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Sefton Council 

MEETING: CABINET
DATE: Thursday 6th October, 2016
TIME: 10.00 am
VENUE: Committee Room, Town Hall, Bootle

DECISION MAKER: **CABINET**

Councillor Maher (Chair)
Councillor Atkinson
Councillor Cummins
Councillor Fairclough
Councillor Hardy
Councillor John Joseph Kelly
Councillor Lappin
Councillor Moncur
Councillor Veidman

COMMITTEE OFFICER: Steve Pearce
Democratic Services Manager
Telephone: 0151 934 2046
E-mail: steve.pearce@sefton.gov.uk

The Cabinet is responsible for making what are known as Key Decisions, which will be notified on the Forward Plan. Items marked with an * on the agenda involve Key Decisions

A key decision, as defined in the Council's Constitution, is: -

- any Executive decision that is not in the Annual Revenue Budget and Capital Programme approved by the Council and which requires a gross budget expenditure, saving or virement of more than £100,000 or more than 2% of a Departmental budget, whichever is the greater
- any Executive decision where the outcome will have a significant impact on a significant number of people living or working in two or more Wards

If you have any special needs that may require arrangements to facilitate your attendance at this meeting, please contact the Committee Officer named above, who will endeavour to assist.

We endeavour to provide a reasonable number of full agendas, including reports at the meeting. If you wish to ensure that you have a copy to refer to at the meeting, please can you print off your own copy of the agenda pack prior to the meeting.

A G E N D A

Items marked with an * involve key decisions

<u>Item No.</u>	<u>Subject/Author(s)</u>	<u>Wards Affected</u>	
1	Apologies for Absence		
2	Declarations of Interest Members are requested to give notice of any disclosable pecuniary interest, which is not already included in their Register of Members' Interests and the nature of that interest, relating to any item on the agenda in accordance with the Members Code of Conduct, before leaving the meeting room during the discussion on that particular item.		
3	Minutes of Previous Meeting Minutes of the meeting held on 1 September 2016		(Pages 5 - 14)
* 4	Revenue Budget Update 2016/17 and Medium Term Financial Plan 2017/18 - 2019/20 Report of the Head of Corporate Resources	All Wards	(Pages 15 - 38)
* 5	Stanley High School - Approval of Legal Documentation for Academy Conversion Report of the Head of Schools and Families	All Wards	(Pages 39 - 44)
* 6	Southport Pier and Seafront Coastal Communities Fund Submission Report of the Head of Inward Investment and Employment and the Head of Regeneration and Housing	Cambridge; Dukes	(Pages 45 - 50)
* 7	Southport Development Framework Report of the Head of Regeneration and Housing	Ainsdale; Birkdale; Cambridge; Dukes; Kew; Meols; Norwood	(Pages 51 - 94)

- | | | | |
|------|--|----------------|-------------------|
| * 8 | Bootle Town Centre Investment Framework

Report of the Head of Regeneration and Housing | Derby; Linacre | (Pages 95 - 126) |
| * 9 | Adoption of the Liverpool City Region Statement of Co-operation on Local Planning

Report of the Head of Regeneration and Housing | All Wards | (Pages 127 - 194) |
| * 10 | Liverpool City Region Tenancy Strategy 2016

Report of the Head of Regeneration and Housing | All Wards | (Pages 195 - 226) |

THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON FRIDAY 16 SEPTEMBER, 2016.

CABINET

MEETING HELD AT THE BIRKDALE ROOM, TOWN HALL, SOUTHPORT ON THURSDAY 1ST SEPTEMBER, 2016

PRESENT: Councillor Maher (in the Chair)
Councillors Atkinson, Cummins, Fairclough, Hardy,
John Joseph Kelly, Lappin, Moncur and Veidman

24. APOLOGIES FOR ABSENCE

No apologies for absence were received.

25. DECLARATIONS OF INTEREST

No declarations of any disclosable pecuniary interest were received.

26. MINUTES OF PREVIOUS MEETING

Decision Made:

That the minutes of the Cabinet meeting held on 21 July 2016 be confirmed as a correct record.

27. VISION - SEFTON 2030

The Cabinet considered the report of the Executive Director which indicated that Sefton Council was leading on developing a new vision for the borough, working closely with partners, businesses, private sector organisations, the voluntary, community and faith sector and the community. The Vision and Outcomes Framework would help us focus on what's important and to be ambitious for the Borough and its communities in the future.

The report provided an update on the 2030 Vision, including the feedback from previous and recent engagement activity and outlines the next steps that will be taken.

Cabinet expressed their thanks to everyone involved in the engagement process and recognised that the approach taken had generated a positive conversation. Cabinet also recognised that the Young Advisors have recently received an award for their work in this engagement activity.

Decision Made: That

- (1) the details of the engagement feedback set out in the report be noted:

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- (2) it be noted that the partnership design work will continue:
- (3) the approach described in paragraph 4.3 of the report be approved; and
- (4) the next steps described in paragraphs 5.3 to 5.5 of the report be implemented.

Reasons for Decision:

Sefton Council was leading on developing a new and exciting vision for the future of the borough and wants anyone who lives, works or visits Sefton to be involved.

Working closely with partners, businesses, private sector organisations, the voluntary, community and faith sector and the wider Sefton community, the aim was to focus on what is important and to be ambitious for the borough and its communities in the future.

Imagine Sefton 2030 has engaged the public, local businesses and potential investors in creating a vision that would collectively promote shared prosperity, coordinated public investment, and a healthy environment and population.

The Vision and Outcomes Framework would guide long term planning - helping to collectively stimulate growth, prosperity, set new expectation levels and to help focus on what is important for Sefton.

Alternative Options Considered and Rejected:

The role of the public sector is changing and so the Council and partners must prepare for the future. Doing nothing is not an option and a silo based approach would not maximise opportunities for the borough.

28. REVENUE BUDGET AND MEDIUM TERM FINANCIAL PLAN UPDATE

The Cabinet considered the report of the Head of Corporate Resources which provided details of the progress made in the achievement of the approved Revenue savings for 2016/17 (including residual savings carried forward from 2015/16); the current forecast outturn position for 2016/2017 as at the end of June 2016; the receipt of grant for the Independent Living Fund; a request to engage specialist support to assist the Council in delivering a change programme and a sustainable budget position for the period 2017/18 to 2019/20; and the forecast on Council Tax and Business Rates collection for 2016/17.

Decision Made: That

- (1) the progress to date on the achievement of approved savings for 2016/17 and residual savings carried forward from previous years be noted;

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- (2) the current forecast outturn position as at the end of June 2016 be noted;
- (3) the receipt of £2.319m grant for the Independent Living Fund for 2016/17 be noted, and it be agreed that the additional receipt of £0.5m be allocated to the Adult Social Care budget;
- (4) the proposed approach to deliver the 2030 Vision and a sustainable budget for 2017-2020;
- (5) approval be given to the use of £0.3m from the Transformation Reserve to finance the anticipated costs of specialist support in delivering the three year forecast MTFP deficit of £64m. and
- (6) the forecast position on the collection of Council Tax and Business Rates for 2016/17 be noted.

Reasons for Decision:

To ensure Cabinet are informed of the forecast outturn position for the revenue budget and delivery of savings as at end of June 2016. The report also identifies the receipt of Independent Living Fund monies for 2016/17 and requests approval for its use within Adult Social Care to meet ongoing budget pressures. To approve the use £0.3m from the Transformation Reserve to finance the anticipated costs of specialist support in developing the necessary business cases and supporting the delivery of £64m savings requirement, also requires approval. In addition, the Cabinet was updated on the forecast outturn position with regard to the collection of Council Tax and Business Rates.

Alternative Options Considered and Rejected:

None.

29. FOUR YEAR FINANCIAL SETTLEMENT

The Cabinet considered the report of the Head of Corporate Resources which provided details of the Government's offer of a four year financial settlement up to 2019/20 and indicated that should the Authority wish to accept the offer, an efficiency plan for the period would need to be prepared and approved by Council.

Decision Made: That

- (1) it be noted that the Council needs to formally accept the proposed four-year financial settlement by 14 October 2016; and
- (2) the Council be recommended to accept the four-year settlement and that the production of an appropriate efficiency plan be delegated to the Chief Executive in consultation with the Head of Corporate Resources as the Chief Financial Officer (s151 Officer).

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Reasons for Decision:

To ensure the Cabinet is informed of the four year financial settlement offer and to consider whether it wishes to recommend acceptance of the offer to Council.

Alternative Options Considered and Rejected:

The offer of a four year settlement could be rejected. However, this would create a significant amount of financial uncertainty as to the available resources that the Council would have to balance the budget for the period from 2017/18 – 2019/20.

30. PROCUREMENT OF STOP SMOKING SERVICE

The Cabinet considered the report of the Director of Public Health which sought approval to complete a tender exercise to procure a Stop Smoking Service for Sefton, as the existing contract with LCH was due to expire on 31 March 2017 and the current provider would no longer exist after this time, and existing contracts with individual pharmacies would expire on 31 March 2017.

Decision Made: That

- (1) approval be given to the tender process to procure a Stop Smoking Service for Sefton;
- (2) the contract period be 2 years from 1st April 2017 to 31st March 2019, with an option to extend for three x one year periods;
- (3) the value for the re-procurement be authorised at a ceiling price of £420K per annum plus an additional £250K for the supply of pharmaceutical product, product use advice and support in pharmacies; and
- (4) the Director of Public Health in consultation with the Cabinet Member Health and well being be granted delegated authority to authorise the award of the contract resulting from the procurement.

Reasons for Decision:

The existing contract with LCH was due to expire on 31 March 2017 and the current provider will no longer exist after this time.

The replacement contract would be for a 2 year core period, with the option to extend for up to 3 (individual) periods of 12 months.

The Stop Smoking service is fundamental to the overall Integrated Wellness Service recently commissioned.

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The new procurement would create the opportunity to align the Pharmacy Stop Smoking offer with the Core offer, and remove the management and clinical responsibility for the pharmacy contribution from the council.

The new procurement would enable the core service to effectively manage the complete offer (pharmacy and core) to ensure that there is appropriate smoking cessation support for all residents across Sefton.

Alternative Options Considered and Rejected:

Continue to contract with individual pharmacies to provide low level support and supply of pharmaceutical products to assist smokers who wish to quit. Management support and clinical risk lies with the Council, unnecessarily.

Have a Pharmacy offer only. Pharmacies are not effective in supporting less motivated, more challenging and most at risk clients to quit. Some pharmacies will only supply pharmaceutical drug support, not motivational support.

Have a Core service offer only. The budget for the core service has already been reduced by almost 50% for 2016/17, resulting in a more targeted service for the most vulnerable clients, including pregnant women, people with poor mental health and people living in the most deprived areas. The pharmacy element provides lower level support for more motivated clients to ensure coverage across all areas. The pharmacy element also provides the drug and supply of pharmaceutical support.

The implications of deciding not to procure a stop smoking service would be:

- The contract with LCH will expire resulting in no service provision for local residents. If permission is not granted then there will not be enough time to complete the tender process.
- An increase in smoking prevalence and potential longer term increase in poor health.
- An increased demand on health and social care services if prevention and harm reduction support does not exist.

31. TENDER FOR PROVISION OF ENFORCEMENT SERVICES

The Cabinet considered the report of the Head of Regulation and Compliance which sought approval to invite tenders through the appropriate procurement route for the provision of parking and environmental enforcement services.

Decision Made: That

- (1) the tender process to procure the provision of enforcement services as outlined in the report be approved;

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- (2) the contract period be 3 years from 1 April 2017 to 31 March 2020 with an option to extend for 2 one year periods; and
- (3) the Head of Regulation and Compliance in consultation with the Cabinet Member Locality Services be granted delegated authority to award the contract resulting from the procurement.

Reasons for Decision:

To secure delivery of the Council's statutory responsibility to enforce parking restrictions in Sefton. The contract would also include environmental enforcement and ambassadorial duties.

Alternative Options Considered and Rejected:

None.

32. SEFTON COUNCIL HOUSING DEVELOPMENT COMPANY

The Cabinet considered the report of the Head of Regeneration and Housing which provided details of proposals for the creation of a wholly owned Council Housing Development Company which would therefore sit at the heart of our ambitions and aspirations, to create a great place to live and meet the following demand drivers:

- Local Housing Need: Over 11,000 homes (all types and classifications) are required in and across Sefton in the medium to long term, this translates at a build rate of circa 650 units per year;
- Right for Business: The private and third sector already operate and provide housing at all levels, however supply is in shortfall currently (largely because of an inadequate supply of land, which the Council with good access to land and assets will help to unlock);
- Sefton's Communities: where the Council does elect to lead, develop and deliver housing it will do so with due consideration to each community effected and after significant appraisal and in consultation with communities.

Decision Made: That

- (1) approval in principle be given to the creation of a wholly owned Council Housing Development Company;
- (2) approval be given to the allocation of £200,000 from the Council's Transformation Reserve, for the procurement of external advisors as set out in the report, in order to support the production of the business case and business plan for the most appropriate option for a housing development company;

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- (3) the management of the one-off revenue funding as referred to in Resolution 2 above be delegated to the Cabinet Member - Communities and Housing whom will receive detailed breakdown of this expenditure as chair of the Member Reference Group;
- (4) subject to the viability tests that will be set out within the Outline Business Case and Outline Business Plan (i.e. feasibility studies); the authority to commence with Full Business Case and Full Business Plan be delegated to Cabinet Member for Communities and Housing, provided viability tests undertaken as part of the feasibility stage prove favourable;
- (5) it be noted that the Cabinet will receive a further report and a request to implement the housing development company subject to the drafting, scrutiny and presentation of a satisfactory Full Business Case and Full Business Plan; and
- (6) it be noted that the proposal was a Key Decision but had not been included in the Council's Forward Plan of Key Decisions. Consequently, the Leader of the Council and the Chair of the Overview and Scrutiny Committee (Regeneration and Skills) had been consulted under Rule 27 of the Access to Information Procedure Rules of the Constitution, to the decision being made by the Cabinet as a matter of urgency on the basis that it was impracticable to defer the decision until the commencement of the next Forward Plan because the short period of time within the project plan to undertake technical investigations combined with the need to proceed with a number of procurements for advisors, and the economic drivers to establish the Company to provide the choice and type of housing in the prevalent market conditions, resulting in a programme for delivery that is time bound.

Reasons for Decision:

Sefton is an ambitious Metropolitan Borough and part of the Liverpool City Region:

- Resilient People and Place;
- Growing, living and ageing well;
- A great place to live, work and play;
- Image, culture and environment

are four of the Council's eight Strategic Priorities as set out under the draft Vision 2030, tackling the best start in life for our families and leading on housing choice remains a priority in order to deliver on these outcomes. Over the period of June and July 2016 the Council has been considering its role in the provision of housing throughout the Borough to complement an active third and private sector market; there is significant demand for housing sites and housing development within Sefton.

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Over 11,000 housing units are required between the period of 2012 to 2030 in Sefton to meet with the local housing demand. The Housing and Communities Agency have further announced a national housing shortfall of circa 1m homes (of which 400,000 fall into affordable homes) whilst across the Liverpool City Region a total of circa 50,000 housing units will be required in the medium term.

Alternative Options Considered and Rejected:

There have been a number of options explored at this pre-feasibility stage of the project, these are:

Option A

A wholly owned council housing development company, the preferred option.

Option B

Again a wholly owned company, however, utilising what is referred to as a Top-Company (a Top-Co a parent, holding or shell-company with subsidiaries).

Option C

A Joint Venture Company (JV). In this option the Council would procure a private and/or third sector partner to work with.

33. APPOINTMENT OF SERVICE PROVIDERS TO SUPPORT THE SYRIAN VULNERABLE PEOPLE RESETTLEMENT PROGRAMME

The Cabinet considered the report of the Head of Communities which sought approval to vary the existing contract with the Sefton Supported Housing Group who provide accommodation and support services for homeless households, in order to assist house and support households received in Sefton under the Syrian Resettlement Programme.

Decision Made: That

- (1) the existing contract for the supply of temporary accommodation and support services with the Sefton Supported Housing Group (SSHG) be varied as set out in the report, in order for SSHG to supply additional accommodation and support services for Syrian families (as required by the funding agreement with UK Government) resettled in Sefton;
- (2) the Head of Communities, in consultation with the Head of Corporate Support and the Cabinet Member - Communities and Housing, be given delegated authority to enable the procurement and entering into further service arrangements with Sefton or

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Liverpool City Region Voluntary, Community and Faith sector organisations, to deliver required services that fall outside of the scope of the contract with SSHG; and

- (3) given the need for flexibility, the Head of Communities, in consultation with the Head of Corporate Support and the Cabinet Member for Communities and Housing, be given delegated authority to extend the contract further should the need arise, but within an overall contract cost of no more that £1m.

Reasons for Decision:

The value of the services to be provided under the proposed contract variation requires Cabinet approval.

Alternative Options Considered and Rejected:

The Council could advertise a new contract but it would be unlikely to be let within the agreed timescales for the Scheme.

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Report to: Cabinet

Date of Meeting: 6 October 2016

Subject: Revenue Budget Update 2016/17 and Medium Term Financial Plan 2017/18 – 2019/20

Report of: Head of Corporate Resources

Wards Affected: All

Is this a Key Decision? No

Is it included in the Forward Plan? Yes

Exempt/Confidential No

Purpose/Summary

To inform Cabinet of: -

- i) The current outturn forecast position for the Council for 2016/2017 as at the end of July. This forecast will be informed by the latest analysis of expenditure and income due to the Council, in addition to the progress in delivering approved savings;
- ii) The current forecast on Council Tax and Business Rates collection for 2016/17.
- iii) The current financial environment and the previously reported Medium Term Financial Plan position for 2017/18 to 2019/20;
- iv) The proposed approach to the development of a budget package; and,
- v) A proposed timetable for reporting to Members.

Recommendation(s)

Cabinet is recommended to:-

- i) Note the current forecast outturn position as at the end of July 2016;
- ii) Note the progress to date on the achievement of approved savings for 2016/17 and residual savings carried forward from previous years;
- iii) Note the forecast position on the collection of Council Tax and Business Rates for 2016/17.
- iv) Note the proposed approach to developing a budget package; and,
- v) Note the proposed timetable for the budget process until the setting of the 2017/18 budget on 2 March 2017.

How does the decision contribute to the Council's Corporate Objectives?

	<u>Corporate Objective</u>	Positive Impact	Neutral Impact	Negative Impact
1	Creating a Learning Community		•	
2	Jobs and Prosperity		•	
3	Environmental Sustainability		•	
4	Health and Well-Being		•	
5	Children and Young People		•	
6	Creating Safe Communities		•	
7	Creating Inclusive Communities		•	
8	Improving the Quality of Council Services and Strengthening Local Democracy		•	

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Reasons for the Recommendation:

To ensure Cabinet are informed of the forecast outturn position for the revenue budget and delivery of savings as at end of June 2016. In addition, Cabinet will be updated on the forecast outturn position with regard to the collection of Council Tax and Business Rates.

To ensure that Cabinet is fully aware of the MTFP position and the proposed approach to the development of a budget package.

What will it cost and how will it be financed?

(A) Revenue Costs

i) 2016/17 Revenue Budget

Any under-achievement of the approved revenue budget savings for 2016/17 (and residual savings from previous years) will need to be financed from within any surplus identified within other areas of the 2016/17 budget, or from the Council's general balances.

The current financial position on approved savings indicates that about £8.445m are at significant risk of not being achieved (the "Red" marked items in Annex A). Due to the time required to implement large projects, some savings will not be achieved (or achieved in full) in 2016/17. Further work is being undertaken to assess the likely achievement of these items in 2017/18 and subsequent years.

As at the end of July, the surplus in the remainder of the Council's Budget reduces the potential overspend to £3.515m. Should other budget savings not be identified during the year, then an equivalent level of reserves would be required to support the budget. In previous years, surpluses have tended to materialise throughout the financial year as services restrain spending in order to remain within budget and an appropriate intervention strategy has been implemented. As with previous years, the revenue budget will be closely managed throughout the remainder of the year, with reports provided to Cabinet accordingly. However, in order to identify options which could contribute to a year end balanced position, it is proposed that all areas of expenditure will be reviewed in order that improvements can be made to the forecast outturn position at the earliest opportunity.

The projected budget gap for 2017/18 – 2019/20 is estimated at £63.5m and the preparation of a financial plan to cover this period is to be undertaken prior to the start of the 2017/18 financial year.

(B) Capital Costs

Implications:

Legal: None

Human Resources None

Equality

Equality Implication

Equality Implications identified and mitigated

Equality Implication identified and risk remains

Impact on Service Delivery:

None.

What consultations have taken place on the proposals and when?

The Head of Corporate Resources is the author of the report (FD 4334/16)

The Head of Regulation and Compliance has been consulted and has no comments on the report. (LD 3617/16)

Are there any other options available for consideration?

None.

Implementation Date for the Decision

Immediately following the call-in period following the publication of the Cabinet Minutes

Contact Officer: Stephan Van Arendsen

Tel: 0151 934 4082

Email: Stephan.VanArendsen@sefton.gov.uk

Background Papers: None

Agenda Item 4

1. Introduction

- 1.1 The Council approved the revenue budget for 2016/17 and this required savings of £37m to be implemented during the year in order for a balanced budget to be delivered. The approved budget also included the use of balances totalling £0.869m (increasing to £0.969 following the approval to continue to modern apprenticeship scheme as agreed by Cabinet in July), pending identification of any alternative means of financing.
- 1.2 This report therefore presents an assessment of the forecast outturn position for 2016/17 in addition to the latest position on the achievement of the agreed savings for 2016/17 (£29.171m), plus the ongoing savings requirements carried forward from previous years.
- 1.3 The report also outlines the current position regarding other key income streams for the Authority, namely Council Tax and Business Rates, as variations against expected receipts in these two areas will also affect the Council's financial position in future years.
- 1.4 As part of the 2016/2017 budget process, Cabinet on 14 January 2016 agreed that officers prepare a single updated Medium Term Financial Plan to cover the period 2017/18 to 2019/20 and also prepare a related budget preparation work plan which seeks to give the Council the opportunity to consider the policy changes required to have balanced finances as part of a three year financial plan. This report therefore outlines the proposed approach to the development of a budget package and confirms a timetable for reporting to Members.

2. Summary of Forecast Outturn Position as at the end of July 2016

- 2.1 At the end of July 2016, a forecast deficit is projected on the Council's outturn budget of £3.515m (previously reported as £4.664m to the end of June). This is shown in the table below:

	Budget	Forecast Outturn	Variance	June Position
	£m	£m	£m	£m
Services				
Strategic Management	2.837	2.837	0	0
Strategic Support Unit	2.757	2.874	0.117	0.119
Adult Social Care	85.900	88.864	2.964	2.975
Children's Social Care	27.604	28.687	1.083	1.281
Communities	10.828	10.638	(0.190)	(0.047)
Corporate Resources	4.185	4.130	(0.055)	0
Health & Wellbeing	23.385	23.385	0	0
Inward Investment and Employment	4.159	4.224	0.065	0.091
Locality Services - Commissioned	18.910	18.910	0	0
Locality Services - Provision	9.345	9.845	0.500	0.509
Regeneration and Housing	4.381	4.428	0.047	0.054
Regulation and Compliance	4.606	4.397	(0.209)	(0.209)
Schools and Families	25.924	25.516	(0.408)	(0.030)
Total Service Net Expenditure	224.820	228.735		

Reversal of Capital Charges	(13.376)	(13.376)	0	0
Council Wide Budgets	2.046	1.647	(0.399)	(0.079)
Levies	33.769	33.769	0	0
General Government Grants	(34.655)	(34.655)	0	0
Total Net Expenditure	212.605	216.120		
Forecast Year-End Deficit			3.515	4.664

2.2 Based upon the current forecast, if this position were to be maintained until the year-end, the use of Council reserves would total £4.484m, due to the budget already assuming the use of reserves totalling £0.969m.

2.3 It can be seen from the Table at paragraph 2.1 that the key variations at this time are as follows:-

2.3.1 The Adult Social Care budget is currently forecast to be in a net deficit position (£2.964m). This is due to the following main factors:

- Income of £6m had been budgeted for in 2016/17, this being the anticipated contribution from Clinical Commissioning Groups via the Better Care Fund. It has now been confirmed that this sum will not be received during the year. The Council appealed this position through the Department of Health but was not successful. As a result, it has been confirmed that a lower contribution of £0.910m will be received. This outcome has placed a significant budgetary pressure on the service and the wider Council finances for which compensatory savings will be required. It is particularly disappointing that the Fund which was intended to protect social care services has not delivered on this objective.

- In order to manage this issue, each area of the Service has been reviewed with savings identified, including £0.325m within the employee budget and an additional sum of £0.700m being available from the 2016/17 Care Act grant allocation. In addition the Community Care budget is currently forecasting a surplus of £1.141m based on existing demand. Despite these opportunities, the loss of the expected £6m support has led to a net deficit of £2.964m being forecast. This forecast is in line with that reported last period.

2.3.2 Children's Social Care is forecasting a year end deficit of £1.083m due to the following:

- The service was awarded £2.5m additional resources in 2016/17 to support on-going budget pressures across care packages and placements. However, despite this, there is an additional forecast deficit on placements and packages of £1.071m as a result of high numbers of Looked-After Children and the ongoing costs associated with care leavers. This area is the subject of continual review to ensure that young people are in the most appropriate placements in terms of both cost and need.

- Adoption Allowances are also forecast to be in deficit by £0.154m, however, this is anticipated to reduce in future given the relatively low number of adoptions taking place.

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- These budget pressures are being partially offset by staffing vacancies, most of which are within Children's Social Care Administration.
- The deficit position within the service has improved by £0.198m since June due to reduced placement costs (£0.065m), reduced staffing costs (£0.113m) and a revised forecast for the supplies and services budget (£0.017m).

2.3.3 The Locality Services (Provision) Budget is forecast to be in deficit by £0.500m. This is due to an underachievement of income on Burials (£0.150m) arising from the impact of new private sector competition along with reduced capacity at Thornton for 3 months, whilst capital works are carried out. Also there is an expected deficit on Building Cleaning of £0.084m due to the closure of a number of internal facilities and services along with a deficit of £0.150m on the Security Service.

2.3.4 Offsetting these deficit positions are surpluses with the Schools and Families budget of £0.407m (£0.030m in June). These forecast surpluses comprise:

- Education Services (£0.152m),
- Schools and Families Regulatory Services (£0.107m),
- Schools and Families Central (£0.151m) and
- SEN and Inclusion Services (£0.045m)

3. Approved savings for 2016/17 (and previous years carry forward savings)

3.1 The table at **Annex A** identifies the current position of the agreed savings for 2016/17. They are analysed into four categories: -

- Savings achieved to date (Blue);
- Progress is satisfactory (Green);
- Outcome is unknown and is at risk of not being fully achieved (Amber); and
- Known shortfalls, or significant risk of not being achieved (Red).

