included:

- On-going investigations into all reported incidents of fly-tipping;
- Working closely with Housing Associations and delivering joint initiatives;
- Targeted campaigns in areas identified as experiencing high levels of fly-tipping and other forms of environmental nuisance;
- The planned delivery of a campaign to remind householders of their legal responsibilities when

paying individuals to remove rubbish from their homes;

- Joint patrols with Police Officers in areas were causing unacceptable levels of nuisance due to fly-tipping rubbish and not complying with the Council's Waste Collection Policy; and
- The issuing of Fixed Penalty Notices for fly-tipping offences. Members of the Waste Topic Group were asked to consider the Council's approach to the use of Fixed Penalty Notices for the fly-tipping offences, such as suggested Penalty Notice levels; with a report to be presented to the next meeting of the Board.

RESOLVED: That the update report be noted.

#### EUR14 ANNUAL ROAD TRAFFIC COLLISION & CASUALTY REPORT

The Board was advised that Appendix A to the report set out full details of the numbers of road traffic collision and casualty numbers in the year 2015, and compared these figures with those from previous years. These results were very encouraging, with significant decreases in the numbers of people being slightly injured (SLI) and those killed/seriously injured (KSI) compared to the figures for recent years. Within the KSI total, both the number of adults and children decreased but the latter figure was known to be volatile in Halton and could fluctuate from year to year.

A summary for 2015 was set out in the report. It was noted that whilst nationally, road casualties decreased by 4% in 2015, as set out in the Department for Transport 2015 Comprehensive Annual Report on Road Casualties, it remained to be seen if the decreases seen locally were a result of a downward trend or a temporary drop. However, in terms of casualty reduction in 2015 Halton was one of the best performing Local Authorities, both regionally and nationally.

RESOLVED: That the overall progress made on casualty reduction in Halton over the past decade be noted and welcomed.

#### EUR15 INTRODUCTION OF WAITING RESTRICTIONS TO PREVENT PARKING ADJACENT TO MOORE PRIMARY SCHOOL

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which

advised on the consultation process with regard to the proposal to introduce waiting restrictions on Lindfield Close, Runcorn Road and Beechmoore near to Moore Primary School, in order to address parking congestion.

It was noted that in March 2014, a resident had raised the issue of parking congestion in the area of Moore Primary School, associated with parents'/carers' vehicles being parked on nearby junctions and Runcorn Road, blocking both sightlines and desire lines for drivers and pedestrians alike. Subsequently, in July 2015, Cheshire Police requested the introduction of waiting restrictions in the same areas to help resolve these problems.

Consequently, in November 2015, a consultation process on waiting restrictions was carried out which included Ward Councillors, Moore Parish Council and the frontage properties. This proposal included leaving the existing double white line system in place in order to prevent overtaking on a length of road where forward visibility is limited because of the railway bridge parapet. Objections to the proposal were received from a resident whose property did not directly front onto the proposed restriction, Moore Primary School and Moore Parish Council, details of those objections and Officer responses were outlined in the report. In addition, it was reported that an Officer from the Council and representatives from Cheshire Police had attended Moore Parish Council meetings to discuss the proposals.

On behalf of local residents, Councillor J Bradshaw addressed the Board and made the following comments:

- The existing problem occurs in this area for a short period during school drop off and pick up;
- It is a similar situation outside other schools in the Borough and similar waiting restrictions were not proposed;
- Waiting restrictions will transfer parking onto nearby streets;
- The impact on residents where the waiting restrictions were proposed, in particular parking for visitors;
- The proposals were in response to a complaint from one resident; and
- Moore Primary School currently put cones in this area during drop off and pick up times and a decision on waiting restrictions should be delayed to assess its effectiveness.

In response, Inspector Brown addressed the Board on behalf of Cheshire Police. He commented that:

- Cheshire Police had issued parking tickets but this had not deterred people from parking cars on the existing double white lines. Also PCSO's cannot be outside Moore Primary School each day;
- The Police could not support the proposal to put out cones as these should only be used for short term solutions, use should not exceed seven days and it is not an enforceable option; and
- The main concern of Cheshire Police is the safety of the school children.

RESOLVED: That the proposal to make an Order to introduce "At Any Time" waiting restrictions on parts of Lindfield Close, Runcorn Road and Beechmoore in Moore as shown in Appendix 'A' and defined in Appendix 'C' be supported and that the report be submitted to the Executive Board for its consideration.

Strategic Director  
Enterprise  
Communities  
and Resources

*Meeting ended at 7.30 p.m.*

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

**DATE:** 8<sup>th</sup> February 2017

**REPORTING OFFICER:** Strategic Director, Enterprise, Community and Resources

**SUBJECT:** Public Question Time

**WARD(s):** Borough-wide

### **1.0 PURPOSE OF REPORT**

- 1.1 To consider any questions submitted by the Public in accordance with Standing Order 34(9).
- 1.2 Details of any questions received will be circulated at the meeting.

### **2.0 RECOMMENDED: That any questions received be dealt with.**

### **3.0 SUPPORTING INFORMATION**

- 3.1 Standing Order 34(9) states that Public Questions shall be dealt with as follows:-
- (i) A total of 30 minutes will be allocated for dealing with questions from members of the public who are residents of the Borough, to ask questions at meetings of the Policy and Performance Boards.
  - (ii) Members of the public can ask questions on any matter relating to the agenda.
  - (iii) Members of the public can ask questions. Written notice of questions must be given by 4.00 pm on the working day prior to the date of the meeting to the Committee Services Manager. At any one meeting no person/organisation may submit more than one question.
  - (iv) One supplementary question (relating to the original question) may be asked by the questioner, which may or may not be answered at the meeting.
  - (v) The Chair or proper officer may reject a question if it:-
    - Is not about a matter for which the local authority has a responsibility or which affects the Borough;
    - Is defamatory, frivolous, offensive, abusive or racist;



- Is substantially the same as a question which has been put at a meeting of the Council in the past six months; or
  - Requires the disclosure of confidential or exempt information.
- (vi) In the interests of natural justice, public questions cannot relate to a planning or licensing application or to any matter which is not dealt with in the public part of a meeting.
- (vii) The Chairperson will ask for people to indicate that they wish to ask a question.
- (viii) **PLEASE NOTE** that the maximum amount of time each questioner will be allowed is 3 minutes.
- (ix) If you do not receive a response at the meeting, a Council Officer will ask for your name and address and make sure that you receive a written response.

Please bear in mind that public question time lasts for a maximum of 30 minutes. To help in making the most of this opportunity to speak:-

- Please keep your questions as concise as possible.
- Please do not repeat or make statements on earlier questions as this reduces the time available for other issues to be raised.
- Please note public question time is not intended for debate – issues raised will be responded to either at the meeting or in writing at a later date.

#### **4.0 POLICY IMPLICATIONS**

None.

#### **5.0 OTHER IMPLICATIONS**

None.

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

6.1 **Children and Young People in Halton** - none.

6.2 **Employment, Learning and Skills in Halton** - none.

6.3 **A Healthy Halton** – none.

6.4 **A Safer Halton** – none.

6.5 **Halton's Urban Renewal** – none.

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

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

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

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

**DATE:** 8<sup>th</sup> February 2017

**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 – 17 November 2016

### PHYSICAL ENVIRONMENT PORTFOLIO

#### EXB65 ENVIRONMENTAL FUND MANAGEMENT BOARD

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which sought approval for delegated authority to determine future requests by the Environmental Fund Management Board, and to endorse their first set of proposals.

The Board was advised that planning permission was granted for the Runcorn Energy From Waste Plant in September 2008. The Plant was subject to a legal agreement, containing a provision that the owner agreed to pay the Council a lump sum payment annually for every tonne of fuel received and processed. In addition, the agreement also stated that the Council would convene a Management Board to be charged with the task of identifying environmental matters proposed within the Borough of Halton.

The report set out a number of projects supported by the Management Board, and sought Executive Board endorsement of the initial seven projects it supported. In addition, delegated authority was sought to streamline the process for future schemes, by allowing the Operational Director, Policy, Planning and Transportation, to authorise expenditure, in consultation with the members of the Management Board, and to report such decisions through the Development Control Committee agenda.

RESOLVED: That Executive Board agrees

- 1) The initial projects, outlined below, that have been approved by the Management Board:-
  - £160,000 – towards improvements at Runcorn Hill Park;
  - £2,500 – for clearance of Dukesfield Garage on behalf of the Runcorn Locks Restoration Society;
  - £193,746 – 5 Year contribution towards the community payback team to provide additional cleaning or environmental maintenance and support community clean-up initiatives;

Strategic Director  
- Enterprise,  
Community &  
Resources

- £12,000 – to close the layby on the Weston Point Expressway following complaints from residents;
  - £24,000 – 2 year programme to support the Community Garden in Runcorn Town Centre;
  - £7,239.60 – the creation of a running/walking route around Runcorn Hill Park, this includes boards and signing; and
  - £27,600 – Air Quality Monitoring for a 12 month period.
- 2) that the Operational Director, Policy, Planning and Transportation, be given delegated authority in consultation with the members of the Management Board, to authorise future expenditure; and
- 3) decisions made via this delegation be published in the “Miscellaneous Issues” report contained in future Development Control Committee agendas.

#### EXB66 TENANCY STRATEGY 2016 - 2019

The Board considered a report of the Director of Adult Social Services, on the Liverpool City Region (LCR) Tenancy Strategy (the Strategy).

The Board was advised that it was a statutory requirement for local authorities to publish a Tenancy Strategy. Halton first published its Strategy in 2013, and there was a need to regularly keep it under review. It was reported that other LCR authorities were in a similar position and it was therefore considered appropriate to produce a single Sub Regional Tenancy Strategy.

The Strategy had been informed and developed through consultation with all LCR local authorities, the Sub Regional Property Pool Plus Steering Group and all registered providers with housing stock in the LCR. Open public consultation took place in July 2016. Details of the outcome of consultation were set out in the report. It was noted that the proposed LCR Tenancy Strategy built on the existing local authority strategies by maintaining a presumption in favour of lifetime tenancies. The Strategy had received agreement from the LCR Spatial Planning Co-ordination Group in August 2016. Once approved, the Strategy would be subject to annual review and amended to

reflect economic and legislative changes. An annual update report would be submitted to each of the Sub Regional Authorities.

RESOLVED: That

- 1) the report be noted; and
- 2) the Liverpool City Region Tenancy Strategy 2016/19 be approved, subject to the unanimous agreement of each Liverpool City Region Local Authority, through their corresponding approval processes.

Director of Adult  
Social Services

## **EXECUTIVE BOARD MINUTES – 15 December 2016**

### **PHYSICAL ENVIRONMENT PORTFOLIO**

#### **EXB70 HALTON HOUSING TRUST (HHT) ANNUAL REPORT**

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

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

The Board noted some of the key organisational achievements which included the construction of 146 new homes; continued investment in homes and neighbourhoods; the purchase of land and sites for future development; continuation with the implementation of the Digital First Programme to change the way customers accessed services, which provided more intensive support to those customers who really needed it; and secured value for money savings totalling £1.3 million.

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

RESOLVED: That the progress report be noted.

## TRANSPORTATION PORTFOLIO

### EXB72 INTRODUCTION OF WAITING RESTRICTIONS TO PREVENT PARKING ADJACENT TO MOORE PRIMARY SCHOOL

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on the introduction of waiting restrictions to prevent parking adjacent to Moore Primary School.

The Board was advised that In March 2014, a resident had raised the issue of car parking congestion in the area of Moore Primary School, associated with parents' and carers' vehicles parked on nearby junctions. Subsequently, Cheshire Police requested the introduction of waiting restrictions in the same area to help resolve these problems.

In November 2015, proposed waiting restrictions were the subject of public advertising and consultation, and the process was extended to Ward Councillors, Moore Parish Council and frontage properties. This was detailed in Appendix A, attached to the report.

It was noted that the Environment and Urban Renewal Policy and Performance Board (PPB) had considered the objections raised to the proposal and the representations made by the Parish Council, Cheshire Police and the Ward Councillors, at its meeting on 16 November 2016. The PPB recommended the proposal be supported and referred to Executive Board for determination.

#### RESOLVED: That

- 1) the proposal to make a Traffic Regulation Order to introduce "At Any Time" waiting restrictions on parts of Lindfield Close, Runcorn Road and Beechmore in Moore, as shown in Appendix A and defined in Appendix C attached to the report, be approved; and
- 2) the objectors be informed of the decision.

Strategic Director  
- Enterprise,  
Community &  
Resources



**EXECUTIVE BOARD MINUTES – 19<sup>TH</sup> JANUARY 2017**

**ENVIRONMENTAL SERVICES PORTFOLIO**

**EXB84 WASTE TREATMENT SERVICES**

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on Waste Treatment Services.

The report set out details of contingency arrangements for dealing with Halton's residual waste. It was reported that, for a short period of time in November 2016, the Energy Recovery Facility was unable to accept Halton's residual waste. As a result, the Council was required to put in place alternative arrangements, and, in accordance with the Council's Procurement Standing Orders, it was necessary for the Chief Executive to approve the appointment of WSR Recycling Limited during this period. It was noted that the Portfolio holder for Environmental Services was also consulted on, and supported, the action taken.

It was further noted that the report set out the reasons for undertaking a procurement exercise to maintain the current waste transport arrangements to the Rail Transfer Loading Station, beyond 31 March 2017. A soft market testing exercise had revealed that a longer contract term would attract more competitive rates, and if approved, would result in a contract term of five years, with the option to extend in twelve month increments and the contractor would be selected through an 'open' tendering process based upon 80% price and 20% quality evaluation.

**RESOLVED:** That

- 1) Members note the waiver of Procurement Standing Orders by the Chief Executive, on the grounds of an emergency, and the subsequent appointment of WSR Recycling Limited to carry out a service for the treatment/disposal of Halton's residual household waste during the period 30 November 2016 to 9 December 2016;
- 2) the Strategic Director, Enterprise, Community and Resources, be authorised, in consultation with the Executive Board Member for Environmental Services, to determine all matters and take all steps necessary

to secure contingency arrangements for the treatment/disposal of Municipal Waste in the event that Halton is unable to deliver its waste to the Resource Recovery Contract, including any procurement arrangements and contract wind up to the value of £1m; and

- 3) in accordance with Procurement Standing Order 2.1.1, Executive Board approve that a Tendering Exercise be carried out for the provision of a service for the bulk transport of residual Municipal Waste to the Resource Recovery Contract, as set out in the report.

Strategic Director  
- Enterprise,  
Community &  
Resources

EXB88 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

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

RESOLVED: That as, in all the circumstances of the case, the public interest in maintaining the exemption outweighed the public interest in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following item of business, in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business, exempt information

would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972.

**PHYSICAL ENVIRONMENT PORTFOLIO AND RESOURCES PORTFOLIO**

EXB90 LAND DISPOSAL FOR EMPLOYMENT LAND AT JOHNSON'S LANE, WIDNES

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

The Board was advised of the proposals for the disposal of plots A and B on the site.

RESOLVED: That

- 1) the sale of approximately 1.8 acres of land to S. Evans and Sons Limited for the amount stated in the recommendation and 1.8 acres of land to Philip Bannon Plant Hire Limited for the amount stated in the recommendation, both subject to planning permission and subject to contract, be approved; and
- 2) the Operational Director, Economy, Enterprise and Property, be authorised to arrange for all required documentation to be completed to the satisfaction of the Operational Director, Legal and Democratic Services.

Strategic Director  
- Enterprise,  
Community &  
Resources

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

**DATE:** 8<sup>th</sup> February 2017

**REPORTING OFFICER:** Strategic Director Enterprise, Community & Resources

**PORTFOLIO:** Resources

**SUBJECT:** Performance Management Reports for Quarter 2 of 2016/17

**WARDS:** Borough-wide

## **1.0 PURPOSE OF REPORT**

- 1.1 To consider, and raise any questions or points of clarification, in respect of performance management for the second quarter period to 30<sup>th</sup> September 2016.
- 1.2 Key priorities for development or improvement in 2016-17 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.

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

## **2.0 RECOMMENDED: That the Policy and Performance Board**

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

**3.0 SUPPORTING INFORMATION**

- 3.1 Departmental objectives provide a clear statement on what services are planning to achieve and to show how they contribute to the Council's strategic priorities. Such information is central to the Council's performance management arrangements and the Policy and Performance Board has a key role in monitoring performance and strengthening accountability.

**4.0 POLICY IMPLICATIONS**

- 4.1 There are no policy implications associated with this report.

**5.0 OTHER IMPLICATIONS**

- 5.1 There are no other implications associated with this report.

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

- 6.1 Departmental service objectives and performance measures, both local and national are linked to the delivery of the Council's priorities. The introduction of a Thematic Priority Based Report and the identification of business critical objectives/ milestones and performance indicators will further support organisational improvement.
- 6.2 Although some objectives link specifically to one priority area, the nature of the cross - cutting activities being reported, means that to a greater or lesser extent a contribution is made to one or more of the Council priorities.

**7.0 RISK ANALYSIS**

- 7.1 Not applicable.

**8.0 EQUALITY AND DIVERSITY ISSUES**

- 8.1 Not applicable.

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

Not applicable

## Environment and Urban Renewal PPB – Priority Based Monitoring

Reporting Period: **Quarter 2 – 1st July 2016 – 30<sup>th</sup> September 2016**

### 1.0 Introduction

- 1.1 This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the second quarter of 2016/17 for service areas within the remit of the Environment and Urban Renewal (E&UR) Policy and Performance Board.
- 1.2 Key priorities for development or improvement in 2015-18 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment & Urban Renewal Policy & Performance Board i.e.:
  - Development & Investment Services
  - Open Spaces and Waste and Environmental Improvement
  - Highways, Transportation & Logistics and Physical Environment
  - Housing Strategy
- 1.3 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 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*

- a. Sci-Tech Daresbury  
Tech Space 2 is complete with one tenant now in occupation. Tech Space 1 is slightly behind schedule with the completion of the fit out of the building now expected on 1<sup>st</sup> November. Works to complete the Phase 1 site connectivity works are ongoing. Enabling works for the next phase of development will start on site in early 2017 and full design is commencing for the delivery of 3 more buildings similar to Tech Space 2. The Joint Venture (JV) is also bringing forward a proposal for a hotel on the corner plot adjacent to the A56 which will provide much needed accommodation and conference facilities for the campus.
- b. Castlefields  
Lakeside Phase 2 continues on site with the houses being built out to programme and the first occupiers moving onto site in the summer. The scheme will deliver 79 two and three bedroom homes. Keepmoat are continuing with site investigation and feasibility work for Lakeside Phase 3.
- c. 3MG  
Alstom recently commenced on site and are making good progress. The steelwork is being erected and the roof will go on the building in quarter 3. Alstom are still on programme to open in May 2017. There is also developer interest in the remaining land and these will be considered over the next 6 months. The Biomass Plant at Stobart Port is also progressing well and is on course to become operational in Spring 2017.

d. External Funding

The external funding environment remains extremely buoyant, to the point where the External Funding Team is allocating increased resources into ensuring that all potential funding streams are reviewed and disseminated to appropriate departments/organisations.

However, it is becoming increasingly evident that owing to reducing human resources, colleagues are not always able to make best use of funding opportunities due to day to day work pressures. Whilst the External Funding Team can support with bid-writing, we are increasingly in a position of potentially driving a project forward in order to meet grant application deadlines. The remit of the team is to support with bid-writing rather than 'owning' a project. This may be worthy of further discussion/clarification.

e. Investment Enquiries

The Business Improvement and Growth (BIG) Team managed 69 commercial property\inward investment enquiries in Quarter 2 2016/17. 10 projects, or 14%, were 'converted' (inward investment enquiries 'converted' into actual investment projects).

*Open Spaces and Waste and Environmental Improvement*

f. Garden Waste Collections

The garden waste collection service continues to operate successfully and with an increased popularity amongst residents.

At the end of Q2, there were over 16,700 homes subscribed to the service, which is an increase over 1,400 compared to last year. This means that participation in the scheme has increased from 37% in 2015/16 to over 39% so far this year.

As a number of householders requested to pay for additional bins to be emptied, the number of paid subscriptions to date this year is over 17,300 and income is up by circa £40k.

g. Food Waste Collection Pilot

There continues to be a positive response to the food waste collection service in the current pilot areas. The trial will see residents recycle plate scrapings, peelings and unused food, including that still in its packaging. Collected and used to produce biogas that is fed directly in to the national gas grid.

The pilot scheme was originally introduced to cover 1,200 homes across the Hale and Heath wards but was extended in July when a further 600 homes within Beechwood were added. A further extension is planned in November which will take the total number of properties receiving the pilot service to approximately 2,500.

A programme of resident engagement is continuing to gather customer feedback which will be used as part of the overall evaluation of the scheme.

As part of this Board's 2016/17 work programme, Members of the Waste Working Party will be scrutinising the results from the pilot scheme with a view to helping inform recommendations in respect of the possible extension of the scheme to other areas of the borough in the future.

*Highways, Transportation & Logistics and Physical Environment*

h. Efficiency Review and Recruitment

The process of recruitment to posts within Highways continues following the recent efficiency review.

Within the Highway Development team, there remains difficulties recruiting to the Flood Risk Engineer post, which is having an effect on the delivery of the Flood Defence Grant in Aid (FDGiA)

programme and consequently the Environment Agency (EA) have been informed of the situation. Agency staff are being sought as a temporary measure and some use is being made of consultancy services, however programme delivery risk remains.

The Apprentice Civil Engineering Technician has now successfully started in post and the vacant Section 38 Engineer post is currently being advertised.

Within the Schemes & Maintenance team, one of the Engineers was successful with their application for promotion to one of the two vacant Senior Engineer roles. This now leaves the service with the remaining Senior Engineer role to recruit for and the vacant Engineer role as well.

- i. Silver Jubilee Bridge (SJB) Delinking  
Reports have now been completed on the delinking of the south side of SJB and a briefing by Mott MacDonald to key Council officers in Highways and Regeneration has been completed.
- j. Proposed M56 Junction 11A  
Public exhibition on Junction 11A was completed by Highways England with support from Highways. They are now considering comments with a view towards full consultation.
- k. Development Management  
An injunction against the residential use of the Gypsy site at Ponderosa in Daresbury was successfully obtained in the High Court in August 2016. The Court of Appeal refused to give permission to appeal the decision, however the defendants have renewed their application to appeal and this will be dealt with by the Court of Appeal in January 2017.
- l. Planning & Transport Policy  
The focus of planning work for the team remains the production of a draft Delivery and Allocations Local Plan (DALP) and supporting evidence base.
- m. Bikeright Scheme  
The Bikeright scheme, as part of the national “love your bike” scheme, has held a number of cycle promotion events over the summer holidays that residents and staff of Halton Borough Council (HBC) were able to participate in. One of the notable successes from these events was the cycle ride from Phoenix Park to Southport, attended by 70 people.  
  
HBC staff have been able to access Dr. Bike sessions (bike maintenance and advice) and rides led from both the Municipal Building and Runcorn Town Hall. The uptake of these services and rides has been good, resulting in 18 staff cycling to work on the national ride to work day.
- n. Electric Charging Points  
The Borough of Halton has now two fully commissioned electric charging points located at the Select Stadium Widnes and Church Street Runcorn. Currently residents can charge their car for free, courtesy of Merseytravel Funding.  
  
Anyone can use the charge points by registering with [The Charge Your Car service](#) (£20 membership fee) then you can charge for free where this is available. It is anticipated that the funding for “free” charging will cease in March 2018.
- o. Liverpool City Region (LCR) Transport Issues
  - Affordable Transport Review  
The LCR Bus Alliance continues to be the driving mechanism to addressing fare levels, communication and marketing strategies, and the wider introduction of a smartcard. A significant part of their work is to research how short hop fares are calculated as many members of the Transport Committee felt at times they were relatively high compared to areas



outside of the LCR. Three sessions were held to try and understand current trends, fare increases, as well as consulting directly with bus operators on current conditions, and how the Bus Alliance may operate in the future as new powers through the Bus Service Bill will provide better opportunities to deliver a more efficient, affordable and reliable service for the LCR.

- Transport for the North

Five routes have been shortlisted for the Trans-Pennine tunnel, it is anticipated the successful route will provide more reliable journey times between Manchester and Sheffield, reducing travel times between the two cities by 30 minutes.

p. Liverpool City Region (LCR) Devolution

In support of LCR Devolution, progress is underway on the Housing and Spatial Planning Board's two main work streams:

1. Housing

Local Partnerships have been commissioned to produce an LCR Housing Strategy. An initial draft is expected in autumn 2016 and will be focussed on housing delivery.

2. Planning

The Devolution Agreement lists six undertakings for planning and housing under paragraph 22 of that document. The 'big ticket' item is the production of a single, statutory, spatial planning framework for the LCR.

Agreement has been made on Several devolution undertakings that have now been fully completed:

- Production of a 'Statement of Cooperation' on town planning matters has been agreed between the 6 LCR Combined Authority (CA) districts. This document is expected to go to Halton's Executive Board on 20 October 2016.
- Completion of a 'Strategic Priorities Overview' document to identify the major developments and infrastructure programmes across the LCR.

The focus of the Board is also on compilation of the LCR evidence base needed to underpin the LCR spatial planning framework.

### 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*

- a. ESIF Programme

A statement has been made by the Chancellor that it is possible that no further calls under the current ESIF Programme will be issued beyond the Autumn statement (23rd Nov). Therefore, the External Funding Team is busy ensuring that all projects already in the pipeline for this funding get approval prior to this date.

- b. Place Marketing Inward Investment

The Business Improvement & Growth Team has been working with City Region colleagues to develop a bid for European funding under Priority Axis 3 'Place Marketing, Inward Investment'.

The bid is focused upon the development and promotion of a series of marketing proposition to attract new inward investment to the City Region. Halton Borough Council element of the bid is focused upon the development of a pan-Merseyside advanced engineering and manufacturing (AEM)

proposition and associated marketing collateral. The Council has indicated that it will provide cash match, not exceeding £25,000.00 each year, for a three year period.

A final iteration of the bid was submitted to the Department for Communities and Local Government (DCLG) in August 2016. A decision is expected from government before the Autumn Statement.

The projected level of expenditure associated with the current bid is, however, greater than the projected level of match. The partners are, therefore, developing a methodology to prioritise spend.

#### *Open Spaces and Waste and Environmental Improvement*

##### c. Design & Development

Extensive landscape works at Frank Myler Playing Field which included the creation of new pitches, installation of a drainage system and improvements to the areas around the building and car park were completed in Quarter 2. The pitches will be ready for use in the 2017/18 season.

A new street skate area was opened at The Glen in Quarter 2 Runcorn. The skate facility cost £140,000 and was funded through WREN and Area Forum.

Phase 1 of a new park boundary at Upton Rocks Park was completed.

##### d. Parks

The Borough's parks were busy during the Quarter 2 period which covered the summer months.

##### e. Streetscene

By Quarter 2 complaints about the new grass cutting regime (cuts every three weeks) introduced in Quarter 1 had dropped significantly. It is assumed that residents had got used to the new frequency and height of cut.

There has been an increase in Quarter 2 of fly tipping incidents into street litter bins (*placing domestic refuse into them*). This has impacted on the service making rounds take longer to complete.

#### *Highways, Transportation & Logistics and Physical Environment*

##### f. Mersey Gateway Link Roads

Discussions are being held with Mersey Gateway Crossings Board re potential delivery of West Bank – Widnes Loops link road.

##### g. Bus Service Bill

The bus services bill continues on its journey through the Lords with a number of amendments. The most significant of which is to allow all Councils to re-form their own bus companies and also allow Councils to pursue bus franchising arrangements.

Although, the bill does not affect the Logistics Team directly at present, it seeks to influence significant changes across the public transport network and could increase the workload should it be adopted within the Borough. For example, the bill seeks to give provision to local authorities to develop and improve marketing & information, smart card ticketing, bus franchising with a view to improving air quality/delivering and improved public transport networks to enable growth in the local economy.

##### h. Planning Enforcement

Two Public Inquiries will be held during October into unauthorised Gypsy sites (Ivy House in Astmoor, Runcorn and Ponderosa in Daresbury, Runcorn). The decision on Ponderosa is scheduled to be issued on 25 November 2016.

The outcome of these two public inquiries will have a bearing on future policies for Gypsies and Travellers. This in turn impacts on future land allocations. Until the LPA receives the Inspectors

decision notice to review his approach and reasoning on a variety of issues, nothing further can be said, aside from this is an emerging issue for the service

#### **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 2016 – 17 Directorate Business Plans.

Progress concerning the implementation of all high-risk mitigation measures will be monitored in Quarter 2.

#### **5.0 High Priority Equality Actions**

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

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





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

## 6.0 Performance Overview

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

### Policy, Planning and Transportation

#### Key Objectives / milestones

Ref	Milestones	Q2 Progress
PPT 01	Review progress against LCR SJB maintenance strategy and deliver 2016/17 major bridge maintenance works programme, <b>March 2017</b> .	
PPT 02	Adopt the Delivery and Site Allocations Local Plan (DALP) <b>March 2017</b> .	
PPT 03	To deliver the 2016/17 LTP Capital Programme <b>March 2017</b> .	
PPT 04	To manage the Flood Defence Grant in Aid (FDGiA) capital programme of scheme delivery, and preparation of funding bid for future years. <b>March 2017</b> .	

#### Supporting Commentary

##### PPT 01

Site activities have been completed by Mott MacDonald for the cathodic protection monitoring and cable inspection works (Tasks 1 and 3) and Principal Bridge Inspections on SJB (Tasks 4, 5 and 10). Mott MacDonald have also completed the activity to build a new structural analysis model for SJB (Task 39).

The access system for SJB has been inspected and tested (Task 2).

Balvac have commenced site works on the Runcorn Trestle / span R1 re-painting work and the Top Hat strengthening work (Tasks 8 and 9). Progress in Q2 was on-programme.

##### PPT 02

Target taken from the adopted Local Development Scheme 2016. The DALP is available as an unpublished draft document with policies under preparation. A public consultation of the draft document is expected in early 2017.

##### PPT 03

















The LTP Structures programme consists of re-decking the footbridges crossing East Lane at Halton Lea. Project documentation has now been developed for these works. The LTP Highway Capital Programme consists of 2 main strands:



1. Integrated Transport – Reconstruction of Kingsway Central Reserve has now commenced. The Widnes Road Improvement Scheme (ASDA link) is still delayed leading to the amber progress indicator.
2. Highway Maintenance: The Carriageway and Footway programmes of work have been phased over the course of the year and delivery to the full budget allocation is nearing completion.

##### PPT 04

A lack of staff resource is preventing this work from progressing which the Environment Agency (EA) has been informed about.