This approach is designed to ensure complete transparency, effective risk management and improved consultation and engagement.

It should be noted that individual savings may be categorised into more than one area; for example, part of the work to achieve a required saving may be on track (and a value can be shown in Green), whilst another element is potentially at risk (and therefore shown as Amber).

3.2 The position as at the end of July 2016 for the achievement of savings is that £28.345m (76%) of the total required savings in 2016/17 of £37.407m have been delivered or are on plan; with £0.617m (1%) at some risk of not being fully achieved. This leaves a further £8.445m (23%) of savings that are unlikely to be achieved in 2016/17 (identified as "Red"), which has reduced from the £8.292m reported to the previous Cabinet.

3.3 As with previous years, all budget savings will continue to be closely managed, with regular reports being presented to Cabinet and Overview and Scrutiny Committee (Regulatory, Compliance and Corporate Services). Officers will also continue to be

mindful of the ongoing financial position and take appropriate action where further efficiencies can be found which do not require a change of policy.

4. Long term financial sustainability

- 4.1 As reported, the current outturn forecast for 2016/17 would require the Council to use an increased level of its reserves during the year in order to deliver a balanced budget. It will therefore be important that each area of the budget continues to be scrutinised and the forecast outturn position updated and pro-actively managed in order that this impact can be mitigated.
- 4.2 As part of the budget setting process the Council will undertake a risk based analysis of its general fund reserves position, and the current deficit position that is forecast could impact this. Likewise confirmation of non-delivery of savings beyond the current year will also require remedial action. As the Council seeks to meet its objectives in a financially sustainable manner, each of these areas will be the focus of financial management activity during the remainder of the year.

5. Council Tax Income – Update

- 5.1 Council Tax income is shared between the billing authority (Sefton Council) and the two major precepting authorities (the Fire and Rescue Authority, and the Police and Crime Commissioner) pro-rata to their demand on the Collection Fund. The Council's Budget included a Council Tax Requirement of £111.644m for 2016/17 (including Parish Precepts), which represents 85.4% of the net Council Tax income of £130.689m.
- 5.2 The forecast outturn at the end of July 2016 is a surplus of -£1.547m (-£1.321m to the end of June) on Council Tax income. This is due to:-
- The surplus on the fund at the end of 2015/16 being higher than estimated at -£0.462m;
 - Gross Council Tax Charges in 2016/17 being higher than estimated at -£0.612m, a change of -£0.040m from June; and
 - Council Tax Reduction Scheme discounts being lower than estimated at -£0.359m, a change of -£0.062m from June.
- 5.3 Due to Collection Fund regulations, the Council Tax surplus will not be transferred to the General Fund in 2016/17 but will be carried forward to be distributed in future years.

6. Business Rates Income – Update

- 6.1 Since 1 April 2013, Business Rates income has been shared between the Government (50%), the Council (49%) and the Fire and Rescue Authority (1%). The Council's Budget included retained Business Rates income of £32.975m for 2016/17, which represents 49% of the net Business Rates income of £67.296m. Business Rates income has historically been very volatile making it difficult to forecast accurately.
- 6.2 The forecast outturn at the end of July 2016 is a deficit of £2.246m (£2.211m to the end of June) on Business Rates income. This is due to:

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- The surplus on the fund at the end of 2015/16 being lower than estimated £2.438m;
- In year budget variations to date in 2016/17 of -£0.192m which are largely due to the rateable value of properties increasing since December 2015 rather than reducing as forecast.

6.3 Due to Collection Fund regulations, the Business Rates deficit will not be transferred to the General Fund in 2016/17 but will be carried forward to be recovered in future years.

7. Medium Term Financial Plan 2017/18 – 2019/20

Current Financial Environment

National Context

- 7.1 Government policy announcements in autumn 2015 and the output from the 2015 Local Government Finance Settlement has resulted in local government continuing to be faced with a severe financial challenge for the three years 2017/18 to 2019/20. These announcements included key national budget decisions which are likely to have an impact on both the Council and also the local economy for years to come.
- 7.2 As result, these policy decisions and proposed funding settlements influenced the most recent MTFP that the Council has been informed of and which have been referenced in a wide range of forums during 2016.
- 7.3 Since that point there have been further significant incidents that may have an influence on local government and its financial arrangements. The most noticeable incident occurred in June 2016 when the outcome of the EU referendum resulted in a mandate to leave. Following this historic event, there has been a major change in the key personnel within the Government's Cabinet including a change in Prime Minister and Chancellor. From initial observations by industry commentators, the indications are that whilst there may be some easing in the previous Chancellor's target of delivering a public spending surplus by 2020, at this stage it is considered unlikely this will result in significant change in the resources available for local authorities from the Government. This view may become clearer during the Autumn Statement on 23rd November 2016. Members will be informed of any key decisions and their potential impact from this Statement as they arise.
- 7.4 Likewise the impact on the national economy from the vote to leave and indeed the relationship with the EU and how this will impact upon existing funding streams is still uncertain and will require careful assessments as the UK's exit plan is negotiated.

Changes to Local Government Finance

- 7.5 As Members have previously been informed, the Government are committed to introducing 100% Business Rates retention model for local authorities by 2019/20 and are currently consulting with stakeholders on the most appropriate method to achieve this. This move from a grant based support mechanism is the largest

proposed change to local government finance in recent times and will fundamentally change local governments approach to financial management.

- 7.6 As part of this reform, the Government is seeking to pilot the new system in certain areas and this is discussed in the following section. Whilst this change in the core financing arrangements is being developed, the Government is also continuing with its reform programme in respect of the fair funding review and schools / education funding.
- 7.7 Proposals on both of these issues are due to be received over the forthcoming period and will have an impact on the roles and level of resources that the Council has available to it. The Council will take an active role in assessing these proposals and Members will be engaged throughout the process as information is received.

Changes to Local Government Finance – Sefton

- 7.8 Members will recall that Cabinet on 1 September 2016 recommended to Council that Sefton should accept the Government's offer of a four-year financial settlement (including the already confirmed 2016/17 settlement). This decision will provide the Council with financial certainty with regard to its core financial resources that it will have available to it during this time.
- 7.9 At the same Cabinet meeting, Members were also informed of the continuing role that the Council is taking with regard to the design of the 100% Business Rates Retention scheme with its City Region partners. DCLG's stated objective is for the pilot areas to test the proposed system being designed and the potential for additional responsibilities to be devolved to local government as part of that system.
- 7.10 Following initial discussions, the Liverpool City Region is currently producing its proposition for submission to the DCLG on how it would wish the pilot to operate. Whilst such an approach provides an opportunity to influence how the final scheme will operate, this involvement is not expected to materially increase the resources available to the Council, however it may offer a greater incentive to Councils with regard to the growth agenda and greater flexibility around how it spends the resources available to it.

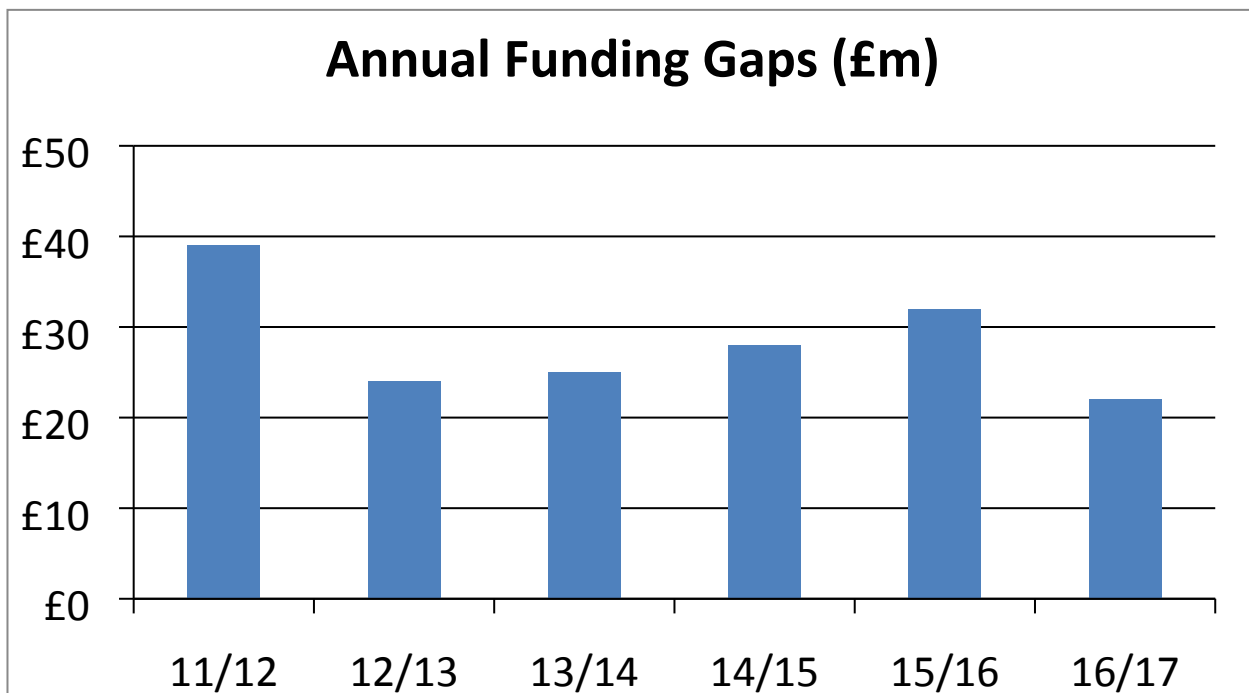
Financial Savings Delivery 2010-2016

- 7.11 The Council, its communities and partners have faced and continue to face unprecedented change borne out of a radical reduction in resources coupled with increased demand in services for its vulnerable residents and a dynamic national policy agenda.
- 7.12 Since 2010 the Council has focused on becoming a leaner and more agile organisation, and has been successful in delivering real term reductions of £169m. This financial objective has been achieved through:
- Reviewing its organisational design;
 - Developing lean practice and reducing bureaucracy;
 - Implementing a new leadership framework and team;
 - Having a clear Council core purpose;

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- Developing a one-Council approach;
- Working more closely with partners; and,
- Increasing the role the community plays.

7.13 The savings per year that have been delivered are shown as follows:



MTFP 2017/18 to 2019/20 – Position as at March 2016

7.14 The Local Government Finance Settlement was announced on 19 December 2015 and indicative funding figures were also provided for 2017/18 to 2019/20. In addition to forecast reductions in core grant, the Council will also face a range of other financial challenges over the coming years.

7.15 As a result of an assessment of the overall financial position of the Council, Members were provided with a detailed analysis of the financial challenge that it is facing at its Cabinet and Council meetings in February and March respectively. At that stage, given the high level of uncertainty around some of the figures and lack of information on other areas it was acknowledged that they would be subject to change and would continue to be refined during the forthcoming budget process. The reported funding gap is shown in the following table:

	2017/18	2018/19	2019/20	TOTAL
	£m	£m	£m	£m
Reductions in general grant (Inc. RSG)	10.3	5.8	5.7	21.8
Estimated further reductions in Public Health grant	0.5	0.5	0.5	1.5
Education Services Grant	0.7	0.7	0.7	2.1
Pay and Prices inflation	4.0	4.2	4.0	12.2
National Living Wage	3.2	3.4	3.5	10.1
Adult and Children budget resizing	7.7	0.0	0.0	7.7

Replacement of one off savings in 2016/17 with sustainable savings	7.0	0.0	2.0	9.0
TOTAL BUDGET SHORTFALL	33.4	14.6	16.4	64.4

Assessment of Reported Forecast

7.16 There are a number of areas that will be subject to change over the coming months and these will have an impact on the previously reported figures. The MTFP will be updated as confirmation of these changes is obtained. Potential changes that are anticipated will be in respect of :-

- The levies that the Council will be bound to incur in respect of the Merseyside Recycling and Waste and Transport Authority's;
- The level and phasing of payments due to the Merseyside Pension Fund following the Triennial Valuation; and
- Forecast income due to the Authority in respect of Council Tax, Business Rates, New Homes Bonus, Education Services Grant and the improved Better Care Fund.

As with previous years, the majority of revisions are obtained during September to December with central government confirming final grant settlements and policy changes, levying bodies confirming future years spending plans and revised estimates being available in relation to local tax collection. Members will be informed of any material changes during this period.

Existing Better Care Fund

7.17 Within the Council's Medium Term Financial Plan the Council is currently assuming a £3m receipt in respect of the Better Care Fund. This is a reduction from the 2016/17 assumption of £6m. Work will be required to ensure that this area of the Council's activity is financial sustainable and this will be a key aspect of the budget setting process.

General Fund Balances

7.18 The forecast budget position within this report does not include any assumptions about changes in the level of General Fund Balances/Reserves.

7.19 The Council's General Balances are forecast to be £7.209m at the end of 2016/17 which equates to 3.39% of Sefton's net budget (based upon the 2016/17 net budget). As part of the budget setting process a risk based assessment of the adequacy of this level of balances will be undertaken to seek assurance that this level is appropriate given the financial risks faced by the Council over the forthcoming period 2017/18 to 2019/20. In addition to an internal assessment, the view of the Council's external auditor will be sought and will form the basis of the Council's reserves strategy.

8. Proposed Approach to Developing a Budget Package

8.1 As outlined in the previous section, it is estimated that the Council will have to save a further £64.4m over the next three financial years. Despite the scale of this challenge the Council continues to be ambitious for Sefton and the process for developing a 2030 vision for the Borough of Sefton is well advanced. This vision for

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Sefton 2030 will be shared across residents, businesses, investors, visitors and workforces.

- 8.2 In approaching this budget cycle, the key aim will be to deliver on the Council's emerging Vision and achieve a sustainable financial position. With a current net budget requirement of £213m in 2016/17, and having reduced the cost base of the Council considerably in recent years, a wide ranging review of all services will be required in order to develop proposals that will meet this twin aim.
- 8.3 Over recent years the Council has successfully managed to achieve its financial objectives whilst minimising the impact on front line services. A further reduction of £64.4m will challenge the Council to think even more radically about how it can deliver services differently, working in partnership with other public service partners, communities and businesses, investing in new approaches and ways of working that deliver a financial return, and engaging with the communities across Sefton in new ways to make the most of everyone's talents and skills.
- 8.4 As reported to Cabinet in September 2016 a result at this stage it is proposed that a three year programme and financial plan will be built around 4 key themes: -
- Public Sector Reform - improving the way the public sector works with residents and streamlining the way we deliver services
 - Economic Growth - enhancing our economic base through business growth and development, infrastructure and housing
 - Service Delivery - maximising efficiency and reviewing service standards and levels
 - Strategic Investment - capitalising on our assets and maximising their potential so that we Invest to Save, Invest to Grow and Invest to Thrive
- 8.5 Such an approach will be ambitious and will need to reflect the needs and aspirations of residents, communities and businesses. Members will be engaged fully throughout the process and a further report will be presented to Cabinet in November 2016 with more details of the approach being taken.
- 8.6 As with previous years, work will continue on refining the financial assumptions and the proposed budget proposals in advance of the following key dates:
- Overview and Scrutiny Committee – 14 February 2017
 - Cabinet - 16 February 2017
 - Budget Council - 2 March 2017

9. Conclusion

- 9.1 The Council continues to face significant financial challenges over the period 2017/18 to 2019/20. At this time it is estimated that a budget shortfall of approximately £64.4m will need to be addressed, with the financial assumptions around this scenario being continually refined in advance of a final budget package being developed for consideration by Members.

- 9.2 The Council has a demonstrable track record in meeting its financial challenges that have been presented through current Government policy, and it will require the same level of consideration in order to meet its corporate objectives whilst ensuring it maintains financial sustainability. Members will be fully engaged with the process in advance of Budget Council on 2nd March 2017.

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2013-17 LISTED BUDGET SAVINGS PERFORMANCE AT AUGUST 2016

Savings achieved to date	22,977,667
Progress is Satisfactory	5,367,550
Risk of savings not being fully achieved	617,500
Known shortfalls or significant risk that savings will not be achieved	8,444,733
Total of Savings	37,407,450

	SAVING REQUIREMENT	Red	Amber	Green	Blue	Comment
Review of Commissioning - reducing funding support to community groups - Commissioning & Neighbourhood Coordination	261,000				261,000	This saving will be achieved in 2016/17.
Voluntary Community Faith Review	1,500,000	1,135,683			364,317	£364k of the savings target has been achieved. The remainder of the £1.5m is not achievable.
Libraries - Review of operation and management of libraries including book fund and opening times	70,000				70,000	This saving will be achieved in 2016/17.
Parks Maintenance - Botanic Gardens Shop Closure	30,000				30,000	This saving will be achieved in 2016/17.
Parks Maintenance - Increase allotment fees by an average of £10 per full size plot in 2016/17 and again in 2017/18.	20,000				20,000	This saving will be achieved in 2016/17.
Further Changes in Style and Standards of Parks Management	27,000				27,000	This saving will be achieved in 2016/17.
Arts - Review management and opening times at the Atkinson	120,000			120,000		This saving will be achieved in 2016/17.
Street Scene - Building Cleaning - change frequency of office cleaning	19,000				19,000	There has been a reduction in the cost of cleaning Council and internal facilities during 2016/17 so the required saving is being met.

	SAVING REQUIREMENT	Red	Amber	Green	Blue	Comment
Public Conveniences increase charges	40,000	40,000				This saving will not be achieved in 2016/17. Initially the non-achievement of this saving was due to the one off costs of fitting coin mechanised doors at facilities that were previously provided free of charge. In addition, there have been higher than expected costs for maintenance and vandalism issues. Although charges have been increased / introduced, the financial benefit to the Council has also been less than expected due to the avoidance of payment (particularly at busy periods) by users holding the doors open for those waiting to follow. This issue is being reviewed. Negotiations are currently underway with an external operator to provide a fully managed service at a cost that can be contained within the reduced budget. Therefore this saving is expected to be achieved from 2017/18 onwards.
Public conveniences reviewed for efficiency savings	20,000	20,000				This saving will not be achieved in 2016/17. Initially the non-achievement of this saving was due to the one off costs of fitting coin mechanised doors at facilities that were previously provided free of charge. In addition, there have been higher than expected costs for maintenance and vandalism issues. Although charges have been increased / introduced, the financial benefit to the Council has also been less than expected due to the avoidance of payment (particularly at busy periods) by users holding the doors open for those waiting to follow. This issue is being reviewed. Negotiations are currently underway with an external operator to provide a fully managed service at a cost that can be contained within the reduced budget. Therefore this saving is expected to be achieved from 2017/18 onwards.
Careline Service/Security Force (income target)	75,000		75,000			This saving is not being achieved as it is reliant on income derived from other parts of the Council (which have been subject to cuts) and the cessation of a healthcare project which was also expected to generate income for the service. At this stage no alternative income sources have been identified and it is therefore unlikely that this additional income requirement will be met in 2016/17.
Street Scene - Building Cleaning - change frequency of office cleaning	50,000				50,000	There has been a reduction in the cost of cleaning Council and internal facilities during 2016/17 so the required saving will be met.
Cleansing Service - Reorganisation of workload and work patterns	25,000				25,000	The budgetary provision for Cleansing Services has been adjusted to take account of the restructure which has now been implemented. As such, the required savings target will be achieved in 2016/17. However, it should be noted that the income target for recharges to internal facilities and services needs to be reviewed in the light of a reduction in cleaning budgets available across the Council.
Street Cleansing - Bulky Items Collection Service - Restructure Crews and introduce charge for bulky items	6,000				6,000	The budgetary provision for Bulky Items has been adjusted to take account of a restructure and increased charges and as such, the required saving target will be achieved in 2016/17.
Green Waste	430,000	430,000				Saving not likely to be achieved following the reorganisation of the recycling service.
Public Conveniences - Closure of all public conveniences	74,000	24,000		50,000		The original saving was predicated on the entire budget for the service being removed. There will still be residual costs to be incurred in closing the facilities in terms of NNDR, insurance, utilities, etc. for which no budget remains. Consequently, it will not be possible to meet the saving target in full during 2016/17 or in future years.

	SAVING REQUIREMENT	Red	Amber	Green	Blue	Comment
Bulky Items - Increasing collection charge from £7.50 to £10 per collection	48,000				48,000	The budgetary provision for Bulky Items has been adjusted to take account of a restructure and increased charges and as such, the required saving target will be achieved in 2016/17.
Sefton Care Line and Sefton Securities - Increased income as result of increased service activity	200,000	200,000				This saving target was predicated on increasing income by insourcing a wider range of previously externalised maintenance, testing and installation services across Council facilities and services. This did not happen as expected or proposed and as such it will not be possible to generate this additional income on top of the increased income target set for the current financial year. As such, this saving target will not be met during 2016/17. However additional business e.g. through the promotion of the Arc Angel product, is expected to generate significant income in the future which will not only enable this saving to be achieved but will also contribute towards future years' savings. Savings options in this area for 2017/18 and beyond will need to acknowledge the need to make this saving first
Catering - To increase the charge for each meal by 10p in September 2015 (start of the school term) and by a further 10p from September 2016	250,000				250,000	This saving requirement is based upon increasing the cost of a school meal annually over a two year period. The first increase generated the required additional income. Therefore, it is expected that the second increase will also provide the required increase in income. As such, the required saving target will be met in 2016/17.
New Options - Increase Cremation and Burial Fees by 5% above inflation	150,000	150,000				A new crematorium has opened in West Lancashire within five miles of the existing facility in Southport. This has had an effect on the income generated at the facility. The crematorium at Thornton is also operating at reduced capacity (2 days a week) for some months this year due to a replacement programme for the old cremators which have failed emissions tests. As such the increased income levels will not be achieved in 2016/17. In future years, although full capacity will return at Thornton, the impact of the private crematorium will continue and the loss of income arising from this competition will prevent the income target of £150,000 from being met.
Improved procurement of Council wide communications activity	61,050	45,500		15,550		A deficit is forecast on sponsorship income of £45.5k in 2016/17 due to the phased cessation of Roundabout advertising (by 31 March 2017) and the delayed start of Web advertising, resulting in this saving not being fully achieved in year. For 2017/18 the Council is anticipating full year income from Web advertising, this will result in a reduction to the unachievable saving to £42k. The Strategic Support team will continue to seek out further income opportunities and savings, if this does not materialise this will result in permanent non achievement which is assumed here.
Corporate Communications Team - Deletion of vacant posts and Team restructure	100,000	16,000		84,000		This saving was in total £204k (£100k phased 2016/17) and was originally to be met from a reduction in staffing. However the saving was then anticipated to be achieved by both staffing and income i.e. staffing £104k in 2015/16 (achieved) and income £100k in 2016/17 which has previously been reported as not achievable. Having reviewed the Communications budget and the wider Strategic Support budgets this saving will now be achieved from April 2017/18 and the deficit this year is due to part year implementation in 2016/17.
Transformation - Reduction of Transformation resource	75,000				75,000	This saving will be achieved in 2016/17 due to a restructure of teams.
Environmental Health - Reduction in front line environmental health regulatory services. Reduction in pest control services but retain full rat control service	170,000			170,000		On target to be achieved.

	SAVING REQUIREMENT	Red	Amber	Green	Blue	Comment
Parking - Review of service and charging regimes	467,000	100,000		367,000		There will be a shortfall in income achieved due to the proposal to cease the refund of car park charges at leisure centres. The remaining 367k should be achievable subject to market conditions.
Street Lighting Energy - Invest to save in lighting columns and bulbs to allow reduced hours of lighting.	530,000	530,000				It was anticipated last month that £100k would be achievable from energy savings / reduced tariffs which would have restricted the unachieved element of this saving to £430K. Latest information suggests that there will be no contributory saving in tariffs and the entire saving will not be achieved in the current year. Furthermore, the indicative tariff for 2017/18 will increase by £112k (based on current consumption levels) which will put further pressure on the achievement of the saving in subsequent years. Whilst every effort will be made to cover the saving through increases in income, this cannot be guaranteed. Excess income has been used in previous years to cover the regular overspend on winter service. There is a spend to save initiative for Cabinet to consider shortly. The outcome of the Cabinet decision will inform how the Council considers this saving option.
Further Changes in Style and Standards of Parks Management	64,000			64,000		On target to be achieved.
Parks Maintenance - Reduction in GM Contracts	30,000			30,000		On target to be achieved.
Coast - Reduction to visitor and site management activities. Extension to the length of the life guard contract on reduced terms. Car-parking income charges	75,000			75,000		On target to be achieved.
Highway management, development, design and safety - Changes to charges Service reorganisations	130,000			130,000		On target to be achieved.
New Options - Funding of highways, ICT and other developments from capital resources	1,000,000	434,000		566,000		The achievable figure is based on the actual capitalisation in 2015/16. Work will continue to identify all work that can be capitalised in 2016/2017, although the full saving may not be delivered.
Budget re-alignment of salaries to be funded from grants, contracts and reserves	116,000	116,000				It is forecast that this saving will not be delivered in year as the majority of budget relates to Head of Service and grants that are used to fund remaining staff within the service who are not core funded. This saving will not be achieved in the long term and the Medium Term Financial Plan has been adjusted to reflect this.
14-19 Services - Changes to commissioning arrangements for Information, Advice & Guidance	40,000				40,000	Achieved.
Management fee reduction - Formby Pool Contract	50,000				50,000	Following re-negotiation of the contract this saving will be achieved

	SAVING REQUIREMENT	Red	Amber	Green	Blue	Comment
School Health - Re-specify/recommission the healthy Child programme for the whole 0-19 age range	260,000				260,000	Saving achieved in 2016/2017
Sports Leisure- Active Sports - Increase in income due to increased charges and new programmes	30,500		30,500			This £30.5k saving is the residual amount of a total saving target of £84k of which £53.5k was achieved in 2015/16. It appears that there has been an element of duplication around this particular saving with the original proposal, by the then Head of Service, only anticipating £30k additional income. While there may be some further additional income achieved in this particular area in 2016/17 it is unlikely that the full remaining £30.5k will be achieved in this specific income budget. However it is anticipated that there could be overachievement of income in other areas of the budget. The situation will continue to be monitored throughout the year
Public Health-Internal restructure to reflect the need to strengthen the influencing role of the team, and reduced need for commissioning capacity	100,000				100,000	Saving achieved in 2016/2017
Integrated Wellness - Integration of Lifestyle services	1,549,000				1,549,000	Saving achieved in 2016/2017
Substance Misuse - Reduction in Substance Misuse spend	440,000				440,000	Saving achieved in 2016/2017
DCATCH - The scheme has already closed to new pupils, saving reflects cohorts of pupils completing the programme	15,000				15,000	Saving will be achieved in 2016/17
Children With Disability Service - Continue with the development of, and implement, new eligibility criteria	315,000			315,000		The achievement of this savings target has been challenging. A post originally identified to contribute towards this saving has been taken as part of the Senior Management Review. However, options are still being explored to ensure the permanent achievement of this saving. Currently, the saving is being mitigated by under-spends elsewhere within the service. This will continue to be monitored closely.
Aiming High - Continue with the development of, and implement, new eligibility criteria. Review and potential cessation of funding for some activities	400,000				400,000	This saving will be achieved in 2016/17.
Attendance Welfare Service - Improved administration of legal procedures. Reduced eligibility for service interventions. Increase income	142,000			142,000		This saving should be achieved in 2016/17.

	SAVING REQUIREMENT	Red	Amber	Green	Blue	Comment
Locality Assessment - Redesign of Common Assessment Framework team Implement a	60,000			60,000		This saving should be achieved in 2016/17.
Commissioning - Reduction of the Commissioning Service staffing	144,000				144,000	This saving will be achieved in 2016/17 due to a restructure of teams.
Business Intelligence & Performance - Re-structure	360,000				360,000	This saving will be achieved in 2016/17 due to a restructure of teams.
Housing Standards - Reduction in housing enforcement services including cessation of corporate illegal traveller sites co-ordination	20,000			20,000		On target to be achieved.
Planning - Increase in income across parts of the service Development Management, Building Control, and Technical Support [land charges] in light of economic forecast	130,000	105,000		25,000		This savings target relates to Planning / Building Control income and whilst there is likely to be an overachievement of Planning Application income of £96K, there are currently estimated shortfalls on Building Control (£160K), Planning Policy (£16K) and the Section 106 admin fee (£25K). The net effect of all of these is a shortfall of income against budget of £105K.
Home Improvements DFG - Re-profiling the allocation of costs and increasing the level of recharges	10,000			10,000		On target to be achieved.
New Options - Funding revenue consequences of planning projects from Section 106	500,000			500,000		This saving will be achieved in 2016/17.
Treasury Management	8,000,000				8,000,000	The Council has changed its policy relating the provision for debt repayment. This has generated significant savings until 2019/2020 (2016/2017 saving includes the saving achieved in 2016/2017 that was reserved to be utilised in 2016/2017).
General inflation provision - Remove general inflation provision set in MTFP at 2%. This will require all services to deliver general efficiency in the delivery of all services	2,180,000				2,180,000	Budget provision reduced, saving therefore achieved.
Levies - Merseyside Waste and Recycling Authority and the Integrated Mersey Transport Authority have been requested to support the Council by finding 10% efficiency savings in setting their budgets for 2015/16 and 2016/17	2,509,150	859,550			1,649,600	The Council actively engaged with the levying bodies to try to achieve a 10% reduction in the cost of levies to the Council. Unfortunately reductions in the Merseyside Recycling and Waste Authority Levy were not achievable in full. The partial non-achievement of this saving has been built into the 2017/18 to 2019/20 Medium Term Financial Plan.

	SAVING REQUIREMENT	Red	Amber	Green	Blue	Comment
Reduced accommodation costs - Lease on Houghton Street	76,000		76,000			This saving is unlikely to be able to be achieved in this or future financial years due to it being a duplication of the 2015/16 saving Ref 67 (£60k). However, a balanced service outturn will be delivered and this will be delivered in future years.
Building Maintenance - Recharge Salaries to Capital Schemes	136,000		136,000			It is currently uncertain as to whether this saving will be delivered in 2016/17. However, a balanced service outturn will be delivered and this will be delivered in future years.
EEMS (Energy and Environment) - Reduction in Carbon reduction service and community energy service	42,000				42,000	Saving achieved in 2016/2017
Finance & ICT Services - Restructuring Finance and ICT services after implementation of new financial system in 2015	500,000				500,000	Saving achieved in 2016/2017
Finance & ICT Services - Reduce ICT, printing and telephone costs in line with general Council reductions	190,000				190,000	Saving achieved in 2016/2017
Learning & Development - Reduction in activity associated with learning and development	108,000				108,000	Saving achieved in 2016/2017
New Options - Remove the discretionary support to Parish Councils for Council Tax Reduction Scheme	95,000				95,000	Saving achieved in 2016/2017
Budget Planning Assumptions - Management Arrangements	1,300,000	300,000	300,000		700,000	£700k delivered on phase one with a further £300k to be delivered.
Contracted transactional services	1,000,000			435,000	565,000	Saving will be achieved in 2016/2017 but £0.435m of the saving is one-off. Discussions are continuing with arvato to identify ongoing sustainable savings.
Area Finance / Finance Visiting Officers - Review	28,700				28,700	This is the full year effect of the saving resulting from the review of this service and the saving has been achieved in full.
Day Care - Day Care Review	873,050	674,000			199,050	There is a saving requirement in- year of £750k and £123.05k that relates to the previous financial year. The element that relates to the previous year has been achieved in full as a result of the full year effect of contract negotiations already agreed with New Directions. Of the £750k in year saving, £80k has been identified specifically to date. The refurbished Mornington Road and Dunningsbridge Resource Centres (for those with the most complex needs) are due to open in 2017. Further contract negotiations will be undertaken with New Directions to reflect the outcome of the Day Care review. There may be some further savings made in 2016/17 following negotiations and depending on the timing of the completion of refurbishments. The saving should be made in full in 2017/18

	SAVING REQUIREMENT	Red	Amber	Green	Blue	Comment
Adult Social Care - Social care services will be required to contain net demographic growth within existing budgets for the duration of the plan. The figure has been adjusted to reflect Cabinet's previous decision relating to the underachievement of the services 2014/15 budget savings requirement. This assumption will need to be kept under close scrutiny to ensure deliverability	3,000,000				3,000,000	This saving has been achieved in 2016/2017. However, note the issue regarding Better Care Fund income outlined in the main body of the report.
Domiciliary Care - Further explore the use of adaptations, equipment and Assistive Technology Reduce the number of hours, number of calls, or number of carers utilised, where this is appropriate Work in partnership with the voluntary/community sector to facilitate the development and utilisation of low-level alternative/preventative community services Explore more outcome-focused commissioning	1,560,000			1,560,000		The saving was intended to be delivered in the first instance through a more effective Reablement Service model, reducing the need for ongoing domiciliary care, together with improved use of adaptations and assistive technology. The new Reablement Service is proving effective with the most significant impact being to reduce the requirement for residential care. The intention is to extend Home Care Re-ablement to community referrals. In addition re-assessments continue with a particular focus on those cases where providers have identified that they feel provision could be reduced. Where domiciliary care packages are being re-assessed the option to increase established 30 minute care visits by 15 minute blocks rather than the usual 30 minute blocks is available. Early discussions have been held with the Cabinet Member ASC, in respect of the redesign/recommissioning of the Domiciliary Care and Reablement Services, with a view to exploring more outcome- focused commissioning
Supported Living - Alternative and more efficient ways of meeting assessed care needs	1,800,000	1,191,000		609,000		£609k has been identified to date following the review of Supported Living care packages. Officers continue to work on the commissioning of a more efficient, effective and sustainable supported living and care model. Service users' eligible care and support needs will continue to be met but possibly in larger occupancy dwellings. An increased number of people may have their needs met through Shared Lives or other placements that meet their needs. Any changes to a service user's tenancy will be via reassessment of need and will be agreed with the service user and housing/care providers. It is anticipated that service users' care packages may change through increased/additional use of assistive technology which will result in independence and self-sufficiency. The recommissioning will consider 'zoning' of care providers. . Progress on the project has recently been reviewed, an action plan/ time frame has been drafted and re-specification and redesign of the service model will be completed by April 2017. The saving should be achieved in full in 17/18. There is currently some concern about a reduction in the appetite of housing providers to develop the larger occupancy properties required, due to uncertainties relating to possible government changes to housing benefit provision. The government position should become clear in the next couple of months

	SAVING REQUIREMENT	Red	Amber	Green	Blue	Comment
Adult Assessments - An end to end review of assessment and review policies, procedures and processes within Adult Social Care.	300,000				300,000	This saving has been achieved following the review of assessment processes, policies and procedures
Housing Related Support Further decommissioning and re-commissioning of funded services in accordance with the approved Commissioning Intentions and Priorities	900,000	83,000			817,000	£817k of this saving has been achieved. Commissioners are reviewing residual contracts and are in discussions with providers to identify how the remaining saving can be achieved. The saving will be achieved in full in 2017/18
Children in Care - Reduce Care Package Costs	396,000	396,000				This budget was over-spent by the end of 2015 /2016 and significantly contributed to the £3.8m overspend across Children's Social Care. This over-spend is reducing in 2016/17 partly through an uplift to the budget (£2.5m) and careful monitoring; and partly from a reduction in care packages and placements. However it is considered unlikely this and other Children's Social care 'Red' savings in this analysis will be achieved in full. When taken with the saving ref E2.1 (£395K) and 2015/17 Ref 97b (£700k) below, the total 'Red' savings identified for Children's Social Care is £1.491m. The forecast budget statement is showing a forecast over-spend on placements and packages, which would indicate that some of this overall saving may be achieved as costs reduce. However, this is not guaranteed as care packages and placements can be quite volatile. These areas will be monitored carefully during the year.
Review of the Commissioning of all residential care beds	395,000	395,000				See comment above
Budget Planning Assumptions - Review of services for vulnerable children	700,000	700,000				See comment above
Financial Assessments	250,000	250,000				Actions ongoing to identify how this saving can be delivered.
Customer Access Point	250,000	250,000				Actions ongoing to identify how this saving can be delivered.
Children's administrative support - Service redesign	20,000			20,000		On target to be achieved and will be captured as part of the restructure of Children's Social Care administration.
Total Savings Requirement 2013-2017		8,444,733	617,500	5,367,550	22,977,667	

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Agenda Item 5

Report to: Cabinet

Date of Meeting: 6th October 2015

Subject: Stanley High School - Approval of Legal Documentation for Academy Conversion

Report of: Head of Schools and Families

Wards Affected: All

Is this a Key Decision? Yes

Is it included in the Forward Plan?
Yes

Exempt/Confidential No

Purpose/Summary

To inform Cabinet of the decision by the Secretary of State for Education to convert Stanley High School, Southport to a sponsored academy in accordance with statutory requirements and seek authorisation for officers to sign the documentation required to by the academy conversion process.

Recommendation(s)

Cabinet is recommended to:

- 1) Note the statutory requirements regarding academy conversion.
- 2) Note the financial implications to the Council of the Academy conversion.
- 3) Authorise appropriate officers to complete the necessary agreements required as part of the academy conversion process as outlined in the report.

How does the decision contribute to the Council's Corporate Objectives?

	<u>Corporate Objective</u>	<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		√	
2	Jobs and Prosperity		√	
3	Environmental Sustainability		√	
4	Health and Well-Being		√	
5	Children and Young People		√	
6	Creating Safe Communities		√	
7	Creating Inclusive Communities		√	
8	Improving the Quality of Council Services and Strengthening Local Democracy		√	

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Reasons for the Recommendation:

Cabinet needs to authorise appropriate officers to enter into the agreements required as part of the academy conversion process.

What will it cost and how will it be financed?

(A) Revenue Costs There will be financial implications to the Council from the conversion of the school to an academy. These have been highlighted in the report below, but include loss of Education Services Grant; possible loss of Traded service income; reduction to the amounts de-delegated towards specific central functions and potential loss in the event of any of the school falling into a deficit position before conversion. This latter position is unlikely, owing to the school in question being in a surplus balance position. This will be carefully monitored up to conversion.

(B) Capital Costs N/A

Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

Legal - The conversion of schools to academies is a statutory process under the Academies Act 2010.

As the school is eligible for intervention under sections 61 and 62 of the 2006 Education and Inspections Act, the Secretary of State for Education under Section 4 of the Academies Act 2010 (as amended by the Education and Adoption Act 2016) is required to an issue Academy Order. The Order provides that on the conversion date, the school in question shall become an academy and shall cease to be maintained by the Local Authority.

The governing body and the local authority are also under a duty to take all reasonable steps to facilitate the making of academy arrangements with a sponsor, once determined (section 5B of the Academies Act 2010, as amended by the Education and Adoption Act 2016).

The principal issues in relation to conversion are: transfer of Staff; transfer of Land and transfer of Assets and Contracts. These issues will be addressed in two documents for the conversion- a Commercial Transfer Agreement and a Lease Agreement.

Human Resources- Upon conversion to an Academy, staff within the school will transfer under Transfer of Undertakings Protection of Employment Regulations 2006 to the new academy.

Equality

- | | | |
|----|--|-------------------------------------|
| 1. | No Equality Implication | <input checked="" type="checkbox"/> |
| 2. | Equality Implications identified and mitigated | <input type="checkbox"/> |
| 3. | Equality Implication identified and risk remains | <input type="checkbox"/> |

Impact on Service Delivery:

N/A

What consultations have taken place on the proposals and when?

The Head of Corporate Finance (FD4331/16) has been consulted and would comment that there are some financial implications to the Council as a result of the conversion of the three schools referred to in this report becoming Academies. These are indicated in the paragraphs at section 3 to this report.

Head of Corporate Legal Services (LD 3614/16) has been consulted and any comments have been incorporated into the report.

The school has consulted with staff and trade unions.

Are there any other options available for consideration?

No – the Secretary of State has the powers to direct that the academy conversion process can continue if the agreements are not signed.

Implementation Date for the Decision

Immediately following the call in period for the minutes of this meeting.

Contact Officer: Mike McSorley
Tel: 0151 934 3428
Email: mike.mcsorley@sefton.gov.uk

Background Papers:

Academy Order made further to section 4(A1) of the Academies Act 2010 (22 July 2016)

Agenda Item 5

1. Introduction/Background

- 1.1 Stanley High School in Southport was judged inadequate at its last inspection. As the school is eligible for intervention under sections 61 and 62 of the 2006 Education and Inspections Act, the Secretary of State for Education, under Section 4 of the Academies Act 2010 (as amended by the Education and Adoption Act 2016), is required to issue an Academy Order. The Order provides that on the conversion date, the school in question shall become an academy and shall cease to be maintained by the Local Authority.
- 1.2 Since these schools were judged inadequate the Local Authority has exercised its statutory duty to intervene and develop an action plan to support improvement in the school.

2. Academy Conversion Process

- 2.1 The process for schools converting to academies is legislated for under the Academies Act 2010 (as amended) which states that the Secretary of State is required to make an Academy order in respect of a maintained school in England if the school is eligible for intervention (within the meaning of Part 4 of EIA 2006). Stanley High school by virtue of the inspection outcome falls within this category. As part of the process the Regional Schools Commissioner will choose a sponsor for the school. The Governing Body of the school and the local authority both have a statutory duty to facilitate the academy conversion.

Land Issues

- 2.2 The Academies Act 2010 contains specific powers for the Secretary of State in respect of the land of the schools when they were maintained schools. It is intended that the transfer of publicly funded land owned by the local authority to the Academy will usually be by way of a 125-year lease.
- 2.3 Lease will be drawn up to comply with the above requirements and to ensure there are no undue risks to the authority and that any usage rights etc are preserved. The lease transfers the responsibility for the operation and management of the land and buildings to the Academy Trust sponsoring the school.

Commercial Transfer Agreement

- 2.4 This document is designed to ensure that all information on the staff who are transferring to the academy is recorded and transferred to the Academy Trust, so that the appropriate arrangements for payment of salaries, pension contributions, etc. can be made. It also includes details of any assets or contracts that will transfer to the Academy Trust and of those that will not.
- 2.5 A Commercial Transfer Agreement, which is an agreement between the school governing body, the local authority and the academy trust, will be drawn up. Officers will ensure that all appropriate responsibilities and liabilities are transferred to the Academy Trusts to ensure there are no undue risks to the authority.

Assignment or novation of contracts

- 2.6 This forms part of the Commercial Transfer Agreement and covers agreements and contractual arrangements which will need to transfer to the Academy Trust.
- 2.7 Specific contracts and arrangements in respect of the converting school have been identified.

TUPE Process

- 2.8 TUPE consultation will be undertaken as part of the process and this is discussed in regular meetings with the Trade Unions.
- 2.9 By virtue of TUPE, there is a legal obligation to provide written information about the transfer to employee representatives. The information which the current employer must give in writing to employee representatives (which will be union representatives where a trade union is recognised in respect of the relevant category of staff) is as follows:
 - The fact that the transfer is to take place, when and why;
 - The "legal, economic and social implications" of the transfer for the affected employees;
 - The "measures" which the employer envisages it will take in connection with the transfer or, if no measures are envisaged, that fact; and
 - Any measures which the employer envisages the Academy Trust taking in connection with the transfer in respect of the transferring employees or, if no measures are envisaged, that fact.
- 2.10 By virtue of TUPE terms and conditions should be protected. The contractual documentation should address this and should ensure Sefton obtain appropriate warranties and indemnities. Pension issues should also be addressed.

3. Financial Implications

- 3.1 There will be financial implications to the Council as a result of the Academy conversions.
- 3.2 Education Services Grant (ESG) is paid to the Local Authority towards the costs of meeting its statutory functions for schools. Academies are paid this grant separately by the Education Funding Agency, to enable them to purchase certain school support services from whoever they choose. Only a small amount of this grant is retained by Local Authorities to meet statutory provision of services across both maintained schools and Academies, which is exercised by the Director of Children's Services. The rates paid for ESG to Local Authorities for services to its mainstream schools is £77 per pupil and the level of Retention grant is £15 per pupil. There would be no loss of the Retained element of this funding.

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- 3.3 On the basis that there will be clawback of this funding in 2016/17 for the school converting to an Academy, it is expected that the Local Authority will lose up to £27,412 General ESG if the conversion were to be wef 1 October 2016, or £22,843 if wef 1 November 2016. The amount of loss is commensurate to the date of conversion. The full year effect would be a loss of £54,824 However, as part of the spending cuts to ESG announced in November 2015 as part of the government's Spending Review, the DfE are proposing the complete loss of the General ESG funding to Local Authorities from September 2017 and the Authority's MTFP is making this assumption. The loss of funding as a result of this conversion would be subsumed into this change.
- 3.4 In addition to the loss of ESG revenue Grant to the Council, it is possible that there will also be a loss of traded income. Academies are at liberty to purchase a range of services from whichever supplier they choose. Currently, Stanley High School purchase a range of services from the Local Authority as traded services valued at £73,011 Due to the organisation of Academies, many of whom operate in a sponsorship arrangement, such services may be provided by the sponsor. At this stage, it is not known which, if any, services these new Academy may buy back, but this could be a further loss of income to the Council.
- 3.5 The school also has some of its funding top-sliced for services which are currently de-delegated, as agreed by Schools Forum, including contribution towards Trade Union Facility time; and Support for minority ethnic pupils or under-achieving groups (£8,994 in 2016/17). Academy schools cannot have their budgets adjusted for de-delegation and so there is expected to be a commensurate loss of funding towards these services of £4,497 if conversion takes place wef 1 October 2016 or £3,748 if from 1 November 2016.
- 3.6 For Academy conversion, the Local Authority must finalise closing balances within 3 months of the date of conversion. If the agreed closing balance is a surplus, the Local Authority must pay over any surplus balances due to the school within 1 month of agreeing their final accounts. Should no agreement be reached on the final balances the DfE can be asked to review the position within this 1 month period. For sponsored Academies, however, any deficit on balances remains the responsibility of the Local Authority. Stanley High School has surplus balances, and so it is not anticipated that there will be any cost to the Local Authority in this respect.
- 3.7 The Local Authority reserve the right to charge reasonably for any services they continue to provide to the school during this transitional 3 month accounting period.

Report to:	Cabinet	Date of Meeting:	Thursday 6 October 2016
Subject:	Southport Pier and Seafront Coastal Communities Fund Submission	Wards Affected:	Cambridge; Dukes;
Report of:	Head of Inward Investment and Employment and Head of Regeneration and Housing		
Is this a Key Decision?	Yes	Is it included in the Forward Plan?	Yes
Exempt/Confidential	No		

Purpose/Summary

To inform Cabinet Members on the progress of the Coastal Communities Fund Submission to improve Southport Pier and Seafront.

To request approval for delegated authority be given to the Cabinet Member Regeneration and Skills to accept the offer of funding subject to a detailed analysis of the 'Offer Letter' by Officers.

Recommendation(s)

- 1) Approval to proceed with a Stage 2 Application to the Coastal Communities Fund, subject to an invitation from the funding body following the Expression of Interest made by the Council in June 2016;
- 2) In respect of the application, and if invited to bid that delegated authority be given to Cabinet Member for Regeneration and Skills, whom would receive ongoing detailed reports from the project team, for the:
 - i) Submission of the full application and bid
 - ii) Acceptance of the offer if made
 - iii) Management of the capital and revenue funding

In accordance with the details and parameters set out within the Report.

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How does the decision contribute to the Council's Corporate Objectives?

	<u>Corporate Objective</u>	<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		x	
2	Jobs and Prosperity	x		
3	Environmental Sustainability		x	
4	Health and Well-Being	x		
5	Children and Young People		x	
6	Creating Safe Communities		x	
7	Creating Inclusive Communities		x	
8	Improving the Quality of Council Services and Strengthening Local Democracy		x	

Reasons for the Recommendation:

To submit a detailed funding application to improve Southport Pier and Seafront (all subject to an invitation to bid from the Coastal Communities Fund).

Alternative Options Considered and Rejected:

To withdraw the Expression of Interest submitted, i.e. not participate in the Coastal Communities funding programme 2016/19.

What will it cost and how will it be financed?

(A) Revenue Costs

Based on full implementation of the proposals, the total revenue cost is estimated at £100,000 over the next three financial years. Of this amount, £20,000 will be required from the Council's revenue budget (Tourism). The remaining funding would be met from external sources – namely the Southport BID Company and the grant from the Coastal Communities Fund).

(B) Capital Costs

The estimated capital cost across the next three financial years would be £2,670,000 for which provision in the Capital Programme would be required. Of this amount £700,000 would be met from the ring-fenced Pier Sinking Fund with a further £30,000 from a Section106 contribution. The remainder of the capital funding would come from the Coastal Communities Fund. .

Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

Financial Both capital and revenue budgets will be required to match to the external grant, these have been identified in the Table in paragraph 3.1 below.
Legal
Human Resources Project Management of the scheme will be met from existing resources.
Equality 1. No Equality Implication <input checked="" type="checkbox"/>
2. Equality Implications identified and mitigated <input type="checkbox"/>
3. Equality Implication identified and risk remains <input type="checkbox"/>

Impact of the Proposals on Service Delivery:

The award of Coastal Communities Funding (CCF) would complement the Southport Development Framework activity and the wider Visitor Economy work being undertaken in Southport.

The award of finance and subsequent improvements to the Pier and Seafront would contribute to improving visitor footfall and have a direct positive impact to Strategic Priorities 3, A great Place to Live, Work and Play, 4, Image and Environment, 5. Activities, Sociability and Hosting and 7, Right for Business, as set out and articulated in Sefton's Vision 2030.

What consultations have taken place on the proposals and when?

The Head of Corporate Resources (FD.4320/16) notes from the report the potential to attract £2,000,000 external funding (capital and revenue) from the Coastal Communities Fund. If successful, this resource, supplemented primarily from £700,000 held in the Council's "Pier Sinking Fund" will enable necessary works and potential visitor improvements at the Resort attraction.

The Head of Regulation and Compliance (LD3603/16) has been consulted and any comments have been incorporated into the report.

Implementation Date for the Decision

Following the expiry of the "call-in" period for the Minutes of the Cabinet Meeting

Contact Officer: Mark Catherall / Paula Lowrey

Tele: 0151 932 2315 / 0151 934 2734

Email: mark.catherall@sefton.gov.uk; paula.lowrey@sefton.gov.uk

Background Papers:

None

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1. Introduction/Background

1.1 The Coastal Communities Fund programme (CCF) which is managed by the Department for Communities and Local Government, is designed to support the economic development of coastal communities by promoting sustainable economic growth and jobs, so that people are better able to respond to the changing economic needs and opportunities of their area. It will look to fund activity in the following areas:

- Deliver economic diversification and innovation
- Support SMEs (infrastructure and incubation)
- Address seasonality/create new patterns of tourism
- Improvements to public spaces
- Integrated regeneration which includes addressing issues such as coastal erosion, flooding, bathing water quality

1.2 The programme will fund Capital or Revenue projects (staff and purchase/lease of buildings, land or equipment but not feasibility studies) that:

- Deliver economic growth opportunities
- Create Jobs
- Has strategic fit, locally and with Coastal Communities Fund objectives

1.3 The Fund launched a call for proposals in late May. The application process is comprised of 2 stages. The deadline for Stage 1 applications (Expressions of Interest) was midday on **30th June**. Successful applicants will be invited to submit a detailed Stage 2 application by November (date to be confirmed). Approved projects would be expected to commence April 2017 with funding to be spent by December 2019.

2. Sefton's Proposal

2.1 Officers explored a range of opportunities for this competitive funding stream. The need to meet the above criteria and given that CCF is the mostly like source of large scale capital funding for the coast, we believed that a strong capital led application was required. Funding rules meant that capital projects needed to be at RIBA Stage 4 (Technical Design), so this eliminated a number of potential ideas. Consequently, Southport Pier emerged as our strongest option. The Pier is in a poor physical condition and provides very limited facilities for the user. The Authority also has a ring-fenced sinking fund which we could use as match funding. Initial scoping discussions have been had with the Big Lottery and the Department for Communities and Local Government and the response from them has been positive.

2.2 At short notice a Stage 1 Expression of Interest application with Cabinet Member approval was prepared focusing on enhancing the Grade II listed Southport Pier (the oldest iron constructed pier in the country), to increase visitor appeal and contribute to the growth of the wider visitor economy.

If successful the funding would be targeted towards:

- Undertaking essential structural repairs to the Pier
- The creation of new units (retail/café etc.) on the Pier
- Remodelling the end pavilion/improve current offer
- New entrance and exit to the end of the Pier to allow access from the beach

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- Maximising the Pier throughout the year with a focus on green tourism during the winter months
- Improvements to surrounding railings on Marine Lake
- Wrapped up by a comprehensive Welcome programme for visitors

2.3 If supported the project will deliver over £2.7 million Visitor economy improvements that will help steer Southport into a direction that can capture benefits that a growing visitor economy will bring. The project will create 8 direct jobs; this will consist of 3 Welcome Ambassador roles with the remaining jobs created by the additional concessions on the pier. The Welcome Ambassador roles will be created in April 2017 in time for the Open Golf Championship. Currently there are 20 people employed on the Pier, a mixture of full time and seasonal workers. The works to the Pier along with the remodelling will help safeguard these jobs for the foreseeable future.