**Key Performance Indicators**

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q2 Actual	Q2 Progress	Direction of travel
PPT LI 02	Net additional homes provided	471 (2015/16)	552	N / A	N / A	N / A
PPT LI 03	Number of affordable homes delivered (gross)	146 (2015/16)	138	N / A	N / A	N / A
PPT LI 04	Processing of planning applications (%) as measured against targets for, a) 'major' applications b) 'minor' applications c) 'other' applications	100.00% 70.00% 86.00%	60.00% 80.00% 80.00%	80% 77.3% 92.3%	  	  
PPT LI 08	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	N / A	TBC	N / A	N / A	N / A
PPT LI 09	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	N / A	TBC	N / A	N / A	N / A
PPT LI 11	The percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	5.20 (2015)	6.20 (2016)	N / A	N / A	N / A
PPT LI 13	Damage to roads and pavements (above intervention levels) repaired within 24 hours.	100.00%	98.00%	98.6%		
PPT LI 16	% of network where structural maintenance should be considered: a) Principal Roads b) Non-Principal Roads	1.00% 2.00%	2.00% 4.00%	1% 1%	 	 
PPT LI 17	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%): a) Percentage of buses starting route on time b) Percentage of buses on time at intermediate timing points	94.88% 90.07%	98.50% 94.50%	95.12% 93.33%	 	 

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q2 Actual	Q2 Progress	Direction of travel
PPT LI 20	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	70.00% (422 Bus Stops)	75.00% (452 Bus Stops)	75.00% (466 Bus Stops)		

### Supporting Commentary

#### PPT LI 02 & 03

Reported annually at year end.

#### PPT LI 04

'Minor' planning applications are slightly below target. There has been an issue with late responses from statutory consultees and applicants not submitting the correct supporting documents on time.

#### PPT LI 08, 09 & 11

These figures are provided on an annual basis, as verified data from Cheshire Police, and are only available around March each year for the full previous calendar year. Quarterly figures can be misleading due to large statistical variations from one quarter to the next so totals are averaged over a three year period to provide representative, stable figures.

#### PPT LI 13

July, August and September's performance were 96%, 100% and 100% respectively.

#### PPT LI 16

Course Visual Inspection surveys which cover the unclassified network are in the process of being analysed for this financial year.

#### PPT LI 17



This indicator continues to perform well, with the operators continuing to monitor their services and make adjustments to schedules as required.

#### PPT LI 20

Indicator continues to perform well, with a further 10 bus stops to be completed this year.

### Open Spaces and Waste and Environmental Improvement

### Key Objectives / milestones

Ref	Milestones	Q2 Progress
CE 05	Woodland Expansion - Additional 200m2 of Woodland planted Borough wide - <b>March 2017</b> .	<b>N / A</b>
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 - <b>March 2017</b> .	
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 - <b>March 2017</b> .	

**Supporting Commentary**CE 05

Woodland work is to be carried out in Quarters 3 & 4.





CE 06

This work will remain on-going throughout the year. Actions to date have included holding a number of community events to engage residents in raising awareness of recycling and waste prevention, and directly mailing households in areas where residents have failed to comply with the Council's waste collection procedures. A programme of 'door knocking' will be undertaken throughout the year to engage with residents in areas where there is poor take-up of recycling services.

CE 07

A review of the Council's arrangements for reducing incidents of fly-tipping, litter and dog fouling, and the subsequent issuing of Fixed Penalty Notices for such offences, has commenced. A number of initiatives are also planned to achieve this overall objective which will include themed targeted campaigns, and joint initiatives involving other enforcement agencies and Housing Associations.

**Key Performance Indicators**

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q2 Actual	Q2 Progress	Direction of travel
CE LI 09	Residual household waste per household.	578 Kgs	593 Kgs	290 Kgs		
CE LI 10	Household waste recycled and composted.	42.00%	42.00%	47.00%		
CE LI 11	Satisfaction with the standard of cleanliness and maintenance of parks and green spaces.	N / A (Survey was not undertaken in 2015/16)	92.00%	N / A	N / A	N / A
CE LI 12	Improved Local Biodiversity – Active Management of Local Sites.	50.94%	56.00%	N / A	N / A	N / A

**Supporting Commentary**CE LI 09

This is a cumulative figure however, estimated performance in Q2 is in line with the corresponding period from last year and indications are that this target will be met.

CE LI 10

This is an estimated figure but performance in Q2 is higher than the corresponding period from last year and indications are that this target will be met.

CE LI 11











Question to go in next Halton 2000 survey.

CE LI 12

Figure not available until Q4.

### Development and Investment Services

#### Key Objectives / milestones

Ref	Milestones	Q2 Progress
EEP 01a	Commence development of Beyer Site by - <b>March 2017</b> .	
EEP 01b	Complete Asset Review by – <b>June 2016</b> .	
EEP 01c	Complete Widnes Market Hall refurbishment by - <b>March 2017</b> .	
EEP 01d	Complete Phase 1 of Fairfield Primary by - <b>March 2017</b> .	
EEP 01e	Start Term Contracts by – <b>June 2016</b> .	
EEP 03a	Refresh Markets Business Plan <b>by September 2016</b>	
EEP 03b	Establish Service Level Agreement with third sector regarding external funding provision by June 2016	
EEP 03c	Develop a charging policy for business and funding support <b>by September 2016</b>	
EEP 03d	Completion of Tech Space Development (SciTech Daresbury) <b>by September 2016</b>	
EEP 03e	Complete site preparation Eastern Plots (SciTech Daresbury) <b>by September 2016</b>	

#### Supporting Commentary

##### EEP 01a

Achieved. Training is based around a needs analysis using Observation of Teaching and Learning areas for improvement and as well as workshops and training days now incorporates peer exchange group drop in sessions and individual support where appropriate.

##### EEP 01b

Matrix accreditation achieved 23rd March 2016. Preparation for the annual review is now underway to ensure that any key actions/recommendations have been completed. An asset review has been completed. The review outlined levels of occupancy and use in Council buildings. The review is informing the Council's agile working policy.

##### EEP 01c

Works delayed due to no tenders being returned for roofing work. To be re-tendered for a start in early 2017.

##### EEP 01d

Phase 1 complete September 2016.

##### EEP 01e

Complete and contractors appointed.

##### EEP 03a

Market business plan was updated in June 2016.



**EEP 03b**

Work is being done via the Funding Update Group to renew the Funding Protocol between HBC (External Funding, Community Development, Sports Development and the VCA); all partners to sign the protocol which focuses on complementarity in service delivery.

**EEP 03c**

A report is currently being prepared and a draft will be available by Christmas 2016.
















**EEP 03d**

Tech Space 2 is complete with occupiers and Tech Space 1 is only 2 weeks behind schedule for completion early October.

**EEP 03e**

Works were expected to commence in May 2016, however due to delays to the previous programme this has not been possible. Work is now due to commence early in 2017. S278 and S38 are still required before works can commence.

**Key Performance Indicators**

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q2 Actual	Q2 Progress	Direction of travel
EEP LI 01	Greenhouse gas (GHG) emissions indicator (Tonnes CO2E).	21,124 tonnes CO2e (actual 14/15)	19,675 tonnes CO2e	19,874 tonnes CO2e (actual 15/16)		
EEP LI 02	Occupancy of HBC industrial Units	TBC	90.00%	89%		
EEP LI 03	Occupancy of Widnes Market Hall	TBC	95.00%	79%		
EEP LI 14	Number of inward investment enquiries per annum.	174	250	69		
EEP LI 15	Inward investment enquiry conversion rate per annum (%)	N / A	10%	14% (N=10)		
EEP LI 16	Land developed for regeneration / housing (acres)	19	10	N / A	N / A	N / A
EEP LI 17	Land prepared for regeneration (acres)	30	30	N / A	N / A	
EEP LI 18	Number of funding enquiries per annum	94	60	55		
EEP LI 19	% of successful funding bids	80%	70%	80%		

**Supporting Commentary****EEP LI 01**

The figures are only produced on an annual basis. The figures for 2015/16 show an overall decrease in emissions of 5.9% since 2014/15 and are 4.9% below the target for the year.

The overall emissions of 19,874 tonnes is broken down into the following five categories:-

- School Buildings 7730t
- Corporate buildings 5781t
- Unmetered supply 4637t
- Fleet Transport 1370t, Business Mileage 356t

There was a reduction in emissions across all areas other than fleet transport which saw a 15.7% increase. Street Lighting had the largest annual reduction in the amount of 12%. The target for 2016/17 has now been revised to 19,675 tonnes CO<sub>2</sub>e. The annual figure for this indicator is a year behind and therefore only reported in the following year.

#### EEP LI 02

The occupancy of all of industrial units is 89%:

- Oldgate – 100% -18 units
- Marshgate – 71% - 7 units (5 occupied, however, soon to be 6 units)
- Dewar Court – 86% - 21 units (18 occupied)

#### EEP LI 03

The retail market continues to struggle during an economic recession and in the face of competition from online retail. The number of stall applications received this year has declined slightly. During the period 1<sup>st</sup> January 2016 to 30<sup>th</sup> September 2016 27 applications have been received, down from 28 during the corresponding time period in 2015. In 2014 43 applications were received during the same time period.

#### EEP LI 14

The number of inward investment projects currently exceeds target.

#### EEP LI 15

The number of conversions currently exceeds target.

#### EEP LI 16

This figure is cumulative and will be provided on an annual basis. However, there are several schemes in the pipeline.

#### EEP LI 17

This figure is cumulative and provided on an annual basis. However, there are 4 sites currently being developed and it is anticipated that the target will be met.







#### EEP LI 18

Funding enquiry numbers remain buoyant, with 55 already received in the first two quarters of the year; 25 of the new enquiries were received in Quarter 2. Of the 55 new enquiries received in 16-17 to date, 14 have been referred on to other departments/services.

#### EEP LI 19

The % of successful bids remains at 80; this is largely due to a more strategic approach to funding applications, ensuring where possible that the most appropriate bids are submitted.

**Housing Strategy****Key Performance Indicators**

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q2 Actual	Q2 Progress	Direction of travel
CCC4	The % of households accepted as statutorily homeless who were accepted as statutorily homeless by Halton within the last 2 years	0	0	0		
CCC5	Number of households living in Temporary Accommodation	15	17	2		
CCC6	Households who considered themselves as homeless, who approached the LA housing advice service, and for whom housing advice casework intervention resolved their situation (the number divided by the number of thousand households in the Borough)	5.1	5.5	0.76		

**Supporting Commentary****CCC4**

The Authority places strong emphasis upon homelessness prevention and achieving sustainable outcomes for clients.

The Authority will continue to strive to sustain a zero tolerance towards repeat homelessness within the district and facilitate reconnection with neighbouring authorities.

**CCC5**

Trends indicate a National and Local

Increase in homelessness. This will have an impact upon future service provision, including temporary accommodation placements. The changes in the TA process and amended accommodation provider contracts, including the mainstay assessment, has had a positive impact upon the level of placements.

The Housing Solutions Team takes a proactive approach to preventing homelessness. There are established prevention measures in place and that the Housing Solutions team fully utilise, and continue to promote all service options available to clients.

The emphasis is focused on early intervention and empowerment to promote independent living and lifestyle change.

**CCC6**

The Housing Solutions Team promotes a community focused service, with emphasis placed upon homeless prevention. The officers now have a range of resources and options to offer clients threatened with homelessness and strive to improve service provision across the district. Due to the early intervention and proactive approach, the officers have continued to successfully reduce homelessness within the district.

## 7.0 Financial Statement

### Policy, Planning & Transportation

#### Revenue Budget as at 30<sup>th</sup> September 2016

	Annual Budget	Budget To Date	Actual To Date	Variance to Date (Overspend)
	£'000	£'000	£'000	£'000
<b><u>Expenditure</u></b>				
Employees	4,271	2,136	2,041	95
Other Premises	213	69	69	0
Contracted Service	241	117	117	0
Supplies & Services	197	152	151	1
Street Lighting	1,901	951	809	142
Highways Maintenance	2,254	1,131	1,131	0
Bridges	99	1	1	0
Fleet Transport	1,201	489	488	1
Lease Car Contracts	316	90	90	0
Bus Support – Hopper Tickets	184	104	104	0
Bus Support	574	338	338	0
Out of Borough Transport	51	0	0	0
Finance Charges	145	96	96	0
Grants to Voluntary Organisations	68	34	34	0
Contribution to Reserves	223	223	223	0
NRA Levy	61	61	61	0
<b>Total Expenditure</b>	<b>11,999</b>	<b>5,992</b>	<b>5,753</b>	<b>239</b>
<b><u>Income</u></b>				
Sales	-415	-136	-139	3
Planning Fees	-541	-271	-206	(65)
Building Control Fees	-205	-102	-106	4
Other Fees & Charges	-533	-424	-424	0
Rents	-8	-4	-1	(3)
Grants & Reimbursements	-498	-246	-246	0
Government Grant Income	-7	-7	-6	(1)
Efficiency Savings	-60	0	0	0
Schools SLAs	-41	-41	-47	6
Capital Salaries	-312	0	0	0
Transfers from Reserves	-100	0	0	0
<b>Total Income</b>	<b>-2,720</b>	<b>-1,231</b>	<b>-1,175</b>	<b>(56)</b>
<b>Net Operational Expenditure</b>	<b>9,279</b>	<b>4,761</b>	<b>4,578</b>	<b>183</b>
<b><u>Recharges</u></b>				
Premises Recharges	858	362	362	0
Transport Recharges	512	205	205	0
Central Recharges	1,584	792	792	0
Borrow to Save Cost	281	281	281	0
Transport Recharge Income	-3,358	-1,500	-1,500	0
Central Recharge Income	-925	-351	-351	0
<b>Net Total Recharges</b>	<b>-1,048</b>	<b>-211</b>	<b>-211</b>	<b>0</b>
<b>Net Department Expenditure</b>	<b>8,231</b>	<b>4,550</b>	<b>4,367</b>	<b>183</b>

**Comments on the above figures**

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

Salaries are under budget due to vacancies within the newly reorganised Highways department and the Traffic area. These vacancies are currently being filled and it anticipated all vacancies will be filled by the end of the year.

Street lighting is currently under budget, this is due to a new supplier contract and the impact of the LED replacement programme. This area has proposed savings items for the following year due to these factors.

The above budget increase in sales is mainly due to income generated within the Logistics area for fuel sales etc. This is expected to be just above budget throughout the year; however MOT sales are still lower than average due to depot location still not being 100% reachable due to Mersey Gateway road works.

The above budget increase in Schools SLAs also includes the Health & Safety SLAs agreed to other bodies outside of the authority such as Mersey Gateway and some Academy Schools.

Planning income is currently underachieving for this point in the year; there is a possibility that the planning income target for the year will be missed.

Building control has only just achieved its target for this point in the year; this is expected to be just within budget by the end of the year.

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

**Policy, Planning & Transportation****Capital Projects as at 30<sup>th</sup> September 2016**

<b>Capital Expenditure</b>	<b>2016/17 Capital Allocation £'000</b>	<b>Allocation to Date £'000</b>	<b>Actual Spend £'000</b>	<b>Total Allocation Remaining £'000</b>
<b><u>Local Transport Plan</u></b>				
<b>Bridges &amp; Highway Maintenance</b>				
Bridge Assess, Strength & Maintenance	1,899	350	349	1,550
Road Maintenance	1,534	120	116	1,418
<b>Total Bridge &amp; Highway Maintenance</b>	<b>3,433</b>	<b>470</b>	<b>465</b>	<b>2,968</b>
<b>Integrated Transport</b>	<b>736</b>	<b>70</b>	<b>68</b>	<b>668</b>
<b>STEP schemes</b>	<b>670</b>	<b>5</b>	<b>5</b>	<b>665</b>
<b>Hale Rd Bus Priority Route</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>150</b>
<b>Total Local Transport Plan</b>	<b>4,989</b>	<b>545</b>	<b>538</b>	<b>4,451</b>
<b><u>Halton Borough Council</u></b>				
Street Lighting	245	125	126	119
Lighting Upgrades	2,506	155	156	494
Peel House Lane Roundabout	101	0	0	101
Risk Management	125	0	1	124
Fleet Vehicles	2,959	350	370	2,589
<b>Total Halton Borough Council</b>	<b>5,936</b>	<b>630</b>	<b>653</b>	<b>3,427</b>
<b>S106 Funded Schemes</b>	<b>256</b>	<b>0</b>	<b>0</b>	<b>256</b>
<b>Total Capital Expenditure</b>	<b>11,181</b>	<b>1,175</b>	<b>1,191</b>	<b>8,134</b>

**Comments on the above figures**

The second stage of the STEP (Sustainable Transport Enhancement Package) programme and the Hale Road Bus Priority Route has started. Spend is anticipated from quarter 3 onwards.

Works relating to the Silver Jubilee Bridge Major Maintenance have commenced and spend has been realised from this quarter and is expected to fully spend all allocations by the end of the year.

Peel House Lane Roundabout Cemetery Works will commence once the cemetery works are near completion.

Risk Management currently have commitments of 9.5k for works completed but yet to be invoiced from the supplier. Spend on Widnes North CCTV project has begun and spend will be realised from quarter 3 onwards.

**Community & Environment Department****Revenue Budget as at 30 September 2016**

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance To Date (overspend) £'000
<b><u>Expenditure</u></b>				
Employees	13,770	6,857	6,918	(61)
Other Premises	2,087	1,195	1,176	19
Supplies & Services	1,733	903	869	34
Book Fund	170	85	86	(1)
Hired & Contracted Services	1,159	390	372	18
Food Provisions	608	351	344	7
School Meals Food	2,059	767	753	14
Transport	59	27	23	4
Other Agency Costs	557	204	105	99
Waste Disposal Contracts	5,119	1,050	1,094	(44)
Grants To Voluntary Organisations	254	116	102	14
Grant To Norton Priory	172	86	88	(2)
Open Space Projects	70	51	51	0
Transfers To Reserves	133	0	0	0
Capital Financing	30	25	20	5
<b>Total Expenditure</b>	<b>27,980</b>	<b>12,107</b>	<b>12,001</b>	<b>106</b>
<b><u>Income</u></b>				
Sales Income	-2,410	-1,207	-1,114	(93)
School Meals Sales	-2,179	-901	-930	29
Fees & Charges Income	-5,141	-3,094	-2,986	(108)
Rents Income	-267	-204	-211	7
Government Grant Income	-1,186	-754	-754	0
Reimbursements & Other Grant Income	-643	-301	-301	0
Schools SLA Income	-83	-77	-80	3
Internal Fees Income	-194	-53	-46	(7)
School Meals Other Income	-2,350	-2,198	-2,223	25
Catering Fees	-187	-94	-31	(63)
Capital Salaries	-53	-13	-19	6
Open Space Projects	-70	-21	-21	0
Transfers From Reserves	-75	-67	-67	0
<b>Total Income</b>	<b>-14,838</b>	<b>-8,984</b>	<b>-8,783</b>	<b>(201)</b>
<b>Net Operational Expenditure</b>	<b>13,142</b>	<b>3,123</b>	<b>3,218</b>	<b>(95)</b>
<b><u>Recharges</u></b>				
Premises Support	1,915	934	934	0
Transport Recharges	1,942	825	825	0
Departmental Support Services	9	0	0	0
Central Support Services	2,481	1,280	1,280	0
HBC Support Costs Income	-447	-140	-140	0
<b>Net Total Recharges</b>	<b>5,900</b>	<b>2,899</b>	<b>2,899</b>	<b>0</b>
<b>Net Department Expenditure</b>	<b>19,042</b>	<b>6,022</b>	<b>6,117</b>	<b>(95)</b>

**Comments on the above figures:**

The net department budget is £95,000 over budget profile at the end of the second quarter of the 2016/17 financial year.

Employee expenditure is over budget to date mainly due to staff savings targets for the period not being achieved in full. Staff turnover savings target for the year is £553,060 which will be difficult to achieve but will be monitored closely. Agency spend in Open Spaces has now ceased with all vacancies now filled.

Other Agency costs are £99,000 under budget profile as many Area Forum projects have not yet started. There is currently £117,000 committed to projects with £239,000 unallocated budget across all Area Forums.

Waste disposal contracts will face a significant change this year. October introduces the new contract agreements and it is expected that significant increases in spend will occur, however work has already been undertaken to reduce the impact of this. Currently this budget is over budget profile and will remain a pressure to be closely scrutinised throughout the year.

Sales income, Fees & Charges and Internal Catering Fees across the Department collectively continue to struggle to achieve agreed budgets for the year. Last year income for these specific areas underachieved by over £500,000, although this was partially offset by other income streams. As targets increase year on year they become increasingly difficult to attain, therefore budgets are closely monitored and if necessary budgets will be realigned where possible.

Conversely there are some income streams that are performing well. Income relating to the collection of green waste has already overachieved by over £60,000 against its budget. Brindley income is up by 7% compared to the same stage last year and the newly acquired Leisure Centres are also currently overachieving by £ 14,000 to date. This will go some way to offset the departmental overspends.

Based on current spend patterns it is estimated the year end outturn for the department will show an overspend position of approximately £200,000. Expenditure will be closely monitored for the remainder of the year and the outturn position will be updated accordingly.



**Community & Environment Department****Capital Projects as at 30<sup>th</sup> September 2016**

	2016-17 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Total Allocation Remaining £'000
Stadium Minor Works	280	200	194	86
Leisure Centres Refurbishment	275	267	267	8
Widnes Recreation Site	156	60	51	105
Norton Priory	2,830	2,760	2,759	71
Norton Priory Biomass Boiler	107	0	0	107
Children's Playground Equipment	65	0	1	64
Landfill Tax Credit Schemes	340	0	0	340
Upton Improvements	13	0	0	13
The Glenn Play Area	64	30	26	38
Runcorn Hill Park	210	120	118	92
Crow Wood Park Play Areas	35	0	2	33
Open Spaces Schemes	200	50	51	149
Peelhouse Lane Cemetery	105	0	1	104
Peelhouse Lane Cemetery –Enabling Works	46	35	35	11
Litter Bins	20	10	11	9
<b>Total</b>	<b>4,746</b>	<b>3,532</b>	<b>3,516</b>	<b>1,230</b>

**Comments on the above figures:**

The Leisure Centre Refurbishment project is now complete; with spend within the capital allocation.

The Widnes Recreation project has now been completed, although there are still a number of payments due in respect of retention payments. Again, it is anticipated that spend will remain within budget.

The Norton Priory "Monastery To Museum" project commenced on-site in August 2015, and is now substantially completed. Spend is projected to be within the capital allocation. Total Heritage Lottery funding amounts to £3.9M over the course of the project.

The allocation for Landfill Tax Credit Schemes serves to match fund various open spaces projects, currently including The Glenn, Runcorn Hill, and Spike Island/Sankey Canal.

The allocation for Upton Improvements is required for final account/contract claim payments.

Works on the Glenn play area are now largely complete, with expenditure to show in the third quarter's financial report. Spend will be within budget.

The Runcorn Hill project is 3.5 years into a 5 year programme. The main capital works (Café building/pond/path/boundary works) are largely completed, with some additional path and boundary work to complete.

The allocation for Open Spaces Schemes funds a variety of small landscape improvement and play schemes. Spend will be within available funding for the year.

The Peel House Cemetery and Enabling Works was delayed due to planning issues. It is anticipated that the initial earthworks will now commence in December 2016.

**Economy Enterprise & Property****Revenue Budget as at 30 September 2016**

	Annual Budget  £'000	Budget To Date  £'000	Actual To Date  £'000	Variance to Date  (Overspend) £'000
<b><u>Expenditure</u></b>				
Employees	4,523	2,172	2,217	(45)
Repairs & Maintenance	2,561	802	800	2
Premises	49	43	43	0
Energy & Water Costs	644	247	233	14
NNDR	544	507	471	36
Rents	354	259	257	2
Economic Regeneration Activities	49	4	4	0
Supplies & Services	2,071	705	684	21
Grants to Non Voluntary Organisations	232	191	191	0
<b>Total Expenditure</b>	<b>11,027</b>	<b>4,930</b>	<b>4,900</b>	<b>30</b>
<b><u>Income</u></b>				
Fees & Charges	-289	-135	-137	2
Rent – Markets	-779	-387	-389	2
Rent – Industrial Estates	-49	-49	-112	63
Rent – Investment Properties	-855	-406	-415	9
Transfer to /from Reserves	-1,284	-828	-828	0
Government Grant – Income	-2,033	-671	-671	0
Reimbursements & Other Income	-185	-95	-98	3
Recharges to Capital	-224	-43	-18	(25)
Schools Sla Income	-507	-470	-471	1
<b>Total Income</b>	<b>-6,205</b>	<b>-3,084</b>	<b>-3,139</b>	<b>55</b>
<b>Net Operational Expenditure</b>	<b>4,822</b>	<b>1,846</b>	<b>1,761</b>	<b>85</b>
<b><u>Recharges</u></b>				
Premises Support Costs	1,920	942	942	0
Transport Support Costs	18	8	8	0
Central Support Service Costs	2,066	1,035	1,035	0
Repairs & Maintenance Recharge Income	-2,703	-1,351	-1,351	0
Accommodation Recharge Income	-2,897	-1,449	-1,449	0
Central Support Service Recharge Income	-1,995	-974	-974	0
<b>Net Total Recharges</b>	<b>-3,591</b>	<b>-1,789</b>	<b>-1,789</b>	<b>0</b>
<b>Net Department Expenditure</b>	<b>1,231</b>	<b>57</b>	<b>-28</b>	<b>85</b>

**Comments on the above figures**

Economy Enterprise & Property Departmental budget is projected to be under budget at year end. The under spend in the main due to the following.

The negative variance on employee costs is mainly in relation to the School Cleaning service. The service is SLA led and therefore a full service needs to be provided at all times. As a result, variations within the level of contracted staff employed and the demand for use of casual staff has increased this quarter. Furthermore there are few vacancies within the Department that can be used to offset the savings targets.

NNDR expenditure is below budget due to the revaluation of a number of Council Properties and the Council has received a repayment of previous years NNDR payments.

In order to ease budget pressures spending will be restricted in-year on Supplies & Services, for the year to date spend is £21,000 less than forecast.

The delay in the sale of the Oldgate, Marshgate and Dewar Court industrial estates has meant rental income is above the budgeted target for the year to date. Investment Properties rental income has remained constant and generated income remains above set targets. This is due to a minimal change in the occupancy rates.

Although Market Hall rental income is above budget at the end of this quarter, there has been a decrease in the level of income as a result of tenants vacating the stalls. Action is in place to promote the Market and increase tenancy occupancy.

Conditions relating to capital grants has meant there is reduced scope to recharge staffing costs to certain projects which will have an impact in reaching budgeted capital salary income.

Under the current financial situation, every effort will be made to ensure that expenditure on controllable budgets is kept to a minimum within the Department, it is forecast net spend at year end will be below the annual budget.

**Economy Enterprise & Property****Capital Projects as at 30 September 2016**

<b>Capital Expenditure</b>	<b>2016/17 Capital Allocation £'000</b>	<b>Allocation to Date £'000</b>	<b>Actual Spend £'000</b>	<b>Total Allocation Remaining £'000</b>
Castlefields Regeneration	179	14	14	165
3MG	2,809	249	249	2,560
Former Crossville Depot	2,618	1,000	808	1,810
Johnsons Lane Infrastructure	302	0	0	302
Decontamination of Land	6	0	0	6
Sci- Tech Daresbury	10,953	8,000	7,845	3,108
Police Station Demolition	341	219	288	53
Travellers Site Warrington Road	48	0	0	48
Widnes Town Centre Initiative	16	0	0	16
Widnes Carpark, 29-31 Moor Lane & Land at Halebank	235	0	0	235
Equality Act Improvement Works	150	0	0	150
Advertising Screen at The Hive	100	0	0	100
Signage at The Hive	100	0	0	100
Widnes Market Refurbishment	1,052	0	30	1,022
<b>Total Capital Expenditure</b>	<b>18,909</b>	<b>9,482</b>	<b>9,234</b>	<b>9,675</b>

**Comments on the above figures.**

**Castlefields Regeneration** – Negotiations are on-going to settle the final CPO as part of the Castlefields project although final settlement may slip into the following financial year.

**Sci-Tech Daresbury** – The current phase of works is reaching completion. Tech Space 1 is currently in fit out and due to complete on 17th October. Once this is complete the lease to Daresbury Science and Innovation Campus LLP will be completed.

**3MG** - Alstom are now on site, they have completed the majority of the earthworks and the steel is being erected and they are on target to open in May 2017 with the land sale to Alstom for the first phase will complete in October 2016.

**Market Refurbishment** – Indoor lighting completed on site, outside lighting is still on-going. Re-roofing works to be re-tended Oct/Nov 16 with a view to starting on site Jan 2017, anticipated completion June 17. External work, new market office and agile work areas to follow re-roofing works.

**Former Crossville Depot** – Work has commenced on site. Currently undertaking the groundworks.

**Commissioning & Complex Department****Revenue Budget as at 30th September 2016**

	Annual Budget  £'000	Budget To Date  £'000	Actual To Date  £'000	Variance to Date  (Overspend) £'000
<b><u>Expenditure</u></b>				
Employees	6,282	3,120	3,047	73
Other Premises	243	129	139	(10)
Supplies & Services	342	176	190	(14)
Other Agency Costs	620	297	295	2
Transport	190	95	77	18
Contracts & SLAs	151	87	89	(2)
Emergency Duty Team	94	47	48	(1)
Payments To Providers	3,031	1,024	1,024	0
<b>Total Expenditure</b>	<b>10,953</b>	<b>4,975</b>	<b>4,909</b>	<b>66</b>
<b><u>Income</u></b>				
Sales & Rents Income	-198	-130	-147	17
Fees & Charges Income	-232	-116	-77	(39)
Reimbursements & Other Grant Income	-492	-181	-190	9
CCG Contribution To Service	-360	-133	-86	(47)
Transfer From Reserves	-1,351	0	0	0
<b>Total Income</b>	<b>-2,633</b>	<b>-560</b>	<b>-500</b>	<b>-60</b>
<b>Net Operational Expenditure</b>	<b>8,320</b>	<b>4,415</b>	<b>4,409</b>	<b>6</b>
<b><u>Recharges</u></b>				
Premises Support	236	118	118	0
Transport	390	195	214	(19)
Central Support Services	1,088	521	521	0
Internal Recharge Income	-649	-269	-269	0
<b>Net Total Recharges</b>	<b>1,065</b>	<b>565</b>	<b>584</b>	<b>(19)</b>
<b>Net Department Expenditure</b>	<b>9,385</b>	<b>4,980</b>	<b>4,993</b>	<b>(13)</b>

**Comments on the above figures**

Net departmental expenditure is currently £13,000 above budget profile at the end of the second quarter of the financial year.

Employee costs are currently £73,000 below budget profile. This results from savings made on vacant posts above the targeted staff savings level of £300,000. The majority of these savings have been made within Day Services and Mental Health Services. Most of these posts were recruited to in the first two quarters of the financial year, and it is not anticipated that the level of savings above target will continue for the remainder of the year.

Premises expenditure is currently running above budget profile by £10,000. This budget will be monitored carefully during the year, given that the winter months will bring additional pressures on utility costs, and remedial action will be taken if necessary to ensure a balanced budget at year-end.

Income for the year to date is less than the budgeted income target. The income above target in relation to sales and rents relates to trading services provided by Day Services, which continue to perform well.

However, income from charging service users for transport costs is significantly below target, resulting in a projected under-achievement of Fees and Charges income in the region of £60,000 for the year. Income received from the Clinical Commissioning Group also remains a concern.