3. Financial Implications

3.1 The Expression of Interest (Stage 1) application has estimated the total cost of this initiative to be £2,770,000 which is mostly capital expenditure. This figure includes a £2.00m request to the Coastal Community Fund. The balance of funding (£0.77m) would come from the ring-fenced Pier sinking Fund, Southport BID and Section 106 funding. The following table summarises the proposed funding based on full approval of the proposals

	Source	Amount (£)	Status
REVENUE	Coastal Communities Fund	60,000	Bid required
	Sefton (Tourism Revenue budget)	20,000	Funding in place
	Southport BID Company	20,000	Funding in place
Total Revenue		100,000	
CAPITAL	Coastal Communities Fund	1,940,000	Bid Required
	Sefton (Pier Sinking Fund)	700,000	Funding in place
	Section 106	30,000	In discussion
Total Capital		2,670,000	
Total Project Cost		2,770,000	

3.2 The financial risks associated with this proposal are the same as for any large scale capital project:

If the funding bid to CCF is unsuccessful then the project would not proceed.

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If the bid is successful but we do not receive the full £2million, the proposal would be revisited with a view to considering a revised scheme.

If the grant figure is significantly less than £2million, it is unlikely that the project would proceed.

Should the project proceed the management and delivery of the scheme, including control of the budget, would be the responsibility of Sefton Council.

4. Next Steps

4.1 To progress the detailed Stage 2 Funding Application for submission in the autumn if invited following the Expression of Interest. Subject to approval, prepare a detailed programme and commercial strategy to deliver a revitalised pier including heritage, environmental and planning requirements and consultation and engagement with stakeholders.

Report to:	Cabinet	Date of Meeting:	6 October 2016
Subject:	Southport Development Framework	Wards Affected:	Ainsdale; Birkdale; Cambridge; Dukes; Kew; Meols; Norwood;
Report of:	Head of Regeneration and Housing		
Is this a Key Decision?	Yes	Is it included in the Forward Plan?	Yes
Exempt/Confidential	No		

Purpose/Summary

To seek authorisation to publish the final report of the Southport Development Framework following the public consultation exercise on the final draft document. It is important to emphasise that when reading the Framework it is strategic document for use over the longer-term. The Framework will be used to guide future developments and attract investment.

Recommendation(s)

That Cabinet approves the publication of the Southport Development Framework to guide future development and investment opportunities.

How does the decision contribute to the Council's Corporate Objectives?

	<u>Corporate Objective</u>	<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community	/		
2	Jobs and Prosperity	/		
3	Environmental Sustainability	/		
4	Health and Well-Being	/		
5	Children and Young People	/		
6	Creating Safe Communities	/		
7	Creating Inclusive Communities	/		
8	Improving the Quality of Council Services and Strengthening Local Democracy		/	

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Reasons for the Recommendation:

An approved Southport Development Framework will help promote the opportunity for investment and development potential that can support the Town.

Alternative Options Considered and Rejected:

The draft framework has been the subject of extensive consultation and engagement. Various options have been considered and are contained within the draft and final documentation.

What will it cost and how will it be financed?

(A) Revenue Costs

There are no direct revenue financial implications arising from this report. Emerging initiatives may require revenue resources. This will be addressed as part of the pre development process and a budget identified.

(B) Capital Costs

There are no direct capital cost implications arising from this report. Emerging initiatives may require capital resources. This will be addressed as part of the pre development process and a budget identified. It is inevitable that the vast majority of resources to deliver the framework will be generated through the private sector and the appropriate use of council owned assets.

Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

Financial Emerging initiatives may require financial resources. This will be addressed as part of the pre development process but will not necessarily be funded directly by the Council.
Legal Emerging initiatives may require legal support. This will be addressed as part of the pre development process.
Human Resources Emerging initiatives may require human resources. This will be addressed as part of the pre development process and staff/resources identified.
Equality
1. No Equality Implication <input checked="" type="checkbox"/>
2. Equality Implications identified and mitigated <input type="checkbox"/>
3. Equality Implication identified and risk remains <input type="checkbox"/>

Impact of the Proposals on Service Delivery:

Not applicable

What consultations have taken place on the proposals and when?

Extensive public consultation and engagement has been undertaken as detailed in Appendix 1.

The Cabinet Member for Regeneration and Skills has been briefed on the Framework. Local ward councillors, officers and key stakeholders have been consulted, as have members of the public. All comments have been considered and where appropriate incorporated into the final report of the Framework.

The Head of Corporate Resources (FD.4323/16) notes there are no direct financial implications arising from this report. However any emerging issues resulting from the approved Investment Framework will be subject of a further report, indicating any financial implications for the Council as appropriate. The Head of Regulation and Compliance (LD.3606/16) have been consulted and has no comments on the report.

Implementation Date for the Decision

Following the expiry of the “call-in” period for the Minutes of the Cabinet Meeting

Contact Officer: Andrew Hall/Nicky Owen

Tel: 3604/2691

Email: Andrew.Hall@sefton.gov.uk / Nicky.Owen@sefton.gov.uk

Background Papers:

None

Agenda Item 7

1.0 Introduction/Background

1.1 Nexus and Broadway Malyan were appointed to present their views on how Southport Town Centre could evolve. Their findings and ideas are presented as the Southport Development Framework – see attachment.

1.2 The final Southport Development Framework is the culmination of the analysis, consultation and appraisal work undertaken in Southport with Stakeholders and the public and presents a high level concept to bring forward regeneration and investment. The Development Framework has been prepared at a time when local authorities are operating with significantly reduced budget settlements. This underlines the importance of working in partnership with the private sector alongside the community and local business, to deliver improvements that are needed. This Investment Framework:

- Is consistent with and has clear strategic links with the Sefton Local Plan;
- Supports the planning and regeneration priorities for the area and identifies specific development proposals;
- Will be used to guide the future of the Council's current property and land holdings in the area;
- Will inform future Council parking strategies and studies;
- Is intended to enhance investor confidence and assist private sector developers to either dispose of or develop their assets within Southport Town Centre;
- Will facilitate the use of private and public sector resources to improve the overall economic health and vitality of the town.

1.3 In developing the investment framework for Southport Town Centre the process has given consideration to the following issues:

- Develop a Southport offer to meet the needs of today's family leisure market;
- Nurture a hub environment for creative businesses and link in with Southport College;
- Long recognised as Southport's 'jewel in the crown', Lord Street is at the heart of the town's heritage as well as its future;
- Proposals that are capable of attracting inward investment;
- Echoing the Classic Resort Vision, it's important to ensure that quality is central to future investments and interventions;
- Strengthening east west links across the Town Centre;
- It should be clear how the town works, how it ties together, how visitors access key assets and how they move around, it should be clear where you are in the town in relation to other parts;
- The heart of the town is a sizeable area and key assets are set some distance apart – the links between are important and should be populated with new uses and points of interest as far as possible to join the parts of the town together;
- Taking opportunities to add new uses and to better showcase existing ones to complement and strengthen the core destination offer will enable the town to respond more fully to contemporary interest;
- The Framework proposes to develop on the strong urban form and built assets of the town to create or rediscover spaces to showcase new activities;
- Proposals capable of capturing more of the spending power of local residents, employees and visitors.

2.0 Delivery Approach

2.1 Proposals that are taken forward by Sefton will be evidenced based and will look to maximise economic opportunities within the Town.

2.2 The Council will support pre-development feasibility, site assembly and are prepared to partner, so the town is in a position to receive new public and private investment requirements that will deliver new services and a more diverse economy. In order to anticipate and confirm requirements the Council will look to:

Action	Theme	Timescale
Action Plan Report	<ul style="list-style-type: none"> Produce a statement of priorities outlining the delivery approach in further detail 	Short
	<ul style="list-style-type: none"> Produce a Communication and Engagement Plan 	Short
Major Development Proposals	<p>Encourage new external investment that will add to the critical mass of attractions and visitor accommodation</p> <ul style="list-style-type: none"> Marine Park and the Southport Golf Links and Fairways Park and Ride 	Medium
Lord Street	<p>Exploring external investment opportunities for the development of the;</p> <ul style="list-style-type: none"> public realm and events space in Lord Street 	Medium & Long
Business Conferencing & Family Visitors	<p>Explore and facilitate external investment opportunities in new infrastructure in order to attract more and larger business conferences including;</p> <ul style="list-style-type: none"> Southport Floral Hall Complex 	Medium
	<ul style="list-style-type: none"> Four star plus - hotel provision 	Medium
	<ul style="list-style-type: none"> Other types of provision, for example boutique B&Bs and Glamping 	Medium
Heritage and Culture Provision	<ul style="list-style-type: none"> Pursue a Townscape Heritage Initiative bid for Lord Street and links to the promenade 	Short & Medium
	<ul style="list-style-type: none"> Pursue a Coastal Communities Fund Bid support Southport Pier 	Medium
Business, Social Enterprise and training.	<ul style="list-style-type: none"> Understand potential opportunities for business, further and higher education growth and opportunities for digital and creative 	Short, Medium & Long
	<ul style="list-style-type: none"> Continue to provide business and investment support from Invest Sefton 	Short
Tidal Lagoon	Keep under review the appetite and Government support for major investment in tidal lagoons in the British Isles	Long

2.3 Draft versions of the Framework have previously been brought to appropriate Cabinet Members. The draft Framework has also been through consultation with stakeholders, Southport Area Committee, officers and the public.

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3.0 Consultation

- 3.1 To produce the Framework document Nexus and Broadway Malyan engaged with key stakeholders and reviewed information about property market issues, planning policy, highways, transportation and design.
- 3.2 Officers brought the consultation proposals to the November 2015 Consultation and Engagement Panel for advice. Following guidance from the Panel the following consultation activity took place. More detail about this process is given in Appendix 1.
- 3.3 As expected a wide range of comments and opinions were provided as part of the consultation process. Comments received from the consultation exercise have been incorporated into the final report and aspects clarified. Many of the comments were not directly relevant to the report and were around broader Southport and other issues.

4.0 Conclusion

- 4.1 The Southport Development Framework is a high level strategic document that is fixed at a point in time. The Framework provides a potential direction of travel for Southport Town Centre, it is not a prescriptive document and it will not prevent Sefton Council from exploring other development opportunities that may emerge.
- 4.2 Regeneration is a dynamic process and ideas, proposals and conditions will change over time. Local Plan Policy and Supplementary Planning Documents (if required) will support the Framework. The regeneration of Southport Town Centre will also need to align with the Sefton 2030 Vision.
- 4.3 Sefton Council will facilitate development in Southport through negotiation with major landowners, stakeholders and potential developers. It will actively consider the role, use and potential disposal of its property assets to create viable schemes and facilitate the regeneration of Southport Town Centre.

Appendix 1 – Consultation

1.0 Officers brought the consultation proposals to the November 2015 Consultation and Engagement Panel for advice. Following guidance from the Panel the following consultation activity took place:

- Public consultation
 - Ran from 1st December 2015 to 8th February 2016
 - 2 drop-in sessions in Southport Library
 - Hard copies of documentation available in Southport Library, Southport Town Hall and Southport One Stop Shop
 - E-consultation through the Sefton website
- Stakeholder's event
 - approximately 40 attendees
- BID event
 - 26 attendees

The consultation was publicised by:

- Information on the Sefton website
- Tweets out from Sefton Council
- Press releases to local papers
- Leaflets in town centre locations

1.1 Officers also held two briefings for Southport Ward Councillors, before the public consultation and during the consultation period and John Pugh, MP, was also briefed. Southport Area Committee discussed the strategy, approximately 100 people attended.

1.2 125 responses were received. Approximately 150 people also spoke to officers about the report at the drop-in sessions.

1.3 As expected a wide range of comments and opinions were provided as part of the consultation process. Some of the comments were based on a misinterpretation of the information, which has been clarified in the final draft. Many of the comments were not directly relevant to the report and were around broader Southport issues.

1.4 All comments have been considered and where appropriate incorporated into the final draft report of the Framework.

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Southport Development Framework

October 2016

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1. The Framework Vision for Southport

1.1 The Southport Development Framework provides an ambitious starting point that encourages discussion and buy-in from the local community, businesses and potential investors. The Framework will act as a roadmap for developing a more detailed set of proposals to enable change in Southport Town Centre, building on its current key strengths and attractions.

1.2 In the last decade Southport adopted the position of England's Classic Resort. The definition of classic is - *'judged over time to be of the highest quality contemporary visitor offer and outstanding of its kind'* - always meeting the needs and expectations of discerning visitors. The vision made it clear that 'Classic' was identified with a **quality contemporary offer, to set it apart from other coastal destinations**. The quality of the town's unique heritage; valued built and natural environment; retail; accommodation; food and drink and cultural offer, are some of the essential elements for further strengthening.

1.3 As the needs and expectations of today's residents, workforce and visitors continue to evolve, so too will the experience which they will expect to receive in the town. In order to live up to the Classic Resort values, present day expectations are reflected in a vision that can be considered – **A classic seaside town that is more contemporary and dynamic, merging the old and the new; diverse in its offer, embracing creative industries, digital technology and youthful**

endeavour, in a high quality leisure, retail, historic and public space offer for those who live in, work in and visit the town.

1.4 Southport is fortunate to have many organisations and businesses across a range of sectors who have demonstrated their commitment to the town for many years. It is important that all stakeholders support a shared vision for the town and together continue in helping shape its future.

1.5 There are a number of specific interventions suggested which will support the vision. These include:

- Developing a Southport offer to meet the needs of today's family leisure market. The needs of families continue to change as their expectations are shaped by the high quality, thrilling experiences which they have enjoyed around the world. Leisure experiences also need to address the implications of today's multi-generational families which see value for money as synonymous with the highest quality. The redevelopment of the beachfront as a 21st Century family leisure destination is key to this.
- Nurturing a hub environment and a focal point for students of Southport College, businesses and others in the areas of creativity, design, digital and social media, possibly around Lord Street. This combined with an on going cultural programme would help build a local reputation for creative industries and encourage adults of working age with these interests to establish themselves and want to remain in the locality.
- Long recognised as Southport's 'jewel in the crown', Lord Street is at the heart of

the town's heritage as well as its future. Despite the economic challenges of recent years, this document reconfirms the importance of the town's principal street and makes suggestions for how it can continue to be improved.

1.5 There are a number of recurring and complementary themes in the Framework associated with how Southport works physically and spatially:

- **Quality** – echoing the Classic Resort Vision, it's important to ensure that quality is central to future investments and interventions – for example gateways into the town, car parking, public realm, connections, shopping and leisure. Lord Street should be the benchmark for quality.
- **Clarity** – it should be clear how the town works, how it ties together, how visitors access key assets and how they move around. It should be clear where you are in the town in relation to other parts. It should be clear where you park to access different parts of the seafront, promenade, and town centre. It should be clear that there are arcades, markets, open space, and a beachfront that are there to be enjoyed – explaining where they are and how to get there.
- **Linkages** – the heart of the town is a sizeable area and key assets are set some distance apart – links are important and should be populated with new uses and points of interest as far as possible to join the parts of the town together, so that activity in one area can be of benefit to others. Regular shoppers should be encouraged to make the walk to Lord Street for a more diverse cultural experience around a relaxed leisure offer supported by food and drink, the Atkinson, events and animated public space. Visitors

should be encouraged to explore Chapel Street, as well as more independent offerings on Wesley Street and Union Street. Visitors should be aware that it is only a 10 minute walk from the Railway Station to the Pier. Everyone should know where the market is. Lord Street should form the backbone and focal point to a series of interconnected places and spaces.

- **Diversity** - taking opportunities to add new uses and to better showcase existing ones to complement and strengthen the core destination offer will enable the town to respond more fully to contemporary interests. Examples include creative arts, the digital economy and social media, café culture, independent food and drink, food markets, music, events and street art. Again Lord Street is the central location from which to showcase and signpost this new vibrancy.
- **Spaces and Places** – leisure, culture and enterprise take place in our buildings, street and squares. The Framework proposes to develop on the strong urban form and built assets of the town to create or rediscover spaces to showcase new activities, a quality streetscape to encourage interaction, movement and commerce and new and re-imagined buildings to create defined places and new activity.

2. Introduction

Southport is a key economic driver in the region as a tourist, leisure and shopping destination, attracting a large number of visitors from all over the country. In recent years and like many other seaside towns, Southport has faced new challenges on a number of fronts

- 2.1 The town has had to adapt and is still adapting to the increasing regional, national and international mobility of shoppers, visitors and tourists; there has been growth in online shopping and an increasing concentration of retail and leisure facilities into a fewer number of larger town and city locations.
- 2.2 This Framework is a re-commitment to Southport as a regionally significant visitor destination and desirable place to live. Community is critical to the town's success, and residents should be able to benefit, through employment opportunities and improved education facilities as investment comes forward. Existing assets and new investment opportunities should be linked in a coherent, accessible way. Initiatives around improved access, events, and the creative sector will help foster a new dynamism in the town.
- 2.3 Southport has a number of key success enablers in the form of existing assets and its offer, capable of attracting external investment:
 - It's visitor attractions including Southport Pier, Kings Gardens and Marine Lake, Southport Pleasureland, Splashworld, The Atkinson and The Southport Theatre & Convention Centre
 - Business Conferencing
 - Lord Street
 - Host to major leisure events such as the Southport Air Show, British Musical Fireworks Championships and the Southport Flowershow
 - Sefton's wider natural coast offer
 - The Golf Coast offer
- 2.4 Southport is a significant destination for conferences in the North West following the multi million pound investment programme in the Southport Theatre & Convention Centre.
- 2.5 The Centre has hosted a number of national and regional party conferences and major conventions.
- 2.6 Alongside tourism the town also performs as a 'day to day' town centre retail destination for the residential population as well as a wider Sefton and West Lancashire catchment area. Lord Street has traditionally been one of the most renowned shopping streets in North West England.
- 2.7 Southport has long been associated with major events such as the Air Show, the Flower Show and the British Musical Fireworks Championship, which generate large numbers of visitors and are an important boost to the visitor economy in the area.
- 2.8 Sefton's wider natural coast offer has an international reputation for its habitat and conservation status and is a recognised attraction for both passive and active leisure pursuits. Nearby Ainsdale-on-Sea provides a bathing beach and to the north is the RSPB reserve at Marshside.
- 2.9 Southport benefits from some of the finest golf courses in the UK. Beyond Royal Birkdale (which regularly plays host to The Open Championship) there are a number of other championship standard courses including Hillside, Formby, Hesketh, Southport and Ainsdale, Formby Hall and West Lancashire. These courses will continue to attract golfers and will continue to encourage people to take short golf breaks in the area.
- 2.10 Capitalising on Southport's keys assets which include tourist and leisure attractions on the Beachfront, its unique heritage and architecture particularly on Lord Street, retail facilities including the market, and aligning these with new high quality developments can help raise



the profile of Southport and achieve an attractive, thriving and unique town centre experience.

- 2.10 The Business Improvement District (BID) has played an active role in the preparation of the Southport Development Framework which has been crucial in ensuring the Framework is robust and fit for purpose.
- 2.11 This Framework will be used to inform future development opportunities in Southport by Sefton Council and encourage the public and private sectors to take proposals forward. The Framework supports sustained stakeholder involvement, in particular with the BID Company and Southport Tourism Business Network (STBN) in order for Southport to secure its future as a regionally significant destination. The document outlines some parameters for development options, including the type, scale, use and form.
- 2.12 This Development Framework focuses on:
 - How England's Classic Resort offer is visualised in the future to embed a contemporary, dynamic offer
 - Developing a high level plan for Lord Street
 - Sites with future development potential
 - Improving the contribution of the historic environment
- 2.13 In achieving the above, the Framework considers how the recommended actions will

help:

- Increase visitor footfall and spend
 - Shape the operational plans of Sefton Council and Southport BID
 - Support jobs and economic growth
 - Enable the Council and Southport BID Company to develop an outward facing investment prospectus
 - Enable the Council to refresh its visitor economy strategy or destination management plan
- 2.14 The report identifies high level growth and investment opportunities and provides a road map designed to inform and facilitate next steps and decision making to unlock Southport's potential.



3. Southport in Context

Brief History

- 3.1 Modern Southport's origins are firmly based on the seaside, recreation and tourism.
- 3.2 Southport began to grow significantly from the end of the 18th Century, as holidaying by the sea and seaside bathing became increasingly fashionable and accessible. The first bathing house in the area known then as South Hawes was opened in 1792 followed by a hotel named South Port from which the growing town subsequently took its name. The generous width of Lord Street is due to its development in the early years being influenced by natural dune habitat. Houses were built on the higher ground (sand dunes) landward and seaward of a wide natural slack, with the properties gardens joining in the middle of what is now Lord Street.
- 3.3 The opening of the railway line; to Liverpool first, then Manchester in the 1840s, substantially improved access to the town for the growing urban population whilst the incremental introduction of annual holidays for factory workers created new markets for Lancashire's seaside towns.
- 3.4 Southport grew rapidly during the Victorian era. Today the town contains many examples of Victorian architecture, historic canopies, and the tree lined boulevard of Lord Street. The construction of the Pier was completed in 1860 and theme park opened in 1912.

The Classic Resort

- 3.5 Southport's origins therefore lie and its role as a seaside town, having originally served the local Liverpool and Lancashire populations before developing into a resort of national renown. The town has adapted since the first hotel was established, not least through the creation of an extended seafront beyond the original Promenade, incorporating the Marine Park area and Pleasureland. The image and character of Southport has always been one of a more genteel resort than some other seaside towns and this is exemplified in the history and character of Lord Street.
- 3.6 As a popular seaside town Southport is one of the region's major destinations attracting visitors for days out, short breaks and seaside holidays from around the country. Southport is home to Britain's oldest intact iron pleasure pier, and the second longest, as well as boasting long, sandy beaches close to the town centre.

Demographics

- 3.7 Southport is home to around a third of the Sefton population and whilst the local authority has seen a fall in its population since 2001, Southport has seen a small increase in its own population (90,381 at 2011).
- 3.8 Key demographic facts for Southport include:
 - The Southport Central Area falls mainly within the Duke's ward boundary which has a population of approximately

13,333 people. Of this total population, just 9.2% are aged between 16 and 24 years old compared to 19.5% of 60 – 74 year olds. This compared to the rest of Sefton; 10.6% (aged 16 – 24 year olds) and 17.2% (60 – 74 year olds) shows that the central Southport area has a lower proportion of younger people and a higher number of older people compared to the rest of Sefton.

- The proportion of people in privately rented accommodation is higher than the rest of Sefton.
- Levels of deprivation have generally been falling in Southport. The proportion of people living in deprivation is also much lower than the average for the rest of Sefton. However the two central wards Dukes and Cambridge which cover the town centre have 5 Lower Super Output Area (LSOA's) in the top 20% most deprived in the UK. Unemployment is relatively low in Southport at 3.6 % (April 2015-Mar 2016 Annual Population survey).
- Educational attainment is higher in Southport than the national average with Primary school outcomes above Sefton and national averages for achieving Level 4+ in reading, writing and mathematics. Southport Secondary schools achieve outcomes higher than the national averages for percentage of pupils achieving 5A*- Cs at GCSE including English and Mathematics.



Visitor Economy and the Town Centre

3.9 Whilst there is no doubt that consumers have tightened their belts over the last six or seven years, there are elements of the tourism and leisure industry that have remained resilient, with certain sectors and organisations even thriving. In terms of the Southport visitor economy:

- Steam research undertaken on behalf of Sefton Council suggests that around 690,000 tourists stayed in Southport in 2015 (for at least one night) which is 11,000 more than the 2014 figure. In the years between 2009 and 2015, the number of tourists staying in Southport has been relatively stable. Tourists stay in Southport for an average of 3.8 nights, although this varies depending on the type of accommodation used (shorter stays in hotels and guest houses and longer stays in self-catering accommodation such as apartments, caravans and lodges). These staying tourists spend an average of £195.89 per visit (2015) which varies depending on the type of accommodation used (higher spend per night in hotels compared to those staying in self-catering accommodation or with friends and relatives). Day visitors spend on average £30.57 per visit.
- Tourists staying in Southport in 2015 generated £336m of expenditure in the economy. This represents an increase of almost 6% from 2014. So despite a small increase in the number of staying visitors to Southport, the expenditure of those visitors has increased, partly through inflation but also through an improvement to the quality of the offer (particularly hotels).

3.10 This reflects a broader societal shift that has taken place over the last 20 - 30 years. Leisure, recreation, tourism and culture were once seen as 'discretionary spend items'. Today, however, they are viewed by many consumers as essential. Taking short breaks, eating out and visiting attractions have become a normal part of life for many people in a way that wasn't seen 30 years ago.

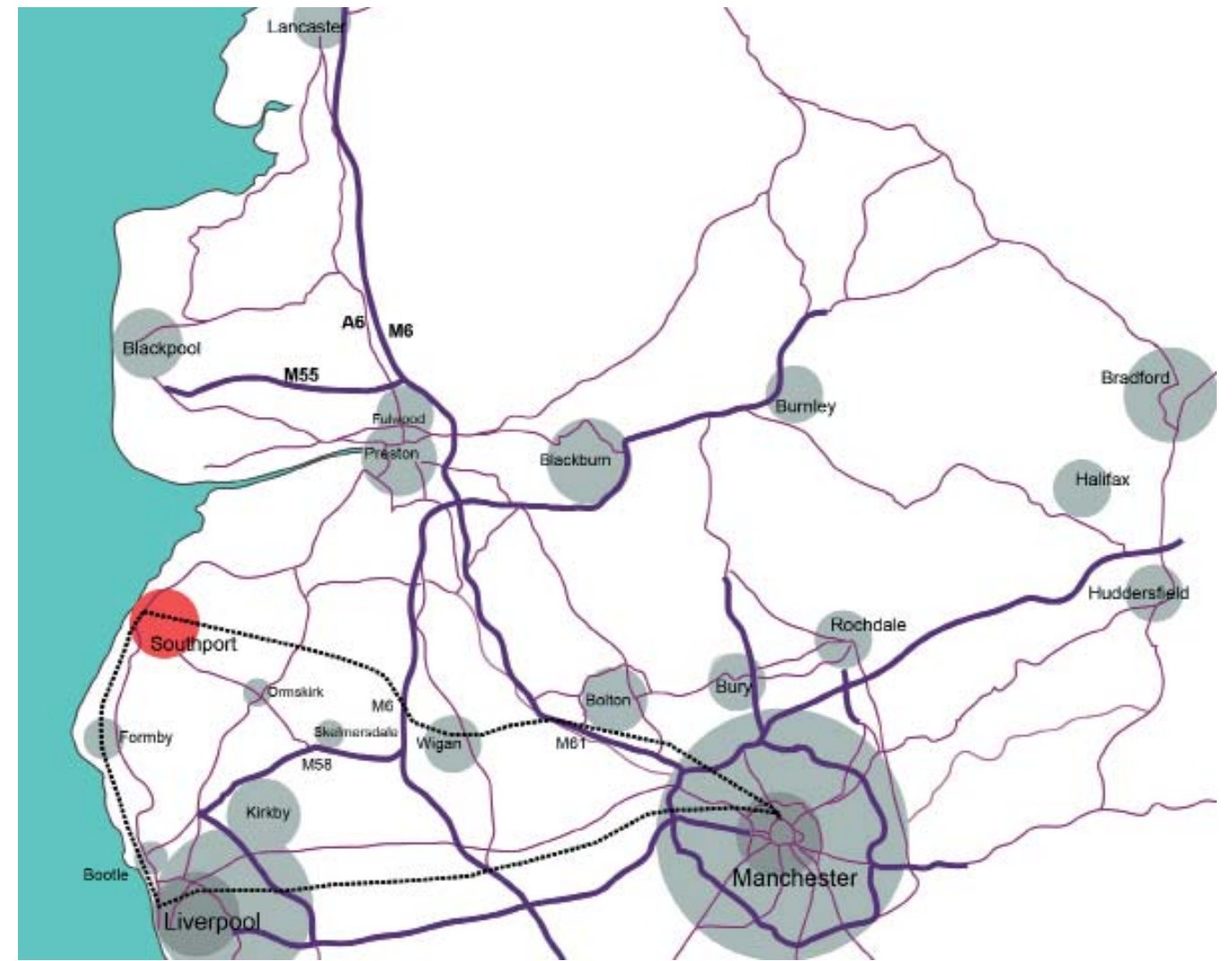
3.11 The visitor economy (including business tourism) is a significant element of the economic future of Southport. However, notwithstanding its seaside location continued success in the visitor economy is and will continue to be inextricably linked to the vitality of the town centre, which itself is strongly linked to meeting more day to day needs of the resident population. Understanding and developing this dual and complementary role of the town centre is key.



Location and Accessibility

Southport in the regional context

- 3.12 Southport is well connected to other towns within the Sefton local authority area which includes Bootle, Formby and Crosby to the south connected via the A565.
- 3.13 Southport lies on the A565 which is the main access route from both the north (A59 and Preston) and the south (to Liverpool) and is approximately 20 minutes' drive-time, along the A570 (Ormskirk and St Helens) from the M58 and M57 motorway and approximately 30 minutes from the M6 motorway using the same route. On days which attract higher numbers of visitors such as special events, these arterial approaches, which act as key gateways into Southport, experience queuing and delays.
- 3.14 The population living within an hour's drive time of Southport is around 2.24 million (930,000 households). This includes the population urban centres of Liverpool and Merseyside, Wigan, Preston and Warrington.
- 3.15 The population living within a two hour drive time catchment is around 7.6 million (3.18m households). This incorporates all of Lancashire, Greater Manchester, Cheshire as well as parts of Staffordshire, North Wales, West Yorkshire and Cumbria.
- 3.16 Sefton Council has undertaken some traffic modelling with a view to progressing further studies relating to options for improving access by road to Southport from the east.
- 3.17 Merseyrail run fast and frequent services between Liverpool South Parkway (for Liverpool John Lennon Airport), Liverpool City Centre and Southport. Arriva operates the Manchester to Southport service. The railway station operated by Merseyrail acts as an important anchor in drawing footfall through the primary shopping areas of Chapel Street, Lord Street and the market area. Southport Pleasureland Theme Park and the rest of the facilities in the Marine Park area are a reasonable walking distance (approximately 10 minutes walk) from the railway station.
- 3.18 Aspirations to improve the Manchester to Southport service form part of a 30 year Long Term Rail Strategy. This represents a firm commitment by the Liverpool City Region Combined Authority, Sefton Council and Merseytravel, to fashion improvements to the sub-regional and regional rail networks including Southport where a business case can be made. The framework supports improvements to the rail service in the form of shortened journey times, frequency of services, improvements to rolling stock, and station improvements.
- 3.19 Improvements to the station environment are supported. This may be achieved by bringing key stakeholders with operational responsibilities together in pursuing an improved visitor and commuter experience at Southport Station.



Regional Context Plan

Pedestrians

- 3.20 The Chapel Street area has been pedestrianised; it links London Street to the north and Eastbank Street to the south. Pedestrian linkage between the train station, Chapel Street, Eastbank Street, London Street and Lord Street is of good standard with wide footways and signal crossings on Lord Street.
- 3.21 The historic high street of Lord Street also accommodates significant traffic flows which limits pedestrian movement to two main crossing points, detracting from the free flow of people from Chapel Street (the ‘day to day’ shopping town centre) and Lord Street (the ‘leisure shopping destination’). Lord Street does have broad footpaths which enhances pedestrian movement along each side of the street.

Cycling

- 3.22 Opportunities to improve routes for cyclists in and around Southport town centre are identified through the Framework. These are mainly along east-west routes through the town from the Tulketh Street area right the way through Lord Street, into the Marine Park area and on to the sea wall.
- 3.23 There is a good level of provision in the Marina and Promenade areas where off-street, traffic free routes are provided. New routes around Marine Lake would give further reasons for cyclists to visit the area.
- 3.24 Cycle hire is available at both the railway station and the Eco Visitor Centre.

Bus Network

- 3.25 Southport has an excellent bus network that presently provides very good links to almost all parts of Southport, as well as good inter-urban links to Preston, Chorley, Wigan, Liverpool and Leyland. A bus interchange operates on Lord Street.

Car Parking

- 3.26 Parking and accessibility improvements are suggested later in this Framework document. On a day to day basis Southport is reasonably well provided for in terms of the amount of parking. However on street parking in the prime shopping areas is limited. Some larger car parks are either not ideally located or are not of the best quality. Approach signage for car parking is based on steering the visitor towards the Park and Ride, but does not bring any clarity to the occasional visitor who may wish to access parking nearer the town centre.
- 3.27 Parking does come under pressure on sunny days in the summer particularly at weekends. Park and ride areas, the beach, and open areas at Marine Park are used to accommodate parking for key events, notably the Air Show.

Natural Environment

- 3.28 Southport’s town centre located on the Ribble estuary is within easy reach of a natural coastal habitat of European and international significance, which affords an important part of the broader Southport offer. The beach is a significant asset and promotion of the natural coast is crucial to maintaining Southport’s varied ‘offer’.

- 3.29 Southport’s development through the years has been closely linked to the changing coastline. The ‘boulevard’ design of Lord Street evolved because the early landscape influenced development of the town with the first houses being built on the higher, drier land each side of a seasonally flooded dune slack. The expansion of the town’s seaward edge is due to both man’s intervention and the natural process of accretion. Engineering interventions continued at various stages until as recently as 1976 (section south to Weld Road) and all the ‘resort zone’ coast defences were consolidated by the construction of the new seawall along this line in the late 1990’s.
- 3.30 Southport beach is going through natural change and the beach height is increasing, causing vegetation to colonise. This is due largely to the town’s location on the Ribble Estuary at the historical overlap between saltmarsh and sand dunes. Whether this very significant challenge and change to perception and image of Southport is acceptable needs to be positively and proactively addressed. This natural change could be embraced and capitalised on to create a natural coast, with opportunities to create natural wildlife habitat and related visitor attractions. However this would change the role and character of the beachfront permanently and risk losing the seaside image of the town and damaging the value of the visitor economy. The commercial impact of the changing coastline if no options are available to manage the loss of a sandy beachfront should therefore be carefully considered.

Planning Policy Context

- 3.31 The Framework aligns with the emerging Local Plan policies, specifically the Central Area and Seafront Area policies. These policies support regeneration and economic growth in respect to the future of retail and leisure sectors and in recognising that more residential accommodation can help sustain the centre.
- 3.32 The Local Plan promotes Southport as both the main retail and tourist centre in the Borough and as England’s ‘Classic Resort’. Strengthening the retail offer of Lord Street and introducing new residential development to the area would help to reinvigorate the area by providing an increased, diverse demographic and footfall to the area.
- 3.33 The Southport Seafront area of the town (beachfront and promenade for the purpose of this Framework document) is very much about an improved visitor economy and by achieving this, proposals for leisure, hotels, conference and events facilities, and new and improved visitor attractions are supported by local planning policy. Given the historic assets in Southport, the whole of Lord Street and the Promenade which includes Southport’s pier are designated as Conservation Areas.

Southport Business Improvement District (BID)

- 3.34 A 'Yes' vote was given to the BID in 2014. The BID represents over 900 businesses within Southport. A manifesto has been prepared by the BID with the aim of bringing in more events, shoppers, visitors and investment into the town.
- 3.35 The BID board has been fully engaged throughout the process of preparing this document. This Framework acts to inform and support the aspirations and objectives of the Southport BID that are set out in the BID Action Plan and manifesto covering the next 5 years.

Liverpool City Region Combined Authority and Local Economic Partnership

- 3.36 The Liverpool City Region Growth Strategy 2016 sets a out a number of growth sectors. Key for Southport is the visitor economy where the objective is to create a 'thriving and vibrant destination for business and leisure visitors' but also in terms of Low Carbon Energy, Digital and Creative and Financial & Professional Services. The Growth Strategy confirms that Liverpool City Region's Cultural and Tourism offer is the strongest outside of London. Whilst Liverpool is the 'main attack brand' this is supported by Southport – England's classic resort and England's Golf Coast.

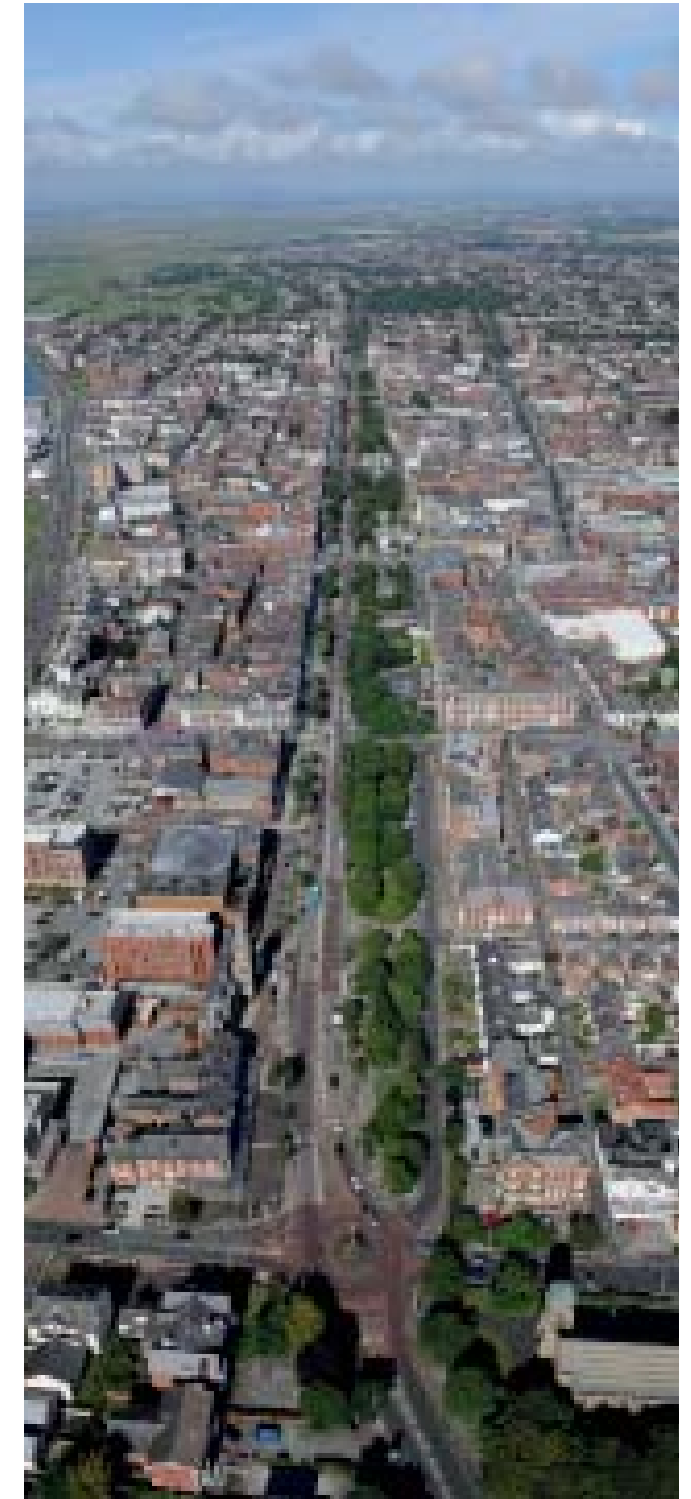
- 3.37 The Liverpool City Region Visitor Economy Board highlights Southport as both a nationally and internationally recognised destination. The LEP Strategy and Destination Management Plan (November 2014) sets out an Action Plan for jobs and growth in the region based around the visitor economy. Southport is very much integral to this action plan and, as part of the vision the seaside town will build on its reputation as England's Classic Resort and as a successful national conference destination. Southport's golfing offer is also significant in attracting high spending staying visitors to Southport.

- 3.38 One of the specific aims of this Framework is to attract investment to improve the quality and range of hotels, restaurants, attractions, conference facilities, exhibition and cultural venues and major events. This includes strengthening Southport's position as a national conference centre able to host major corporate, public and association events through the on-going implementation of the Southport conference plan.

- 3.39 The LEP wants to develop Southport as a major destination brand in the region and identifies areas in Southport where planned capital investments are aimed. The particular areas which very much fit in with the proposals in this document include:

- Restoration of Lord Street as a prime location for retail and leisure.
- Southport Golf Links and Fairways Park and Ride.
- Comprehensive development of the Marine Park site to provide a regional visitor attraction.

- 3.40 In raising the profile of Southport the action plan of the Major Event Group Partners will continue to develop fresh events and bid to host national and international events that could take place in the coming years.



4. Southport: Existing Character

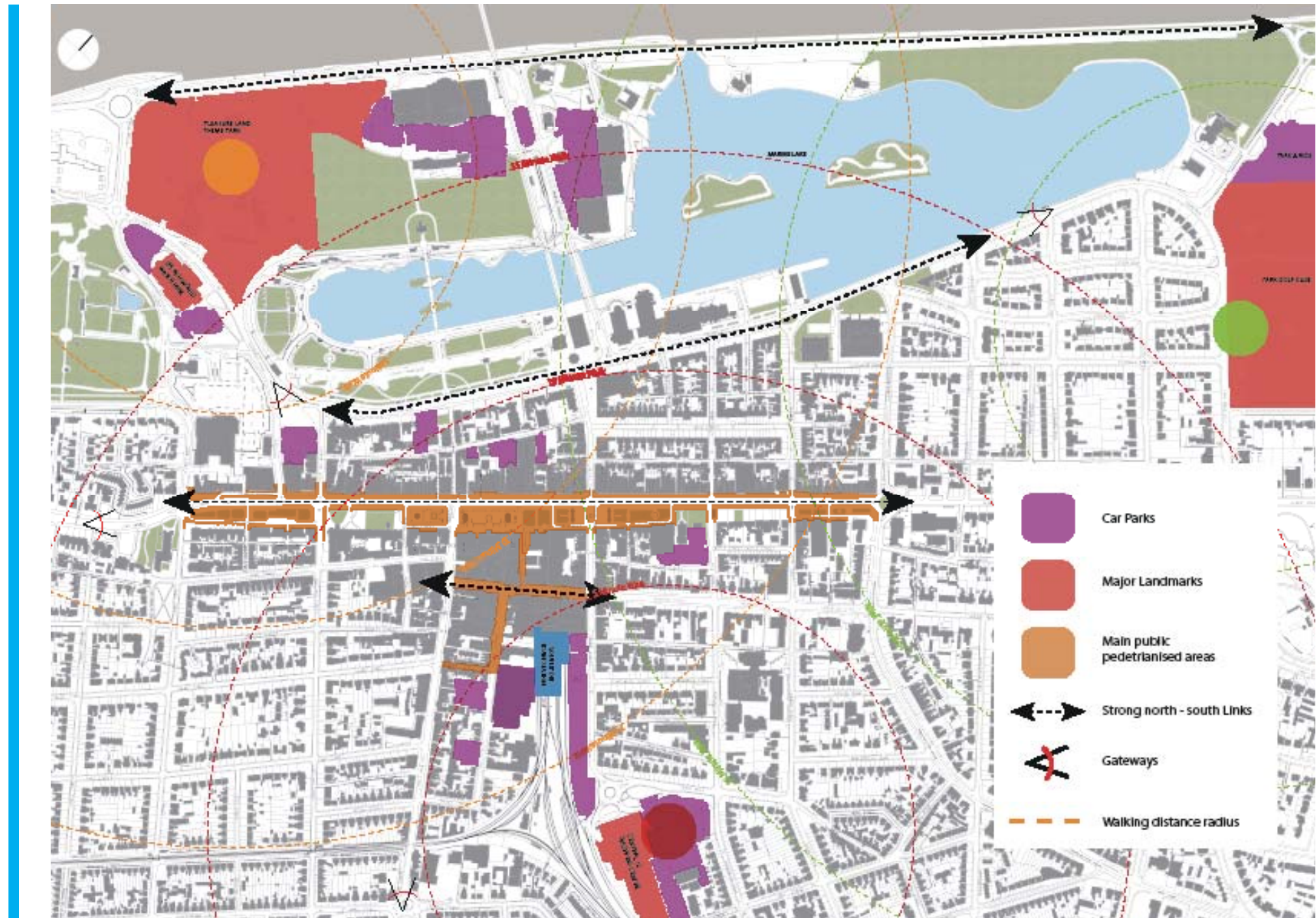
4.1 This section of the Framework document considers the key elements of the townscape and spatial character of Southport as a basis for establishing the principal opportunities for developing a coherent spatial framework for the town.

Overview

4.2 Southport is characterised by its role as a major seaside town in the north west of England and in the context of Lord Street, its historic high street. This unique iconic feature is accompanied by a network of distinctive shopping arcades and the more modern retail areas of Chapel Street which accommodates a number of national multiples occupying larger format stores (including Boots and Marks & Spencer). These assets make Southport a prime shopping destination for the north of Sefton and the wider area.

4.3 North-south links characterise the predominant vehicular and pedestrian movements along the linear routes of Lord Street and the Promenade across the central area of Southport.

4.4 North-south routes are clearly defined showing vehicular and pedestrian movement is mainly along Lord Street, Chapel Street, the Promenade and Marine Drive.



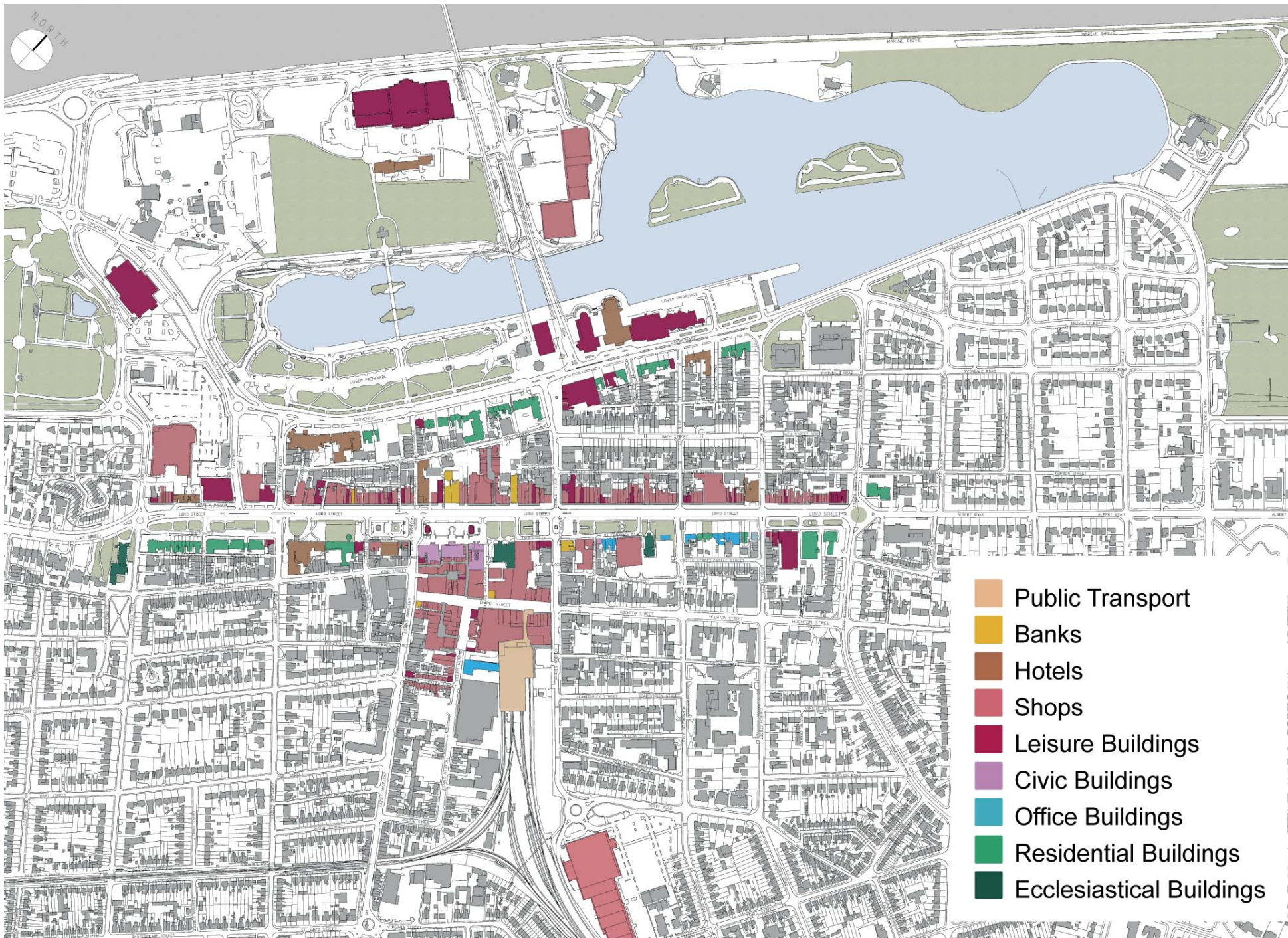
North-south routes

- 4.5 East-west routes are not as clearly defined. Better connectivity on these routes through public realm improvements is considered as part of this framework.
- 4.6 Distinct areas have been identified with their own unique character and qualities. These are:
 - The Beachfront and Promenade;
 - Historic High Street of Lord Street;
 - Modern High Street of Chapel Street and out of centre retail; and
 - Residential areas predominantly between Lord Street and the Promenade.
- 4.7 The Beachfront and Promenade provide a premier visitor destination, comprising a number of attractions (Southport Pleasureland, Splashworld, the Marine Lake and Kings Gardens, the open spaces of Princes Park, Victoria Park, the Ramada Plaza and Southport Theatre and Convention Centre). The arterial routes of the Promenade and Marine Drive form a ring road around this area and the adjacent Ocean Plaza.
- 4.8 The retail core of the town comprises the historic Lord Street. The seaward side is characterised by its tree-lined, broad paved, canopied boulevard of independent shops, hotels, coffee shops and restaurants occupying buildings of varying architectural appearance. The opposite landward side of Lord Street, in contrast is occupied by large civic-type historical buildings edged with scenic gardens and public space. This includes the Town Hall and the extensively refurbished Atkinson. This side of Lord Street is mainly in commercial use with a few retail units

- and a number of residential sections interspersed throughout.
- 4.9 Chapel Street is a section of Southport's primary retail core. It is more modern in appearance and contains a number of high street brands and national retailers with Southport Market on the adjacent King Street. Chapel Street is fully pedestrianised and is the gateway into the town for many rail users. A number of indoor shopping arcades including Marble Place, Wayfarers Arcade and Cambridge Arcade are intertwined between the two retail areas of Chapel Street and Lord Street providing key east-west linkages through the retail core.
- 4.10 Central 12 Shopping Park, located to the south east of the traditional shopping core, is anchored by an Asda store alongside a number of other national stores, which although 'out of centre' in nature, is within the existing town centre boundary.
- 4.11 The largest food store in the town centre is Morrisons on Duke Street. Sainsburys on Lord Street, Lidl on Virginia Street and Iceland on King Street make up the majority of remaining convenience offer in Southport. The town centre Market Hall opens six days a week and accommodates a variety of independent retailers.



East-west routes



Land use plan

- 4.12 The Beachfront and Promenade comprise the majority of Southport's key visitor and largely outdoor leisure attractions.
- 4.13 Although Southport has a strong professional and financial presence, there is no identifiable office zone perhaps with the exception of Houghton Street. There are some office buildings on the southern side of Lord Street and in the streets off Lord Street such as Gordon House on Leicester Street.
- 4.14 Residential properties are interspered with commercial uses in the centre area with particular concentrations between Lord Street and Promenade. Many of these have been converted from guest houses and B&Bs.

Land Ownership

- 4.15 The Council owns land and property in Southport and two significant development opportunities are Marine Park and Southport Golf Links and Fairways Park and Ride site. The Council owns the surface level car park which forms part of the Tulketh Street development opportunity and Victoria Baths. The remaining development opportunities are in private ownership. Lord Street buildings are in multiple ownerships.

Conservation and Listed Buildings

- 4.16 There are two Conservation Areas that recognise the historic and architectural interest of buildings and the environment in the Southport Central Area; these are Promenade (which includes the pier) and Lord Street Conservation Areas. Lord Street was one of the earliest to be designated as a Conservation Area in 1973. Lord Street is one of Sefton’s key assets and many of the buildings within it are listed as being of national importance.
- 4.17 The historic Victorian canopies of Lord Street are an important iconic heritage asset in Southport but some are in a poor state of repair. Improvements to these canopies would contribute to a visually vibrant street-scape for visitors to the area and more generally support investor confidence.
- 4.18 The Seafront area also contains important heritage and environmental assets. Much of the Seafront is within the Promenade Conservation Area and contains a number of listed buildings and registered Parks and Gardens of Special Historic Interest.
- 4.19 Lord Street and the Promenade Conservation Area Appraisals have previously been carried out by Sefton Council in 2005 and 2008 respectively, but updated versions are currently being prepared including a boundary review. These are expected to be adopted in 2016. Following this Management Plans will be prepared.
- 4.20 Both Conservation Areas were identified as being at risk by the Council and were published on Historic England’s national register in 2014. This is largely due to vacancies within buildings, lack of

maintenance, (particularly with the canopies) condition of the public realm and a loss of historic detail. It is recognised through this Framework that Southport’s built heritage is important to the economic wellbeing, tourism function and branding of the town.