This income relates to Continuing Health Care funded packages within Day Services and the Supported Housing Network. The income received is dependent on the nature of service user's care packages. The shortfall is currently projected to be £90,000 for the year.

At this stage in the financial year, it is anticipated that net spend for the year will be in excess of the annual budget by approximately £25,000.

### **Commissioning & Complex Department**

#### **Capital Projects as at 30th September 2016**

<b>Capital Expenditure</b>	<b>2016/17 Capital Allocation £'000</b>	<b>Allocation to Date £'000</b>	<b>Actual Spend £'000</b>	<b>Total Allocation Remaining £'000</b>
ALD Bungalows	299	0	0	299
Bredon Reconfiguration	356	7	7	349
Grangeway Court Refurbishment	343	200	193	150
Community Capacity Grant	57	0	0	57
<b>Total Capital Expenditure</b>	<b>1,055</b>	<b>207</b>	<b>200</b>	<b>855</b>

#### **Comments on the above figures.**

Building work on the ALD Bungalows is expected to be completed within the financial year, with spend to match allocation.

The Bredon Reconfiguration project is funded from previous year's Adult Social Care capital grant. Spend for the year is anticipated to be within the capital allocation.




Work to refurbish Grangeway Court is currently underway, and it is expected that the works will be completed within the calendar year. At this stage it is anticipated that total expenditure will remain within the capital allocation.

The Community Capacity Grant allocation represents unspent grant funding from previous financial years, which is available to fund new capital projects, or augment existing capital allocations.





## 8.0 Application of Symbols

Symbols are used in the following manner:

### Progress Symbols

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

### Direction of Travel Indicator

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

## Implementation of High Risk Mitigation Measures (Environment & Urban Renewal PPB) – Quarter 2 to 30<sup>th</sup> September 2016

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

### Business Area – Policy Planning and Transportation

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

### Progress update

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

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

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

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



## Implementation of High Risk Mitigation Measures (Environment & Urban Renewal PPB) – Quarter 2 to 30<sup>th</sup> September 2016

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

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

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

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

### Business Area – Community and Environment

Assessment of current risk				Impact (Severity)	Likelihood (Probability)	Score (I x L)		
1	Unwillingness of public to participate in Council recycling services or comply with Council policies will result in increased costs being incurred.			4	3	12		
Risk control measure(s)			Lead Officer	Timescale Review	Residual Impact	Residual Likelihood	Residual Score	
1a	Produce a Waste Prevention Plan to set out initiatives to help reduce the amount of waste produced in Halton.			Jimmy Unsworth /	Quarterly	4	2	8
1b	Ensure sufficient resources are in place to deliver comprehensive community engagement, education and promotional campaigns							
1c	Work closely with officers from other Council Departments, external organisations and community groups to deliver projects to encourage residents to participate in Council waste recycling and waste reduction schemes and initiatives.							
1d	Consideration of policies and initiatives to incentivise and encourage residents to participate in Council recycling services and initiatives.							

## Implementation of High Risk Mitigation Measures (Environment & Urban Renewal PPB) – Quarter 2 to 30<sup>th</sup> September 2016

### Progress update

The current Waste Prevention Plan is being reviewed and updated to ensure that it remains fit for purpose. The Plan indicates the actions that the Council will take with regard to reducing the amount of waste produced by households and sets out specific waste prevention, reduction and re-use initiatives. It also highlights the need for effective communications and awareness raising to encourage behaviour change.

Following a staffing restructure, an additional Community Engagement Officer was appointed in April 2016 to help support the Council Council's educational, promotional and awareness raising initiatives, and to increase the Council's capacity for directly engaging with householders, schools, local community groups and partner organisations.

The Council's Household Waste and Recycling Collection Policy was updated in February 2015. The Policy sets out the Council's approach to reducing waste levels in Halton and the services it will provide to encourage waste minimisation and increased recycling. Key to achieving this is a restriction on the amount of residual waste that the Council will collect from each household.

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

**DATE:** 8<sup>th</sup> February 2017

**REPORTING OFFICER:** Strategic Director, Enterprise, Community & Resources

**PORTFOLIO:** Transportation

**SUBJECT:** Proposed waiting restrictions around Runcorn Hill

**WARDS:** Heath

## **1.0 PURPOSE OF REPORT**

- 1.1 To report on consultation that has been carried out on the proposal to introduce waiting restrictions on parts of Park Road, Highlands Road, Campbell Avenue and Heath Park Grove in Runcorn near to Runcorn Hill Park, in order to address parking congestion and recommend a way forward.

## **2.0 RECOMMENDATION**

**It is recommended that:**

**This Board supports the proposal to make an Order to introduce at “At Any Time” waiting restrictions on parts of Park Road, Highlands Road, Campbell Avenue and Heath Park Grove in Runcorn as shown in Appendix ‘B’ and defined in Appendix ‘C’ and that the report be submitted to the Executive Board for its consideration.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 Following the recent improvements to Runcorn Hill Park, several complaints have been received about problems caused by parked vehicles from residents living on adjacent roads. These complaints have come directly from residents and via their elected members, as well as from PCSOs, who were complaining on behalf of residents and the police. Also, three letters were received from residents in April 2016 supporting the principle of installing parking restrictions in order to resolve parking problems.
- 3.2 The complaints have been about:
- congestion caused by vehicles double parking (i.e. parking on both sides of the road) which could block access for residents and for emergency vehicles;
  - dangers to children crossing from the café to the park (again because of double parking); and
  - blocked accesses to residential properties.
- 3.3 On the park side of these roads, there is no footway apart from a very small length towards the northern end of Highlands Road. In fact, there is no footway on either side

of Highlands Road between Park Road and Heath Park Grove. This lack of footways only exacerbates the potential for conflicts between pedestrians and vehicles. On the sides of the roads where there are houses, there are footways which help improve visibility of pedestrians.

- 3.4 During preliminary discussions between residents, local councillors and Council officers, problems with drivers parking across driveways, particularly on Park Road, were raised. It was agreed that 'H' bar markings would be installed across driveways, where wanted, in order to keep accesses clear (this request to provide 'H' bars was received via local councillors). Due to the delays in implementing any parking restrictions, these 'H' bar markings have already been installed for all driveways on Park Road between Campbell Avenue and Highlands Road.
- 3.5 Since the opening of the café and the redevelopment of Runcorn Hill in August 2015, the complaints about parking problems have increased and, given the increased usage of the area, these complaints appear to be justified. The letters received in April 2016 have raised other issues as follows:
- *the placing of a residents only sign at the southern end of Highlands Road adjacent to the prefabricated homes*– an advisory sign saying “Access to properties only” has been erected by the Council to discourage general parking on the southern section of Highlands Road
  - *fencing around the field opposite the café* – the complainant has requested additional fencing but this goes against the design principles for the area. The Heritage Lottery Funded re-designed layout for the Park has a ditch along the boundary of the field opposite the café and additional fencing isn't required. The path layout, together with placement of boulders indicates the safe route across the road for pedestrians, removing the need for fencing.
  - *signs displaying children crossing* – two signs are being provided on Highlands Road in the vicinity of the café
  - *restricted speed signs*– these are being requested for the area which is already restricted to 30 mph, therefore additional signs are not permitted but the area will be monitored, if the waiting restrictions are implemented
  - *direction signs directing traffic to other car parking areas, away from the café and residents' area* – these have been provided and additional signs will be provided in the vicinity of the northern parking area when the alterations to create additional parking are completed.
  - *opening up the extra parking at the café and the park* – the parking adjacent to the café is now open (it was delayed due to establishment of the reinforced grass which was weather/season dependant); the old car park has been closed and is only suitable for large events, when it would be manned, this is due to poor visibility entering and leaving the car park. Also, its location adjacent to the playground makes it less suitable for public use. Alterations to the changing room car park (accessed from Heath Road South) will be completed in time for the February half term break. This car park, which offers 20 spaces, will then be open at peak times (school holidays and weekends throughout the summer months) instead of only when the football pitches are in use. (Please refer to the Plan in Appendix E for more detail).

- 3.6 Plans are currently being drawn up for improved and expanded car parking facilities at

the north end of Highlands Road close to the original Runcorn Hill Park car park. Subject to funding, the additional facilities could be in place by the Summer of 2018. This car park would accommodate at least 30 cars. The café will be visible from this new parking area, which should encourage its use. In the meantime, due to the large number of residential properties in the area, who use on street parking, it is hoped that the parking restrictions could help to encourage visitors to the park to use more sustainable means of transport, such as walking and cycling.

- 3.7 Ward councillors have been consulted and fully support the proposed restrictions. Cheshire Police have been consulted and raised no objections; the local PSCO has agreed to enforce the restrictions.
- 3.8 The proposals for waiting restrictions, as shown in Appendix A, were the subject of formal public consultation in September 2016 and 15 objections were received from residents of Highlands Road and members of Runcorn & District Scale Model Boats Group. A summary of the objections is included in Appendix D.
- 3.9 Following the objections, an officer from the Council met with some of the residents from Highlands Road, to explain the proposals and discuss their objections. The main points raised are as follows:
1. Lack of parking for houses with no off-street parking
  2. Insufficient car parking for the Runcorn Hill Park
  3. Request for a residents parking scheme.

Officer responses to the comments are as follows:

1. It is acknowledged that parking is limited for properties with no off-street parking, but there is no statutory right to be able to park on the highway outside a property. However, in view of the objections, it is now proposed that the original proposal be amended, as shown in Appendix B to reduce the impact for residents on Highlands Road. If approved, the situation will be monitored to assess the impact of the amendment and to determine whether further action is necessary.
  2. Additional parking has been and will be provided for Runcorn Hill (as para 3.6 above). In addition, extra signage to the car parks has been provided in the area to direct visitors to the car parks.
  3. It is current policy not to have residents parking. This was the subject of a report to this Policy & Performance Board on 16<sup>th</sup> September 2009; the situation has not changed since that date.
- 3.10 There were eight objections from Runcorn & District Scale Model Boats Group which are mainly objecting to reduced availability of parking near the lake, as some members have mobility issues and hence feel that their access to the lake would be restricted. Also, due to the proposed restrictions, they feel that it will make tenure of the existing buildings next to the lake and use of the lake impossible. They also say that refurbishment of the former air raid shelter as a workshop may not proceed. These, unfortunately, are not grounds for objection and cannot be considered. However, additional parking is to be made available with access from Heath Road South that can be used by members of the Model Boat Group and if the members have a Blue Badge then, providing they are not causing an obstruction, they can stop on the double yellow

lines for up to three hours. Therefore, it is felt that the impact of the restrictions will be minimal for members of the Model Boat Group.

- 3.11 The proposed revisions to the restrictions should, through adequate enforcement by the police, help to keep the areas clear of parked vehicles and ensure access to the area is maintained. Drg. No. 2016-001A in Appendix 'B' indicates the proposed restrictions.

There is a risk that removal of the parking could result in an increase in speeds, but as stated above this will be monitored and speed surveys are to be carried out in the near future (before implementation of any restrictions).

#### **4.0 POLICY IMPLICATIONS**

- 4.1 None.

#### **5.0 FINANCIAL IMPLICATIONS**

- 5.1 The total cost of introducing the requested waiting restrictions would be approximately £700. This would be funded through annual traffic management revenue allocations.

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

- 6.1 Children & Young People in Halton  
The implementation of waiting restrictions should serve to reduce the amount of parking along lengths of road frequented by children.
- 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  
The proposed waiting restrictions will serve to prevent obstruction and protect sightlines for all road users.
- 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 is a variable and uncertain road safety risk associated with not introducing these proposed restrictions, the degree of risk depending on the number of drivers who continue to park obstructing the highway and sight lines at these locations.
- 7.2 Parking displaced from those lengths of road for which restrictions are proposed, will inevitably place an extra demand on adjacent areas; however this will, in time, be mitigated to some extent by the creation of additional parking areas off Highlands Road. The new restrictions recommended in this report are being proposed on safety

and freedom of access grounds, due to the park proving so popular. This will increase parking on adjacent roads and this will be monitored following implementation of the restrictions and possible additional restrictions may be required, although it is also hoped that visitors be encouraged to use more sustainable means of transport, such as walking and cycling.

7.3 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.

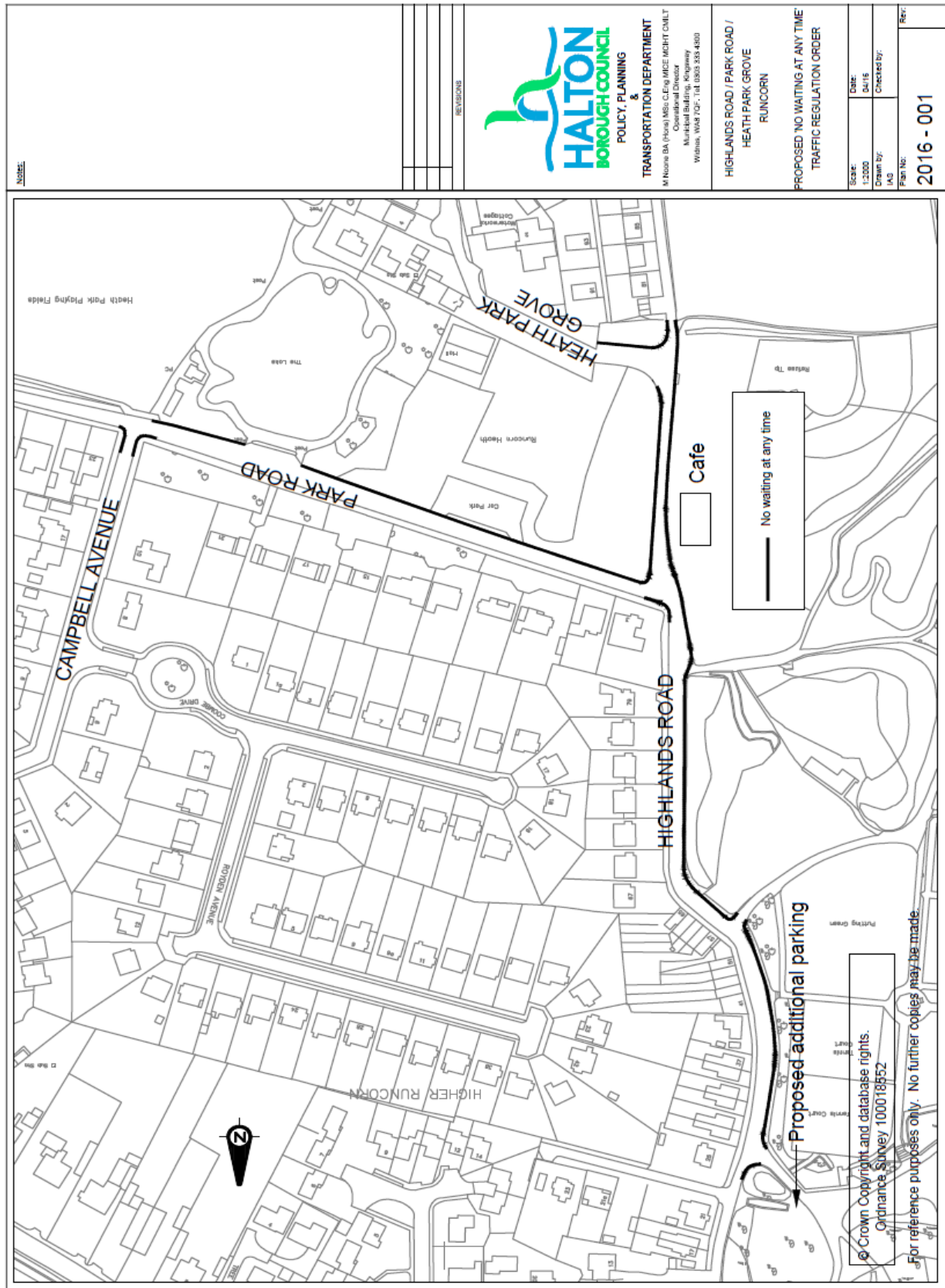
**9.0 KEY DECISIONS ON THE FORWARD PLAN**

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**

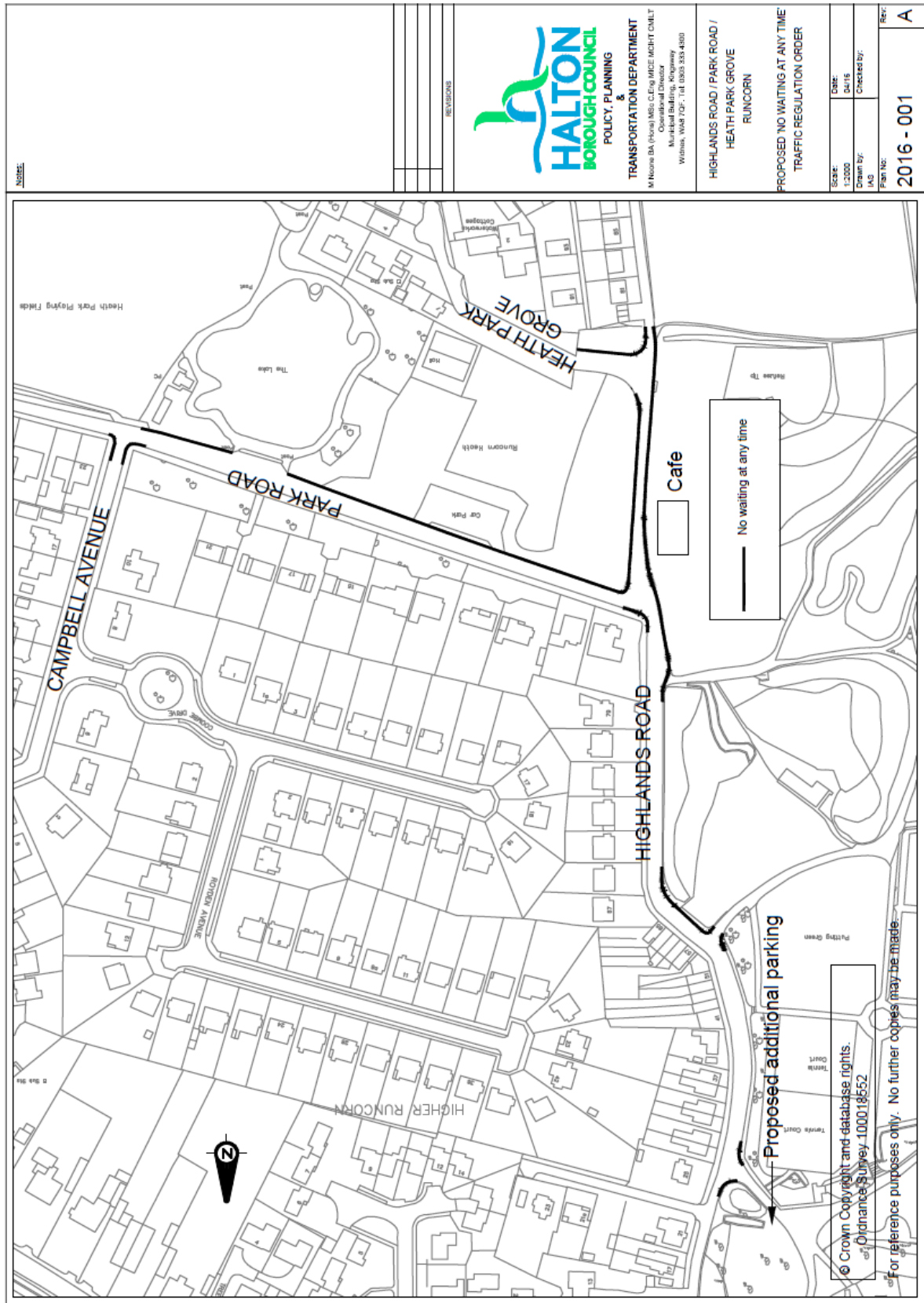
10.1 None.

APPENDIX A





APPENDIX B



**Details of Proposed Order:**

[a] "At Any Time" Waiting Restrictions.

[b] Details:

**Highlands Road**

**West Side**

From a point 261m north of the centreline of the junction with Park Road, for a distance of 26m in a southerly direction.

From a point 155m north of the centreline of the junction with Park Road, for a distance of 47m in a southerly direction.

From a point 42m north of the centreline of the junction with Park Road, for a distance of 160m in a southerly direction.

**East Side**

From a point 10m north of the centreline of the junction with Park Road, for a distance of 130m in a southerly direction.

**Park Road**

**North Side**

From its junction with Highlands Road, for a distance of 10m in an easterly direction.

**South Side**

From its junction with Highlands Road, for a distance of 155m in an easterly direction and from a point 9m west of the centreline of the junction with Campbell Avenue, for a distance of 35m in a westerly direction.

**Heath Park Grove**

**South Side**

From its junction with Highlands Road for a distance of 27m in easterly direction.

**Campbell Avenue**

**Both Sides**

From its junction with Park Road for a distance of 10m in a northerly direction.

[c] Plans: Drg. No. 2016-001A (attached in Appendix "B").

[d] Associated revocations: None.

[e] Exemptions: Standard

[f] Date to be advertised: ASAP

[g] Date to be effected: ASAP

[h] Advertising code: 5400 1625 2544

Justification: To prevent obstructive parking and protect sightlines.

## APPENDIX D

**Objections to Proposed Waiting Restrictions – Runcorn Hill Park**

<b>Objection No.</b>	<b>Objector</b>	<b>Objection</b>	<b>Comments</b>
1	Runcorn & District Scale Model Boats (RDSMB)	Objection to reduced availability of parking near the lake. Some members have mobility issues, which restrictions would restrict their access Restrictions will make tenure of existing buildings and use of lake impossible. Also refurbishment of air raid shelter as a workshop may not proceed	Restrictions are only on one side of Park Road and additional parking is being made available off Heath Road South. Also blue badge holders can park on yellow lines for up to 3 hours providing they are not causing an obstruction
2	As Objection 1 but signed by 29 people	As objection 1	As above
3	Hindley Green Runcorn & District Scale Model Boats	Concerned over proposed restrictions, as there is a lack of parking	Additional parking will be made available
4	Runcorn Runcorn & District Scale Model Boats	Objection to reduced availability of parking near the lake. Some members have mobility issues, which restrictions would restrict their access Feels support of RDSMB is not valued	Additional parking will be made available. Work of RDSMB is not a consideration in regards to parking restrictions
5	Woolston Runcorn & District Scale Model Boats	Feels RDSMB could be disbanded due to parking restrictions	Additional parking will be made available
6	Hough Green Runcorn & District Scale Model Boats	Wants area to be reserved for RDSMB members to park near to the lake	This will be passed to Open Spaces for consideration but additional parking is being made available
7	Resident Highlands Road Runcorn	Objects to restrictions on Highlands Road due to a number of houses not having off street parking and some houses having more than one vehicle. Supports restrictions on Park Road Suggests a residents parking scheme	Revised proposal makes available more on-street parking spaces for residents on Highlands Road. Residents parking schemes are not available within the Borough
8	Resident Highlands Road Runcorn	Feels proposal will cause more problems as park users will not use car parks Wants signs for car parks Wants residents parking scheme	Revised proposal makes available more on-street parking spaces for residents on Highlands Road. Additional signs to the car parks have been provided. Residents parking schemes are not available within the Borough

9	Resident Highlands Road Runcorn	Objects due to difficulties in not being able to walk far Wants residents parking scheme	Revised proposal makes available more on-street parking spaces for residents on Highlands Road. Residents parking schemes are not available within the Borough
10	Resident Highlands Road Runcorn	Objects to proposal and feels reasons are not detailed enough Requested additional information that has also been requested through FOI system. Accepts no right to park outside house, but feels a moral and historical right. Feels visitors to park will park outside cottages Feels vehicles avoiding traffic signals will travel faster and increase safety concerns Feels Council has created problem by allowing expansion to detriment of residents	Revised proposal makes available more on-street parking spaces for residents on Highlands Road.
11	Runcorn Runcorn & District Scale Model Boats	As objection 1	As objection 1
12	Resident Highlands Road Runcorn	Feels Council has made park more popular and will make it more difficult for residents with proposal	Additional parking has been provided
13	Resident Highlands Road Runcorn	Objects as they have problems parking at present and often need to park on opposite of Highlands Road. Wants residents parking scheme	Revised proposal makes available more on-street parking spaces for residents on Highlands Road. Residents parking schemes are not available within the Borough
14	Resident Highlands Road Runcorn	Objects as they have problems parking at present and often need to park on opposite of Highlands Road Questions the need for blanket restriction on one side of Highlands Road	Revised proposal makes available more on-street parking spaces for residents on Highlands Road
15	Culcheth Runcorn & District Scale Model Boats	Feels restrictions would affect his ability to sail his boat and meet friends due to his reduced mobility	Restrictions are only on one side of Park Road and additional parking is being made available off Heath Road South. Also blue badge holders can park on yellow lines for up to 3 hours providing they are not causing an obstruction



Notes:

REVISIONS



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**RUNCORN HILL PARK**  
**RUNCORN**

**CAR PARK LOCATIONS**

Scale:	Date:
NTS	01/17
Drawn by:	Checked by:
Plan No:	Rev:

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

**DATE:** 8 February 2017

**REPORTING OFFICER:** Strategic Director Enterprise,  
Community and Resources

**PORTFOLIO:** Physical Environment

**SUBJECT:** Joint Waste Local Plan – Monitoring  
Report 2015/16

**WARDS:** Borough-wide

**1. PURPOSE OF THE REPORT**

- 1.1. The Waste Local Plan (WLP) Monitoring Report (Appendix A) for 2015/16, is the third annual report prepared by the Merseyside Environmental Advisory Service (MEAS) on behalf of the six Liverpool City Region councils. The attached report is also published online at: <http://www.meas.org.uk/1090>
- 1.2. The Joint Waste Local Plan for Merseyside and Halton (WLP) was adopted by Halton, Knowsley, Liverpool, St Helens, Sefton and Wirral Councils (together the six partner councils), with effect from 18 July 2013. The WLP Plan Period is from 2013 to 2027 and forms part of Halton's adopted development plan.
- 1.3. Production of a Monitoring Report is a statutory requirement under Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012, which requires Local Authorities to publish a Monitoring Report on an at least annual basis.

**2. RECOMMENDATION: That the accompanying report be noted.**

**3. SUPPORTING INFORMATION**

- 3.1. This third annual Monitoring Report covers the 12 month period from 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016. Due to some of the Merseyside local authorities' monitoring information not being available, it is difficult to take a City Region-wide judgement on overall performance, however, from a



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

- 3.2. The content of the Monitoring Report is guided by statutory requirements set out in the Local Planning Regulations 2012; National Planning Policy Framework (NPPF), National Planning Policy for Waste (NPPW) (October 2014); the Waste Framework Directive<sup>1</sup> (WFD); the Environmental Assessment of Plans and Programmes Regulations 2004 (Regulation 17) and national Planning Practice Guidance (PPG).

#### **4. POLICY IMPLICATIONS**

- 4.1. The following points summarise developments over the 2015/16 period:

##### LCR Headlines

(Note - for detail see Table 13 (page 49) and Table 15 (page 60) in Appendix A to this report)

- 9 waste management facilities were consented yielding 434,712 tonnes per annum (tpa) capacity which is up 65% on 2014-15;
- This comprised a mixture of new small scale facilities, landfill restoration and new capacity at existing sites;
- 33% of new capacity was for Anaerobic Digestion and 51% for landfill restoration projects;
- 12 waste planning applications were received and of these 4 were developed out and are now operational;
- The 9 consented waste management facilities have the potential to create up to 47 new jobs;
- In terms of the Waste Hierarchy – 2 recycling facilities were consented, 5 other recovery and 2 disposal (landfill restoration);
- 60% of waste applications received were within Areas of Search identified in the Plan. 40% were on unallocated sites;
- Overall tonnages of residual LACW collected are down 3.1% on 2014-15 (Table 3, pg 33);
- Reported fly-tipping incidents are up in 5 of the 6 Districts (see pg 34, Table 4);
- The recycling rate for the Plan Area was 42.0% in 2014-15 up from 39.1% in 2013-14 (Table 6, pg 37);
- 1 (10%) of waste applications received included a proposal (in Halton) to achieve BREEAM excellent/very good rating or equivalent (page 63, Table 16).

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

#### 4.2. Halton Headlines

- Halton has the highest recycling rate in the LCR (Table 6, pg 37) and is on target to achieve a 50% rate by 2020.
- Halton's residual collected waste continues to decline. There has been a continuous reduction since March 2013. Residual collected waste is the waste that is not recycled ('black bag' waste). A decline usually indicates a reduction in waste generation and increased recycling and Table 7 pg 38 indicates an increase in the amount of waste collected for recycling.
- There were 3 new planning consents in Halton. These were for an anaerobic digestion facility at 3MG, and two remediation schemes that will use inert recycled materials to cap these old landfills (Johnsons Lane and Hedco at 3MG).
- There has been an increase in fly tipping in Halton (see paragraph 78, page 34). The reasons for this increase require local investigation as the report sources data on waste arisings from the 'WasteDataFlow' system (WasteDataFlow is the web based system for municipal waste data reporting by UK local authorities to government). It may simply be a case of heightened awareness and reporting.
- Both of Halton's recycling centres have seen recycling levels reduce slightly (Johnsons Lane 70%, Picow Farm 67%) (See Table 5, page 35). This may be a result of the move to fortnightly collections and therefore more general domestic waste being taken to the Civic Amenity sites, of which less waste is capable of being recycled.

4.3. Halton, performs very well in terms of method of disposal of LA collected waste (LACW) (domestic waste collections). The 2020 target is a maximum of 10% to landfill and the remaining 40% to treatment (the other 50% is to be recycled). The data shows an increase in the tonnage sent to energy recovery, to a total of almost 30,000 tonnes. LACW to landfill has decreased to 11,165 tonnes. Almost 35,000 tonnes is now recycled/reused/composted.

## 5. **FINANCIAL IMPLICATIONS**

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

## 6. **IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

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

### 6.1. **Children & Young People in Halton**

No specific implications identified.

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

No specific implications identified.



**6.3. A Healthy Halton**

No specific implications identified.

**6.4. A Safer Halton**

No specific implications identified.

**6.5. Halton's Urban Renewal**

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

**7. RISK ANALYSIS**

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

**8. EQUALITY AND DIVERSITY ISSUES**

8.1. There are no equality and diversity issues associated with the Monitoring Report.

8.2. The strategic implications of growth, and the positive and negative impacts that could arise, were considered in an equalities impact assessment (EIA) attached to both the Core Strategy and Waste Local Plan, as these documents contain the relevant adopted planning policies for waste management.