Public Realm and Key views

- 4.21 Central Southport around Lord Street and the Promenade Conservation Areas has previously undergone a number of major regeneration projects. A Townscape Heritage Initiative provided a grants programme for business premises in 2008, Kings Gardens restoration was completed in 2014 and refurbishment of the Atkinson and Southport Market is complete. Previous public realm schemes have included Chapel Street, Nevill Street (partial), and improvements to the south side of Lord Street.
- 4.22 Consideration of key views and vistas in the Southport Central Area is important in ensuring the quality and attractiveness of the area is enhanced. Identifying key views is also a useful exercise in assessing the context within which proposals for key development sites are identified, particularly in terms of scale, height massing and design.
- 4.23 Key views that need to be protected include:
 - Lord Street (north-south)
 - Promenade (north-south)
 - Scarisbrick Avenue (east-west)
 - Chapel Street (north-south)
 - London Street – Lord Street (Junction) - Nevill Street - Promenade (east-west)

4.24 Any proposals that are developed should seek to protect and reinforce these views.

Summary

- The spatial element of this Framework is aimed at linking together assets more effectively by improving the legibility and accessibility through public realm schemes and other town centre initiatives such as a car parking, signage and strengthening gateways into Southport.
- The theme of adding to Southport’s depth and diversity has been outlined in this document. For example; improving the profile for food and drink, providing additional quality hotel accommodation, discovering opportunities for creative industries in association with Southport College, enhancing visitor attractions and encouragement to the housing market will all contribute to Southport becoming somewhere people want to live, work, visit and spend time.



5. Spatial Framework

- 5.1 The Framework continues the theme of Southport as England's Classic Resort, with an emphasis on achieving a 'quality' experience in terms of the retail, cultural, leisure and a diverse events offer.
- 5.2 The approach taken is one of building on the undoubted assets that the town has and the objective to 'fill in the gaps' both in the offer and spatially, taking account of the scale of the beachfront and legibility issues. This will include enhancing Southport's profile and connectivity between assets and growing a more diverse offer in order to attract a broader demographic of visitors, including young adults and families, alongside the regular visits by the resident population.
- 5.3 The Spatial Framework outlines complementary initiatives that can help strengthen existing assets and the visitor offer.

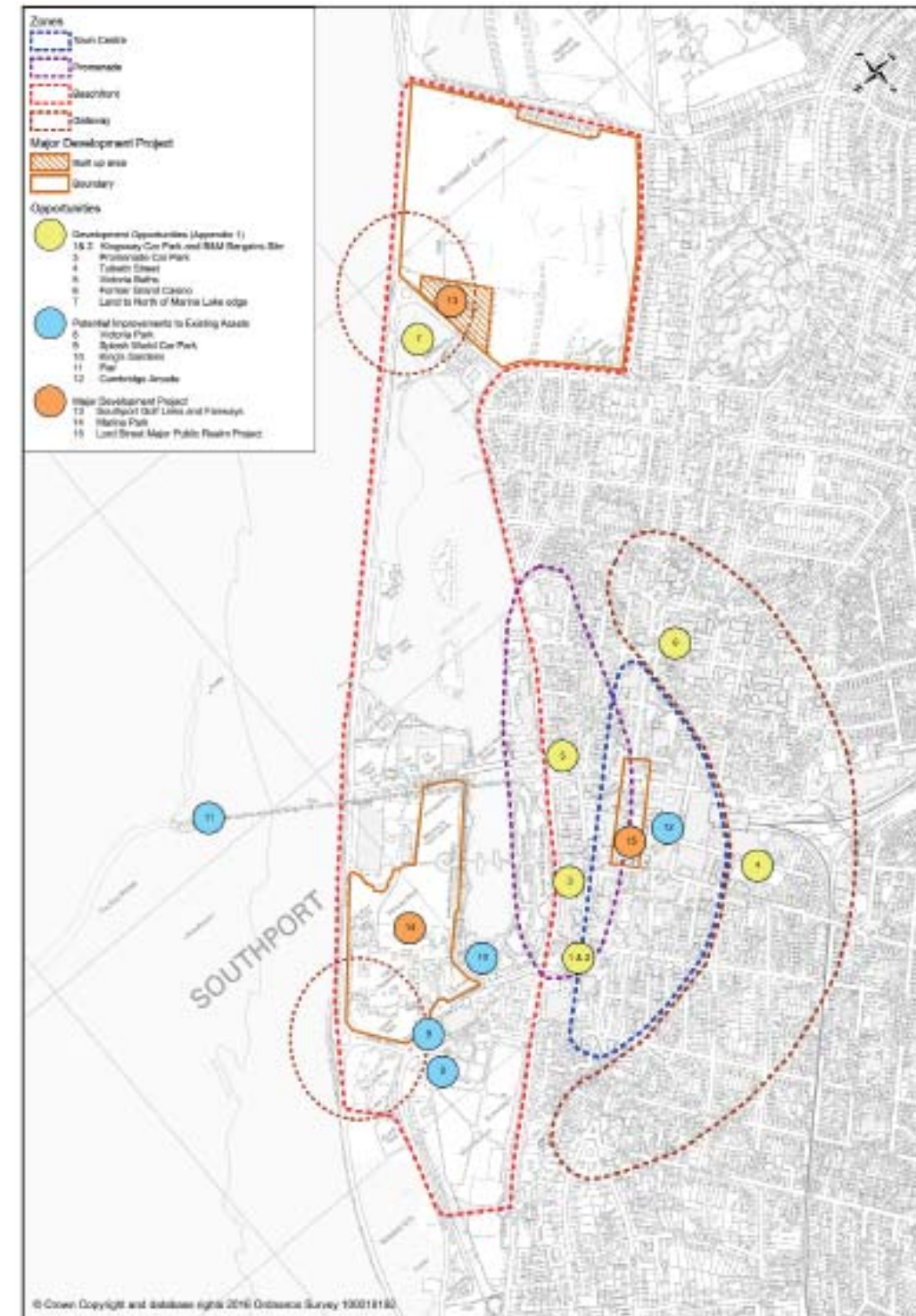
Spatial Framework

- 5.4 This works on three levels:
 - **Zones:** This helps to provide a basis for describing function and linkages within the town and reference future priorities to help with decision making as well as the approach to the public realm, signage and car parking management. The four Zones are 'Gateways', 'Town Centre Core', 'Promenade' and 'Beachfront'.
 - **Development Opportunities:** A number of development opportunities are set out in Appendix 1. In addition three major projects Marine Park, Southport Golf Links/Fairways site and Lord Street Public Realm are described in the main body of this document. Collectively they contribute

to the role of the development zones (see Spatial Framework diagram).

- **Town Centre Management:** This is a broad heading which is intended to encompass other initiatives outside of development projects such as events, signage, car parking management and so on. Further examples of expanding the leisure 'offer' can be found in Appendix 2.

- 5.5 The remainder of the Development Framework considers each of these elements in turn.



Spatial Framework

5.6 The Spatial Framework diagram includes the following Zones:

- **Gateways** – defined by Eastbank Street, Tulketh Street, Southport Railway Station to the east, with principal gateways also north and south of Lord Street and the Coastal Road. Improvements to the overall ‘welcome’ such as quality of the environment, signage and car parking is an important focus for attention, as the gateways offer the first impression of Southport to visitors.
- **Town Centre Core** – centred on Chapel Street, Central 12 and Lord Street provide for the day to day retail and service needs of Southport. Improved links into Lord Street offer a strong leisure, retail and visitor experience. The retail circuit between Chapel Street and Lord Street should be strengthened.
- **Promenade** – The Promenade area is quintessentially Southport – capable of providing the more genteel element of the classic resort experience: restaurants and cafés, hotels, retail, points of interest, places to dwell and to undertake more gentle pursuits. Again Lord Street is the front door to this zone, and the Promenade links the retail core with the Beachfront, whilst Nevill Street and of course the Pier provide key east-west linking elements. The emphasis here again is the rejuvenation of Lord Street; linkages and movement, repairs to the urban form through the redevelopment of key frontage sites and the rediscovery of key assets, including Kings Gardens. Critically there will be a strong relationship between the retail core and Promenade focussed around Lord Street and the interconnecting streets such as Scarisbrick Avenue and Nevill Street.

- **Beachfront** – Beachfront offers the more active part of the Classic Resort experience and is the gateway for many new visitors entering the town from the coastal road. This large, expansive area is presented as a single, coherent beachfront leisure environment with a wealth of leisure and recreation facilities including Pleasureland, Marine Park, Marine Lake, Southport Pier, Victoria Park, Kings Gardens, Fairways (and golf course), and of course the beach.

5.7 Within this Spatial Framework (identified on the Spatial Framework Diagram) a number of development opportunities and town centre initiatives have been considered in respect to future investment.

Development Opportunities

5.8 Several development opportunities in Southport exist which could make a contribution to the economic growth of the centre. They represent a mix of development uses and would, if brought forward, support footfall generation in the heart of the town and could incorporate improvements to off street parking. These have been considered in consultation with Sefton Council and private land and property owners. Deliverability, viability and their contribution towards the overall vision and objectives of the Framework have been considered. These are detailed in Appendix 1 and included in the Spatial Framework Diagram. The sites include:

- Tulketh Street surface car parks
- Kingsway Car Park and B & M Bargains Site, Lord Street
- Promenade Car Park
- Former Grand Casino, Lord Street

- Victoria Baths, Promenade
- Land north of the Marine Lake edge

Southport Beachfront and Promenade

- 5.9 The Beachfront and Promenade together comprise key visitor and largely outdoor leisure assets. There is the beach itself, Southport Pleasureland, Kings Gardens and Marine Lake, Victoria Park, Splashworld, Ramada Plaza Hotel, Southport Theatre and Convention Centre and the Pier. The scope for further improvement to a number of these existing assets is suggested (see Spatial Framework diagram).
- 5.10 Importantly the Beachfront zone includes two Council owned sites; Marine Park and the Southport Golf Links/Fairways site, representing major development opportunities.

Town Centre Core and Management Initiatives

- 5.11 This broad term comprises a major public realm proposal in the central area of Lord Street and ‘town centre management’ activities including:
- Gateways, signage and car parking
 - A public realm strategy
 - An events strategy
 - Southport Market
 - Creative Industries
 - Visitor Accommodation



Exemplar images

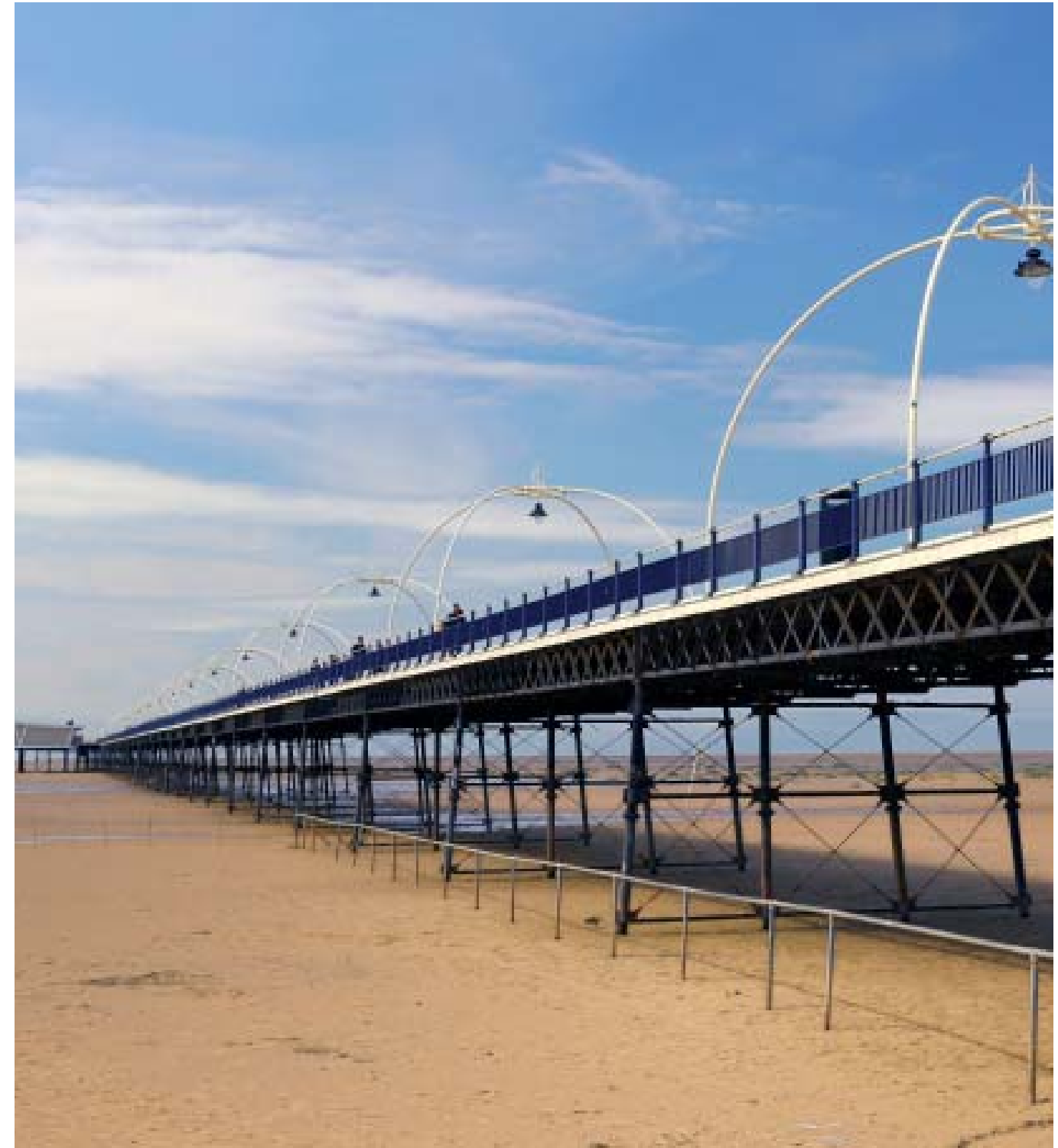
6. Southport's Beachfront and Promenade

- 6.1 Across the Beachfront and Promenade zones improvements to key visitor infrastructure such as family focused accommodation, events management plan, consistent signage, access linkages and parking will create a coherent and appealing seafront for visitors and residents to enjoy.
- 6.2 Although not strictly part of the Marine Park development site, the adjacent Kings Gardens, Marine Lake and the Pier are also considered to be part of an extended Marine Park offer within the Beachfront and Promenade zones. Marine Lake provides powerboat, pedalo and rowing boat hire plus a paddle steamer during the summer season and is used by sailing clubs.
- 6.3 The Pier in its current form delivers a limited seasonal visitor experience. An enhanced retail and leisure offer and improved overall visitor experience, such as green tourism during winter months and remodelling the end pavilion, would extend the seasonality of this asset and footfall generally within the beachfront.
- 6.4 Should the southerly edge of Kings Gardens including the old pumping station and bowling greens become available there is the potential for an enhanced or new leisure offer to take full advantage of the lakeside setting.
- 6.5 To the rear of Splashworld the car park site has potential if it becomes surplus to requirements for alternative future development.
- 6.6 Victoria Park is used primarily for events which include the Southport Flower Show, British Musical Fireworks Championships,

the Southport Food Festival and the RAF Woodvale Rally. The Trust which operates the site has indicated that there is the possibility to develop the corner of the park directly adjacent to Marine Park for suitable uses. The development of family accommodation such as holiday chalets would tie into other developments in this area.

Marine Park

- 6.7 The Marine Park site currently comprises:
 - The Pleasureland theme park which is the 'anchor' leisure operator on the site;
 - Miniature lakeside railway;
 - Princes Park public gardens with a small pitch and putt facility;
 - A number of small seasonal attractions and facilities such as a go-kart track and ice cream stalls;
 - The lifeboat house (which is not normally open to the public).
- 6.8 The vision for the future of the Marine Park site is to pursue an anchor leisure attraction of regional significance that will attract families and add to the critical mass of Southport's Visitor offer. The likely way of achieving this is to retain a theme park attraction. It's anticipated that the business case for significant theme park (amusement/fairground) investment will need to be tested. Additionally there is an expectation for multifunctional all year round entertainment.





Marine Park illustrative proposals

Southport Golf Links and Fairways Park and Ride (Major Development Project)

6.9 Southport Golf Links is a high quality and popular 18-hole municipal golf course to the north of the town centre. Adjoining the Council owned golf course to the south is the 2.5 ha Council-owned former Fairways Park and Ride site. Given its close proximity to the adjoining golf course, adding to the existing golfing offer through high quality visitor accommodation (including hotel and self-catering accommodation), associated parking and other complementary leisure facilities to support the existing golf course is an obvious opportunity. Land in private ownership around the Marine Lake edge may also provide scope for alternative visitor accommodation in the form of glamping or other similar uses.



Fairways illustrative proposals

Attractions and adding to the leisure offer

- 6.10 The visitor attractions sector in the UK is large and fragmented. There are all manner of attractions encompassing museums, art galleries, heritage attractions, historic properties, theme parks, zoos, wildlife attractions, science centres, gardens, steam railways, cathedrals and more. Some attractions receive millions of visitors annually whilst some receive hundreds. Some attractions have free admission whilst some charge for admission. Some attractions receive public subsidy whilst others rely entirely on earned income. Some attractions are run for profit whilst some are not. This disparity of scale, ownership, operation and finance means that there is no single picture for the future potential of the sector.
- 6.11 Unsurprisingly in the current economic climate there is very little investment in new attractions which require public funding, such as museums, science centres and galleries. Most development in these areas is being funded by the Heritage Lottery fund and is supporting existing facilities.

Amusement Park and Leisure Offer

- 6.12 Similarly, there is little new development in the UK in major commercial attractions such as theme parks and aquaria, although existing sites, particularly the bigger ones with over 500,000 visitors annually will have an investment plan which includes regular small scale investment and periodic major investment. However the current Pleasureland operator, has communicated an ambition to provide significant investment

in the development of the theme park (fairground) offer.

- 6.13 There are many examples of theme parks which utilise water and several case studies are outlined along with other commercially based attractions in Appendix 2 of this document.
- 6.14 The greatest area of growth is in smaller scale commercial activity based attractions such as adventure golf, permanent or temporary zip wires, freestanding high ropes courses and freestyle trampolining. Skate parks are also worth considering. New development is expected to be clustered around the Marine Park to create a critical mass of family entertainment.

Visitor Accommodation

- 6.15 There is a good mix of hotel accommodation in Southport with a number of 4-star hotels which collectively have around 240 rooms (Ramada Plaza, Formby Hall and The Vincent). These relatively recent additions complement the more traditional 3-star and 2-star hotels such as the Royal Clifton, the Prince of Wales, the Scarisbrick, the Talbot and the Bold (which collectively have around 400 rooms). In addition, there is a Premier Inn and now a Travelodge within Southport which provide around 200 budget accommodation rooms. There is a further provision in guest houses and bed and breakfasts (B&B's). The B&B offer within the town is declining, as properties are converted to residential use, particularly in the Bath Street area. Driving up quality and adding to the boutique accommodation offer will improve the guest accommodation mix and will complement the independent

restaurant offer within the town. Bed occupancy is already well above the city region average for Southport's four-star hotel accommodation and further four-star accommodation is required in order to grow the visitor economy and attract the business conferencing sector.

- 6.16 A key trend in recent years has been the rapid growth of glamping (a term used and associated with what many consider as luxurious camping) ready-erected, fully-equipped tents, yurts, tipis and other unusual forms of camping and caravanning accommodation. As a new form of accommodation they have attracted significant media coverage and wherever they have opened such accommodation operations have quickly attracted strong demand.



Exemplar images

Activities

6.17 At present a range of watersports are offered to visitors including the hire of pedalos, motor boats and power boats. The Lake is also used by some watersports clubs for activities including sailing and water-skiing. Opportunities to increase the range of water based activities on the Lake should also form part a longer term plan. It is unlikely that Sefton Council would be able to secure interest from major new commercial operators at the current time since there are very few looking to develop this type of activity in the UK at present. (With a few notable exceptions, most water sports activities are run on a small scale by independent operators). The business case opportunity could become more attractive however as part of the wider cluster of activity which is being proposed for Marine Park which should be explored at this time.

6.18 Water based rides could form the scope of future theme park investment and the use of the lake as a feature can be considered in the redevelopment of the Marine Park site. A suggestion has been made to animate the lake with lighting and lasers.

Tidal Lagoon

6.19 The potential for major investment in tidal lagoons around the British Isle's is ambitious. The Liverpool City Region identified Low Carbon Energy as a growth sector, with tidal energy a noted ambition.

6.20 A tidal lagoon could be both a form of sustainable energy and a catalyst for regeneration within Southport, providing:

- Clean, renewable and predictable power

connected to the National Grid

- An important contribution towards national carbon emission reduction targets
- Significant employment and value creation
- Community and tourism opportunities in sports, recreation, education, arts and culture
- Conservation, restocking and biodiversity programmes
- Coastal flood protection

6.21 This Framework document proposes that Sefton Council explores all opportunities and engages in dialogue with the city region and BEIS in order for it to be part of the development of a future programme of schemes. The potential for and nature of a tidal lagoon will be dependent on a range of factors including marine engineering and conservation issues

Southport Beach

6.22 The coast is accreting and Southport beach is going through natural change, whereby, as the beach height increases vegetation also colonises. At Southport this is predominately salt marsh and this is largely due to the town's location on the Ribble Estuary.

6.23 Decisions will need to be taken regarding the future of Southport beach and whether it should be part of a revised beach management plan which takes into account the beach at Ainsdale, with Ainsdale promoted to visitors for sea bathing (and coastal gateway hub) and Southport promoted as a recreational beach. At Southport there is no managed 'patrolled bathing area' in place unlike Formby and Ainsdale and bathing water is currently below the 'Excellent'

standard in respect of the Bathing Water Regulations 2013.

6.24 In the late 1990's, the Council made the decision to cease treatment of beach vegetation which had been taking place for a number of decades north of the pier. Although the top of the beach is changing, an area of sandy foreshore is still available for beach recreation and at the time of writing, the main beach is largely unaffected. However, under certain weather and tidal conditions the top of the beach can be affected by deposition of mud as was experienced prior to the 2014 and 2015 Airshows and in 2016 the level of mud was significant. The top of the beach is used for parking and during airshows customer viewing, catering and attractions. Light aircraft also uses a section of the beach to land and this is becoming increasingly difficult to achieve. Vegetation growth has also severely reduced beach parking options for the Airshow and continues to reduce the flying display line that in turn is having a detrimental impact on the event. The increased colonisation of vegetation and mud deposition is expected to increase, which will bring with it economic consequences for this major event in the future.

6.25 From this perspective, maintenance of the beach is essential in order to maintain a section of it as a sandy beach. Potential solutions to actively manage or retain a proportion of sandy beach, may lead to a mixture of habitats, including sand dunes. It is important to note that the beach vegetation is afforded protection as an important habitat and any proposals would have to be considered under the Habitat Regulations 2010 (as amended). Despite the challenges associated with holding events, there is an

opportunity to introduce something different to the beach that will attract visitors and give something unique to Southport that people will go home and tell their friends, family and colleagues about. Appendix 2 illustrates several case studies; a giant deckchair on Bournemouth beach, sculpture trails in Barcelona and even closer to Southport, the Anthony Gormley statues at Crosby.

The Wider Natural Coast

6.26 Sefton's natural coast should be seen as an important part of the broader Southport offer and complement the traditional family seaside provision as well as having the potential to attract visitors in the low season. There is scope to promote the natural coast ecology offer within Southport itself and along the Sefton coast. Opportunities to increase destination potential at Marshside through an RSPB visitor centre on or near the former sandwinning plant may be an option. Alternatively, a green visitor offer could be considered closer to the town, either on or near the pier.

Events

6.27 The objective should be to protect and develop Southport's successful events programme and to develop a number of sustainable new events which appeal to new markets. Appendix 2 includes a number of case studies relevant to both the Beachfront and Town Centre environment.

Summary

- Develop a Beach Management Plan that supports Southport's aspirations and complements the wider coastline.
- Develop the natural and green tourism offer within the town including the low season offer.
- Expansion of the successful events programme to attract a new and different market segment to the town.
- Explore opportunities and produce a roadmap for the development of the Marine Park and Fairways sites, including provision of a theme/amusement park.
- Explore opportunities to increase the provision of high quality family and business tourism accommodation. Encouraging a wide range of provision including four-star hotels, boutique B&B's and 'glamping'.



7. Southport Town Centre Core

Lord Street – Public Realm, Heritage and Movement

- 7.1 Lord Street has traditionally been one of the most renowned shopping streets of North West England but like many other town centres has experienced lower levels of footfall, increasing numbers of vacant units, competition from large out of centre retail destinations and the growth in online shopping.
- 7.2 Along with the beachfront area, Lord Street is one of Southport's unique selling points - something that sets Southport apart from other town centres and seaside towns. Lord Street must therefore exploit this uniqueness in any proposals for the street.
- 7.3 The Framework sets out a high level plan for Lord Street and the town centre. The focus is on a key section of Lord Street that is likely to include Eastbank Street and Scarisbrick Avenue as well as Market Street to integrate Southport Market into the retail core more effectively, and then up to London Square and Nevill Street. The objective is to draw people into the town centre, through a quality environment with public spaces for events, where people can spend time for leisure, businesses are encouraged to embrace digital technologies for the high street, opportunities for a diverse range of uses exist and where entrepreneurs are encouraged in new start-ups, potentially linked to Southport College.

Heritage

- 7.4 Proposals for Lord Street should be sensitive to its conservation area designation and to the rich heritage that this popular visitor destination is recognised for. Following the Council's decision to put Lord Street and Promenade conservation areas on Heritage England's (HE) At Risk Register (HAR), partnership working between the Council and HE could prove fundamental in supporting key projects identified for Lord Street; retaining the historic fabric of the area and with the aim of improving the condition of the two conservation areas of Lord Street and Promenade, which removes them from the HAR register.
- 7.5 As part of the events strategy, a separate heritage-based programme could include a town centre trail to promote the architecture and history of the town centre and Lord Street in particular which could possibly tie in with the Open golf tournament at Birkdale in 2017.
- 7.6 It is recommended that the Council, with the backing of Heritage England, propose and support a Heritage Partnership Agreement, perhaps in conjunction with a Local Development Order, to remove obstacles in order to facilitate the change of use of upper floors along Lord Street for example to residential.
- 7.7 This intervention should also be applied to the ground floor units themselves where rationalising the floor plates of units would help ensure that vacant premises appeal to a wider range of retailers by offering flexibility in these units. This will need to be aligned with a retail review looking at gaps in provision, void management and how

retail complements the overall offer of the town. Enforcement action on listed building owners in Lord Street may be necessary in order for improvements to be made to frontages.

- 7.8 The listed canopies which adorn the majority of buildings on Lord Street are in a variable condition. Therefore a management agreement is necessary and the appointment of a contractor to manage the cleaning and maintenance of these canopies jointly so that they are brought up to a standard which reflects the quality of this historic area.