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

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Halton, Knowsley, Liverpool, Sefton, St.Helens and Wirral (Joint) Waste Local Plan (adopted 2013)	2 <sup>nd</sup> floor. Municipal Building	Alasdair Cross
Joint Waste Local Plan Monitoring Report 2015/16	2 <sup>nd</sup> floor. Municipal Building	Alasdair Cross
Joint Waste Local Plan Monitoring Report 2014/15	2 <sup>nd</sup> floor. Municipal Building	Alasdair Cross
Joint Waste Local Plan Monitoring Report 2013/14	2 <sup>nd</sup> floor. Municipal Building	Alasdair Cross



# **Implementation and Monitoring Report 2015-16**

## **Joint Merseyside and Halton Waste Local Plan**

***Monitoring period: 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016***

***Plan Period: 2013 to 2027***

**November 2016**



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## Contents

	Contents .....	4
	Glossary of Terms .....	6
1	Statistical Summary .....	11
2	Introduction .....	13
	Monitoring period and report structure .....	13
	Purpose of this report.....	14
	Implementation and monitoring through partnership working .....	14
3	Data sources and Limitations.....	16
4	Implementation Plan .....	20
	Guide to Site Prioritisation (Policy WM1) .....	20
	Protecting Existing Waste Management Capacity (Policies WM2, WM3, WM4 & WM7) .....	21
	Areas of Search for Small-Scale Waste Management Facilities (Policy WM5) .....	22
	Additional Household Waste Recycling Centre Requirements (Policy WM6) ..	22
	Waste Prevention & Resource Management (Policy WM8) .....	23
	Design & Layout for New Development (Policy WM9) .....	24
	High Quality Design & Operation of New Waste Management Facilities (Policy WM10) .....	25
	Sustainable Waste Transport (Policy WM11) .....	25
	Criteria for Waste Management Development (Policy WM12).....	26
	Waste Management Facilities on Unallocated Sites (Policy WM13) .....	26
	Energy from Waste (Policy WM14) .....	27
	Landfill on Unallocated Sites (Policy WM15) .....	28
	Restoration & Aftercare (Policy WM16) .....	28
5	Monitoring Plan .....	29
	Single data list 082-01: Method of collection & tonnage of waste e.g. kerbside, civic amenity, fly tipped .....	29
	Single data list 082-02: Tonnage of waste sent for recycling, composting, re-use split by material type .....	36
	Single data list 082-03: <i>Method of disposal &amp; tonnage of waste</i> (e.g. landfill, incineration) .....	39
	Single data list 067-01: Contribution made by LACW management to CO <sub>2</sub> reduction from local authority own estate & operations .....	42
	Former National Indicator NI186: Contribution made by sustainable waste management to per capita reduction in CO <sub>2</sub> emissions in local authority area .	45
	Single data list 024-15 AMR W-1: Capacity of new waste management facilities by waste planning authority .....	47
	Single data list 024-16 AMR W-2: Amount of municipal waste arisings managed by waste management type and waste planning authority.....	54
	Single data list 024-12 AMR E-3: Show the contribution of the waste sector will make to the amount of renewable energy generation by installed capacity (reported in MW to include both heat and electrical energy recovered) .....	56
	Local Indicator WLP 1: Number of sub-regional sites which are taken up for waste management use.....	57

	Local Indicator WLP 2: Number of District allocated sites which are taken up for waste management use.....	57
	Local Indicator WLP 3: Number of applications received for waste management facilities on unallocated sites; and number of waste management facilities that are developed on unallocated sites .....	58
	Local Indicator WLP 4: Number of planning applications for new waste management facility buildings which achieve a 'Very Good' or 'Excellent' BREEAM rating or equivalent standard .....	63
	Local Indicator WLP 5: Number of new waste management facilities which utilise an element of sustainable transport as part of their operation .....	64
	Local Indicator WLP 6: Recycle and recover value from commercial and industrial wastes in line with regional/national targets .....	65
6	Sustainability Appraisal Monitoring Indicators.....	67
7	Duty to Cooperate.....	80
	Duty to Cooperate: minerals and waste movement requests.....	80
	Net self-sufficiency .....	80
	North West Waste Network.....	81
	Consultation responses on neighbouring authorities plans.....	82
	Consultation responses on waste applications in neighbouring authorities .....	82
8	Data sources and reference list .....	83
9	Appendices .....	85
	Appendix A: Annual capacity of waste management facilities .....	85

## Glossary of Terms

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

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



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

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

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

## 1 Statistical Summary

1. The Joint Waste Local Plan for Merseyside and Halton (WLP) was adopted by Halton Borough Council, Knowsley Metropolitan Borough Council, Liverpool City Council, Sefton Metropolitan Borough Council, St. Helens Metropolitan Borough Council and Wirral Metropolitan Borough Council (which comprise the Plan Area), with effect from 18<sup>th</sup> July 2013. The WLP Plan Period is from 2013 to 2027.
2. This third WLP Implementation and Monitoring Report (Monitoring Report) is for 2015-16. It covers the period from 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016 and is prepared by Merseyside Environmental Advisory Service on behalf of the six Liverpool City Region councils. This Monitoring Report also provides more recent contextual information especially where this relates to cross-boundary matters or progress with implementation of planning consents.
3. Production of a Monitoring Report is a statutory requirement under Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012 which requires Local Authorities to publish a Monitoring Report on an at least annual basis.
4. This third Monitoring Report shows progress and initial trends with WLP implementation against several performance indicators and includes information on Duty to Cooperate, as required by the Localism Act 2011, enabling communities and interested parties to be aware of progress across the Plan Area (Merseyside and Halton). Information and data from previous monitoring periods is also shown to allow year on year comparisons.

### **During the third (2015 to 2016) monitoring period in Merseyside and Halton:**

- 9 waste management facilities were consented yielding 434,712 tpa capacity which is up 65% on 2014-15;
- This comprised a mixture of new small scale facilities, landfill restoration and new capacity at existing sites;
- 33% of new capacity was for Anaerobic Digestion and 51% for landfill restoration projects;
- 12 waste planning applications were received and of these 4 were developed out and are now operational;
- The 9 consented waste management facilities have the potential to create up to 47 new jobs;
- In terms of the Waste Hierarchy – 2 recycling facilities were consented, 5 other recovery and 2 disposal (landfill restoration);
- 60% of waste applications received were within Areas of Search identified in the Plan. 40% were on unallocated sites;
- Reported fly-tipping incidents are up in 5 of the 6 Districts;

- Overall tonnages of residual LACW collected are down 3.1% on 2014-15;
- The recycling rate for the Plan Area was 42.0% in 2014-15 up from 39.1% in 2013-14;
- 1 (10%) of waste applications received included a proposal to achieve BREEAM excellent/very good rating or equivalent; and
- All waste applications received propose to use road transportation.

## 2 Introduction

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

### Monitoring period and report structure

9. This third Monitoring Report covers the 12 month period from 1<sup>st</sup> April 2015 to the end of the financial year 31<sup>st</sup> March 2016. However, in some cases data availability has meant that only 2014-15 data (or earlier) can be shown. This Monitoring Report also provides more recent contextual information especially where this relates to cross-boundary matters or progress with implementation of planning consent.
10. To help show emerging trends, information and data from previous monitoring periods and earlier is included.
11. The content of the Monitoring Report is guided by statutory requirements set out in the Local Planning Regulations 2012; National Planning Policy Framework (NPPF), National Planning Policy for Waste (NPPW) (October 2014); the Waste Framework Directive<sup>1</sup> (WFD); the Environmental Assessment of Plans and Programmes Regulations 2004 (Regulation 17) and national Planning Practice Guidance (PPG).
12. The structure and indicators in this Report follow those set out in the WLP Implementation and Monitoring Delivery Framework<sup>2</sup> of the Adopted WLP and

<sup>1</sup> DCLG (2012) *Guidance for local planning authorities on implementing planning requirements of the European Union Waste Framework Directive (2008/98/EC)* [http://observgo.uquebec.ca/observgo/fichiers/39418\\_GLR-1.pdf](http://observgo.uquebec.ca/observgo/fichiers/39418_GLR-1.pdf)

<sup>2</sup> MEAS (2013) *Joint Merseyside and Halton Waste Local Plan: 6 Implementation and Monitoring* pp82-93  
[http://www.wasteplanningmerseyside.gov.uk/media/2521/adp-001-wastelocalplan\\_final\\_lores\\_opt.pdf](http://www.wasteplanningmerseyside.gov.uk/media/2521/adp-001-wastelocalplan_final_lores_opt.pdf)

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

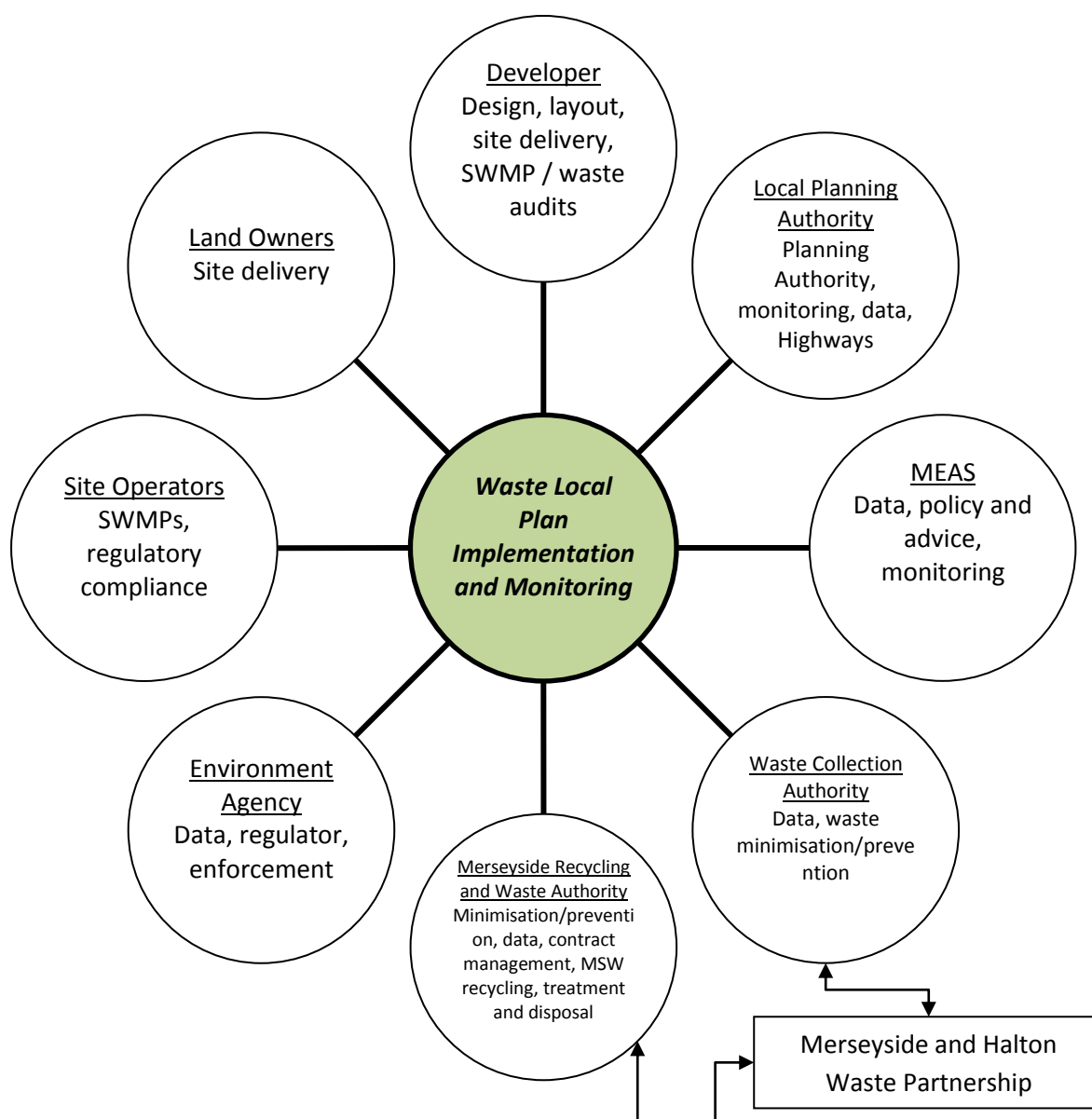
### **Purpose of this report**

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

### **Implementation and monitoring through partnership working**

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

**Figure 1: Waste Local Plan implementation through partnership working**



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



### 3 Data sources and Limitations

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

**Table 1: Main data sources - limitations**

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

<sup>3</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69282/pb13309-ghg-guidance-0909011.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69282/pb13309-ghg-guidance-0909011.pdf)

Data Source	Comments
	<p>which includes a “processing emissions” category (incorporating waste processing) is a mandatory requirement. Submission of reporting information relating to scope 3 (which includes a more detailed waste category on disposal and recycling) is only a discretionary requirement. Due to funding, capacity constraints and data gaps, the majority of Merseyside and Halton Districts are unable to report on waste processing emissions in scope 1, or any of scope 3. Consequently we are not able to provide comprehensive monitoring for single data list 067-01 using this data alone.</p>
<p><i>(Former NI186) Local and Regional CO<sub>2</sub> Emissions Estimates</i></p>	<p>This data estimates are produced by Ricardo-AEA for DECC and report on CO<sub>2</sub> emissions per capita by Local Authority. However, they do not provide data at specific industry sector level e.g. waste. Therefore it is not possible to identify the exact contribution made by sustainable waste management using this data source. Time required for data collation and processing also mean that this information is published with a 2-year time lag, so does not allow up to date monitoring to meet the time-period of this Monitoring Report.</p>
<p><i>WasteDataFlow</i></p>	<p>WasteDataFlow is a Local Authority Collected Waste (LACW) data hub managed by Jacobs on behalf of Waste Collection, Disposal and Unitary Authorities. Inconsistencies with how total tonnages are recorded in Q100 are apparent. In some cases no tonnage is recorded or it is shown in a different field. Double counting of waste arisings could also be an issue as waste moves from one facility to another before reaching its final destination. Wirral reported a specific issue in 2014-15 relating to how street cleansing waste is managed. The method of reporting means that the data shows higher quantities of LACW going to landfill when in fact it is being recycled and reused.</p>
<p><i>Environment Agency Waste Data Interrogator (WDI)</i></p>	<p>The Waste Data Interrogator (WDI) covers main waste streams including: LACW, C&amp;I, CD&amp;E and Hazardous.</p> <p>This dataset are best available and the national</p>

Data Source	Comments
	<p>standard for reporting on waste arisings and movements. However, there are some data limitations which should be considered when interpreting this Monitoring Report.</p> <p>Double-counting of waste due to waste moving between transfer stations and treatment facilities is a common issue; although the professional consensus is that it does not significantly skew overall trend analysis.</p> <p>'Not-Codeable' waste where no destination WPA or Region is stated in the waste transfer notes can make waste movement analysis unclear and lead to large discrepancies in waste arisings. However, despite this issue it is still possible to get a broadly representative picture of strategic waste movements and arisings.</p> <p>The WDI enables waste arisings to be estimated by waste stream but combines LACW and C&amp;I streams together, making it difficult to estimate arisings and movements from this data source alone. Due to double-counting and not-codeable waste, there are discrepancies between the WDI figures for LACW and the more accurate figures produced by Merseyside Recycling and Waste Authority (MRWA) and WasteDataFlow.</p> <p>Within the inert waste stream only off-site recycling, treatment and disposal is recorded therefore the significant quantities of CD&amp;E waste reused on site are not reported and neither is CD&amp;E waste which is spread on exempt sites. However, this has been estimated in the WLP Needs Assessment 2011 which provides a more complete picture of CD&amp;E arisings.</p>
<i>Environment Agency Hazardous Waste Interrogator (HWDI)</i>	<p>The Hazardous Waste Data Interrogator (HWDI) is widely regarded as an accurate data source for monitoring hazardous waste. This is because it is based on more accurate consignment notes where reporting waste origin and destination is mandatory. However, due to commercial confidentiality, the site and operator details are not shown in the HWDI therefore site specific analysis cannot be undertaken</p>

Data Source	Comments
	<p>using this data.</p> <p>Double-counting can also be an issue if waste moves more than once (i.e. between a transfer station and treatment facility) within and in and out of a sub-region.</p>
<p><i>Eunomia Recycling Carbon Index Tool</i></p>	<p>The Recycling Carbon Index Tool provides a proxy for carbon emissions related to recycling collections. This tool is a useful alternative measure of District recycling performance to the Former NI186 data which does provide enough detail to report on waste industry carbon performance.</p> <p>This tool only reports on performance at Waste Disposal Authority (WDA) level therefore District comparisons cannot be made.</p>
<p><i>Environment Agency Environmental Permitting Regulations – Waste Sites</i></p>	<p>The permitted sites data is best available information for permitted waste facilities. However, on occasion sites have been found to be missing and permitted capacity (tonnages) is sometimes missing or incorrect. Where errors have been identified we have corrected the data for reporting purposes.</p> <p>This information is sufficiently accurate to give a sub-regional picture of permitted capacity.</p>

## 4 Implementation Plan

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

### Guide to Site Prioritisation (Policy WM1)

Partners: Local Planning Authority, Merseyside Environmental Advisory Service

25. **Performance:** All of the applications received for new waste management facilities should be assessed for compliance with this policy. During 2015-16, 4 applications were not assessed against this policy because two were very small scale, ancillary, in- house facilities, and the other two were for improvement of land. Of the 8 other new applications, the potential developers have been required to show that the site which they wish to develop is either:
  - an allocated site (0 application was in this category);
  - a site within an Area of Search (7 sites within this category);
  - an unallocated site which can be justified using the Waste Local Plan site assessment method (1 site was in this category).
26. 3 of the 12 waste applications received were for upgrading and provision of additional capacity at an existing waste management site, and was not required to demonstrate compliance with WM1 since it was not new waste development.

27. All of the remaining 7 applications received during the monitoring period, provided adequate justification to demonstrate compliance with policy WM1.
28. **Actions:** MEAS and District planning officers in the partner councils will continue to promote policy WM1 as the primary filter through which all new waste management facilities should pass. Policy implementation will continue to be monitored through to the next Monitoring Report 2016-17.

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

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

WLP Indicators: Local Indicators WLP 1 and WLP 2

NPPW requirement: take-up in allocated sites and areas

29. **Performance:** Of the 12 planning applications received, none were located on an allocated site. However, an application for an Anaerobic Digestion facility which was submitted in the last reporting period received consent this year for partial development of site K1 for Anaerobic Digestion. There remains sufficient area on the site to enable further sub-regional sites to be developed should they come forward.
30. Policy WM7 has been applied 5 times, of these 3 were for expansion of existing capacity due to demand for the current services, and the remaining 2 were for upgrading existing facilities, both of these were small scale.
31. Cronton Claypit, one of the inert landfills identified in policy WM4, had an environmental permit granted in 2014 and has been operating since August 2015. The facility has a permitted throughput of 200,000 tonnes per annum\* and 2015-16 approximately 118,000 tonnes of soils had been infilled.
- \*Correction from 2014-15 Monitoring Report (para 31)
32. In addition to this, there have been a number of applications received for non-waste development, which involve the reclamation or re-profiling of sites using significant volumes of inert waste under exemptions from Environmental Permitting or a Waste Recovery Permit. 2 of these facilities were large scale and involved assessment of the proposals against other Waste Local Plan policies, amounting to 222,400 tonnes total capacity. In total approximately 274,000 tonnes of inert capacity was consented, and fulfils some of the additional capacity requirements identified in the Needs Assessment.

33. **Actions:** MEAS and District planning officers should continue to promote policy WM1 Guide to Site Prioritisation and allocated sites policies through the pre-planning process. Policy implementation will continue to be monitored through to the next Monitoring Report 2016-17.

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

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

NPPW requirement: take-up in allocated sites and areas

34. **Performance:** 58% of the applications received were located within Areas of Search for each of the various Districts, and were able to justify why an allocated site was not appropriate.
35. **Actions:** MEAS and District planning officers should continue to promote policy WM1 Guide to Site Prioritisation, and WM5 Areas of Search to landowners and developers through the pre-planning process. Policy implementation will continue to be monitored through to the next Monitoring Report 2016-17.

#### **Additional Household Waste Recycling Centre Requirements (Policy WM6)**

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

36. **Performance:** There have been no applications for additional HWRCs during this monitoring period. The new Liverpool HWRC granted permission in the 2013-14 monitoring period and became fully operational in December 2015.
37. **Actions:** No further proposals are anticipated in the short term for HWRCs, but should proposals come forward they should be assessed for compliance with this policy. Implementation will continue to be monitored through to the next Monitoring Report 2016-17.

**Waste Prevention & Resource Management (Policy WM8)**

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

38. **Performance:** This policy applies to both waste and non-waste planning applications. MEAS only provides advice on the applications consulted on by the Districts, which include all waste applications and major or complex non waste applications. Some of the Districts are also applying policy WM8 to other non- waste applications however we do not have data for these applications.
39. Of the 510 applications received by MEAS in 2015-16, 33% required waste audits or another mechanism for monitoring waste prevention such as Site Waste Management Plans (SWMPs) or Construction Environmental Management Plan (CEMP) to monitor waste prevention. This was an increase of 9% compared with 2014-15. In most cases this information was secured through a planning condition to be submitted at Discharge of Conditions (DoC) stage. 29% of these applications were for discharge of conditions relating to site waste management.
40. During this monitoring period a guidance document and checklist have remained available to share with applicants and this has assisted in applicants submitting the correct information to comply with policy WM8. This is particularly beneficial for smaller scale proposals where applicants may be less familiar with information requirements and options to prevent waste and improve waste management. Nevertheless, the quality and breadth of information submitted remains variable. For example, information is rarely submitted on estimated or actual waste arisings, as this is often not known at the time of planning application submission or at DoC stage.
41. Awareness raising of the applicability of policy WM8 to non-waste developments has been made with five of the six Districts through a recent series of training events. Following this, a review of when to apply policy WM8 has been undertaken, this will be shared with the Districts shortly, but is likely to result in the policy being applied to major developments, where significant construction, demolition and excavation (CDE) waste is likely to arise and/or those proposals involving significant demolition works. This is in line with the National Planning Policy for Waste (NPPW).
42. **Actions:** Liaison with the districts to discuss application of policy WM8 following recent review, to gain agreement and roll out during 2016-17.



43. The impact of these measures and policy implementation will continue to be monitored through to the next Monitoring Report 2016-17.

### Design & Layout for New Development (Policy WM9)

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

44. **Performance:** Monitoring policy WM9 has continued to be difficult, as the quality and breadth of information supplied with non-waste related planning applications can be limited. MEAS only advises on planning applications received from District partners, and is generally only consulted on major or complex non-waste planning applications, of these applications policy WM9 has been applied to only 16%. A slight improvement has been noted in the information being submitted with applications to demonstrate compliance with this policy.
45. As previously reported, a pragmatic approach has been taken to the implementation of policy WM9 to ensure any planning conditions applied are reasonable, especially given the ongoing economic situation. For example, if the proposal is small scale for detached or semi-detached dwellings and the dwellings all have reasonable garden spaces, then it is assumed that there is sufficient space to accommodate the necessary number of bins. It is also assumed that the road layout would enable easy access for collection vehicles (based on the access and transport information submitted) so often further evidence of compliance with WM9 is not required. Refuse vehicle access is an issue dealt with by our District Highways colleagues so in the majority of cases we would defer to their comments.
46. In an increasing number of cases, a proposed layout plan has been submitted showing areas for bin storage, which is preferable as it demonstrates that waste management issues have been considered in the design and layout of the proposal. This is particularly important, if the development is for apartments or high density dwellings or large commercial projects.
47. **Actions:** Policy implementation will continue to be monitored through to the next Monitoring Report 2016-17 and used to inform the first Review of the WLP.

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

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

WLP indicator: Local Indicator WLP 4

SA Indicator: SA25

48. **Performance:** Policy WM10 has been applied to 58% of the waste management applications received. Most have demonstrated compliance or a condition has been applied to the permission. The policy was not applied to the remaining 42% either because the application was for improvement to land or because they were for change of use and there was no new built development or simply because it was very small scale. The policy continues to be useful in terms of driving up standards in the waste industry and improving the acceptability of waste proposals.
49. **Actions:** Policy WM10 will continue to be promoted with landowners and developers during pre-application discussions and when assessing waste planning applications, to drive up standards, in line with the original intention of the policy. Implementation will continue to be monitored through to the next Monitoring Report 2016-17.

**Sustainable Waste Transport (Policy WM11)**

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

WLP indicator: Local Indicator WLP 5

SA Indicators: SA14 and SA15

50. **Performance:** Compliance with policy WM11 falls largely to Highways Departments within the Districts, and therefore the implementation and success of the policy is difficult to monitor. All of the applications received this year have been reliant on road transport due to their location or the nature of the facility. However, most applications have made an attempt to ensure access to sustainable transport for future employees.
51. Of the 12 waste applications received, all provided sufficient transport information for MEAS to advise compliance with policy WM11.

52. **Actions:** MEAS and District planning officers will continue to promote policy WM11 with developers in order to raise awareness about policy requirements. Policy implementation will continue to be monitored as effectively as possible working closely with LPA transport and highways colleagues and this will be reported in the next Monitoring Report 2016-17.

<b>Criteria for Waste Management Development (Policy WM12)</b>
Partners: Local Planning Authority, Land Owners, Site Operators, Environment Agency, Merseyside Environmental Advisory Service
SA Indicators: SA1-SA30

53. **Performance:** Policy WM12 remains one of the most important policies for ensuring sufficient information is submitted to enable determination of new waste planning applications. **100%** of waste planning applications received during 2015-16 have included sufficient information to comply with the relevant criteria in policy WM12. In some cases, additional information was requested, as the original submission did not contain enough information, but this has ultimately been received to enable a decision on the application to be reached. All of the applications received have been consented, 2 were consented in April 2016 (just beyond this monitoring period) and a further application was consented in July. The criteria identified in Box 1 are applied on a case-by-case basis depending on the nature and scale of the proposed development. Therefore, it is unlikely that changes to the criteria are likely to be needed at this stage.

54. **Actions:** Policy WM12 will continue to be promoted by MEAS and District planning officers when assessing waste planning applications, to drive up standards of information submitted, to ensure determinations can be reached, in line with the original intention of the policy. Implementation will continue to be monitored through to the next Monitoring Report 2016-17.

<b>Waste Management Facilities on Unallocated Sites (Policy WM13)</b>
Partners: Local Planning Authority, Land Owners, Site Operators, Developers, Merseyside Environmental Advisory Service
WLP Indicator: Local Indicator WLP3

55. **Performance:** Policy WM13 has been fully applied to 5 sites. The remaining 7 waste applications have been required to demonstrate why an allocated site was not suitable, were an existing waste facility or were very small scale in-house facilities, so the policy was not applied. The policy is performing well and

guidance for developers, which is available through the MEAS website, has proved useful in assisting developers to undertake a site scoring process which has facilitated assessment and eventually determination of the planning applications. This information is increasingly being shared with developers through the pre-application process.

56. **Actions:** This policy will continue to be important to the implementation of the WLP, although it is anticipated that future developers will be made more aware of the existence of allocated sites by the Districts and MEAS as part of the pre-application process.
57. Guidance for developers is available on the MEAS website to help applicants undertaking the site scoring process<sup>4</sup> and a template 'scoring sheet' has also been provided following requests from applicants. Ensure that all District websites link to the MEAS website so that guidance documents are accessible. Policy implementation will continue to be monitored through to the next Monitoring Report 2016-17.

#### Energy from Waste (Policy WM14)

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

WLP Indicator: Single data list -24-12 AMR E-3

SA Indicator: SA13

58. **Performance:** An application for an Anaerobic Digestion (AD) facility in Knowsley made during the last monitoring period was consented early during the current monitoring period. This facility will be generating gas which will feed a Combined Heat and Power (CHP) plant and will generate 3MW of electricity. The heat generated will be fed back into the AD process.
59. During 2015-16, policy WM14 has also been applied to 2 very small scale, in-house, ancillary biomass CHPs which are using wood waste from their manufacturing processes to provide heat and power to their own non-waste operations. A further application was received for an AD facility using molasses waste to generate biomethane which will be fed directly into the national grid. Therefore, the policy was not fully applicable in this case.

<sup>4</sup> <http://www.meas.org.uk/1090>

60. Both phases of the Ineos Chlor/Viridor facility in Runcorn are now fully operational, which means there is a greater need for speculative applications to demonstrate that this existing capacity cannot be accessed.
61. This is particularly relevant as an application for a waste wood biomass CHP facility in St Helens made during 2013, had an appeal refused in September 2014 (Appeal reference APP/H4315/A/14/2215104). The primary reason for refusal was related to highways issues; however, the Inspector also deemed that the appellant had not demonstrated compliance with policy WM14. In particular, the proposal would involve import of waste wood into Merseyside and Halton; the applicant had not demonstrated that existing EfW capacity within the sub-region could not be accessed, and that they had not demonstrated a specific local need for the proposed facility.
62. **Actions:** It is likely that there will continue to be speculative applications for EfW facilities within the Plan Area. This will continue to be monitored through to the next Monitoring Report 2016-17.

#### Landfill on Unallocated Sites (Policy WM15)

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

63. **Performance:** This policy has not been used since no relevant planning applications have been received.
64. **Actions:** No action required other than to continue monitoring.

#### Restoration & Aftercare (Policy WM16)

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

SA Indicators: SA2 and SA12

65. **Performance:** This policy has not been used since no landfills have moved into restoration/aftercare phases.
66. **Actions:** No action required other than to continue monitoring.

## 5 Monitoring Plan

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

<b>Single data list 082-01: Method of collection &amp; tonnage of waste e.g. kerbside, civic amenity, fly tipped</b>
Partners: Local Planning Authority, Waste Collection Authority, Merseyside Recycling and Waste Authority, Merseyside Environmental Advisory Service
SA Indicator: SA19

71. **Target:** No target set.

72. **Performance:** Table 2 sets out an overview of kerbside Local Authority Collected Waste (LACW) collection methods by District. This does not show the more detailed arrangements which exist in many of the Districts for dealing with multiple occupancy/higher density dwellings.

73. A fortnightly residual waste collection is in place in all of the Districts. St.Helens operates a weekly source-separated dry recyclables collection. All the other Districts have a fortnightly co-mingled service in place – Sefton introduced their service from 1<sup>st</sup> August 2016.

74. All of the Districts operate a fortnightly green/garden waste collection apart from Sefton who have introduced a three-weekly service. In Knowsley, Sefton, Wirral and now St.Helens there is no collections during winter months. Halton and Wirral operate a chargeable service.
75. There has been increased activity in food/kitchen waste collections over the past 12 months. Halton are running a pilot scheme serving approximately 1,800 homes, Sefton have changed the frequency of their collections to a fortnightly opt-in service whilst St.Helens continue to operate a weekly opt-in collection. The other Districts do not currently provide a service.

**Table 2: Method of LACW kerbside collection by District**

District	Residual	Dry Recyclables	Green / Garden	Food / Kitchen	Bulky
<b>Halton</b>	Fortnightly  Black 240L wheeled bin  NOTE: Some properties receive a weekly collection of sacks or a Black 140L wheeled bin	Fortnightly  Blue 240L wheeled bin  Co-mingled  NOTE: Some properties receive a weekly collection of a Blue recycling box or Blue wheeled bin	Fortnightly  Green 240L wheeled bin  Charged. £25 per year (on-line), £30 otherwise	Pilot food waste collection service to approximately 1,800 homes  Weekly  Opt-out service  7 litre inside and 23 litre outside Grey caddies	By appointment  Charged. £22.00 for 3 items then £5.70 per additional item up to a maximum of 10 items
Link to Halton waste collection webpages: <a href="http://www3.halton.gov.uk/Pages/Bins/binsandrecycling.aspx">http://www3.halton.gov.uk/Pages/Bins/binsandrecycling.aspx</a>					
<b>Knowsley</b>	Fortnightly  Maroon 240L wheeled bin	Fortnightly  Grey 240L wheeled bin  Co-mingled	Fortnightly (no collection between December – February)  Blue 140 /	None	By appointment  Charged. £15 for up to 5 items, £30 for 6 – 10 items.



District	Residual	Dry Recyclables	Green / Garden	Food / Kitchen	Bulky
			240L wheeled bin  Free service		
Link to Knowsley waste collection pages: <a href="http://www.knowsley.gov.uk/residents/bins,-waste-and-environment/putting-your-bins-out.aspx">http://www.knowsley.gov.uk/residents/bins,-waste-and-environment/putting-your-bins-out.aspx</a>					
<b>Liverpool</b>	Fortnightly  Purple 240L wheeled bin  NOTE: 164,000 households fortnightly and 65,000 households on weekly collection, a proportion of which have a bag collection.	Fortnightly  Blue 240L wheeled bin  Co-mingled  NOTE: residents with weekly residual bag collection have a recycling box/bag	Fortnightly  Green 240L wheeled bin  Free service	None	By appointment  Free collection up to 5 items plus unlimited small WEEE
Link to Liverpool waste collection webpages: <a href="http://liverpool.gov.uk/bins-and-recycling/">http://liverpool.gov.uk/bins-and-recycling/</a>					
<b>Sefton</b>	Fortnightly  Grey 240L wheeled bin  NOTE: 14,000 mainly	Fortnightly  Brown 240L wheeled bins for  Co-mingled	Three weekly (no collection between November – February)  Green 240L	Fortnightly  Opt in service  Green 25L kerbside caddy	By appointment  Charged. £10 for up to 3 items



District	Residual	Dry Recyclables	Green / Garden	Food / Kitchen	Bulky
	terraced properties on weekly sack collections	NOTE: 14,000 properties mainly terraced on weekly hessian sack (dry recycling collections)	wheeled bin  Free service		
Link to Sefton waste collection webpages: <a href="http://www.sefton.gov.uk/1265">http://www.sefton.gov.uk/1265</a>					
<b>St.Helens</b>	Fortnightly  Brown 240L wheeled bin	Weekly  Black box for card & glass  Blue bag for paper  Pink bag for plastic bottles, cans & foil  Kerbside sort	Fortnightly (No collections between December and February)  Green 240L wheeled bin  Free service	Weekly  23 litre food caddy  Opt in service	By appointment  3 types of collection: Standard = £15.39 for 3 items, Special = £26.65 for 3 items, White Goods = £10.65 per item
Link to St.Helens waste collection webpages: <a href="https://www.sthelens.gov.uk/recycling-rubbish-waste/">https://www.sthelens.gov.uk/recycling-rubbish-waste/</a>					
<b>Wirral</b>	Fortnightly  Green 240L	Fortnightly  Grey 240L	Fortnightly (no collections from 19.12.16)	None	By appointment  Charged.

District	Residual	Dry Recyclables	Green / Garden	Food / Kitchen	Bulky
	wheeled bin	wheeled bin  Co-mingled	until 13.01.17)  Brown 240L wheeled bin  Charged. £40 per year from 01.06.16 (£35 online)		£26.50 for up to 6 items
Link to Wirral waste collection webpages: <a href="http://www.wirral.gov.uk/bins-and-recycling">http://www.wirral.gov.uk/bins-and-recycling</a>					

Source: MRWA, District collection systems - update for waste analysis 03.10.16

76. Table 3 sets out tonnages of residual LACW collected. The 2014-15 data shows a decline in LACW collected waste – 33.4% from 2012-13. This reflects an overall downward trend in LACW collections and arisings which has decreased 36.9% on 2008-09 levels.
77. In 2015-16, LACW collected continues to decrease across Merseyside and Halton with greatest improvements shown in Halton, Knowsley and Liverpool. Overall tonnages of residual LACW collected are down 3.1% on 2014-15 levels and 35.5% on 2012-13 levels.

**Table 3: Tonnage of residual LACW collected**

	Apr 12 - Mar 13	Jul 13 - Mar 14 (9 month period)	Apr 14 - Mar 15	Apr 15- Mar 16	Trends
Halton	55255.2	41112.5	36390.4	33795.3	↓
Knowsley	58323.2	40007.2	38415.2	35331.3	↓
Liverpool	181576.2	128514.6	130828.2	126849.6	↓
Sefton	104325.5	75445.8	65895.9	65588.0	↓

	<b>Apr 12 - Mar 13</b>	<b>Jul 13 - Mar 14 (9 month period)</b>	<b>Apr 14 - Mar 15</b>	<b>Apr 15- Mar 16</b>	<b>Trends</b>
St.Helens	71339.9	50262.2	44904.8	43774.8	↓
Wirral	126310.1	89160.9	81190.0	79860.2	↓
Total:	597130.1	424503.5	397624.5	385199.2	

Source: WasteDataFlow. NI191 (report type: BVPI) 2013-14 and Total Collected Residual Waste (report type: Analytical) 2014-15 onwards

Note LCR Districts no longer report against NI191 from April 2014

78. Liverpool with the largest population is the biggest generator of LACW in the Plan Area, followed by Wirral and Sefton. Liverpool by far has the highest levels of fly tipping incidents (Table 4) with reported incidents up 24% on 2014-15 levels. Of the six Liverpool City Region Councils only Knowsley recorded a decrease (18%) in fly tipping incidents.

**Table 4: Reported fly tipping incidents**

	<b>Apr 12 - Mar 13</b>	<b>Jul 13 - Mar 14 (9 month period)</b>	<b>Apr 14 - Mar 15</b>	<b>Apr 15 - Mar 16</b>	<b>Trends</b>
Halton	601	429	702	871	↑
Knowsley	3638	1051	1548	1262	↓
Liverpool	17770	13599	16179	20016	↑
Sefton	2934	2327	3201	3254	↑
St.Helens	984	923	1499	1829	↑
Wirral	2293	1779	2052	2546	↑
Total:	28220	20108	25181	29778	

Source: WasteDataFlow, Question 24. Liverpool's reporting system differs from the other districts.

79. With regard to civic amenity sites, Veolia Environmental Services (ES) Ltd operates 16 Household Waste Recycling Centre (HWRC) across Merseyside and Halton as part of their recycling contract with Merseyside Recycling and Waste Authority (MRWA). Table 5 shows the percentage of materials recycled at each centre in August. The new Old Swan HWRC began operation in December 2015 so figures will be reported in the next monitoring period.

**Table 5: Civic amenity sites: recycling performance**

HWRC	District	Aug 2013	Aug 2014	Aug 2015	Trends
Johnsons Lane	Halton	75%	75%	70%	↓
Picow Farm	Halton	72	72	67	↓
Huyton	Knowsley	81	76	70	↓
Kirkby	Knowsley	69	64	67	↑
Otterspool	Liverpool	69	68	66	↓
Formby	Sefton	65	70	75	↑
Sefton Meadows	Sefton	63	74	71	↓
South Sefton	Sefton	63	63	64	↑
Southport	Sefton	65	69	72	↑
Newton Le Willows	St.Helens	66	66	62	↓
Rainhill	St.Helens	66	69	66	↓
Ravenhead	St.Helens	65	68	63	↓
Bidston	Wirral	67	67	66	↓
Clatterbridge	Wirral	72	70	71	↑
West Kirby	Wirral	73	73	73	—

Source: Veolia ES Ltd, HWRC Performance Figures (August)

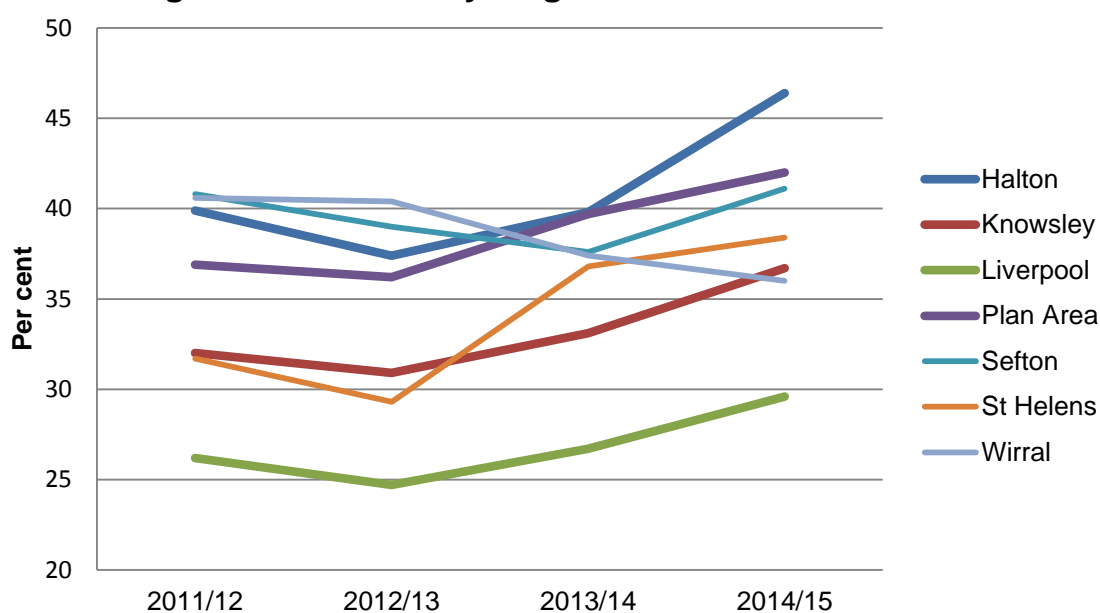
80. The first Monitoring Report found that from 2012-14 there was a general upward trend in performance with nearly half of the HWRCs recording an increase in recycling of more than 10%. It was also noted that of the better performing sites, all were in Sefton or Wirral. The data for August 2014 shows 40% of sites maintaining the same recycling rate as August 2013.
81. In 2015, a third of HWRCs recorded a decrease in recycling performance on 2014 levels. 60% recorded a decrease in performance, with Johnson's Lane, Picow Farm and Huyton showing the biggest decrease.
82. **Actions:** No target set. This indicator will continue to be monitored through to the next Monitoring Report 2015-16 as there are multiple influences and drivers for this indicator.

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

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

SA Indicator: SA19

83. **Target:** Progressive increase year-on-year to achieve 50% by 2020.
84. **Performance:** In the first Monitoring Report (2013-14) recycling data showed that after significant progress throughout the 2000s, recent years have indicated that rates have plateaued and in 2012-13 begun to decrease.
85. Encouragingly however, in 2013-14 recycling rates picked up (Figure 2) in Halton, Knowsley, Liverpool and St.Helens, the latter showing a 7.5% increase on 2012-13 rates. In 2014-15 these Districts continue to show improvement, the biggest achiever being Halton which has increased their performance by 6.6%.

**Figure 2. LACW Recycling Performance**

86. Recycling levels in both Sefton and Wirral have dropped off over recent years with Wirral showing a 3.0% decrease in 2013-14 on the previous year. In Wirral this downward trend continues with recycling rates dropping to a 4-year low. Sefton however has significantly improved its recycling rate by 3.5% on 2013-14 levels.

87. Overall, the recycling rate for the Plan Area was 42.0% in 2014-15 up from 39.1% in 2013-14.

**Table 6: Percentage recycling rates: The Figures**

Year	Halton	Knowsley	Liverpool	Sefton	St.Helens	Wirral
2011-12	39.9	32.0	26.2	40.8	31.7	40.6
2012-13	37.4	30.9	24.7	39.0	29.3	40.4
2013-14	39.8	33.1	26.7	37.6	36.8	37.4
2014-15	46.4	36.7	29.6	41.1	38.4	36.0

Source: MRWA, JRWMS Strategic Environmental Monitoring Report 2014-15

88. Table 7 shows reuse, recycling and composting tonnages by material type. Due to changes to reporting in WasteDataFlow the 2015-16 tonnages are derived from the raw data: Q100 (*Waste sent for treatment or disposal*). We are now able to report on residual waste sent for recycling which helps provide a more complete picture of LACW performance. Comparisons of year-on-year performance should be made with this in mind.
89. That said we are able to identify general trends such as food waste tonnages in St.Helens increasing reflecting their wider rollout of food waste collections and Knowsley's opt-in service coming to an end in October 2013. Waste collected for recycling, comprising dry recyclate from mainly commingled collections, has increased across all Districts despite overall LACW arisings continuing to decline.
90. Value is also being extracted from the residual waste stream, notably in Halton, where nearly 35,000 tonnes of residuals are being diverted from landfill.

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

District	Jul 2013 to Mar 2014				Apr 2014 to Mar 2015				Apr 2015 to Mar 2016				
	Rubble Sent For Recycling	Waste Collected For Recycling	Garden Waste Sent For Composting/ Recycling	Food Waste Sent For Composting/ Recycling	Rubble Sent For Recycling	Waste Collected For Recycling	Garden Waste Sent For Composting/ Recycling	Food Waste Sent For Composting/ Recycling	Rubble Sent for Recycling	Waste Collected For Recycling (commingled and Source sep )	Garden Waste Sent For Composting/ Recycling	Food Waste Sent For Composting/ Recycling	Residual waste sent for Recycling, composting, re-use
Halton	1517.5	9754.5	5081.2	0.0	2269.8	14825.9	8219.5	0.0	2221.3	21646.7	6820.7	0.0	34392.8
Knowsley	0.0	12894.1	4435.2	101.6	Not available				0.0	14794.2	7330.3	0.0	2513.1
Liverpool	0.0	32368.9	11736.3	0.0	Not available				0.26	41430.7	16482.9	0.0	12188.5
Sefton	0.0	24973.6	13170.9	1589.6	Not available				0.0	23712.8	17716.5	1978.2	1160.2
St.Helens	2972.6	16659.8	7053.2	1895.0	Not available				3007.9	15456.5	0.0	12891.6	3014.7
Wirral	0.0	29951.9	8337.6	0.0	Not available				0.0	30614.5	12.575.4	0.0	6469.1

Source: WasteDataFlow, APSE Report (UA/WCA) 2012-13, 2013-14 and 2014-15 (Halton). 2014-15 (Knowsley, Liverpool, Sefton, St.Helens, Wirral) and 2015-16 data from Q100 PI Summary Report as APSE Report discontinued

91. **Actions:** The target for year-on-year increases in LACW recycling to 2020 has been met in Halton, Knowsley, Liverpool, Sefton and St.Helens. In Wirral recycling rates have dropped for the fourth year running and now stand at 36%.
92. The recycling rate for the Plan Area has increased by nearly 3% on 2013-14 levels. It is anticipated that with recent investment in LACW recycling services, this rate should continue to increase toward the 50% target, although whether this will be met by 2020 remains to be seen. This indicator will continue to be monitored through to the next Monitoring Report 2016-17.

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

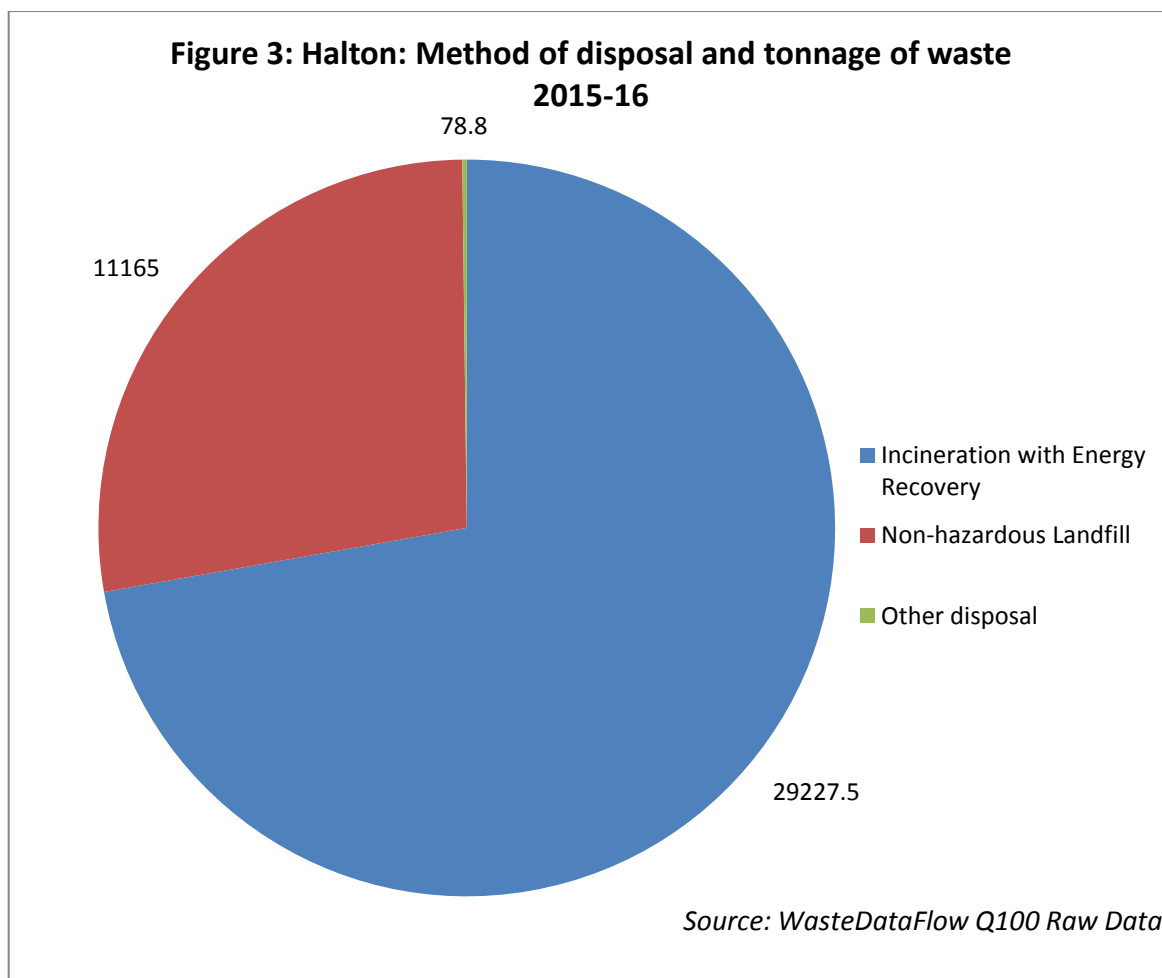
Partners: Local Planning Authority, Merseyside Recycling and Waste Authority, Merseyside Environmental Advisory Service, Waste Collection Authority

SA indicator: SA21, SA22

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

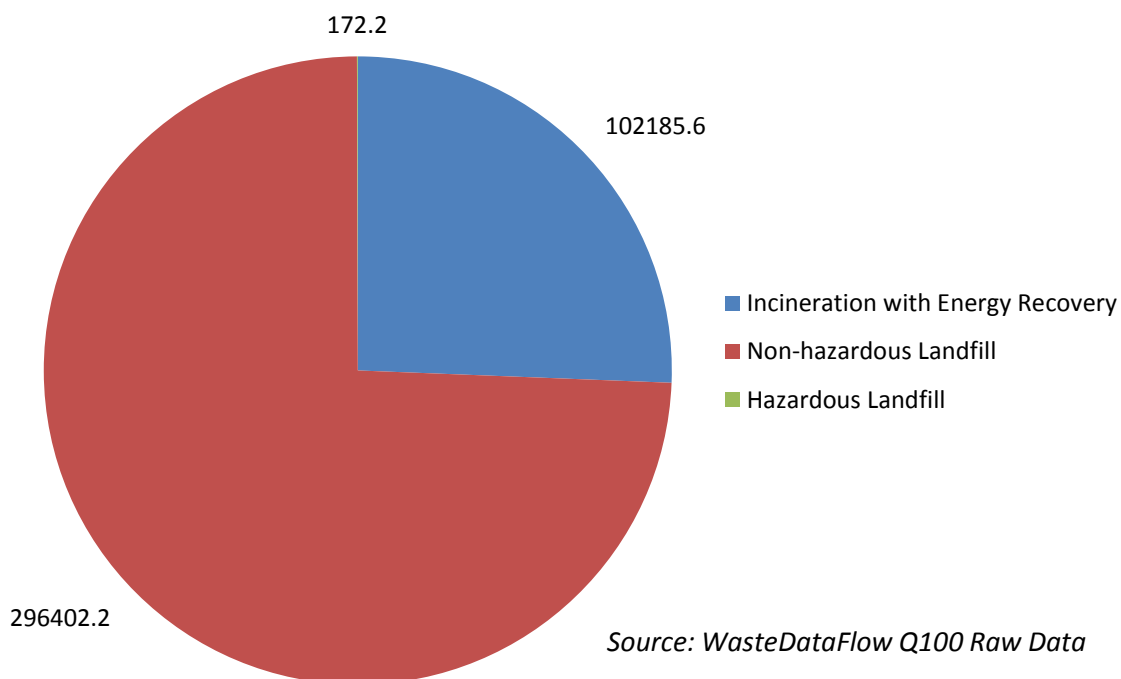
93. **Target:** Achieve a maximum of 10% to landfill by 2020 with remaining residual waste (40%) to treatment
94. **Performance:** Due to changes to reporting in WasteDataFlow the 2015-16 tonnages are derived from the raw data: Q100 (*Waste sent for treatment or disposal*).
95. In Halton, the data shows that LACW sent for energy recovery continues to increase, up 35.9% on 2014-15 levels. Tonnes of LACW sent to landfill decreased again by 5.6%. This shift in disposal method is explained by Halton Council's interim contractual arrangements with WSR Recycling Limited, Ditton which has resulted in their residual LACW being sent to the Ineos Chlor/Viridor Energy from Waste (EfW) facility since November 2014. This arrangement is expected to continue until MRWA's resource recovery contract becomes operational.
96. In 2015-16 (see Figure 3) waste sent for energy recovery was 72.2% of all waste sent for disposal. 27.6% was sent to non-hazardous landfill.





*\*Other disposal includes hazardous landfill and incineration without energy recovery*

97. Waste sent for energy recovery was 25.6% of all waste sent for disposal. 74.3% was sent to non-hazardous landfill – see Figure 4.
98. 102185.6 tonnes was sent for energy recovery which is up 78.9% on 2014-15 levels. Of these tonnages 31.8% was sent to the Ineos Chlor/Viridor Energy from Waste (EfW) facility.
99. From 2017 onwards, it is anticipated that the majority of residual LACW will be diverted from landfill to an energy recovery facility in North East England as part of MRWA's resource recovery contract (RRC). This facility is currently undergoing commissioning and is expected to be online in early 2017.

**Figure 4: Merseyside: Method of disposal and tonnage of waste  
2015-16**

100. **Actions:** The target is for a maximum of 10% to landfill by 2020. In the current monitoring period Merseyside sent 42.2% of its LACW to landfill. Whilst this is an improvement on 2014-15 it is some way off the 2020 target. Halton met this target in 2015-16, sending just 8.8% of its LACW to landfill.
101. Landfill diversion rates across the Plan Area are expected to significantly improve over the next 1-2 years once the LACW resource recovery contract becomes operational, therefore this target is expected to be met in Merseyside ahead of the 2020.
102. This indicator will continue to be monitored through to the next Monitoring Report 2016-17.

**Single data list 067-01: Contribution made by LACW management to CO<sub>2</sub> reduction from local authority own estate & operations**

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

SA indicator: SA11

103. **Target:** Initial target for year-on-year reduction, with requirement to review and set formal target if appropriate.
104. **Performance:** Monitoring of this indicator continues to be challenging due to gaps in data sources and a lack of waste-related CO<sub>2</sub> information at a Local Authority level. The Greenhouse Gas (GHG) Emissions Reports, which are produced by the Districts for this single data list indicator (067-01), generally do not cover waste-related contributions to CO<sub>2</sub> reduction. Only Sefton include specific data on waste and recycling fleet emissions in their GHG Emissions Report.
105. In Sefton's 2015-16 GHG Report, 173 tonnes CO<sub>2</sub> equivalent is attributed to external fleet (recycling operations) which is down 4% on 2014-15 levels. Internal fleet (including internal recycling fleet) has reduced by approximately 50% on the previous year. This sharp decrease is attributed to fleet vehicles now using fuel cards used in petrol stations which means that not all mileage is now recorded. Prior to this, in 2014-15 internal fleet emissions were up 15% on the previous year.
106. Knowsley's Environmental Sustainability Service report on CO<sub>2</sub> emissions from waste fleet operations. In 2015-16 emissions from energy use at their Stretton Way depot<sup>5</sup> and Fleet Travel<sup>6</sup> were down 21% and 6% respectively on 2014-15 – see Table 8. This continues a trend decreasing waste-related CO<sub>2</sub> emissions from Council operations.

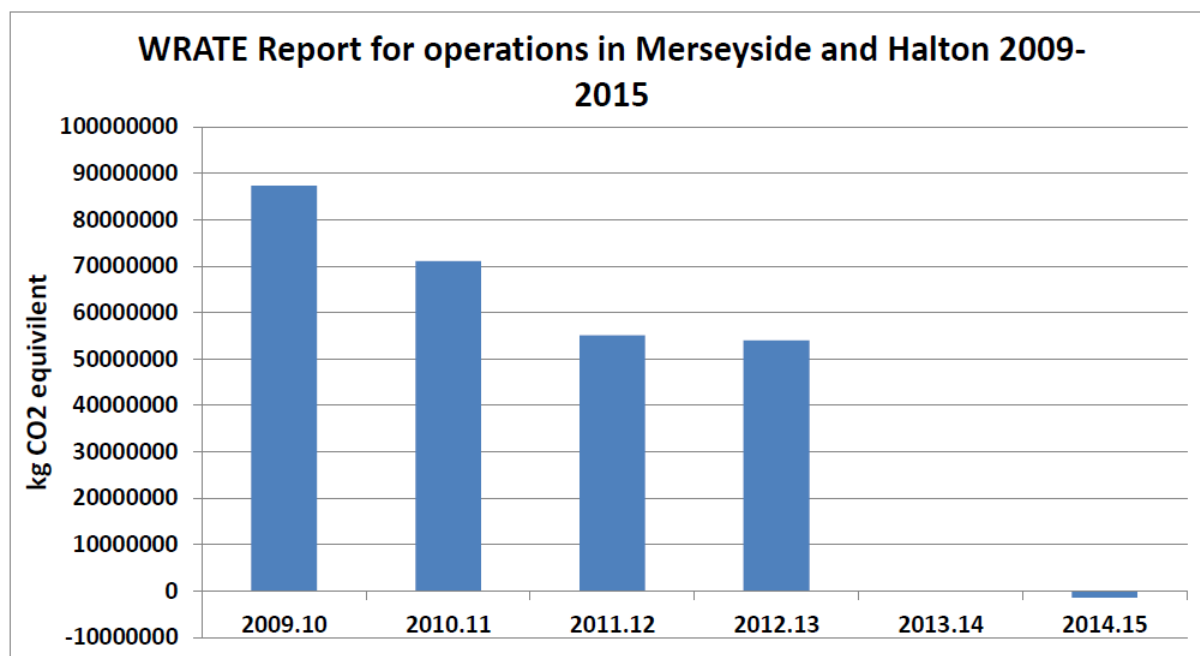
<sup>5</sup> Depot includes Waste Services co-located with Streetscene, Fleet and Logistics, Environmental Services and external tenant organisations

<sup>6</sup> Fleet travel includes Waste Services, Streetscene and Environmental Services

**Table 8: CO<sub>2</sub> Emissions from Knowsley's Waste Services**

	2013/14 Kg CO <sub>2</sub>	2014/15 Kg CO <sub>2</sub>	2015/16 Kg CO <sub>2</sub>	% Difference on previous year
Stretton Way	313,245	248,460	236,792	-21
Fleet Travel	1,304,952	1,164,424	1,094,701	-6

107. In St.Helens, 811 tonnes CO<sub>2</sub> equivalent was generated from the Councils waste recycling fleet (excluding vehicles under 7.5 tonnes) which is 48.7% of GHG emissions from the diesel used in their fleet vehicles. This is similar to previous years. In 2014-15 it was estimated that almost 50% of tonnes CO<sub>2</sub> equivalent from diesel fuel usage was from waste vehicles (including street cleansing vehicles).
108. Veolia ES Ltd, on behalf Merseyside Recycling and Waste Authority (MRWA) also carry out an annual assessment of CO<sub>2</sub> emissions arising from their household waste and recycling contract which covers the Plan Area, see Figure 5.

**Figure 5: Kg CO<sub>2</sub> equivalent arising from household waste recycling**

109. Figure 5 shows year-on-year reductions through 2011 to 2015. Over the last two years the data indicates that Veolia's operations have achieved a net benefit of carbon dioxide. In effect, the contract has now gone substantially beyond operating a carbon neutral service through significant carbon savings

being made from recycling and landfill diversion, see Table 9. A breakdown of operations was not available for 2015-16.

**Table 9: Merseyside LACW Carbon Emissions (000s kg CO<sub>2</sub> eq.)**

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

*Source: Veolia ES Ltd WRATE modelling*

110. MRWA has also achieved further CO<sub>2</sub> reductions (1,650 tonnes) through waste prevention campaigns (Love Food Hate Waste, Junk Mail and Compost bin sales) supporting behavioural change to reduce waste arisings and make carbon savings<sup>7</sup>.

111. **Actions:** Target for year-on-year reduction met in terms of MRWA's household waste and recycling contract. Data for contributions made by LACW management to CO<sub>2</sub> reduction from District estate and operations is limited. CO<sub>2</sub> emissions from waste related operations are down in Sefton and Knowsley on previous years.

112. This indicator will continue to be monitored through to the next Monitoring Report 2016-17.

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<sup>7</sup> MRWA Joint Recycling and Waste Management Strategy Environmental Monitoring and Report 2014-15

**Former National Indicator NI186: Contribution made by sustainable waste management to per capita reduction in CO<sub>2</sub> emissions in local authority area**

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

113. **Target:** Initial target for year-on-year reduction, with requirement to review and set formal target if appropriate.

114. **Performance:** Monitoring of this indicator continues to be challenging due to a lack of up to date waste-specific data sources. The official data for reporting against Former National Indicator 186 is the Local and Regional CO<sub>2</sub> Emissions Estimates. This data is produced by Ricardo-AEA for Central Government; however, it does not provide waste specific detail to a Local Authority area level. Waste industry data is provided at a national level with the most recent report comprising 2012 and 2013 data.

115. Whilst this information is not current or specific to the Plan Area, it does demonstrate that compared to other sub-sector industries e.g. mining and quarrying waste related CO<sub>2</sub> emissions from energy use is relatively low.