Public Realm Strategy

- 7.19 Lord Street has always been, and must continue to be, Southport's jewel in its crown. Efforts must be made to improve the public realm on Lord Street to underline its role as a focal point for events and other activities.
- 7.10 Between London Street/Nevill Street and Eastbank Street/Scarisbrick Avenue a concentrated plan is proposed to establish a 'cultural heart' for Lord Street. The emphasis is on creating a shared civic space that will draw footfall to the area, grow events and link with Southport Market in expanding the 'food and drink' offer of the town centre. This space will showcase Lord Street to its full potential, raising its profile as a destination by enhancing the tourism potential and local economy of Southport. Importantly traffic movement will be maintained.

- 7.11 As part of these improvements, scheme concepts could include:

- Providing a balance between pedestrian priority and vehicular traffic to improve the pedestrian experience, and to access both sides of Lord Street.
- Delivering a place of character using high quality materials which would include substantial vegetation and ecology in order to create a unique identity.
- Using water as a key feature, responding to context and providing a culturally focussed dynamic attraction.

- 7.12 Lord Street is an important economic driver and external funding opportunities for heritage and the public realm should be investigated. This may include Heritage Lottery and LCR Growth Fund. Schemes developed should include a phased approach to revitalising Lord Street and exploring a range of ideas linked to remodelling, diversification and business support initiatives.



Movement

- 7.13 The town centre, in particular Lord Street, should achieve a more cohesive pedestrian layout in order to ensure optimum access and movement, whilst retaining vehicular movement through the town. Opportunities for cyclists, building on Southport’s status as a ‘cycle town’, should be explored. The priority should be to enhance east-west movement between the retail core of Chapel Street and Lord Street and then on to the leisure area of the Promenade and Marine Park. The focus for this is the central stretch of Lord Street between Eastbank Street and London Street by way of improving movement and accessibility. Enhancing these linkages and improving movement helps to create a sense of place while still respecting and enhancing the context and character of the town’s built heritage, particularly Lord Street.
- 7.14 This significant public realm proposal for Lord Street would include unifying paving material between building frontages along with associated upgrades to traffic control on pedestrian crossings between Eastbank Street and Scarisbrick Avenue and London Street and Nevill Street. These crossings aim to improve the experience of pedestrian movement across the town. Proposals should ensure that the town centre is accessible and vibrant with a balance between pedestrian priority, traffic capacity and safety. Transport stakeholders will need to be closely involved in proposals to highlight any impact on all road users.

Streetscape

- 7.15 A strong Council commitment to street clutter reduction is necessary. Lord Street, London Street and Nevill Street (East-West through Lord Street) in particular are very cluttered which impacts on the quality of these important links through the town centre and reduces legibility and the quality of the views and vistas from one area of the town centre to the other.
- 7.16 Removing clutter will help reduce the perception of barriers and impeded vision. Examples for Lord Street include fixing street lights to buildings, reducing the size of signage and a review of the need for guardrails. Such steps will also improve the physical character and context of the streets, buildings, spaces and local landmarks such as the Monument on Lord Street.
- 7.17 Within the central area of Lord Street a redesign could be applied transforming how this space is arranged and used realising the aspirations and potential of this site into an enduring landscape that is a positive addition to the urban fabric. The objectives for the central zone should be to create a place which is:
 - **Connected** – to both its physical and social context
 - **Accessible** – easy to reach, pedestrian focused and inclusive to all
 - **Legible** – intuitive and easy to understand
 - **Coherent** – with a strong, simple design aesthetic and palette of materials which unifies the space

- **Appropriate** – to the civic context and to use
- **Flexible** – non-prescriptive, allowing people the freedom to use the space in different ways
- **Robust** – physically and in terms of the design concept
- **Comfortable** – a pleasant microclimate, safe from traffic, noise or fear
- **Vibrant** – a public space with active edges which attracts visitors and is safer
- **Delightful** – with sensory interest from texture, colour and features

- 7.18 Proposals could consider different types of contemporary lighting and a high quality palette of street furniture that creates inviting pockets of intimate social space. Simple paving emphasises the direction of movement. Clear movement routes are defined with street furniture grouped to maximise movement.

Improving dwell time

- 7.19 Improving dwell time through the centre of Southport could be achieved through the inclusion of community focussed spaces. These would include the opportunity for playable streets, outdoor markets, cafes, performance and places for visitors to simply be.
- 7.20 The public realm improvements will regenerate the town’s retail core, creating a contemporary space that is a destination in its own right. The success of a place is influenced by the quality and range of seating, providing a place people want to stay therefore, supporting the surrounding retail and town centre events.

- 7.21 Contemporary signage for clear way-finding could incorporate digital technologies into the fabric of proposals. Public transport information totems could provide up to the minute, live information on bus services in the town centre.

Lord Street Bus Issues

- 7.22 In terms of bus routing in the Central Lord Street Area, services may be split into two main types:
 - **Lord Street Services:** Those travelling on Lord Street in the Central Area with an origin and destination south of Eastbank Street and north of London Street / Neville Street:
 - **Eastern Services:** Those that only travel in the Central Area of Lord Street emerging and departing Lord Street on Eastbank Street and London Street.
- 7.23 The ambitious proposals for Lord Street will need careful consideration and detailed discussions with the major transport and other key stakeholders as part of any pre-development work, including Merseytravel and the bus operators.

Summary

- Develop a management solution for Lord Street's historic canopies.
- Develop a grand public realm project for Lord Street that is capable of delivering a quality open retail and leisure environment for visitors and residents.
- Investigate a Local Development Order that will reduce the number of constraints on the upper floors of buildings to encourage residential and office uses above. In conjunction with exploring opportunities to increase the number of people living within the town.
- This Local Development Order will reduce the constraints on flexibility of ground floor units that could potentially attract a wider range of occupants.
- Complete the review of Southport's Conservation Area Appraisals



Exemplar images

8. Town Centre Management and Initiatives

8.1 In addition to physical development opportunities, the Framework suggests a holistic approach to the integration and management of the town centre and in particular Lord Street, by introducing a number of complementary initiatives aimed at raising the profile of Southport and providing a quality experience that encourages visitors, communities, business and key stakeholders to keep coming back.

Car Parking and a Signage

8.2 On a day to day basis Southport is reasonably well provided for in terms of the quantity of parking. However on-street parking in the prime shopping areas is limited and the quality of car parking provision throughout the town and the associated signage for visitors could be improved.

Car Parking

8.3 The team has consulted the BID on parking issues in Southport and there is concern from some BID members on a lack of parking availability in Southport. Lord Street has been identified by the BID as an area particularly sensitive to this issue. There is a view that parking restrictions on length of stay in the Lord Street area deter shoppers.

8.4 New parking meters have recently been installed in the Lord Street area by Sefton Council and once the meters have been established for a period of time more information will be available on parking patterns in the town centre. Sefton Council has agreed to analyse the data captured in relation to stay duration and number of vehicles once it is available with a view to

informing and reviewing parking restrictions that will potentially extend short stay times for on-street parking Lord Street area.

Signage

8.5 The question of whether Southport has enough car parking spaces to meet demand in the town centre is not the issue. Rather the challenge is the variable quality of the existing provision and how residents and specifically visitors to Southport are informed about where to access provision.

8.6 The current parking signage strategy directs visitors towards the Esplanade Park & Ride. Individual signage to other car parking facilities in the town centre exist thereafter, indicating spaces available.

8.7 The car park names displayed on some car parks do not indicate to people visiting Southport infrequently in what area car parks are located and what they should be used for e.g Long stay/short stay. For example visitors would not know that London Street, Tulketh Street and Central 12 are the main town centre car parks.

8.8 The Framework suggests a review of car park signage and the potential to group Southport town centre and out of town centre car parking facilities into three zones. It is recommended that operators and owners of private car parks in Southport are consulted on this should Sefton Council decide to proceed with the development of this initiative.

8.9 The car park zones will be given generic names that visitors to the area can clearly understand;

- **Coastal Parking** – Coastal Road Area (including Esplanade P&R)
- **Promenade Parking** – Marine Area
- **Town Centre Parking** – Lord Street and Chapel Street Area

8.10 Once visitors have been directed to the general zone, more localised car park signs would direct people to specific car parks within the zone.

8.11 The table below details the car park zone identified for the main car parks located in Southport.

Car Park Zone		Car Parks
1	Coastal Parking	<ul style="list-style-type: none"> ■ Esplanade P&R ■ Dunes Leisure ■ Marine Park ■ Splash World ■ Old Pleasure Land Site ■ Ocean Plaza Retail
2	Promenade Parking	<ul style="list-style-type: none"> ■ Morrison's ■ Kingsway ■ B&M ■ Kings Gardens ■ Floral Hall
3	Town Centre Parking	<ul style="list-style-type: none"> ■ Tulketh Street surface car park ■ Tulketh Street Multi-storey ■ Central 12 ■ London Street Southport Train Station

8.12 The Framework suggests the remodelling and refurbishment of existing car parks to create more attractive, efficient and user friendly parking facilities. There is a requirement for a comprehensive parking review.

8.13 The approach in respect to signage can be summarised as follows:

- There is potential to categorise Southport town centre and Southport out of town centre car parks into three zones, with legible zone names.
- Provision of smaller localised car park signs within each car park zone will direct vehicles to individual car parks.

- Rationalisation of car park signs along arterial routes and in the town centre will result in clear and direct information for visitors and a reduction of street clutter.

Events Strategy

- 8.14 Southport has an extensive and successful events programme which is key driver for day and staying visitors to the town. Sefton Council's event team organise the annual Southport Airshow, the British Musical Fireworks, a major food and drink festival and a new Southport Festival that builds on the Jazz Festival offer to include literature, poetry, and visual arts in partnership with the Atkinson and other venues. The BID organise 'Spookport' for a week over Halloween and Christmas markets and the Christmas lights switch on.
- 8.15 A number of independently organised events take place, including a Comedy Festival, and on Victoria Park, the Southport Flower Show and RAF Woodvale Rally. Unlike in many local authority areas, the Southport events programme is based on a robust and sustainable business model which is largely independent of Council funding requirements.
- 8.16 The town should protect its current events programme and the public spaces which are used to house them.
- 8.17 The town should look to build on its strength and reputation as an events destination by developing one or two major new events while looking to expand current events which will bring new visitors to the town.
- 8.18 These events will need to be financially viable through sponsorship or commercial income but may require pump prime funding initially.
- 8.19 The new events should focus on:
- Increasing the appeal of the destination to the family market.
 - Exploiting the recent major investment in the Atkinson and the proposed development of the creative and design industries sector through cultural programming.
 - Uniting the town's heritage with its contemporary offer through events which use the heritage in a contemporary way.
- 8.20 Appendix 3 outlines a number of relevant case studies. New events could include:
- A Lord Street centred 'Street Games' event combining urban activities, street performance and street art.
 - An enchanted town event which unites the town's heritage and contemporary offer through illuminations, projections, performances and music.
 - A balloon festival over Southport's beach aimed at the family market would add to the 'Air Show' theme that the town is well known for.
 - An annual beach sculpture event.



Exemplar images

A Modern Market Hall/ Food and Drinks offer

Food and drink

- 8.21 Locally sourced, high quality food and drink is now expected by visitors to any destination. Unlike many towns and cities (particularly those with major retail developments), Southport’s restaurant scene is characterized by a largely independent offer. Whilst there are a handful of chain/branded restaurants such as Pizza Express or Frankie and Benny’s, there are many more independent restaurants. Tripadvisor lists 239 restaurants in Southport.
- 8.22 Promotion of locally sourced produce is now seen by many destinations as an important part of creating local distinctiveness. Within Southport’s restaurants and cafes there appears to be limited promotion of local food and drink.
- 8.23 Southport’s Food and Drink Festival, which takes place over three days in May at Victoria Park, attracts around 40,000 visitors. The free event showcases the best of local produce with demonstrations, tasting sessions, food and drink stall and a children’s area.
- 8.24 The town should build on the popularity of the event by encouraging restaurants and hospitality outlets to source locally and be explicit about the food which is produced in Southport. The town should consider nurturing a network of local Southport producers who develop and promote a local food brand. This could be linked to the development of the Market Hall.

A Modern Market Hall

- 8.25 Markets can be a major motivating factor for people to come to a town centre. The presence of a regular traditional market can add diversity to the retail offer of a town centre and can act as a catalyst for other more specialist markets to come to the area including farmers markets, artisan markets, continental markets, Christmas markets and night markets. Appendix 3 of this document includes Altrincham Market Hall as a Case Study.
- 8.26 Southport Market Hall has potential to significantly develop and diversify its offer.
- 8.27 Opportunities to host events in the market would also add to Southport’s portfolio of ‘event ready’ facilities and should be considered within an events strategy. This could be varied and relevant to the whole community, old and young including a teenage market, student market stalls and local music festivals. Themed weekend markets covering regional food producers, vintage fashion and furniture, house & garden and contemporary craft would add to the versatility of the market.
- 8.28 Public realm improvements to King Street and Market Street will enable activities associated with the Market Hall to utilise this outdoor space for large scale outdoor markets, events and other uses associated with a revitalised market hall.



Exemplar images

Creative and Design Industries

- 8.30 Creative and Design industries refer to a range of economic activities which are concerned with the generation or exploitation of knowledge and information; activities which are becoming an increasingly important contribution to the economic well-being and diversification of our town centres.
- 8.31 Such activities include advertising, architecture, crafts, design, film, media production, music technology, television, photography, games design and animation, publishing, museums and galleries, digital design and creation in manufacturing, and business management/enterprise. These are important sources of job creation for the UK and are key government and LEP priorities (Visitor economy, Advanced Manufacturing, Creative and Digital, Financial and Professional).
- 8.32 Many educational establishments have begun to seek opportunities for their students to build on their ideas and concepts and begin to think commercially about their products/services with the aim of improving entrepreneurial skills in a realistic work environment whilst also strengthening the range of local employment opportunities and links for progressing learners.
- 8.33 Southport Colleges proposed “Centre for Innovation in Technology, Engineering and Design (CITED)” would be built around these concepts both in terms of the colleges main site facilities, extension into the town, and the links developed with businesses and the community as laid out in this framework. A number of potential locations have been discussed. This is in addition to facilities for

- which there are existing strong links with the college such as the Atkinson.
- 8.34 Discussions with the college also explored Enterprise Hubs and Fab Labs (Fabrication Laboratory).
- 8.35 It is recommended that Sefton Council, working in partnership with the Southport BID, needs to ensure that vacant and underused units within the town centre where appropriate are proactively marketed with the potential to be utilised as pop-up shops for Southport College, new and existing businesses in Southport and elsewhere, the third sector and to encourage outside investment from businesses potentially looking at relocating in Southport. For more information about this and case studies relating to Fab Lab and Enterprise hubs please see Appendix 3.



Newspaper article

Digital Technologies

8.36 As well as the growth of online shopping, the application of digital technology to retailing is continuing to grow and expand. It is vital that Southport begins to take steps through the Framework and the BID Action Plan to incorporate digital technologies in the town centre experience.

8.37 There are a variety of ways of embracing digital technologies in Southport and ensuring that the town centre has the necessary infrastructure in place so that businesses can offer Wi Fi to their customers if they wish to do so. The Southport BID sets this out as a priority in its Manifesto.

8.38 In addition to WiFi, the BID manifesto considers a number of digital technologies that would ensure Southport is at the forefront of this revolution on our high streets and the businesses and retailers in the town centre are able to gain an in-depth understanding of shoppers and create a picture of who their customers are, of their existing shopping patterns and likely future needs. Lord Street also has a large number of independents who should also be encouraged to embrace such technologies. Some examples that businesses may wish to consider include:

- **Social Media** - It is almost a given that one of the first points of any digital technology strategy for a business is the use of social media. Facebook, Twitter, SnapChat, Pinterest, Vine and Periscope are just a small list of social media platforms that businesses are utilising as a tool in reaching new customers.
- **'Beacons Technology'** – using Bluetooth

technology to transmit messages to customers through their smartphone informing them of offers, vouchers and information on products sold within their businesses.

- **'Cloud Tagging'** allows a customer to potentially create an online shopping list in-store. Customers are able to scan products and email themselves a shopping list which they can then make purchases from the online store. In effect, the store acts as a 'showroom' and allows shoppers the option of shopping across multiple channels. Only recently, Sainsburys has launched a 'shop-and-go' service that will allow customers to complete their entire in-store shopping trip using their mobile phone.
- **Virtual Platforms** – stores such as B&Q have introduced technology which allows customers to virtually plan their renovation project in-store and online. Items can then be transferred in-store so customers are able to buy the products needed.
- **Store Apps** - The use of the smartphone is becoming more popular than laptop and desktop uses in the home. Retailer apps allow customers to shop on the go or from wherever they are so purchase can be made 24/7.
- **Click and Collect hubs** - for both food and non-food. Research has suggested that click and collect services are likely to generate more footfall and linked purchases by shoppers using such a service.

8.39 Digital opportunities extend well beyond retail, particularly the digital and creative sectors. Southport has good Superfast broadband provision but to ensure that

businesses (not just retail) are in a position to take full advantage of digital opportunities going forward, the town should aim for Ultrafast broadband provision. A strong digital infrastructure will enable Southport to explore a range of opportunities, such as Bournemouth's digital beach.

Summary

- Consider how both car parking and signage will improve the clarity of the area and ensure visitors are directed to the areas of Southport they wish to access without difficulty. Protect the existing events programme and build on Southport's strength and reputation as an events destination by developing one or two major new events which will bring new visitors to the town.
- Improve on Southport's 'Food and Drink' offer by encouraging businesses to introduce more locally sourced food into their businesses and promote the unique bar and restaurant offer in the town.
- Revitalise Southport Market as a place that has the flexibility to introduce opportunities for a number of uses relating to food, drink, entertainment and shopping that are attractive and thriving to a wide demographic in Southport. Improvements to the outdoor space of the market will ensure that the market and activities associated with the market can expand into this space.
- Southport must embrace 'omni-channel' shopping and digital technologies becoming more popular with town centres and the high street. This will ensure Southport is at the forefront of the digital high street and that the evolving needs of shoppers are catered for.
- Develop and promote the creative sector in partnership with Southport College and local businesses which may be in the form of an Enterprise Hub, Fab Lab and/or pop-up shops underpinned by an excellent digital infrastructure– that can support diversity in the town centre.

9. Making it Happen

9.1 This section of the document summarises the potential delivery path for implementation of this Framework and in particular, the key development sites and complementary town centre initiatives. It sets out the development context, broad principles and process of delivery.

9.2 It is important that all stakeholders understand how the 'Classic Resort' vision is being developed through this Strategy. The position must not be seen as old or 'retro'. Stakeholders need to be reminded of the basis for the position and its contemporary relevance.

Town Centre Initiatives

9.3 Southport Town Centre is fortunate to have an established Business Improvement District and Southport Tourism Business Network. This gives the local business community the opportunity to have their say on where money raised from the BID levy will be spent over the coming years. Other funding opportunities to be explored include Heritage Lottery and the Liverpool City Region Growth Fund.

Visitor Economy Section

9.4 Tourism remains a key pillar of Southport's economy. In 2015 staying visitors generated £336m into the economy, continuing the year on year increase over the last 6 years. An increased spend per visitor is due in part to inflation, but also to the increase in the number of higher quality accommodation providers which have opened in the resort. Occupancy levels in these 4* and 4*+ hotels in Southport is consistently above the national average, suggesting that there is potential for growth at the higher quality end of the market including boutique provision.

Nationally increasing demand for non-serviced accommodation also indicates that there is further potential for a range of high quality self-catering accommodation. This strategy has identified a number of potential development sites for additional visitor accommodation.

9.5 Whilst the number of staying visitors has remained static the number of day visitors has declined by around 10% over the same period. It is likely that the opening of the Liverpool One shopping centre has been a large factor in this, reducing the number of people who travel to the town for 'special shopping trips'. Whilst it is not realistic for Southport to compete with Liverpool in terms of scale of its retail offer, Lord Street does continue to provide a more distinctive retail experience which will appeal to a different target market. Retaining a focus on Lord Street through the delivery of this strategy will remain key to addressing the decline in day trips.

9.6 Alongside Lord Street, Pleasureland remains a key visitor draw to Southport. Proposals for both the Marine Park and the Southport Golf Links and Fairways Park and Ride, set out in detail in the Spatial Framework, will be essential to the medium and longer term future of the resort.

9.7 Southport needs to commission a Destination Management Plan which includes a review of the branding strategy. The future tourism delivery structure also needs to be addressed in light of the changing national requirements. The potential for the creation of a sustainable Destination Organisation which delivers the Destination Management Plan and works alongside partners within the Liverpool City Region should be considered.



Market Context

9.8 A review of the property market was completed as part of the baseline analysis. It was a high level overview of the commercial and residential property market context for the Framework and development sites. The conclusions of the property market review were:

- That further understanding was required in terms of the capacity to deliver additional convenience retail in Southport. Consolidation of the primary retail core would improve the vitality and viability of the existing retail facilities in the primary shopping area.
- A review of existing provision of leisure/ gym within Southport has identified the potential demand for a new gym facility in the area.
- That opportunities for new hotel facilities to support business conferencing and family stacations was important.
- Providing a range of restaurants could help improve the night time economy. Gaps in provision should be identified and Southport should then aim to differentiate its offer compared to local neighbouring towns and nationally as a resort.
- Consideration of future potential for the Marine Park and Pleasureland area was strategically important.
- Existing demand for larger offices spaces is fairly limited in Southport therefore smaller Grade A offices to support new start-up and local businesses may be more deliverable within the town centre.
- Opportunities for new residential development that would be suitable for a diverse age profile including young people and families as well as improving

accommodation for the elderly is important.

Land Ownership

9.9 In addition to Marine Park and Southport Golf Links and Fairways Park and Ride, a number of other sites within Southport are in various ownerships including the Council. Consultation with private landowners (or their agents) through this process has confirmed the commitment of landowners to the Development Framework and the potential for development. Opportunities exist for investors, developers and potential occupiers. It is reasonable to expect that the market is strong enough to drive the delivery of a number of these sites, although several are constrained by availability, and challenges around habitat conservation designations and listing status for example.

9.10 Appendix 1 Development Options of the Framework sets out some brief suggestions for a number of sites, listed in paragraph 5.8 of this Framework.



10. Conclusions & Recommendations

- 10.1 This Framework provides a high level and ambitious concept for future investment in Southport Town Centre emphasising its role as a major tourist seaside town. The Beachfront and Promenade will be the focus for new and improved leisure attractions.
- 10.2 People have come to expect more from their town centre than just a shopping destination; expectations are of a much more diverse offer than that previously associated with the traditional town centre.
- 10.3 This town centre evolution has already begun in Southport and is being supported by the Business Improvement District. As part of this evolution, food and drink, creative industries, events, culture, leisure, and creating places to meet and socialise with friends, family and colleagues are all part of this complementary town centre offer which are identified in the Framework.
- 10.4 Development opportunities are identified which, along with improved connectivity between key assets through public realm improvements focussed on Lord Street – will contribute to the Southport ‘Classic’ Resort aim.
- 10.5 The Council, in partnership with the Southport BID, will sometimes lead and sometimes facilitate implementation of proposals. Other partners in the business, public and voluntary sectors will also have a role in supporting initiatives.
- 10.6 The Council should develop an Action Plan around initiatives identified through this Framework on a short, medium and longer term basis.



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Report to:	Cabinet	Date of Meeting:	Thursday 6 October 2016
Subject:	Bootle Town Centre Investment Framework	Wards Affected:	Derby; Linacre;
Report of:	Head of Regeneration and Housing		
Is this a Key Decision?	Yes	Is it included in the Forward Plan?	Yes
Exempt/Confidential	No		

Purpose/Summary

To seek authorisation to publish the final report of the Bootle Town Centre Investment Framework following the public consultation exercise on the final draft document. It is important to emphasise that when reading the Framework it is strategic document for use over the longer-term. The Framework will be used to guide future developments and attract investment.

Recommendation(s)

That Cabinet approves the publication of the Bootle Town Centre Investment Framework to guide future development and investment opportunities.

How does the decision contribute to the Council's Corporate Objectives?

	<u>Corporate Objective</u>	<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community	/		
2	Jobs and Prosperity	/		
3	Environmental Sustainability	/		
4	Health and Well-Being	/		
5	Children and Young People	/		
6	Creating Safe Communities	/		
7	Creating Inclusive Communities	/		
8	Improving the Quality of Council Services and Strengthening Local Democracy		/	

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Reasons for the Recommendation:

An approved Bootle Town Centre Investment Framework will help promote the opportunity for investment and development potential that can support the Town.

Alternative Options Considered and Rejected:

The draft framework has been the subject of extensive consultation and engagement. Various options have been considered and are contained within the draft and final documentation.

What will it cost and how will it be financed?

(A) Revenue Costs

There are no direct revenue financial implications arising from this report. Emerging initiatives may require revenue resources. This will be addressed as part of the pre development process and a budget identified.

(B) Capital Costs

There are no direct capital cost implications arising from this report. Emerging initiatives may require capital resources. This will be addressed as part of the pre development process and a budget identified. It is inevitable that the vast majority of resources to deliver the framework will be generated through the private sector and the appropriate use of council owned assets.

Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

Financial Emerging initiatives may require financial resources. This will be addressed as part of the pre development process but will not necessarily be funded directly by the Council.
Legal Emerging initiatives may require legal support. This will be addressed as part of the pre development process.
Human Resources Emerging initiatives may require human resources. This will be addressed as part of the pre development process and staff/resources identified.
Equality
1. No Equality Implication <input checked="" type="checkbox"/>
2. Equality Implications identified and mitigated <input type="checkbox"/>
3. Equality Implication identified and risk remains <input type="checkbox"/>

Impact of the Proposals on Service Delivery:

Not applicable

What consultations have taken place on the proposals and when?

Extensive public consultation and engagement has been undertaken as detailed in Appendix 1.

The Cabinet Member for Regeneration and Skills has been briefed on the Framework. Senior officers and other key stakeholders have been consulted as have members of the public. All comments have been considered and where appropriate incorporated into the final report of the Framework.

The Head of Corporate Resources (FD4319/16) notes there are no direct financial implications arising from this report. However any emerging issues resulting from the approved Investment Framework will be subject of a further report, indicating any financial implications for the Council as appropriate. The Head of Regulation and Compliance (LD.3602/16.) has been consulted and any comments have been incorporated into the report.