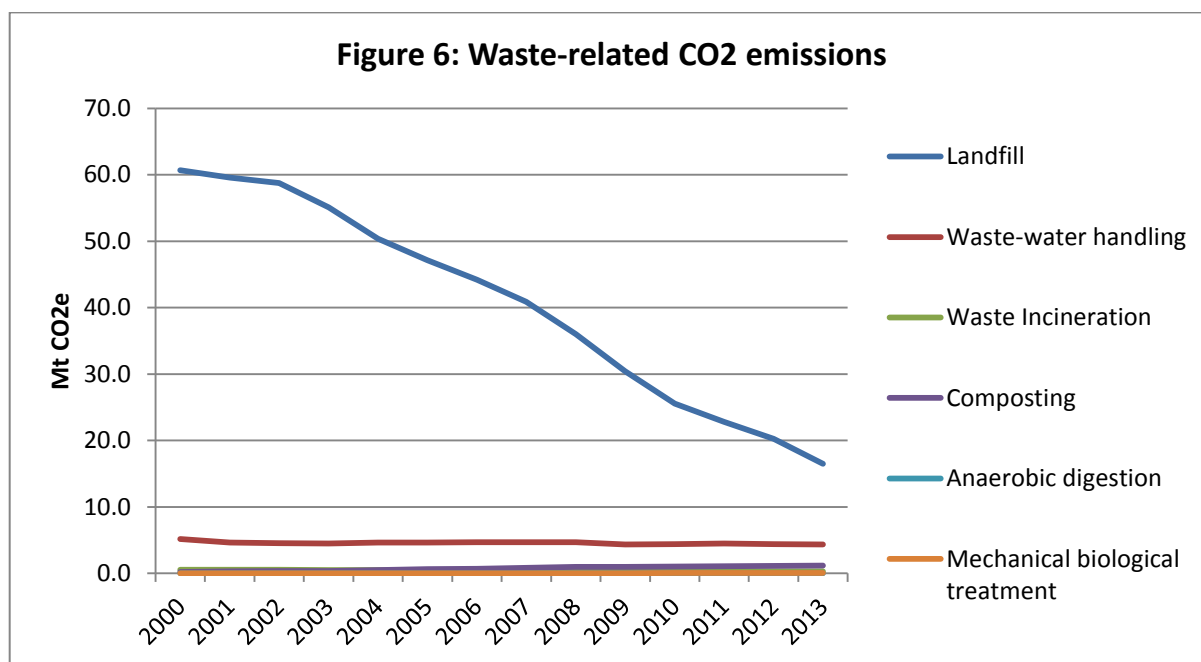
**Table 10: Industrial energy consumption by fuel type in 2012  
(thousand tonnes of oil equivalent)**

Description	Coal	Manufactured fuel	LPG	Gas oil	Fuel oil	Natural gas	Electricity
Waste collection, treatment and disposal activities; materials recovery	-	-	-	17	-	10	51
Other mining and quarrying	-	-	-	123	3	95	128
Civil engineering /construction	5	-	-	152	3	362	128

*Source: Ricardo-AEA, Employment based energy consumption mapping in the UK*

116. Estimated UK emissions of Greenhouse Gases by National Communication source category, type of fuel and end-user category data also demonstrates that CO<sub>2</sub> emissions for waste management contributes a very small proportion

of national emissions. In 2013 (the latest available data) emissions from the waste management sector comprised 4% of total national CO<sub>2</sub> emissions (566.5MtCO<sub>2</sub>e) and this is down from 8.5% in 1990 and 9.2% in 2000.



117. Landfill emissions has been by far the biggest contributor but as waste has been diverted from landfill and pushed up the Waste Hierarchy tonnes CO<sub>2</sub> emissions have plummeted by nearly 75% since 2000. As Figure 6 shows, emissions from other waste management technologies have remained consistently low.

118. An alternative source of waste-specific information reported at Waste Disposal Authority level, is Eunomia's Recycling Carbon Index report, which is based primarily on WasteDataFlow and is indicative of waste carbon performance. The index identifies carbon savings relating to LACW materials and shows an increase in per capita carbon savings in Merseyside and Halton to 2013-14, see Table 11. However, in 2014-15 this progress has stalled and in Halton decreased slightly on 2013-14 levels.

**Table 11: Per capita carbon saving from LACW recycling (kg CO<sub>2</sub> eq. saved per person)**

WDA area	2011-12	2012-13	2013-14	2014-15	Trends
Merseyside	66	61	67	67	-
Halton	59	54	62	61	↓

Source: Eunomia, Recycling Carbon Index 2014-15

119. The Eunomia Index measures the environmental performance of recycling services and demonstrates that having a high or increasing recycling rate does

not necessarily translate into high carbon savings. WDAs that recycle more materials with a higher embodied carbon (such as food or textiles) will show higher carbon savings and this would be reflected in a higher index score.

120. Eunomia's report ranks Merseyside and Halton as "mid-performers" in terms of per capita carbon saving from recycling, with the highest performers (top 10% WDAs) in England having an index score between 91 and 109 The worst performing WDA had an index rating of 26.
121. **Actions:** National waste management trends suggest that waste-related CO<sub>2</sub> emissions are reducing over the long term<sup>8</sup>. However, at a sub-regional / Local Authority level it is unclear whether targets for year-on-year CO<sub>2</sub> emissions reductions are being met across the whole waste management sector. Eunomia's report suggests that the LACW recycling sectors contribution to CO<sub>2</sub> emissions reduction is stalling with carbons savings equal to or down on the previous year's index. However, without complete data it is not possible to make any conclusions for the whole waste management sector at a sub-regional level.
122. This indicator will continue to be monitored through to the next Monitoring Report 2016-17. During which time more comprehensive data sources will be sought.

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

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

SA Indicator: SA26

WFD requirement: Article 4 and 28

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

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

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

<sup>8</sup> DECC (2014) *Updated energy and emissions projects*



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

	Jul 2013 - Mar 2014		Apr 2014 - Mar 2015		Apr 2015 - Mar 2016		Capacity Trends
District	Consented capacity (tonnes per annum)	No. of sites	Consented capacity (tonnes per annum)	No. of sites	Consented capacity (tonnes per annum)	No. of sites	
Halton	75000	1	250000	3	242400*	3	↑
Knowsley	27000	2	0	0	120000	2	↑
Liverpool	15000	1	0	0	312	1	↑
Sefton	0	0	0	0	0	0	-
St.Helens	25000	1	1872	1	36000	2	↑
Wirral	0	0	12200	1	36000	1	↑
Total:	142000	5	264072	3	434712	9	↑

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

\*Includes total tonnages at disposal sites

125. Table 12 shows that 434,712tpa of new waste management capacity was consented in 2015-16 which is up 65% on 2014-15 levels. This new capacity is spread over 9 sites which is indicative of a general trend of smaller scale facilities coming forward.

126. To provide context and satisfy WDF monitoring requirements regarding future capacity (Article 28) site and technology specific details of consented capacity are shown in Table 13. The position of each consented facility with regard to the Waste Hierarchy is also shown to satisfy SA monitoring requirements.



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

**Table 13: Consented capacity of new waste management facilities April  
2015 - March 2016**

Planning ref	Facility type	Address	Capacity (tonnes per annum)	District	Waste Hierarchy position
15/00256/FUL	Anaerobic Digestion (extension)	Refood UK Ltd, Desoto Road, Multi Modal Gateway, Widnes	20000	Halton	Other Recovery
15/00332/FUL	Inert landraise (followed by installation of solar scheme)	Land bounded by dismantled railway and situated to the south of Johnsons Lane, Widnes	189600	Halton (total tonnage landraise)	Disposal
15/00180/FUL	Landfill restoration	Hedco Closed Landfill Site, Desoto Road, West Bank Estate, Widnes, WA8 0PB	32800	Halton (total tonnage restoration materials)	Disposal
15/00506/FUL	Inert Waste Recycling Facility	3 Webber Road, Knowsley Industrial Park, Kirkby	50000	Knowsley	Recycling
14/00657/FUL	Anaerobic Digestion	Land at Butlers Farm, North Perimeter Road, Knowsley Industrial Park	70000	Knowsley	Other Recovery
15F/2399	Biomass boiler (small scale – exempt)	Panorama Kitchens , 11 Belmont Road, Liverpool, L6 5BG	312	Liverpool	Other Recovery
P/2015/0322	Recycling Centre	Land Adjacent and 8a Reginald Rd Industrial Park, Brindley Rd, St Helens	35000	St.Helens	Recycling

Planning ref	Facility type	Address	Capacity (tonnes per annum)	District	Waste Hierarchy position
P/2015/0494	Biomass facility	Starbank Site, Junction Lane, Newton le Willows	1000	St.Helens	Other Recovery
APP/15/00553	Anaerobic Digestion	Riverside House, East Street, Seacombe	36000	Wirral	Other Recovery
Total:			434712		

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

127. Of the consented waste applications, 22% were for recycling, 56% for recovery and 22% for disposal facilities. This demonstrates that waste is being pushed up the Waste Hierarchy in the Plan Area and away from landfill.
128. 33% of new consented capacity in 2015-16 was for Anaerobic Digestion. There appears to be gathering momentum behind this technology in the Plan Area as commercial as well as some household food waste is being diverted from landfill. If this capacity is realised then forecast food/kitchen waste recycling needs for the Plan Area will have been met ahead of time.
129. In 2015-16, 2 consents were for betterment of land at closed landfills using inert waste. Waste capacity at these sites accounts for 51% of total consented capacity in the monitoring period.

### **National monitoring requirements**

130. National waste planning practice guidance<sup>9</sup> states that:

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

131. This requirement is applicable to single data list indicator 024-15 AMR W-1. The planning practice guidance (Annex 1) advises under Article 28 of the Waste Framework Directive (WFD) that Local Plans and/or monitoring reports should include sufficient information to:
- Determine the location and capacity of existing major disposal and recovery installations;
  - Undertake an assessment of the need for closure of existing waste installations and an assessment of the need for additional waste

<sup>9</sup> DCLG (2015) *Guidance Waste* <http://planningguidance.planningportal.gov.uk/blog/guidance/waste/> Accessed: 29/09/2015

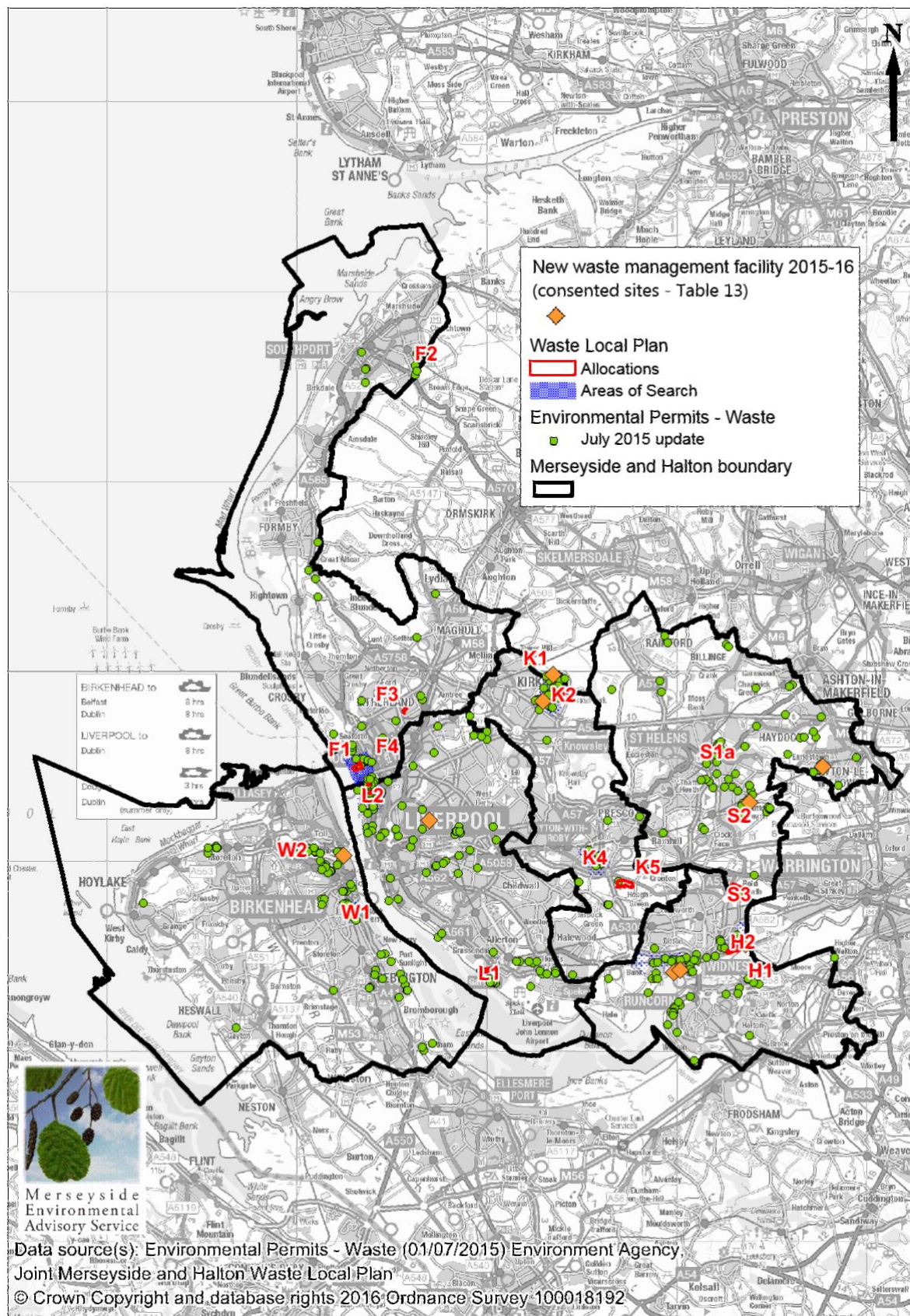
installation as part of the preparation of local authority Local Plans. Waste planning authorities should keep these assessments under review through the production of Annual Monitoring Reports; and

- c. Ensure that there is sufficient information in the Local Plan and Annual Monitoring Reports for waste planning authorities to determine the location and capacity of future disposal or major recovery installations.

132. Figure 7 shows the location of WLP allocated sites, Areas of Search and existing waste sites (green dots). The 9 consented waste management facilities (2015-16) are also shown.

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



**Figure 7: Existing, consented and allocated waste management sites in Merseyside and Halton**

### ***Closure of existing waste sites***

134. Lyme and Wood Pit non-hazardous landfill site was scheduled to close on 12<sup>th</sup> June 2016 after which only restoration soils can be brought to the site (P/2012/0156 – condition 1). St.Helens Council have stated that a further time extension planning application is required and pre-application discussions are ongoing. In the interim the site continues to operate.
135. At Penlake Industrial Estate in St.Helens a hybrid planning application (P/2015/0130) was granted in December 2015 for the demolition of an existing metal recycling facility and outline permission for a residential development. Pre-commencement conditions are awaiting discharge and as of October 2016 the facility continues to operate.
136. We are not aware of the closure of any other waste sites.

### ***Needs Assessment***

137. With regard to need for additional facilities, the WLP Needs Assessment (2011) forecasts a continuing need for various types of waste facilities which is beginning to be met by the consented and recently permitted sites (Table 13 and Appendix A).
138. In 2015-16, consent of 2 new Anaerobic Digestion (AD) and an extension to another will help divert up to 126,000tpa of food waste away from landfill. These facilities will push biodegradable waste up the Waste Hierarchy.
139. The WLP Needs Assessment forecasts a need for up to 4 LACW and Commercial & Industrial (C&I) 50,000tpa food waste composting facilities by 2020. 1 is required immediately, 2 by 2015 and the remainder by 2020. These new AD facilities together with ReFood's 90,000tpa plant at Widnes and a smaller 25,000tpa Autothermophillic Aerobic Digestion (ATAD) facility near Rainford in St.Helens provide sufficient capacity to meet this forecast need. However, as it stands only 110,000tpa of this capacity has been built out at Widnes.
140. The 2 disposal sites have a combined capacity of 222,400 tonnes for capping and betterment of land. Whilst the Waste Local Plan allocates 2 inert landfill sites to meet the majority of the inert waste disposal needs for Merseyside and Halton, the Plan also assumes that 10% of construction/demolition/excavation (CDE) waste disposal will be spread on land for landscaping and other beneficial purposes, usually with an exemption from environmental permitting. This amounts to around 240,000tpa, so this capacity will greatly assist in meeting this need.
141. There is no forecast need for new hazardous waste treatment capacity in the Plan Area. However, additional consented treatment capacity at Future

Industrial Services will help safeguard existing waste management capacity which needs to be retained to meet the identified waste needs of the Plan Area.

142. **Actions:** The amount of consented capacity is up 65% on 2014-15. Four times more waste applications were consented yielding new capacity. Just over half of this capacity is for betterment of land at closed landfill sites and a third is for food waste composting which if built out will surpass the forecast need.
143. The eventual closure of Lyme and Wood Pits, the last non-hazardous landfill site in the Plan Area, is likely to result in diversion of waste (approximately 260,000tpa in 2015<sup>10</sup>) to nearby treatment facilities in the Plan Area and/or landfill within Adjoining Authorities. This will be determined by commercial contracts which may also have a benefit in pushing waste management further up the Waste Hierarchy.
144. This indicator will continue to be monitored to track capacity and capacity gaps through to the next Monitoring Report 2016-17.

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

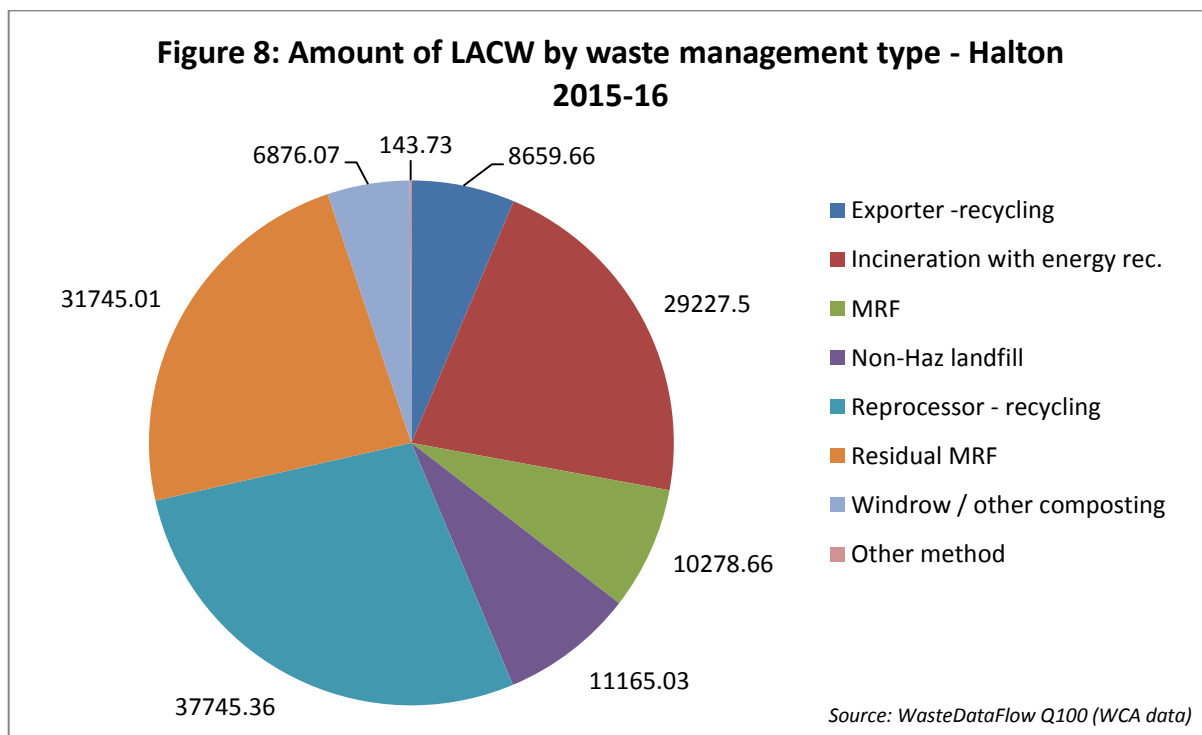
Partners: Local Planning Authority, Merseyside Recycling and Waste Authority, Waste Collections Authority, Merseyside Environmental Advisory Service

SA indicators: SA21, SA22

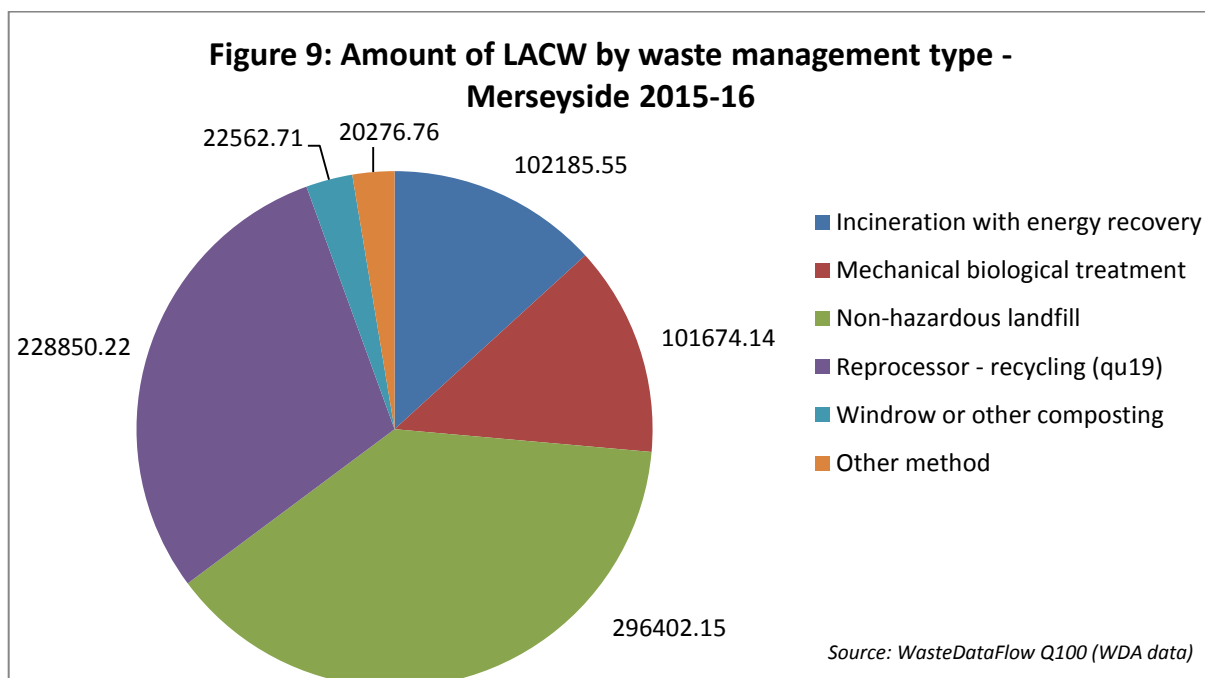
NPPW requirement: existing stock and changes in the stock of waste management facilities, and their capacity (including changes to capacity); waste arisings

145. **Target:** No target set.
146. **Performance:** Due to changes to reporting in WasteDataFlow the 2015-16 tonnages are derived from the raw data: Q100 (*Waste sent for treatment or disposal*).
147. Around 40% of Halton's LACW stream is sent for recycling and/or composting – see Figure 8. Halton also continues to send 20% of their LACW for incineration with energy recovery at Viridor's Energy from Waste plant in Runcorn. This forms part of the Council's interim contractual arrangements with WSR Recycling Limited, Ditton handling almost 25% of the District's LACW (residual MRF). The proportion of waste sent to non-hazardous landfill continues to decrease as residual LACW is diverted up the Waste Hierarchy.

<sup>10</sup> Waste Data Interrogator 2015



148. In Merseyside, energy recovery is up nearly 80% on 2014-15 levels. Landfill disposal accounts for 38% of LACW management with 33% of waste sent for recycling and/or composting.



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



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

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

SA indicator: SA13, SA24 and SA30

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

151. **Performance:** 3 new waste management facilities with renewable energy generation capabilities have been consented in 2014-16.

*Halton*

152. PDM Group Ltd (ReFood) gained consent for an Anaerobic Digestion (AD) facility at Desoto Road, Widnes in 2012 which generates up to 180KWh of biogas for export to the national grid and local industry. In July 2015 an application (15/00256/FUL) to expand processing capacity at the facility was granted. This is likely to result in additional biogas production.

*Knowsley*

153. In June 2015, Tamar Energy gained approval (subject to legal agreement) for an AD facility at Knowsley Industrial Park which according to the applicant will produce up to 3MW of energy, enough for the annual energy consumption of 6,000 homes. Digestate sludge would also be processed to create a fertiliser product<sup>11</sup>.

*Wirral*

154. In September 2015 an AD facility was consented at Riverside House, East Street, Seacombe. The development comprises a 2.8Mwth facility taking a feedstock of 36,000tpa of carbon rich liquids including molasses production waste and waste oils. There is an associated 2.6km pipeline to transfer the biomethane produced under medium pressure to a medium pressure transfer main on Dock Road. The AD facility will be co-located with an existing liquid storage terminal at North Alfred Dock, East Street, Wallasey. By-products from

<sup>11</sup> ENDS (2015) *Knowsley Council minded to approve controversial anaerobic digestion facility* Waste Planning Issue 112 August pp22-23

the AD process will be a digestate filter cake which will be BS PAS 110 Compliant and therefore usable as a fertilizer.

155. **Actions:** No target set. Progress with consented waste schemes will continue to be monitored through to the next Monitoring Report 2016-17.

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

Partners: Local Planning Authority, Merseyside Environmental Advisory Service

NPPW requirement: take-up in allocated sites and areas

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

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

158. **Actions:** This indicator will continue to be monitored through to the next Monitoring Report 2016-17.

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

Partners: Local Planning Authority, Merseyside Environmental Advisory Service

NPPW requirement: take-up in allocated sites and areas

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

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

161. **Actions:** This indicator will continue to be monitored through to the next Monitoring Report 2016-17.

<b>Local Indicator WLP 3: Number of applications received for waste management facilities on unallocated sites; and number of waste management facilities that are developed on unallocated sites</b>
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Partners: Local Planning Authority, Merseyside Environmental Advisory Service
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SA Indicator: SA26
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WFD requirement: Article 4
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162. **Target:** <10% of requirement stated for targets WLP1 and 2.

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

164. Table 16 refers to 'developed' status which means planning applications that have been built and capacity is operational. Judgement on whether a waste application is developed has been determined by information provided by the applicants, District planning officers and MEAS.

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

**Table 14: Waste planning applications received on unallocated sites**

	<b>Apr 2014 - Mar 2015</b>		<b>Apr 2015 - Mar 2016</b>	
<b>District</b>	<b>Received</b>	<b>Developed (yes/no/unknown)</b>	<b>Received</b>	<b>Developed (yes/no/unknown)</b>
Halton	1	0/1/0	4	2/2/0
Knowsley	3	2/1/0	2	0/2/0
Liverpool	1	0/1/0	1	0/1/0
Sefton	0	0/0/0	0	0/0/0
St.Helens	2	2/0/0	4	2/1/1
Wirral	2	1/1/0	1	0/1/0
<b>Total:</b>	<b>9</b>	<b>5/4/0</b>	<b>12</b>	<b>4/7/1</b>

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

166. Table 14 shows the number of waste planning applications received has increased by almost a third in 2015-16 when compared on 2014-15 levels, and for the second year running no waste applications were received in Sefton.
167. Overall 33% of waste applications have been developed. This is down on the previous year when 55% of applications were built out.
168. The developed out figure for the current monitoring period and previous years has been typically low because some of the applications received are yet to have been determined whilst others are awaiting discharge of conditions and yet to reach construction / completion stage. Planning permissions typically have 3 years to be implemented before they lapse. Therefore, it is likely that some of these sites will be developed in the next 1-2 years as they progress with discharge of conditions and construction phases.
169. Data for 2008 to 2013 shows a longer picture of trends, with over a third (36%) of waste applications received being developed out.
170. Table 15 provides further detail of development status. All waste applications received were on unallocated sites; however 58% of these were in Areas of Search which is up 14% on 2014-15 levels.

**Table 15: Site specific details of waste planning applications received and developed out on unallocated sites**

Planning ref	Facility type	Address	Capacity (tonnes per annum)	District	Waste Hierarchy position	Development status	Site type
16/00124/FUL EIA	Recycling Facility	WSR Recycling Ltd  Ditton Road  Widnes  Cheshire  WA8 0PA	100000	Halton	Recycling	Consented in July 2016. Facility operational. Completion of permit modification for additional capacity imminent	Unallocated site in Area of Search
15/00256/FUL	Anaerobic Digestion (extension)	Refood UK Ltd, Desoto Road, Multi Modal Gateway, Widnes	20000	Halton	Other Recovery	Facility operational. Permit variation submitted (Sept, 2016)	Unallocated site in Area of Search
15/00332/FUL	Inert landraise (followed by installation of solar scheme)	Land bounded by dismantled railway and situated to the south of Johnsons Lane, Widnes	189600	Halton (total tonnage landraise)	Disposal	Consented. Condition discharge application under consideration (Nov, 2016)	Unallocated site in Area of Search

Planning ref	Facility type	Address	Capacity (tonnes per annum)	District	Waste Hierarchy position	Development status	Site type
15/00180/FUL	Landfill restoration	Hedco Closed Landfill Site, Desoto Road, West Bank Estate, Widnes, WA8 0PB	32800	Halton(total tonnage restoration materials)	Disposal	Consented. Works are presently being undertaken (Nov, 2016)	Unallocated site in Area of Search
15/00506/FUL	Inert Waste Recycling Facility	3 Webber Road, Knowsley Industrial Park, Kirkby	50000	Knowsley	Recycling	Consented. Construction not started	Unallocated site in Area of Search
15/00509/FUL	Waste Treatment Facility (provision of additional capacity at oil recovery unit)	Future Industrial Services, Acornfield Road, Knowsley Industrial Park, Kirkby, L33 7SP	45000 (within existing permitted capacity 235000)	Knowsley	Other Recovery	Decision pending. Expected Dec 2016	Unallocated site in Area of Search
15F/2399	Biomass boiler (small scale – exempt)	Panorama Kitchens , 11 Belmont Road, Liverpool, L6 5BG	312	Liverpool	Other Recovery	Consented. Conditions awaiting discharge	Unallocated site
P/2016/0027/ WASTE	Waste Transfer Station	2-3 Withins Road, Haydock, St.Helens, WA11 9UD	24999	St.Helens	Recycling	Consented. Condition awaiting discharge. Not operational	Unallocated site
P/2015/0322	Recycling Centre	Land Adjacent and 8a Reginald Rd Industrial Park, Brindley Rd, St Helens	35000	St.Helens	Recycling	Consented. Facility operational	Unallocated site in Area of Search
P/2015/0601/ FUL	Recycling/reprocessing centre	Hunts Brothers Warehouse Ltd, Junction Lane, Newton le Willows, WA12 8DN	Not provided	St.Helens	Recycling	Consented. Progress unknown	Unallocated site

Planning ref	Facility type	Address	Capacity (tonnes per annum)	District	Waste Hierarchy position	Development status	Site type
P/2015/0494	Biomass facility	Starbank Site, Junction Lane, Newton le Willows	1000	St.Helens	Other Recovery	Consented. Facility operational	Unallocated site
APP/15/00553	Anaerobic Digestion	Riverside House, East Street, Seacombe	36000	Wirral	Other Recovery	Consented but construction not started	Unallocated site

171. **Actions:** Target not met. All of waste applications received in 2015-16 were on unallocated sites. However, 58% of applications were on sites within Areas of Search. A number of these were expansions or upgrading of existing waste facilities and policy WM7 applied.

172. Policy WM1 (Site Prioritisation) and WM2 and WM3 (Sub-regional and District allocated sites) will continue to be promoted through the pre-application process to encourage applicants to consider allocated sites. This indicator will continue to be monitored through to the next Monitoring Report 2016-17 and the data collected used to help inform a review of the WLP in due course.

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

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

SA Indicator: SA25

173. **Target:** 100%

174. **Performance:** Table 16 shows that of 12 planning applications received just 1 (8%) included a proposal to achieve BREEAM excellent/very good rating or equivalent. This falls significantly short of the 100% target and follows a similar trend to 2014-15 when 22% and 2013-14 when 36% achieved BREEAM excellent/very good rating or equivalent.

**Table 16: Waste applications achieving BREEAM or equivalent**

District	2013-14		2014-15		2015-16	
	BREEAM 'Excellent' or equivalent	BREEAM 'Very Good' or equivalent	BREEAM 'Excellent' or equivalent	BREEAM 'Very Good' or equivalent	BREEAM 'Excellent' or equivalent	BREEAM 'Very Good' or equivalent
Halton	0	0	0	1	0	0
Knowsley	0	0	0	0	0	0
Liverpool	1	0	1	0	0	0
Sefton	0	0	0	0	0	0
St.Helens	1	2	0	0	0	1
Wirral	0	1	0	0	0	0

Source: Development Management planning application lists, MEAS

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



175. There are several reasons why so few waste applications are meeting BREEAM or equivalent standards. In 2015-16, 4 of the 12 applications received were small scale (up to 25,000tpa) therefore sustainability and environmental performance measures are likely to be unviable due to cost. Some of these applications were also changes of use or expansion proposals at existing waste facilities therefore BREEAM would not apply.
176. BREEAM or equivalent standards tend to be applied to new larger scale facilities where waste management practices are more technically complex (than a Waste Transfer Station, for example).
177. **Actions:** Target not met. This indicator will continue to be monitored through to the next Monitoring Report 2016-17. Consider use of WLP Monitoring Group to discuss reporting on this indicator and possible early review of the target. Monitoring data shows that not all waste applications are applicable to BREEAM or equivalent sustainable performance schemes.

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

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

SA Indicator: SA14

178. **Target:** 25-30%
179. **Performance:** Table 19 shows that in 2015-16 none of the new consented waste management facilities use an element of sustainable transport. This was also the case in 2014-15.
180. In 2013-14 just one new waste management scheme could utilise sustainable transport (14%).
181. The 2015-16 shortfall on the target is in part explained by 3 of the 9 new waste consents being small scale as well as sites not being located near rail connections, canals or docks. Another reason may be the size and geographic spread of waste contracts which could make rail or water transport unviable. The majority of larger municipal waste contracts are long term and have already been secured therefore many waste operators rely on multiple small scale short term contracts. These smaller contracts, from various commercial and industrial sources, may be not be viable for sustainable waste transport.

182. The nature of some waste operations is also a factor. Landfill restoration, for example, will nearly always require waste transportation by HGV.

**Table 19: New waste sites using sustainable transport**

District	2013-14					2014-15					2015-16				
	Canal	Conveyor	Rail	Sea	HGV	Canal	Conveyor	Rail	Sea	HGV	Canal	Conveyor	Rail	Sea	HGV
Halton	0	0	1	0	1	0	0	0	0	1	0	0	0	0	3
Knowsley	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2
Liverpool	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Sefton	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
St.Helens	0	0	0	0	2	0	0	0	0	1	0	0	0	0	2
Wirral	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1

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

183. **Actions:** Target not met. Previous consented facilities demonstrate the importance of proximity to existing transport infrastructure such as a railhead/sidings or canal and large waste contracts to enable successful deployment of sustainable transport solutions. Therefore opportunities are often restricted to those sites with good proximity to existing transport infrastructure and large LACW contracts because of operational flexibility and financial considerations. This indicator will continue to be monitored through to the next Monitoring Report 2016-17.

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

Partners: Local Planning Authorities, Merseyside Environmental Advisory Service

184. **Target:** 65% recycled by 2020; recover value from 90% by 2020 (includes recycling).
185. **Performance:** Regional/national targets are no longer relevant since the regional tier of reporting has been removed, and the publication of the Waste Management Plan for England 2013 removed national targets. Therefore, it is not possible to report against this indicator.
186. However, Table 18 shows 67% of new consented capacity in 2015-16 will have the potential to recycle and/or recover value from Commercial and Industrial (C&I) waste. In 2014-15 this figure was 100% and 2013-14 71% of consented waste management facilities have C&I waste recycling/recovery capacity.

**Table 18: Consented waste facilities recycling/recovery of C&I waste**

District	No. Sites 2013-14	No. Sites 2014-15	No. Sites 2015-16	Trends
Halton	1	1	1	-
Knowsley	3	0	1	↑
Liverpool	0	0	1	↑
Sefton	0	0	0	-
St.Helens	1	1	2	↑
Wirral	0	1	1	-
Total	5	3	6	↑

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

187. **Actions:** We cannot report against this indicator as was intended because there is no longer any national/regional targets for C&I waste. Consider early review of this indicator through the WLP Monitoring Group to identify how reporting on commercial and industrial waste can be achieved.
188. Consented facilities which provide recycling/recovery capacity for C&I waste will continue to be monitored through to the next Monitoring Report 2016-17.

## 6 Sustainability Appraisal Monitoring Indicators

189. The Environmental Assessment of Plans and Programmes Regulations 2004 Regulation 17 requires monitoring of plan implementation. The Waste Local Plan (WLP) Environment Report<sup>12</sup> sets out combined Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) baseline indicators which were reviewed and consolidated in the Monitoring Report 2013-14 to those set out in Table 19.
190. The SA indicators differ from the WLP indicators (Section 5) in that they address potential links between implementation of the WLP and the likely significant economic, social and environmental effects. Changes in performance against SA indicators can be measured by the baseline position (taken as 2009-10) and comparison with the position in previous monitoring reports.
191. All WLP Objectives are addressed by at least one indicator. Furthermore, the SA Objectives are consistent with those used by the five Merseyside Districts and Halton for their Local Plans and they therefore cover a much broader range of parameters which may be more relevant to housing policy, etc.
192. Where SA indicator trends show significant issues emerging, the need for action will be considered in future Monitoring Reports once further data has been collected and analysed. These data sources will also be used to inform the scope of any review of the WLP.

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<sup>12</sup> URS Scott Wilson (2012) *Sustainability Appraisal and Strategic Environmental Assessment*  
[http://www.wasteplanningmerseyside.gov.uk/media/2527/adp-003-modifications\\_wlp\\_sa\\_report\\_final\\_30oct2012.pdf](http://www.wasteplanningmerseyside.gov.uk/media/2527/adp-003-modifications_wlp_sa_report_final_30oct2012.pdf)

**Table 19: Sustainability Appraisal Monitoring Indicators**

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2013-14	Position in 2014-15	Position in 2015-16
SA1	Biodiversity	1	SO6	Number of waste management facilities located within 1km of sites covered by regional, county or local nature and earth science conservation designations	No	Of 7 new consented waste applications, all 7 are within 1km of Natura 2000, NNR, SSSI, LNR, LWS and Ancient Woodland.	Of 3 new consented waste facilities, all 3 are within 1km of sites covered by regional, county or local nature and earth science conservation designations.	7 of 9 new consented waste applications are within 1km of sites covered by regional, county or local nature and earth science conservation designations.
SA2	Biodiversity	1	SO6	Area landfill restored to support improved biodiversity	No	78% of Lyme & Wood Pits site restored to country park (86.2ha). Based upon 2010 aerial photography.	As 2013-14. No new photography available.	Approximately 90% of Lyme & Wood Pits site restored to country park (100.6ha). Based upon 2015 aerial photography (GoogleEarth, Oct 2016).
SA3	Human	(2), 9	SO6	Number of pollution incidents	No	There were 5 environmental pollution incidents, 1 appears to have resulted from an existing waste management facility at Bankhall Lane, Liverpool with significant impact to land.	There were 6 environmental pollution incidents, 1 appears to have resulted from a metal recycling facility at Reginald Road, St.Helens causing significant impact to air (understood to have been a fly	There were 5 environmental pollution incidents, 1 appears to have resulted from a recycling facility in Liverpool causing significant impact to air.

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2013-14	Position in 2014-15	Position in 2015-16
							infestation related to tins cans containing food residues).	
SA4	Human	4, 9	SO1, SO6	Number and type of fly tipping events	Yes – Single data list 082-01	See indicator Single data list 082-01	See indicator Single data list 082-01	See indicator Single data list 082-01
SA5	Human	5	SO6	Number and type of reported accidents involving staff of, or visitors to, waste management facilities	No	A flue gas treatment plant incident at Ineos Chlor / Viridor's EFW plant, Runcorn led to 1 worker being hospitalised. 22 others were sent to A&E as a precaution. 1 man injured at Spotmix Ltd, Bootle.	None.	Scrapyard fire at Alexandra Dock, Bootle involving 400 tonnes of WEEE in April 2015. No reported casualties.
SA6	Water Resources	10	SO6	Water quality (chemical & biological) classification of rivers, canals, estuaries and coastal waters impacted by waste developments (within 250m)	No	1 site at Mathieson Road, Widnes is within 250m of a Main River, Stewards Brook. Ecology status: poor and chemical status: good.	1 site at North Perimeter Road, Knowsley Industrial Park is approximately 60m from a Main River (Simonswood Brook). Ecological status: moderate and chemical status: fail.	2 sites within 250m of a Main River. 1 site within 250m of Stewards Brook (Ecological status: poor and chemical status: good – 2013-14 data). 1 site adjacent Simonswood Brook (Ecological

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2013-14	Position in 2014-15	Position in 2015-16
								status: moderate and chemical status: good).
SA7	Land and Soil	11	SO6, SO7	Area of grade 1, 2 and 3a agricultural land taken by new waste development	No	None	None	None
SA8	Land and Soil	11, 12	SO6, SO7	Proportion of new waste development on previously developed, derelict or under-utilised land	No	All 7 new consented waste applications are on previously developed, derelict or under-utilised land. 1 site is on previously developed land in the Green Belt.	1 site at Johnson's Lane, Widnes on 2.6ha of previously developed land. Site at Perimeter Road North on Greenfield land allocated for waste and industrial uses.	4 consented waste applications are on previously developed land, including 2 former landfill sites and 1 change of use of existing yard and buildings. 1 consent is at an existing waste facility and 3 are waste consents at existing non-waste businesses. 1 site is on greenfield land allocated for industrial uses.
SA9	Air Quality	9, 13	SO6, SO8	Number of new waste management facilities located within Air Quality Management Areas	No	1 new site at Cheadle Avenue, Old Swan is within the Liverpool City AQMA. This AQMA covers the whole District area.	None	1 new site at Belmont Road is within the Liverpool City AQMA. This AQMA covers the whole District area.

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2013-14	Position in 2014-15	Position in 2015-16
SA10	Climate Change	14	SO6, SO7	Number of new waste management facilities situated in high flood risk areas	No	<0.00ha of 1 site at Mathieson Road, Widnes is in Flood Zone 3 (Stewards Brook)	None	None
SA11	Climate Change	13, 15	SO6, SO8	Estimated greenhouse gas emissions from the waste sector	Yes – Single data list 067-01	See indicator Single data list 067-01	See indicator Single data list 067-01	See indicator Single data list 067-01
SA12	Climate Change	4, 9, 15	SO6, SO8	Emissions of landfill gas from landfill sites	No	4 landfill sites releasing methane. In 2013, 1400 tonnes released which is a 51% reduction on 2008 releases.	1 landfill site releasing methane. In 2014, 894000kg (894 tonnes) released.	In 2015, 1 landfill leachate treatment plant released 10000kg of methane (10 tonnes).
SA13	Climate Change	15, 20, 22, 24	SO3, SO4	Quantity of renewable and alternative energy generated from waste management activities	Yes – Single data list 024-12 AMR E-3	See Single data list 024-12 AMR E-3	See Single data list 024-12 AMR E-3	See Single data list 024-12 AMR E-3
SA14	Transport	16, 17	SO6, SO8	Proportion of waste transported other than by road by waste stream	Yes – Local Indicator WLP 5	See Local Indicator WLP 5	See Local Indicator WLP 5	See Local Indicator WLP 5
SA15	Transport	9, 17	SO8	Number of new waste development sites for which a travel plan has been prepared	No	5 of 7 consented waste facilities submitted a transport statement. 1 site had a HGV	2 of 3 new consented waste facilities submitted transport documents. 1 new consented facility	4 of 9 consented applications submitted Transport Statements. The remaining sites included traffic



SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2013-14	Position in 2014-15	Position in 2015-16
						vehicle statement. The remaining site did not submit a plan.	submitted a Transport Assessment and the other site submitted a brief traffic statement	assessments. Smaller scale sites included brief descriptions of transport and access arrangements.
SA16	Historic Environment	9, 18	SO6	Number of new waste facilities located within 1km of scheduled monuments, registered parks and gardens and other major heritage or cultural assets	No	WHS: no further sites SAM: 1 site at Burtonhead Road, St.Helens within 1km Registered Parks and Gardens: 1 site at Cheadle Avenue, Old Swan within 1km Listed buildings: 4 sites at Cheadle Avenue, Burtonhead Road, Mathieson Road and Link Road, Huyton within 1km	None	WHS: no sites within 1km. AD consent at East Street, Seacombe within 1km of WHS buffer zone. SAM: no sites within 1km. Registered Parks and Gardens: Biomass consent at Belmont Road 215m from Newsham Park. Listed Buildings: 4 consented sites within 1km.
SA17	Landscape and Townscape	9, 19	SO6	Area of publicly accessible open space and green space permanently lost as a result of new waste management facilities	No	None	None	None
SA18	Landscape and	19	SO6	Number of new waste development in areas of	No	1 site on an	No new waste	No new waste

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2013-14	Position in 2014-15	Position in 2015-16
	Townscape			designated landscape value (including Green Belt)		industrial estate within the Green Belt (Moss Bank Industrial Estate, Rainford)	management sites within areas of designated landscape value (including Green Belt)	management sites within areas of designated landscape value (including Green Belt)
SA19	Sustainable Waste Management	20, 21, 22	SO1, SO2, SO3	Total annual volume of waste generated by waste stream	Yes – Single data list 082-01 and 082-02	Merseyside and Halton Waste Partnership Annual Report 2013:  LACW – 696,432 <sup>13</sup> tonnes (2.4% reduction from 2011/12)  Needs Assessment 2011 (pessimistic estimates 2015):  C&I – 999,000 tonnes  CD&E – 2.23 million tonnes  Hazardous – 154,000 tonnes	Merseyside and Halton Waste Partnership Annual Report no longer published. Data obtained from Defra ENV18 - Local authority collected waste: annual results tables 2013-14.  LACW – 606,133  Needs Assessment 2011 (pessimistic estimates 2015):  C&I – 1,105,000 tonnes (corrected)  CD&E – 2.23 million tonnes	LACW data obtained from Defra Local Authority Collected and Household Waste Statistics 2014 to 15.  LACW – 607,368  Needs Assessment 2011 (pessimistic estimates 2015):  C&I – 1,105,000 tonnes  CD&E – 2,230,000 tonnes  Hazardous – 154,000 tonnes

<sup>13</sup> Total household waste arisings before recycling or treatment

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2013-14	Position in 2014-15	Position in 2015-16
							Hazardous – 154,000 tonnes	
SA20	Sustainable Waste Management	20	SO6, SO7, SO8	Municipal waste collected per household	No	<p>Merseyside and Halton Waste Partnership Annual Report 2013:</p> <p>Merseyside – 645kg (1.5% reduction from 2011/12 and 6.9% from 2010/11)</p> <p>Halton – 631kg (0.78% reduction from 2011/12 and 7.5% from 2010/11)</p>	<p>Merseyside and Halton Waste Partnership Annual Report no longer published. Data from Joint Recycling and Waste Management Strategy: Environmental Monitoring and Report 2013-14 (Strategic Aim 2) reports on all household waste arisings (rather than just residual waste as shown in the Waste Partnership Annual Report).</p> <p>Total amount of waste arisings in Merseyside – 996kg/hh/yr</p>	<p>Data from Joint Recycling and Waste Management Strategy: Environmental Monitoring and Report 2014-15 (Strategic Aim 2).</p> <p>Total amount of waste arisings in Merseyside – 1,095kg/hh/yr</p>
SA21	Sustainable Waste Management	20, 22	SO1, SO2, SO3, SO8	Volume and % of waste disposed to landfill by waste stream	Yes – Single data list 082-03	<p>Merseyside and Halton Waste Partnership Annual Report 2013:</p> <p>LACW – 416,699</p>	<p>Merseyside and Halton Waste Partnership Annual Report no longer published. Joint</p>	<p>Merseyside and Halton Waste Partnership Annual Report no longer published. Joint</p>

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2013-14	Position in 2014-15	Position in 2015-16
						tonnes (59.8%)  Needs Assessment 2011 (pessimistic estimates 2015):  C&I – 185,000 tonnes (18.5%).  CD&E – 333,000 tonnes (15%).  Hazardous arisings – 15,000 tonnes (10%).	Recycling and Waste Management Strategy: Environmental Monitoring and Report 2013-14 (Strategic Aim 3):  LACW – 392,624 tonnes (64.8%)  Needs Assessment 2011 (pessimistic estimates 2015):  C&I – 185,000 tonnes (18.5%).  CD&E – 333,000 tonnes (15%).  Hazardous arisings – 15,000 tonnes (10%).	Recycling and Waste Management Strategy: Environmental Monitoring and Report 2013-14 (Strategic Aim 3):  LACW – 359,773 tonnes (59.2%)  Needs Assessment 2011 (pessimistic estimates 2015):  C&I – 185,000 tonnes (18.5%).  CD&E – 333,000 tonnes (15%).  Hazardous arisings – 15,000 tonnes (10%).
SA22	Sustainable Waste Management	20, 21, 22	SO2, SO3, SO4, SO5	Volume and % of waste recycled/composted by waste stream and by method of disposal	Yes – Single data list 082-02 and 082-03	Merseyside and Halton Waste Partnership Annual Report 2013:  LACW – 252,771 tonnes (36.3%)  Needs Assessment	Merseyside and Halton Waste Partnership Annual Report no longer published.  LACW - see Single data list 082-02 and	LACW - see Single data list 082-02 and 082-03  Needs Assessment 2011 (pessimistic estimates 2015):  Commercial –

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2013-14	Position in 2014-15	Position in 2015-16
						<p>2011 (pessimistic estimates 2015):</p> <p>Commercial – 421,000 tonnes (60%) recycled; 52,000 tonnes (7.4%) C&amp;I waste available for composting.</p> <p>Industrial – 191,000 tonnes (65%) recycled.</p> <p>CD&amp;E – 1.48 million tonnes (67%) re-used on site or recycled.</p> <p>Hazardous – 139,000 tonnes (90%) recycled/treated</p>	<p>082-03</p> <p>Needs Assessment 2011 (pessimistic estimates 2015):</p> <p>Commercial – 421,000 tonnes (60%) recycled; 52,000 tonnes (7.4%) C&amp;I waste available for composting.</p> <p>Industrial – 191,000 tonnes (65%) recycled.</p> <p>CD&amp;E – 1.48 million tonnes (67%) re-used on site or recycled.</p> <p>Hazardous – 139,000 tonnes (90%) recycled/treated</p>	<p>421,000 tonnes (60%) recycled; 52,000 tonnes (7.4%) C&amp;I waste available for composting.</p> <p>Industrial – 191,000 tonnes (65%) recycled.</p> <p>CD&amp;E – 1.48 million tonnes (67%) re-used on site or recycled.</p> <p>Hazardous – 139,000 tonnes (90%) recycled/treated</p>
SA23	Sustainable Waste Management	16, 17, 20, 22, 27	SO1, SO2, SO3, SO6, SO8	Percentage of the four main waste streams which are managed outside Merseyside and Halton	No	<p>Merseyside and Halton Waste Partnership Annual Report 2013:</p> <p>LACW: 58.1% residual waste sent</p>	<p>Merseyside and Halton Waste Partnership Annual Report no longer published. Joint Recycling and Waste Management</p>	<p>LACW data obtained from Defra Local Authority Collected and Household Waste Statistics 2014 to 15.</p> <p>LACW – 60.5%</p>

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2013-14	Position in 2014-15	Position in 2015-16
						<p>to landfill outside of Plan Area</p> <p>Based on WDI 2013 waste removed data:</p> <p>C&amp;I – 60-71%<sup>14</sup></p> <p>CD&amp;E – 60-64%<sup>15</sup></p> <p>Based on HWDI 2013 data:</p> <p>Hazardous – 77%</p>	<p>Strategy: Environmental Monitoring and Report 2013-14 (Strategic Aim 3):</p> <p>LACW – 64.8% residual waste sent to landfill outside of Plan Area</p> <p>Based on WDI 2014 waste removed data:</p> <p>C&amp;I – 63-67%<sup>16</sup></p> <p>CD&amp;E – 51-51.5%<sup>17</sup></p> <p>Based on HWDI 2014 data:</p> <p>Hazardous – 78%</p>	<p>residual waste sent for recovery or landfill outside of Plan Area</p> <p>Based on WDI 2015 waste removed data:</p> <p>C&amp;I – 55.7-67.4%<sup>18</sup></p> <p>CD&amp;E – 48.9%<sup>19</sup></p> <p>Based on HWDI 2015 data:</p> <p>Hazardous – 71%</p>

<sup>14</sup> Range presented to account for significant not codeable (i.e. where destination is unknown) fraction of C&I waste stream. 50% of this waste is exported outside of the UK for recovery, including significant amounts of ferrous materials from Metal Recycling Facilities

<sup>15</sup> Range derived from inert waste removed category (min) and EWC chapter 17 CD&E waste (max)

<sup>16</sup> Range presented to account for significant not codeable (i.e. where destination is unknown) fraction of C&I waste stream. 48% of this waste is exported outside of the UK for recovery, including significant amounts of ferrous materials from Metal Recycling Facilities

<sup>17</sup> Range derived from inert waste removed category (min) and EWC chapter 17 CD&E waste (max)

<sup>18</sup> Range presented to account for significant not codeable (i.e. where destination is unknown) fraction of C&I waste stream. HIC waste removed (exc. Ch20 – MSW, not codeable waste, and not codeable Merseyside and NorthWest) (min) and max % as min but. inc. not codeable and not codeable NorthWest. 32.7% of this waste is exported outside of the UK for recovery, including significant amounts of ferrous materials from Metal Recycling Facilities

<sup>19</sup>Waste removed EWC chapter 17 CD&E waste (max)

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2013-14	Position in 2014-15	Position in 2015-16
SA24	Sustainable Use of Resources	22, 24	SO7, SO8	Number of waste facilities using renewable or recovered energy	Yes – Single data list 024-12 AMRE-3	See Single data list 024-12 AMRE-3.	See Single data list 024-12 AMRE-3.	See Single data list 024-12 AMRE-3.
SA25	Sustainable Use of Resources	23	SO7, SO8	Proportion of new development meeting appropriate standards (BREEAM)	Yes – Local Indicator WLP 4	See Local Indicator WLP 4.	See Local Indicator WLP 4.	See Local Indicator WLP 4.
SA26	Sustainable Economic Growth	20, 22	SO1	Waste planning applications submitted by type and position in the waste hierarchy	Yes – Single data list 024-015 AMR W-1	See Single data list 024-015 AMR W-1.	See Single data list 024-015 AMR W-1.	See Single data list 024-015 AMR W-1.
SA27	Sustainable Economic Growth	20, 25	SO1	EA Environmental Permits for waste management issued	Yes – Single data list 024-015 AMR W-1	See Single data list 024-015 AMR W-1 (WFD Article 28 requirements)	See Single data list 024-015 AMR W-1 (WFD Article 28 requirements)	See Single data list 024-015 AMR W-1 (WFD Article 28 requirements)
SA28	Employment	26, 29, 30	SO4	Number and type of personnel employed in waste management sector (new facilities) in Merseyside classified according to waste hierarchy	No	Prevention: 0  Preparing for re-use: 7  Recycling: 72  Other Recovery: 15  Disposal: 0  Total: 95	Prevention: 0  Preparing for re-use/Recycling: 9 full time 1 part time operational jobs  Other Recovery: 0  Disposal: 0  Total: 10	Prevention: 0  Preparing for re-use: 0  Recycling: 26 full time equivalent jobs (inc. drivers, admin, plant operatives, site management)  Other Recovery: 20 (inc. drivers and commercial team)

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2013-14	Position in 2014-15	Position in 2015-16
								jobs)  Disposal: 1 (part-time site management)  Total: 47
SA29	Landscape and Townscape	9, 18	SO6	Number of waste management facilities located within 250m of conservation areas	No	No new waste facilities within 250m of conservation areas. HWRC at Cheadle Avenue, Liverpool 260m from a conservation area.	No new waste facilities are within 250m of conservation areas.	Belmont Road biomass consent 200m from Newsham Park Conservation Area
SA30	Sustainable Use of Resources	22, 24	SO1, SO3, SO7, SO8	Number of existing renewable energy and energy recovery schemes (by type) in the waste sector and quantity of electricity generated from each	Yes – Single data list 024-12 AMRE-3	See Single data list 024-12 AMRE-3.	See Single data list 024-12 AMRE-3.	See Single data list 024-12 AMRE-3.



## 7 Duty to Cooperate

### Duty to Cooperate: minerals and waste movement requests

193. The Duty to Cooperate was introduced by the Localism Act 2011 (Section 33A), and amends the Planning and Compulsory Purchase Act 2004. It places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Marine Plan preparation in the context of strategic cross boundary matters<sup>20</sup>. This section provides important evidence to assist the Districts in meeting their Duty to Cooperate responsibilities as set out in the draft Liverpool City Region Statement of Cooperation on Local Planning document (July 2015).
194. MEAS on behalf of the 6 WLP partner Districts respond to Duty to Cooperate requests from local authorities across England on all waste planning matters. Typically these requests are associated with Waste Local Plans and evidence base especially waste capacity and waste movements into and out of the Plan Area.
195. Between April 2015 and March 2016, the partner Districts have been consulted and responded to 6 Duty to Cooperate requests on waste movements from:
- Essex and Southend ;
  - Yorkshire and Humber;
  - North Yorkshire;
  - Northamptonshire;
  - Leicestershire; and
  - Kirklees;
196. In some cases waste movements were above strategic thresholds for hazardous and non-hazardous waste. However, they were not sufficiently large to have a strategic impact on Merseyside and Halton in terms of waste capacity, transport, amenity, evidence base and forecast need.

### Net self-sufficiency

197. In terms of overall waste movements to and from Merseyside and Halton Table 20 shows a steady increase in the amount of waste received into the Plan Area between 2012 and 2014. Tonnages imported and exported in 2015 increased sharply on previous years. This is largely because of big improvements in waste destination data. For example, in 2014 1.3 Million tonnes was not coded to a Waste Planning Authority Sub-region and Region. However, in 2015 only 29,985 tonnes was not coded.

<sup>20</sup> <http://planningguidance.planningportal.gov.uk/blog/guidance/duty-to-cooperate/what-is-the-duty-to-cooperate-and-what-does-it-require/>

198. Once again the largest movements from Merseyside and Halton are sent outside the UK comprising ferrous materials. This comprised 36% of all waste exports.

**Table 20: WLP net self-sufficiency (million tonnes)**

Waste Stream	2012	2013	2014	2015
All waste streams (LACW, C&I, CD&E, Hazardous) exported (removed)	1395	1434	1964	2322
All waste streams (LACW, C&I, CD&E, Hazardous) imported (received)	1373	1578	1584	2097

*Data source: Environment Agency Waste Data Interrogator 2015 (excludes Merseyside and Halton and movements that are classed as "WPA Not Codeable (Not Codeable)" which are waste movements where neither a WPA, sub region or region origin/destination are assigned)*

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

### North West Waste Network

201. The North West Waste Network (NWWN) was formed following the cessation of the North West Regional Technical Advisory Board (RTAB) in 2012. The NWWN is a voluntary group of representative Waste Planning Authority Officers from across North West England, and MEAS represents the WLP partner Districts at this group.
202. The aim of the NWWN is to provide (in the absence of Technical Advisory Boards, previously established under Annex D of Planning Policy Statement 10) Waste Planning Authorities and the Environment Agency with a mechanism to engage with a body of technical expertise in waste planning that can discuss and advise on the implications of waste planning policy and guidance and assist with awareness raising and sharing best practice on waste planning issues<sup>21</sup>.

<sup>21</sup> North West Waste Network *Terms of Reference* 14052014

203. An important role of the Network is to facilitate members working together to assist in meeting the requirement of the Duty to Cooperate provisions in the Localism Act in respect of waste matters.
204. During the current monitoring period the NWWN liaised once via email update in May 2016. Lancashire raised an issue relating to regional landfill capacity and suggested preparation of a position paper on this subject. However, due to other work priorities this task has not been taken forward by the Network who did not meet in 2015-16. Aside from this issue, no other strategic matters have been raised.

### **Consultation responses on neighbouring authorities plans**

205. No responses were made with regard to waste management.

### **Consultation responses on waste applications in neighbouring authorities**

206. During 2015-16, a watching brief was maintained on strategic waste applications which are going through planning appeal process and have cross-boundary implications for the Plan Area. This included Arpley landfill in Warrington and Whitemoss landfill in West Lancashire.

## 8 Data sources and reference list

- BEIS (2016) *UK greenhouse gas emissions statistics*  
<https://www.gov.uk/government/collections/uk-greenhouse-gas-emissions-statistics>
- Ricardo-AEA for DECC (2015) *Employment based energy consumption mapping in the UK*  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/533673/Employment\\_based\\_energy\\_consumption\\_in\\_the\\_UK.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/533673/Employment_based_energy_consumption_in_the_UK.pdf)
- Environment Agency (2015) *Environmental Permitting Regulations – Waste Sites*  
<https://data.gov.uk/dataset/environmental-permitting-regulations-waste-sites>
- Environment Agency (2015) *Environmental Pollution Incidents*  
<https://data.gov.uk/dataset/environmental-pollution-incidents>
- Environment Agency (2016) *Flood Map*  
<https://data.gov.uk/dataset/flood-map-for-planning-rivers-and-sea-flood-zone-2> <https://data.gov.uk/dataset/flood-map-for-planning-rivers-and-sea-flood-zone-3>
- Environment Agency (2015) *Hazardous Waste Data Interrogator*  
<https://data.gov.uk/dataset/hazardous-waste-interrogator-2015>
- Environment Agency (2016) *Statutory Main River Map*  
<https://data.gov.uk/dataset/statutory-main-river-map1>
- Environment Agency (2015) *Pollution Inventory*  
<https://data.gov.uk/dataset/pollution-inventory>
- Environment Agency (2015) *Waste Data Interrogator*  
<https://data.gov.uk/dataset/waste-data-interrogator-2015>
- Jacobs Ltd for Defra (2015) *WasteDataFlow*  
<http://www.wastedataflow.org/>
- Eunomia (2015) *Recycling Carbon Index Tool*  
<http://www.eunomia.co.uk/carbonindex/>
- Merseyside and Halton Local Planning Authorities *Air Quality Management Areas*
- Merseyside and Halton Local Planning Authorities (2014-15) *Greenhouse Gas Emissions report*
- Merseyside and Halton Local Planning Authorities (various) *Unitary Development Plan Proposals Maps*
- MEAS (2016) *Historic Environment Record*
- MEAS (2016) *Development Management planning lists*
- MEAS (2016) *Waste Local Plan sites database*
- Merseyside Recycling and Waste Authority (2015) *Summary of District Kerbside Collection Systems and Policy Changes*

- Natural England (2015) *GIS Digital Boundary Datasets*  
[http://www.gis.naturalengland.org.uk/pubs/gis/GIS\\_register.asp](http://www.gis.naturalengland.org.uk/pubs/gis/GIS_register.asp)
- Veolia ES Ltd (2015) *Carbon Modelling and HWRC performance figures*  
<http://www.veolia.co.uk/merseyside-and-halton/veolia-merseyside/veolia/performance-figures>

## 9 Appendices

### Appendix A: Annual capacity of waste management facilities

207. The table template below is derived from DCLG's Planning Practice Guidance for Waste<sup>22</sup> and is populated using the Environment Agency's Environmental Permitting Regulations – Waste Sites data (October 2015)<sup>23</sup> and Waste Data Interrogator 2015. The arrows in the table indicate capacity trends compared with the previous monitoring period 2014-15. Note:

- Some of the tonnages shown in the 2014-15 Monitoring Report for 'remaining permitted capacity' are throughput for that period rather than actual remaining capacity. This has been corrected in this Report and tonnages in brackets below are calculated using remaining permitted capacity for 2014-15 giving an indication of capacity trends;
- Landfill site permitted capacity has been amended to take account of maximum annual capacity at Cronton Claypit, Lyme and Wood Pits and Randle Island;
- In addition, the Waste Data Interrogator identifies approximately 730,000 tonnes more waste received in Merseyside and Halton in 2015. This increase is most likely explained by a genuine uplift in throughput within the Plan Area as well as improvements in data accuracy, see paragraph 197; and
- Remaining permitted capacity is in some cases 'unknown'. This is because throughput for that type of waste site is not known due to data gaps.

208. Locations of consented and permitted sites are shown in Figure 7. End dates of facilities are generally unknown and planned (consented) capacity is reported under Single data list indicator 024-15 AMR W-1.

Type of waste site	Current Permitted capacity / throughput (tonnes per annum)	Planned capacity (with approx. start date)	Remaining Permitted capacity (tonnes per annum)	End date (if appropriate)
<b>Recycling</b>				
Composting (exc. AD)	85207 -	See Single data list indicator 024-15 AMR W-1	30773 ↑ (+6242)	Unknown
Household Waste Recycling Sites	454998 -		176011 ↓ (-4583)	
Transfer stations (where recycling takes place)	4956148 ↑ (+63312)		3607134 ↑ (+135189)	
Materials Recycling Facilities	722078 ↑ (+75000)		570316 ↑ (+69118)	

<sup>22</sup> <http://planningguidance.planningportal.gov.uk/blog/guidance/waste/annex-2-annual-capacity-of-waste-management-facilities/>

<sup>23</sup> <https://data.gov.uk/dataset/environmental-permitting-regulations-waste-sites/resource/3ad197b5-2c2e-4e75-bc7a-02825cad7211>

Type of waste site	Current Permitted capacity / throughput (tonnes per annum)	Planned capacity (with approx. start date)	Remaining Permitted capacity (tonnes per annum)	End date (if appropriate)
Construction and Demolition waste recycling	1555407 ↑ (+74999)		838330 ↑ (+18257)	
Tyre Recycling	38 (throughput)		Unknown	
Total	7773838 ↑ (+213349)		5222564 ↑ (+2630595)	
<b>Recovery</b>				
Metal Recycling and End of Life Vehicle Facilities	5216290 ↑ (+4999)	See Single data list indicator 024-15 AMR W-1	3904298 ↑ (+193867)	Unknown
Mechanical Biological Treatment (with Anaerobic Digestion)	0 -		0 -	
Anaerobic digestion	110000 ↑ (+20000)		Unknown	
Thermal Treatment (Energy recovery)	946000** -		593157*** ↓ (-32843)	
Clinical Waste Transfer and Treatment	109174 ↑ (+10000)		97873 ↑ (+5141)	
Soil Treatment	74999 ↓ (-75001) (75ktpa facility discounted as in Lancashire)		Unknown	
Total	6501146 ↑ (+4681)		4595328 ↑ (+141165)	
<b>Disposal</b>				
Incineration (without energy recovery)	417 -	See Single data list indicator 024-15 AMR W-1	0 -	Unknown
Landfill site	627500 ↑ (+73750)		248808 ↓ (-16646)	Lyme and Wood Pit LF planning permission lapsed June 2016
Total	627917 ↑ (+73750)		248808 ↓ (-16646)	

Source: Environment Agency, Environmental Permit Regulations – Waste Sites data (October 2015), Merseyside Recycling and Waste Authority (HWRC data), WateDataFlow Question100 (for Thermal Treatment with Energy Recovery), planning application data and Waste Data Interrogator 2015

\*2014-15 data corrections where in some cases throughput stated rather than remaining permitted capacity

\*\*Includes 96,000tpa permitted capacity at Energos gasification plant (unbuilt), Knowsley Business Park. Energos went into administration (July 2016)

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

<b>REPORT TO:</b>	Environment and Urban Renewal Policy and Performance Board
<b>DATE:</b>	8 <sup>th</sup> February 2017
<b>REPORTING OFFICER:</b>	Strategic Director, Enterprise, Community & Resources
<b>PORTFOLIO:</b>	Transportation
<b>SUBJECT:</b>	Highways Asset Management Plan
<b>WARD(S)</b>	Borough-wide

### 1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to seek endorsement of Part 2 of the Highway Asset Management Plan (HAMP). This will enable the Plan to be taken forward to the Executive Board for approval to allow subsequent adoption and publication.

### 2.0 **RECOMMENDATION: That the Board endorse The Highway Asset Management Plan and its forwarding to the Executive Board for approval.**

### 3.0 SUPPORTING INFORMATION

- 3.1 Members will recall endorsing Part 1, Chapters 1-4, of the Highway Asset Management Plan on 13<sup>th</sup> January 2016, and its subsequent approval by Executive Board on 7<sup>th</sup> April 2016. In that report, the importance of asset management and the maintenance of our highway network were emphasised, as was the need for a Highway Asset Management Plan that has the support of the Council's senior management and Executive Board.

That report considered the following:

#### **What is and why do we need Highway Asset Management?**

1. Highway asset management is a way of running the '**business**' of operating a highway network. The 780 km highway network (593 km of roads plus 187km of independent footpaths) in Halton, comprises a number of diverse assets and all of these need managing.
2. Highways are by far the most valuable asset the Council has (the WGA Gross Replacement Cost of this asset was estimated as £1.484



billion in 2014-15), and as such, managing the maintenance of this asset is crucial. The highway network is used by, or on behalf of, every single member of the Community, often many times a day. One of the keys to improving value for money in highways maintenance is knowing and understanding when and how to intervene. By applying asset management principles and considering an asset over a whole life cycle, it is possible to select the best time to intervene. This will maintain condition and preserve the asset in an economically viable way.

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

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

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

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

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

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

1. The Council published its first ‘Transport Asset Management Plan’ (TAMP) in 2007 at the Central Government’s initiative and funding.
2. This document has been revised to provide the HAMP and it condenses the TAMP to include highway assets only (carriageways, footways, structures, street lighting, drainage etc.). The **Transportation** functions such as bus stop infrastructure; bus stations etc. are excluded at this stage and could be added to the Plan at a later date.
3. Part 1, Chapters 1-4 of the HAMP were approved by the Council’s Executive Board on 7<sup>th</sup> April 2016. Part 2 (Chapters 5-13) is now presented for endorsement by the Policy and Performance Board with a view to approval by Executive Board. This will enable the Council to publish the completed document and provide the necessary evidence to demonstrate as part of the Highways Asset Management Self-Assessment Questionnaire (outlined in sections 5.3 and 5.4 below) that Halton is able to demonstrate “leadership and commitment from senior decision makers” to Highways Asset Management and has adopted its own Highways Asset

Management Plan, enabling the key questions to be evaluated as achieving Band 2.

The ratification of the HAMP will serve as a foundation for other detailed plans and strategies based on the principles and objectives of the HAMP.

3.5 **Part 2** contains the following Chapters:

5. Inventory & Condition - this chapter looks at what highway assets the Council is responsible for and what condition they are in. It describes the processes by which they are categorised into hierarchies of use and how their condition is determined from survey processes.
6. Valuation and Whole of Government Accounts - In order to derive a valuation for the highway network, a monetary value needs to be placed upon it. This is done by using a process of Whole of Government Accountancy, whose objectives are to promote greater accountability, transparency and improved stewardship of public finances.
7. Levels of Service - details how customer research and expectations are used, relevant legislation and duties of the highway authority.
8. Future Network Changes - The likely changes to the highway are described with the creation of the Liverpool City Region and the completion of the Mersey Gateway.
9. Maintenance Processes - Looks at how the main highway assets are maintained and the different types of maintenance applied to them.
10. Risk Management - introduces the process that make up the various types of risk affecting the highway operations and the Council's responsibilities as highway authority.
11. Life Cycle Planning - is the long term strategy for managing the assets, with the aim of minimising the whole life costs and providing the required level of service.
12. Funding - details some of the changes to highway funding and details the Incentive funding element of the highway maintenance allocation
13. Performance Monitoring - shows the indicators used to report on how the highway authority is performing.
14. Current situation - describes Halton's position and the challenges that it faces.

#### 4.0 **POLICY IMPLICATIONS**

- 4.1 The approval of the HAMP will allow the Council to be compliant with the requirements of government guidance, and answer the first key questions of the self-assessment funding questionnaire.

#### 5.0 **FINANCIAL IMPLICATIONS**

- 5.1 Halton Borough Council will understand the value and costs of its highway assets and the financial resources required to appropriately sustain these (short and long term). It will seek to make its decisions based on Total Whole Life Cycle costs and appropriate funding strategies that match its business needs and targeted levels of service. Halton Borough Council will link the condition index to customers' expectations, its financial capacity and its levels of service goals; (for example, service levels for the high footfall pedestrianized town centres will have a higher rating than little used rural footpaths).
- 5.2 Andrew Jones MP, Parliamentary Under Secretary of State for Transport has shown a strong interest in better local roads. This was reflected in his 'Better local roads' speech on 11 June 2015.
- 5.3 The funding environment for councils has changed and the use of a self-assessment toolkit has now become part of ongoing Capital funding provision. Central Capital allocations for Highway funding will be divided between Needs, Incentive & Challenge Funds which, in the opinion of DfT, improve the funding mechanism. Incentive Funding is now based around a self-assessment analysis (22 questions which have to be answered and signed off by the Section 151 Officer) which will categorise each Authority into 1 of 3 Bands.

The table below shows how the Incentive element of the total funding available nationally for Highway Maintenance increases from £0m in 2015/16 to £151m by 2018/19, where it is then projected to remain at the same level. If Halton were to be in Band 1, where it was in 2015/16, over that 5 year period it would have stood to lose £1.058m that it could have acquired if it had attained Band 3. Similarly, it could have, in theory, lost up to £0.579m if it stayed in Band 2, where it currently is (however, as we are part of an Combined Authority that signed a Devolution Agreement with Government we were fortunately awarded Band 3, see 5.5 below). The importance of achieving Band 3 for authorities is, therefore, clear.

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

- 5.4 DfT state that this self-assessment questionnaire should be shared with the Executive of the Council and made public. If the questionnaire is not completed then DfT will not release any Capital Funds.

Some of its key questions are as follows:-

- Q1. Does (Halton) have an Asset Management Policy and Strategy?  
 Q2. Has (Halton) communicated its approach to Highway Infrastructure Asset Management (HIAM)?  
 Q5. Is (Halton) undertaking lifecycle planning as part of its HIAM?  
 Q6. Is (Halton) able to demonstrate leadership and commitment from senior decision makers in taking forward its HIAM approach?

- 5.5 Across the country, all Local Authorities who were signed up as part of a Combined Authority have been awarded a Band 3 status. Consequently, Halton and the other Authorities within Liverpool City Region currently receive funding at a Band 3 level. However, it must be emphasised that this status is dependent on all Authorities within the City Region (CR) continually working to gain Band 3 accreditation in their own right. DfT reserve the right to remove this status and down grade all districts within the CR if one or more districts do not show progress and commitment to improvement. DfT has indicated that authorities can be audited to prove that they are actually working towards achieving Band 3 status and hence it is important that this Council continue its push towards this goal.

## 6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

### 6.1 Children & Young People in Halton

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

### 6.2 Employment, Learning & Skills in Halton

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

### 6.3 **A Healthy Halton**

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

### 6.4 **A Safer Halton**

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

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

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

## 7.0 **RISK ANALYSIS**

- 7.1 As the status of the HAMP is one of the main questions which determine our Banding, without an agreed and published HAMP, we will not be consistent with a Level 3 banding and this may jeopardise the Combined Authority rating and future funding.

## 8.0 **EQUALITY AND DIVERSITY ISSUES**

- 8.1 There are not any equality and diversity issues in relation to this report.

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

Document	Place of Inspection	Contact Officer
All Party Parliamentary Group on Highway Maintenance – Managing a valuable asset: improving local road condition	Municipal Buildings	Ian Jones
Transport Asset Management Plan - 2007	Municipal Buildings	Ian Jones
Self Assessment Questionnaire - DfT	Municipal Buildings	Ian Jones
"Better Local Roads" speech, Andrew Jones MP	Municipal Buildings	Ian Jones
"Going the distance, Achieving better value for money in road maintenance," Audit Commission, May 2011	Municipal Buildings	Ian Jones
Executive Board Thursday, 7 <sup>th</sup> April 2016 Transportation Portfolio 147. Highway Asset Management Plan	Halton Borough Council web site.	Ian Jones

<http://councillors.halton.gov.uk/mgCommitteeDetails.aspx?ID=292>

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

**DATE:** 8<sup>th</sup> February 2017

**REPORTING OFFICER:** Strategic Director – Enterprise, Community and Resources

**SUBJECT:** Fixed Penalty Notices for Fly-Tipping Offences

**WARDS:** Borough-wide

## **1.0 PURPOSE OF THE REPORT**

- 1.1 The purpose of this report is to provide Members with details of the new powers which enable Council's to issue Fixed Penalty Notices for fly-tipping offences and asks Members to endorse proposals in respect the suggested approach to the use of these new powers in Halton.

## **2.0 RECOMMENDATION: That**

- 1) Members receive and comment upon the report;**
- 2) The Policy & Performance Board endorse the Council's approach to dealing with fly-tipping as set out in the report, and;**
- 3) A report be presented to the Executive Board recommending that the Council's Fixed Penalty Notice levels for fly-tipping offences be set at the amounts detailed within in this report.**

## **3.0 BACKGROUND**

- 3.1 Local environmental quality is important as it impacts on the whole community and is consistently rated as one of the most important issues for local people. An integral aspect of ensuring that we maintain clean and safe neighbourhoods and public open spaces is the prevention of environmental crime and the enforcement of illegal waste activity, such as fly-tipping.
- 3.2 Fly-tipping offences are committed by householders, businesses and waste operators. Householders who fly-tip waste have a complete disregard for the impact that their actions will have upon their neighbours or their local environment and do so due to laziness and the attitude that 'someone else will clear it up'. Unscrupulous operators that fly-tip waste do so as it provides the opportunity for financial gain from the avoidance of paying waste disposal fees. It also provides the opportunity to undercut legitimate waste businesses that operate within the law.



- 3.3 Nationally, statistics indicate that fly-tipping is on the increase. Table 1 below shows Halton has experienced similar increases over recent years.

**Table 1 – Halton Fly-Tipping Incident Statistics**

Ward	2013/14	2014/15	2015/16	2016/17 (Apr – Dec)
Farnworth	21	20	22	14
Appleton	112	126	183	162
Halton View	26	42	37	35
Kingsway	31	48	44	27
Riverside	59	75	104	97
Broadheath	19	28	39	25
Ditton	23	22	21	13
Hough Green	36	15	33	25
Hale	12	13	27	15
Mersey	100	108	137	95
Heath	8	25	19	14
Halton Brook	14	22	27	26
Grange	17	20	22	23
Halton Castle	23	37	45	48
Beechwood	9	7	12	6
Halton Lea	23	26	26	19
Norton North	19	19	30	22
Windmill Hill	4	12	15	8
Daresbury	27	14	21	21
Birchfield	9	4	10	6
Norton South	10	41	30	22
<b>Total</b>	<b>602</b>	<b>724</b>	<b>904</b>	<b>723</b>

- 3.4 Using the Government's Waste Data Flow (Formerly FlyCapture) method of calculation, the Council's estimated cost associated with the removal of fly-tipping is set out in Table 2 below;

**Table 2 – Cost of Fly-tipping Clearance**

Year	2013/14	2014/15	2015/16	2016/17 (Apr – Dec)
<b>Estimated cost of fly-tipping clearance</b>	£34,626	£40,013	£46,295	£38,466

- 3.5 The information in Table 1 above shows that the three Wards suffering the highest number of fly-tipping incidents are Appleton, Riverside and Mersey. This is due to on-going and increasing problems being experienced in 'Terraced Property' areas within those Wards caused by householders fly-tipping in rear entries.

3.6 At their meeting of the 16<sup>th</sup> November 2016, Members of the Board were advised of Officer's efforts to reduce incidents of fly-tipping and tackle those responsible. This included;

- On-going investigations into all reported incidents of fly-tipping;
- Working closely with Housing Associations and delivering joint initiatives;
- Targeted campaigns in areas identified as experiencing high levels of fly-tipping and other forms of environmental nuisance;
- Joint patrols with Police Officers in areas where residents were causing unacceptable levels of nuisance due to fly-tipping rubbish and not complying with the Council's Waste Collection Policy.

3.7 At the aforementioned meeting, Members were also advised of new Powers available to Local Authorities for the issuing of Fixed Penalty Notices for fly-tipping offences. Members of the Waste Topic Group were asked to consider the Council's approach to the use of Fixed Penalty Notices for fly-tipping offences with a report to be presented to this meeting of the Board.

3.8 This report provides Members with details of the Council's new powers and, following the work undertaken by Members of the Waste Working Party, makes proposals in respect of the suggested Fixed Penalty Notice levels to be set by the Council. The report also sets out details of the suggested approach to the use of FPNs to help reduce the number of incidents of fly-tipping occurring in the borough.

#### **4.0 SUPPORTING INFORMATION**

##### Fixed Penalty Notices for Fly-Tipping Offences

4.1 The Unauthorised Deposit of Waste (Fixed Penalties) Regulations 2016 has amended the provisions of Section 33 of The Environmental Protection Act 1990 to allow for the imposition of FPNs. This has given Local Authorities additional powers to tackle environmental crime by issuing Fixed Penalty Notices (FPNs) for fly-tipping.

4.2 Currently, fly-tipping offences are dealt with by prosecution only, which involves the production of a detailed investigation report and may require officers to attend court to give evidence. Securing prosecutions is therefore a relatively costly and resource-intensive method of dealing with offences which may not be proportionate for all fly-tipping incidents.

- 4.3 Although fly-tipping is generally considered to be a serious offence, punishable by a fine of up to £50,000 or 12 months in prison on conviction, there are often differences in the scale or level of offending. The ability to use Fixed Penalty Notices for fly-tipping offences provides the opportunity to deal with incidents in a more efficient, cost-effective and proportionate manner whilst still ensuring that a substantial financial sanction can be imposed upon an individual for their actions. Setting a high penalty amount will also ensure that FPNs can act as a deterrent to offenders and Councils using them are expected to see a decrease or a slow-down in growth in the number of fly-tipping incidents.
- 4.4 A Fixed Penalty Notice provides an individual the opportunity of discharging any liability to conviction for an offence that they have committed. However, should an individual fail to pay the Penalty Notice issued to them the matter would be referred to the Magistrates Court where the Council would pursue prosecution for the original offence. Therefore, whilst the issuing of an FPN provides a less resource-intensive method of dealing with an offence, the initial evidence gathered must be sufficient to support a prosecution, as any case may ultimately be dealt with in this way in the event of non-payment.
- 4.5 Like most offences for which the Council may issue an FPN, discretion is given under the new regulations to set the level of the FPN between a prescribed upper and lower limit. The Regulations also give Councils discretion to offer a discount for early payment of an FPN. There are prescribed minimum penalty levels that the discounted penalty must not fall below; set out in the 2016 Regulations.
- 4.6 Legislation has set a standard payment period for an FPN of fourteen days and the Council has previously approved the time period for early payment discount as being within ten days. If an FPN has not been paid within fourteen days the Council will pursue a prosecution for the original offence.
- 4.7 The legislation provides that the Council can set the FPN level at an amount between £150 and £400. In addition, the legislation allows for reduction in the FPN amount (of no less than £120) as an incentive for early payment. The Council is allowed to retain the receipts from FPN payments.
- 4.8 Under the legislation, should a Local Authority not set a minimum or maximum FPN level it will be set at £200 (instead of the possible £150 to £400 range). Furthermore, if it doesn't specify a lesser rate for early payment it will not be able to use that provision.
- 4.9 The costs of investigating, bringing prosecutions and ultimately clearance and disposal of fly-tipping are considerable. Where fines are issued as a result of successful prosecutions, they are paid to the Court and prosecuting authorities must seek to recover their costs as a separate process.

- 4.10 Whilst significant penalties exist for offenders found guilty of fly-tipping, and costs incurred by Councils pursuing prosecution can be recovered, the financial burden and resource commitments often outweigh the benefits and do not always provide a sufficient deterrent. The new FPN provision introduces a less costly option to deal with fly-tipping incidents than the conventional route of prosecuting offenders in Courts; although in the more serious cases or in cases where the recipient of an FPN fails to pay the penalty, prosecution still remains an option.
- 4.11 Not all local authorities have set fly-tipping FPN levels, however, as part of the scrutiny of this matter by the Waste Working Party, information has been gathered from a number of those who have and this is set out in Table 3 below.

**Table 3 – Examples of FPN Levels set by other Local Authorities**

Local Authority	Fly-tipping FPN amount	Early Payment Discounted Amount
Cambridge	£400	£160
Cannock	£400	No discount
Cheshire East	£400	No discount
Knowsley	Not yet introduced	-
Liverpool	£400	No discount
Sefton	£400	£240
St Helens	£400	No discount
Warrington	Not yet introduced	-
Wirral	Not yet introduced	-

- 4.12 Having considered the options available it is recommended that the Council introduces Fixed Penalty Notices for fly-tipping offences set at the maximum level of **£400** with a discounted amount of **£300** if paid within 10 days.
- 4.13 Setting the FPN level at the highest possible amount allowable under legislation is intended to send out a strong message that fly-tipping in Halton will not be tolerated and that any individual committing such an offence will face the maximum permitted financial sanction.
- 4.14 Whilst some authorities have not applied a discount for early payment, the recommendation for Halton to do so is intended to encourage and incentivise payment of the FPN to avoid the need to pursue prosecution proceedings. £300 is higher than the level set by those authorities who have agreed a discount and will also ensure that the penalty for fly-tipping offences, even at a reduced level, continues to act as an effective deterrent and will cover the costs of clearing the fly-tipped materials and the enforcement costs incurred.

## Framework for Dealing with Incidents of Fly-Tipping

4.15 In accordance with the underlying principles of the Council's Enforcement Policy, any action taken to deal with a fly-tipping offence will be proportionate and take into account the severity of any incident, the risk to health, safety or the environment and the seriousness of any breach of law. To this end, when deciding upon the best course of action to be taken, the Council will consider each incident on a case by case basis. Therefore, whilst these new powers are seen as a further valuable tool to help deter fly-tipping, the issuing of an FPN will only be considered as an alternative to prosecution where the nature of a particular fly-tipping incident means that this would be the most appropriate course of action. A Framework has been developed which sets out a proposed approach to dealing with fly-tipping incidents. Members are asked to consider and endorse this Framework, which is set out in paragraphs 4.15.1 to 4.15.4 below.

### 4.15.1 Informal Action

Investigations might reveal that a resident has deposited waste in circumstances that could be deemed to be fly-tipping but may have done so due to a genuine lack of understanding of the Council's Waste Collection Policies or what is considered unacceptable or illegal behaviour. An example of this could be where a householder places bags of waste out in a rear entry as they were unaware that all waste must be contained within wheeled bins and that no additional bagged waste should be stored in the entry or left out for collection. In circumstances of this nature, it is likely that an FPN would not be issued. Instead, the resident would be made aware of the Council's Policies and legal requirements and may be issued a warning in respect of future behaviour.

### 4.15.2 Littering Fixed Penalty Notice

Guidance issued by the Department for Environment, Food and Rural Affairs (DEFRA) recognises that whilst litter Fixed Penalties should not normally be used to deal with illegal waste deposits, a litter Fixed Penalty may be appropriate for dealing with small-scale fly-tipping incidents, such as illegally disposing of a single plastic sack of rubbish. In accordance with this guidance Officers have issued a number of litter FPNs to residents found to have knowingly committed illegal acts by fly-tipping single bags of rubbish. It is proposed to continue to deal with such small-scale fly-tipping incidents as littering offences.

### 4.15.3 Fly-Tipping Fixed Penalty Notice

The issuing of fly-tipping FPNs will be determined by the type and volume of waste deposited or its hazardous nature. Examples of waste categories where fly-tipping FPNs would be used include single or multiple household items (such as a fridge, cooker or 3 piece suite), car boot loads or small/medium sized van loads.

#### 4.15.4 Prosecution

Prosecution will generally be initiated in circumstances where there appears to be a blatant disregard for the law by a business, or due to the seriousness and scale of the fly-tipping offence. Circumstances that are likely to warrant prosecution include offences committed by businesses, fly-tipping of hazardous material, large scale deposits of waste or significant multiple loads. Prosecution will also be pursued where an offender has refused to accept an FPN or has failed to pay one issued to them, or to repeat offender who have previously been issued with a Fixed Penalty Notice for a separate fly-tipping offence.

#### Education and Awareness Raising

- 4.16 Whilst recognising that enforcement action must be taken where appropriate, the Council has always believed that prevention is better than cure and its approach to dealing with fly-tipping and other forms of environmental crime is that education and awareness raising should always come before any formal actions. The Council acknowledges the importance of ensuring that members of Halton's community know and understand what standards are expected of them, what is deemed unacceptable behaviour and the consequences of failing to comply with the Council's Policies or environmental legislation.
- 4.17 The Council's Environmental Enforcement Team deliver a coordinated approach to addressing environmental crime by working closely with other Council Departments, external partners and enforcement agencies. The Team delivers a range of initiatives to raise awareness of environmental matters, change resident behaviour and bring about environmental improvements. In addition to taking steps to reduce fly-tipping, key objectives of the Team include;
- Reducing incidents of littering, dog fouling and other forms of environmental anti-social behaviour
  - Ensuring that residents comply with the requirements of the Council's Household Waste & Recycling Policy
  - Ensuring that householders understand their responsibilities with regard to the management of their waste
- 4.18 Officers take a proactive approach to preventing environmental crime and deliver both targeted campaigns; in areas where specific or significant problems are identified as being experienced, and borough-wide campaigns; when general information or specific messages on waste matters are required to be provided to residents across the borough. Pertinent to this report is the need to provide all householders with details of their domestic waste 'Duty of Care' responsibilities; details of which are set out in paragraph 4.19 below.

- 4.19 Any person who transports waste, either in the course of their business or in any other way for profit, must register as a 'Carrier of Controlled Waste' with the Environment Agency. Under the domestic waste 'Duty of Care', householders are responsible for ensuring that if they pass on waste to someone to dispose of (other than the local authority), then they must ensure that their waste is only passed onto an authorised Waste Carrier. Some people pose as legitimate Waste Carriers and then fly-tip rubbish that they have been paid to dispose of properly. If any fly-tipped waste is traced back to the household from where it came, and the householder has failed to make sufficient checks with the person that they have passed their waste onto, the householder could face a fine of up to £5,000. Most householders will not be aware of their 'Duty of Care' responsibilities and that they could face a fine for not carrying out proper checks. Therefore, in order to safeguard householders who pass on waste in good faith and fail to carry out checks through ignorance rather than wilful neglect, Officers will be undertaking a borough-wide campaign to raise awareness of this matter. It is hoped that this will in turn lead to a reduction in the number of incidents of fly-tipping.

#### Recommendations

- 4.20 Members of the Waste Topic Group; Councillors Sinnott, Nolan, Roberts and Zygadlo, are thanked for their contributions to this report. Members of the Board are asked to comment upon the report and, subject to their endorsement, make recommendations to the Executive Board with regard to the proposed approach for dealing with incidents of fly-tipping and the setting of Fixed Penalty Notice levels as set out in this report.

### **5.0 FINANCIAL AND RESOURCE IMPLICATIONS**

- 5.1 There can be considerable costs involved in prosecuting individuals. Whilst the Council would still instigate criminal proceedings in certain cases, there are many actions of individuals, which do not warrant prosecution but do nonetheless warrant some other sanction. The use of FPNs provides the Council with a viable and effective alternative to prosecution in such circumstances and will help reduce the staff and financial resources required to undertake court proceedings.

### **6.0 POLICY IMPLICATIONS**

- 6.1 There are no new policy implications as a result of this report as the issuing of a Fixed Penalty Notice a means of dealing with an offence is in accordance with the Council's adopted Enforcement Policy.

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

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

No direct impact.

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

No direct impact.

## **7.3 A Healthy Halton**

By enhancing its ability to deter and prevent fly-tipping, the Council will be making a positive contribution towards improving the local environment and the appearance of the borough, which shall in turn have an overall beneficial effect on health and wellbeing as it will encourage more residents of all ages to make use of the Council's parks and public open spaces.

## **7.4 A Safer Halton**

Making use of the new powers under the Unauthorised Deposit of Waste (Fixed Penalties) Regulations 2016 will demonstrate that the Council is committed to dealing with environment crime. It is hoped that the use of FPNs will act as a deterrent and help reduce the number of fly-tipping incidents in the borough, leading to a cleaner safer environment. A cleaner well-used area creates a perception that it is 'cared-for' and safe, and helps discourage anti-social behaviour and serious crime.

## **7.5 Halton's Urban Renewal**

No direct impact, but overall environmental benefits should make the borough a more attractive location for investment. Planning controls will be utilised to ensure adequate receptacles are provided in appropriate circumstances.

## **8.0 RISK ANALYSIS**

- 8.1 The Council has new legislative powers available to deal with environmental crime. Failure to make best use of these powers to improve the local environment may lead to criticism of the Council; thereby damaging its reputation.

## **9.0 EQUALITY AND DIVERSITY ISSUES**

- 9.1 The Council aims to be consistent and evenhanded in all regards. Taking enforcement action to deal with environmental crime is not intended to have either a positive or negative impact upon equality and diversity or apply differently to any particular group.

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

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