Implementation Date for the Decision

Following the expiry of the “call-in” period for the Minutes of the Cabinet Meeting

Contact Officer: Andrew Hall/Nicky Owen

Tel: 3604/2691

Email: Andrew.hall@sefton.gov.uk / Nicky.Owen@sefton.gov.uk

Background Papers:

None

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1. Introduction/Background

- 1.1 Lambert Smith Hampton (LSH) were appointed to present their view on how Bootle Town Centre could evolve. Their findings and ideas are presented as the Bootle Town Centre Investment Framework – see attachment.
- 1.2 The Bootle Town Centre Investment Framework is the culmination of the analysis, consultation and appraisal work undertaken in Bootle with Stakeholders and the public and presents a high level concept to bring forward regeneration and investment. The Investment Framework has been prepared at a time when local authorities are operating with significantly reduced budget settlements. This underlines the importance of working in partnership with the private sector alongside the community and local business, to deliver improvements that are needed. This Investment Framework:
 - Is consistent with and has clear strategic links with the Sefton Local Plan;
 - Supports the planning and regeneration priorities for the area and identifies specific development proposals;
 - Will be used to guide the future of the Council's current property and land holdings in the area;
 - Will support future approaches for parking strategies and studies;
 - Is intended to enhance investor confidence and assist private sector developers to either dispose of or develop their assets within Bootle Town Centre;
 - Will facilitate the use of private and public sector resources to improve the overall economic health and vitality of the town.
- 1.3 In developing the investment framework for Bootle Town Centre the process has given consideration to the following issues:
 - Proposals that are capable of attracting inward investment;
 - Proposals that allow a more permeable town centre, increase densities, achieve a broader mix of uses and increase access;
 - Proposals to increase the leisure aspects of the Town Centre, so increasing the night-time economy;
 - Proposals to improve Stanley Road to make it the spine of the Town;
 - Proposals to develop the canal to make it the heart of the Town Centre and develop the sense of place;
 - Developing new public areas in the heart of the town;
 - Incorporating excellent urban design and high quality public realm;
 - Strengthening east west links across the Town Centre;
 - Defining the Town Centre to build distinctive places to live, learn work and invest;
 - Maintaining the retail function of Bootle but encouraging other Town Centre activities;
 - Proposals capable of capturing more of the spending power of local residents, employees and visitors, and the retention of a convenience shopping offer for local residents.

2.0 Delivery Approach

2.1 Proposals that are taken forward by Sefton will be evidenced based and will look to maximise economic opportunities within the Town.

2.2 The Council will support pre-development feasibility, site assembly and are prepared to partner, so the town is in a position to receive new public and private investment requirements that will deliver new services and a more diverse town centre economy. In order to anticipate and confirm requirements the Council will look to;

Theme	Action	Timescale
Action Plan Report	<ul style="list-style-type: none"> Produce a statement of priorities outlining the delivery approach in further detail Produce a Communication and Engagement Plan 	Short
Transport & Access	<ul style="list-style-type: none"> work with partners to improve public transport provision work to improve cycling and pedestrian access in and around the Town Centre 	Med/Long Med/Long
Retail Quarter	<p>Strengthen the destination appeal of the retail quarter. The focus will be adjacent the canal to deliver community and social enterprise, leisure, and a food and beverage offer</p> <ul style="list-style-type: none"> work with Safe Regeneration work with the owners of the Strand Shopping Centre and other investors 	Short Med/Long
Modern Services and accommodation	<p>Continue its participation in initiatives and structures currently in place and show leadership. For example;</p> <ul style="list-style-type: none"> 'Well North', 'One Public Estate', and the health led Sefton Property Estate Partnership. continue discussions with Hugh Baird College, the Homes and Communities Agency and Social Registered Landlords. 	Short Short
Business, Social Enterprise and training.	<p>Strengthen the destination appeal of the commercial quarter.</p> <ul style="list-style-type: none"> manage one to one relationships with Bootle's existing property owners, social enterprises and stakeholders understand potential opportunities for business, further and higher education growth and re-purposing the configuration of floor space to start-up size continue to provide business and investment support from Invest Sefton 	Short Short Short Short
Heritage and Culture Provision	<ul style="list-style-type: none"> Encourage heritage and cultural provision within the Town Centre in respect to opportunities for new town centre investment initiatives 	Long

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- 2.6 Draft versions of the Investment Framework have previously been brought to appropriate Cabinet Members and to Member Reference Group. The draft Framework has also been through consultation with stakeholders, Members, officers and the public.

3.0 Consultation

- 3.1 To produce this Framework document Lambert Smith Hampton engaged with key stakeholders and reviewed property market issues, planning policy, property title, highways, transportation and design
- 3.2 Following guidance from the Consultation and Engagement Panel a range of consultation activity took place. More detail about this process is given in appendix 1.
- 3.3 The consultation carried out for the Bootle Town Centre Investment Strategy, although limited in the number of responses received, showed that people are very supportive of the ideas contained within the Strategy. As expected a wide range of comments and opinions were provided as part of the consultation process. However many of the comments were not directly relevant to the Strategy and were around broader Bootle, and other, issues. More information about the consultation responses is given in appendix 1.

4.0 Conclusion

- 4.1 The Bootle Town Centre Investment Framework is a high level strategic document that is fixed at a point in time. The Framework provides a potential direction of travel for Bootle Town Centre, it is not a prescriptive document and it will not prevent Sefton Council from exploring other development opportunities that may emerge.
- 4.2 Regeneration is a dynamic process and ideas, proposals and conditions will change over time. Local Plan Policy and the Supplementary Planning Documents (if required) will support the Framework. The regeneration of Bootle Town Centre will also need to align with the Sefton 2030 Vision.
- 4.3 The Framework aims to inform and provide clarity to investors, so they have the confidence to commit.
- 4.3 Sefton Council will facilitate development in Bootle through negotiation with major landowners, stakeholders and potential developers. It will actively consider the role, use and potential disposal of its property assets to create viable schemes and facilitate the regeneration of Bootle Town Centre.

Appendix 1 - Consultation

1.0 Officers brought the consultation proposals to the December Consultation and Engagement Panel for advice. Following guidance from the Panel the following consultation activity took place:

- Public consultation
 - Ran from 4th January to 7th March 2016
 - 2 drop-in sessions in Bootle Strand
 - Hard copies of documentation available in Bootle Library, Bootle One Stop Shop and Magdalen House
 - E-consultation through the Sefton website
- Stakeholders event - Approximately 30 attendees

The Framework consultation was publicised by:

- Information on the Sefton website
- Tweets out from Sefton Council
- Press releases to local papers
- Leaflets in town centre locations, including offices

1.2 34 responses were received. Approximately 134 people also spoke to officers about the Strategy at the drop-in sessions.

1.3 The consultation carried out for the Bootle Town Centre Investment Strategy, although limited in the number of responses received, showed that people are very supportive of the ideas contained within the Strategy. Of people that provided a written response:

- 96% broadly agreed with the Strategy for Bootle, as described in the Bootle Town Centre Investment Strategy consultation document
- 90% broadly agreed with the proposals for the retail quarter
- 96% liked the prospect of more leisure focused in the retail quarter
- 93% thought the canal area should be improved to encourage more people into the Town Centre
- 92% broadly agreed with the proposals for the commercial quarter

1.4 As expected a wide range of comments and opinions were provided as part of the consultation process. However many of the comments were not directly relevant to the Strategy and were around broader Bootle, and other, issues. Broad themes picked up through the consultation were:

- Retail; more national names, better quality shops
- Parking; cheaper parking, more parking
- Town Centre Management; including issues around cleansing, maintenance and anti-social behaviour
- Area between Balliol Road and Liverpool boundary; cleansing, retail offer

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- Leisure facilities; cinema, restaurants, bowling
- Culture/heritage; museum, concerts, heritage centre
- Sport; sporting activity in/close to town centre
- Access; pedestrian crossings, routes through
- Signage; at entrances to Bootle, to carparks, to key sites
- Employment; more choice of jobs, opportunities for local people
- Housing; more housing in town centre, social housing, better quality housing
- Night-time economy; encourage people to stay in Bootle after work/college, encourage people to come into Bootle of a night



Bootle Town Centre Investment Framework

August 2016

This document provides an ambitious starting point that encourages discussion and buy-in from the local community, business and potential investors. This framework will be the basis for developing a more detailed set of investable propositions that will deliver the vision outlined below.



Vision 2030

By 2030, Bootle has been reshaped and grown its reputation as a desirable residential, education and business location. Town centre living and cultural attractions have increased, with local communities able to access excellent health facilities, and a greater range of services on their doorstep, including a much improved leisure offer.

Within the existing fabric of the **Retail Quarter**, and through new development opportunities, the Strand Shopping Centre performs well, but no longer looks in on itself.

In addition a more diverse offer has been achieved, including leisure, culture, restaurants, new homes, community activity and public space, that has optimised the canalside setting. This diversified mixed offer, improved physical integration and connectivity has enabled Bootle to remain the main centre serving South Sefton and North Liverpool. Its destination appeal as a visitor hub for local residents, employees and students has been strengthened. This is helped by the attractive, high quality public realm.

Within the **Commercial Quarter** Hugh Baird College has achieved all of its expansion plans and on Stanley Road a more mixed town centre development

has been delivered with a mix of private, social and public businesses. This has strengthened the Stanley Road frontage and supported footfall into the retail quarter. Some former office buildings have been converted for other uses or demolished, offering future redevelopment opportunities for residential and education between Trinity Road and Balliol Road. Parking is well provided for through a new multi-storey that caters for office employees and visitors.

Within the town a health & well-being centre, providing GP and primary care services, as well as community health and social care and access to voluntary services has been delivered. Bootle Town Hall and its complex of buildings has unique potential within Bootle Town Centre due to its history and grade 2 listing. The Complex has evolved over time into a mixed offer including options that could embrace residential, cultural, heritage, leisure and community activity, as well as for business start-up opportunities, both private and social.

Foreword

Bootle is located 4 miles to the north of Liverpool City Centre and has a population of approximately **24,700 residents** within its two wards of Derby and Linacre. It is home to Hugh Baird College, Superport and the start of the city region's maritime corridor, as well as a 6,000 plus public sector workforce.

Sefton Council is committed to a reimagined Bootle that delivers sustainable economic growth and jobs as well as providing **improved infrastructure, housing, retail, culture and leisure facilities**. The Council will act as a facilitator and enabler to stimulate the necessary conditions capable of supporting future investment, working with investors and town centre stakeholders and its community.

Key strengths and assets that we can build on are:

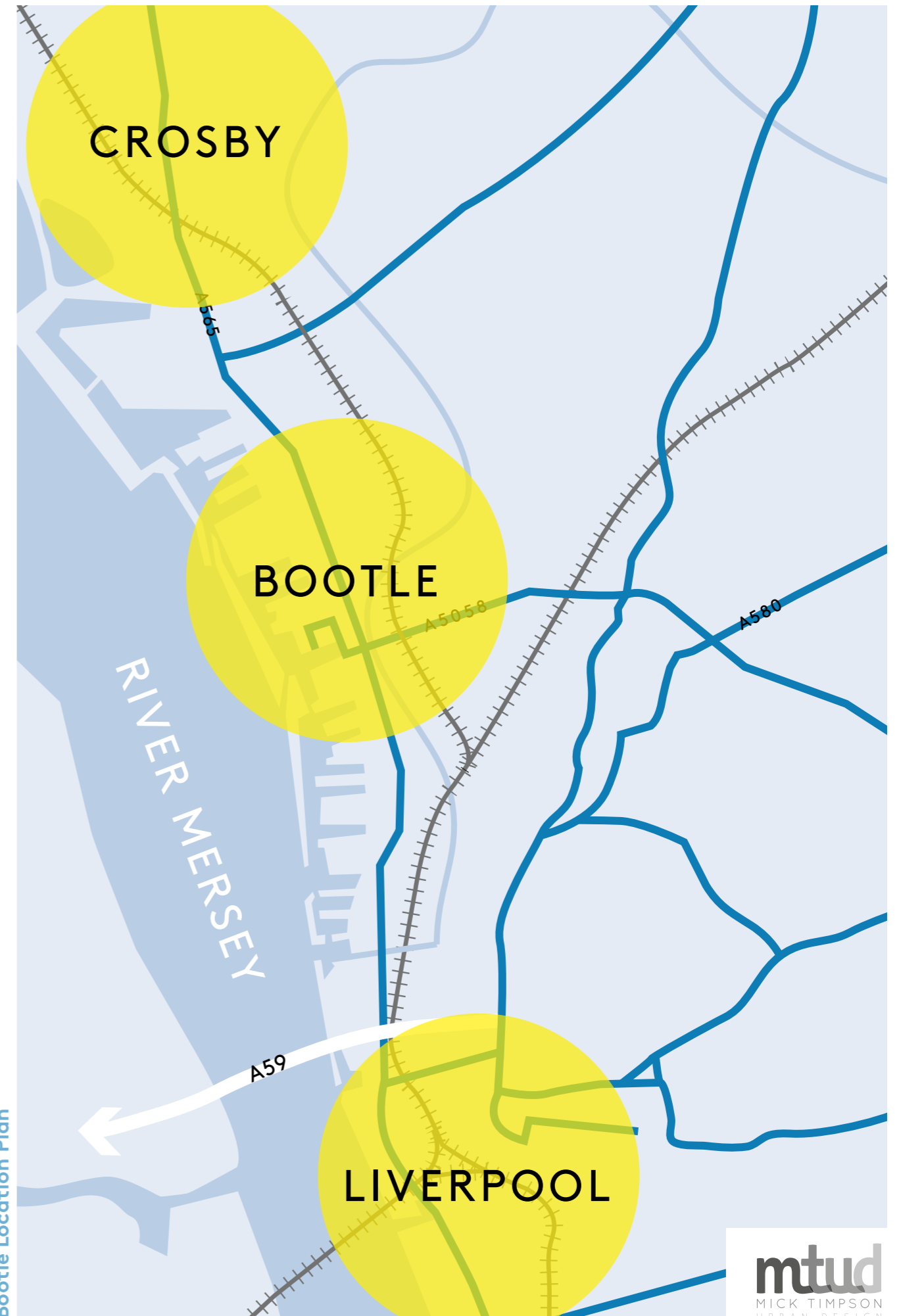
- A local community who feel ownership of the Town Centre
- A higher percentage of young people compared to other areas of Sefton
- Excellent local transport links and connectivity to the national transport network
- An ambitious and well performing FE/HE College with plans to grow
- A Strand Shopping Centre that is

proactive with both the community and the Council

- Bootle's location, home of the Port of Liverpool and close proximity to the City Centre
- Employment and business growth in and around the town as a result of port expansion and a strong social enterprise culture
- Extensive Superfast Broadband and fibre coverage (98.9%)

A greater sense of Community is critical to the emergence of Bootle Town centre as a sustainable place. As investment comes forward local residents will be able to benefit, in terms of **employment opportunities, education facilities** and a **more desirable place to live**. To do this there is a need to connect existing investments with the potential for additional activity by enhancing the quality of the place and supporting the needs of businesses already in the area and those who wish to invest in it.

The **Bootle Town Centre Investment Framework** covers the core area of the Town, from Hugh Baird College to Bootle Leisure Centre.



Introduction

These proposals have been developed following detailed discussions with key stakeholders and a review of property market issues, planning policy, property title, highways, transportation and design.

There are **investment opportunities** and challenges ahead, which could result in a long term positive or negative impact for Bootle. They provide a coherent approach, linking assets and identifying opportunities. The part that the Council is able to play in facilitating the conditions conducive for growth is likely to be a **critical factor in ensuring a positive outcome.**

The strategy work represents a starting point, a set of principles and ideas, not a prescriptive list. Higher aspirations further down the line are not to be discounted as options for a set of investable projects are developed in response to market need.

The Vision for Bootle was initially based around **4 distinct areas focusing on retail, offices, learning and culture.** The reality is that these 4 areas are focussed around two distinct parts of Bootle, the **north focussed on retail** and the **south focussed on commercial and education:**

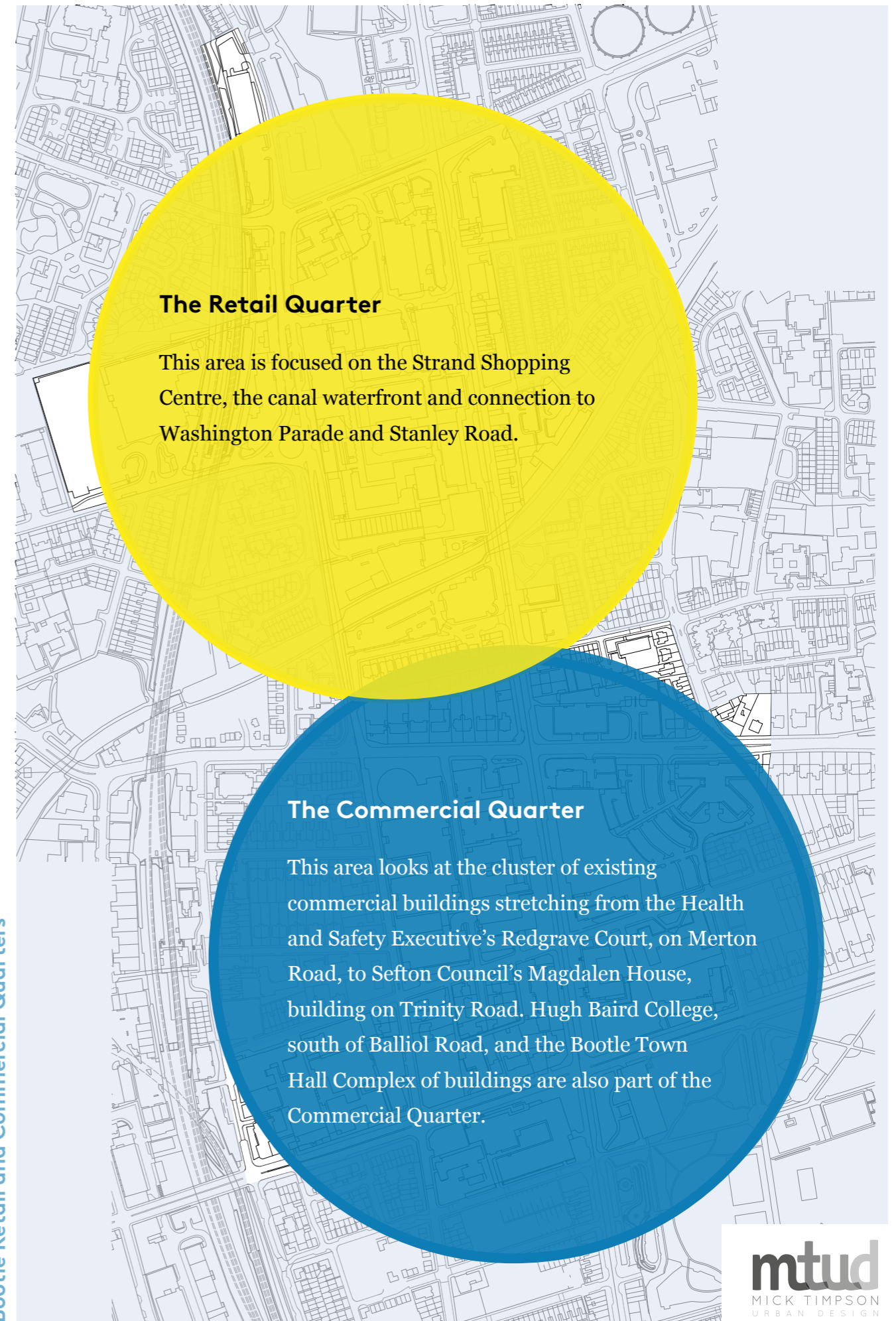
The Retail Quarter

This area is focused on the Strand Shopping Centre, the canal waterfront and connection to Washington Parade and Stanley Road.

The Commercial Quarter

This area looks at the existing cluster of existing commercial buildings stretching from the Health and Safety Executive's Redgrave Court, on Merton Road to Sefton Council's Magdalen House on Trinity Road. Hugh Baird College south of Balliol Road and the Bootle Town Hall Complex of buildings are also part of the Commercial Quarter.

Bootle Retail and Commercial Quarters



The Retail Quarter

This area is focused on the Strand Shopping Centre, the canal waterfront and connection to Washington Parade and Stanley Road.

The Commercial Quarter

This area looks at the cluster of existing commercial buildings stretching from the Health and Safety Executive's Redgrave Court, on Merton Road, to Sefton Council's Magdalen House, building on Trinity Road. Hugh Baird College, south of Balliol Road, and the Bootle Town Hall Complex of buildings are also part of the Commercial Quarter.



Aims and Objectives

The project brief was to create a framework for future town centre investment. The document illustrates and defines where investment can happen and what form it may take. Of particular importance is how each investment opportunity can combine and integrate to help define a new future for Bootle. It is recognised that some developments and investment rely on other investments being made collaterally, for example better access opens up both the commercial and retail offer. This framework provides the means for engagement with investors to assess priorities and how investment is linked. In turn the Council can help “unlock,” the potential for a faster pace of inward investment, social and physical infrastructure regeneration.

The framework, together with an initial town centre vision includes significant public realm projects, highway improvements and changes and strategic demolition and new build within the study area boundary.

The investment framework is underpinned by 5 key design tactics. These are:

1. Stanley Road - Bringing back the spine of the town. The limited use of Stanley Road as a place for parking and though traffic has significantly impacted on

the health and wealth of the town. Stanley Road, which is characterised by wide pavements, and tall buildings, is also marked by the limited vehicular access and low pedestrian movement resulting in an overall lack of activity and vibrancy. This can be seen at the Strand Shopping Centre where retail frontage has turned away from the street towards internal malls in response to more pedestrian activity. The strategy looks to bring back Stanley Road as an active, vibrant place around which a new identity of the town can be built, connecting opportunities together.

2. Place Making - Creating and defining distinctive places along the spine. The long linear nature of Stanley Road can serve to promote and encourage movement and connectivity between the different quarters. The strategy defines new public areas such squares and parks along the spine all helping to serve as catalysts for change throughout the town.
3. Structuring the Centre - Making the town simpler, clearer and more legible. The framework looks to create a more efficient, compact structure to the town centre focused on a new town square and waterfront. The reconnection of Strand Road brings back a ‘cross’ and sense of centre to the town around which new retail development can be developed.

4. Defining quarters - Reinforcing the role of the town. The framework looks to help define and strengthen different quarters of the town helping to build distinctive places to work, learn, live and invest in. Each quarter is based on current activity nodes and clusters of buildings old and new, so that new momentum of change and growth can be stimulated.
5. Cross-linking - Linking the town. The framework also looks to strengthen east west links across the town centre, particularly to both railway stations and the bus station. Reinforced street connectivity, particularly through way finding, will link neighbouring residential areas into the town. Each defined quarter can be efficiently served by public transport.
6. The Town Concept - A thriving reconnected place. The resulting comprehensive town structure provides an attractive place where people choose to live, visit, work, shop, learn and enjoy.

Each development area is defined along with where key active frontage is required. Similarly, areas of highway improvements, parking, public realm and stronger pedestrian connections are indicated. As the project progresses it is envisaged that the framework can be fine-tuned to define a range of different development

and investment scenarios. For example, it’s likely that not all of the areas of change indicated will be open sites. The framework will need to incorporate the possibility that some buildings will remain, extend or change use.

The Vision describes a range of indicative projects based on the principals set out by the framework. Indicative solutions such as new buildings, strategic demolition and new public spaces are shown. Together these combine to show an ‘ideal’ Bootle from which a number of scenarios can now be shaped to build up the Framework document. It will act as a guide for Sefton Council and other key stakeholders to facilitate and enable required development.

Background

Where have we come from

Bootle grew from a small agricultural village with a population of 500 in 1801 into an industrial borough of over 60,000 in 1901. By the end of the 19th century the docks had been constructed along the whole of the river front. The Strand Road tram link and rail lines would have provided important links to the Mersey waterfront and docks. Post Second World War the significance of port activity grew even further as the working port expanded in Sefton.

The development of the Strand Shopping Centre, ambitious and forward thinking when it was constructed in the 1960s, (expanded in 1998/9) changed the historic connecting streets of Stanley Road and Strand Road and the Government sponsored public sector high rise offices of the 60s and 70s significantly changed the skyline.

A range of physical investment and renewal has previously taken place, often supported by the availability of external public funding. The housing market renewal programme saw Keepmoat develop Regency



St Hughes House



The Investment Centre



Oriel Road Railway Station

Park immediately adjacent to the main College Campus, Bruntwood refurbished St Hughes House and a new building, owned and managed by Regenerus, The Investment Centre, in the retail quarter has been successfully let. Work was also undertaken to improve the public realm on Stanley Road and around the Canal, both North Park and South Park, and around Bootle Town Hall. A new headquarters for the HSE was built and the rail station at Oriel Road was upgraded. In respect to future funding, a City Region approach through the Combined Authority will become increasingly important. By taking a holistic approach to the town centre, this framework will support those future conversations.

Bootle and its town centre continues to serve the communities of South Sefton and North Liverpool, with retail as one of its core functions, anchored by The Strand Shopping Centre. Bootle has great transport links, a successful further education college in Hugh Baird (with aspirations to develop its higher education offer) and historically a strong public sector office presence.

Where are we now

Office/Commercial

Given its location north of the City Centre, Bootle falls within the wider Liverpool office market. Activity in Liverpool is generally driven by demand from local occupiers or those with a historic tie to the City. In recent years stock has been difficult to let, and there have been high levels of available office space. Much of the office space is occupied by public sector bodies. However the public sector's requirement for office space is changing and where possible they are relocating into fewer buildings. More recently in Liverpool and Bootle vacant offices have come forward for conversion to accommodation.

Bootle has continued to perform as a public sector location, with over 6,000 employees. It is the administrative hub of Sefton Council. Redgrave Court, (247,000 sq ft) home to the HSE, was completed in 2005 and represents a good example of a public sector hub, which has successfully attracted other Government organisations and is extremely well let.

Whilst several of the original purpose built 1960s/70s office buildings were vacated and subsequently refurbished as a result of the HSE consolidation into Redgrave Court, it is anticipated that several of these buildings do not have a future as offices. They do not match investor or private sector business requirements for office accommodation, due to floorspace layout, age and running costs. Sub division of these types of property to smaller offices is unattractive due to the high management costs associated with this type of letting. Major public sector partners who are consolidating into fewer buildings are also seeking modern property, therefore the possibility of relocation elsewhere over the next five years is real. HMRC has declared its intentions to relocate out of three buildings in Bootle into Liverpool City Centre.

Bootle also has the potential to harvest its share of the benefits from Port Growth given its proximity to both Superport and the maritime corridor. For example it could potentially provide a business location for any future growth in back office functions in the Port/Maritime supply chain sector, and this would sit alongside Hugh Baird College's courses in port logistics, and for enterprise and business growth more generally.

It is only 4 miles from Bootle to the heart of Liverpool City Centre, 15 minutes by car or 9 minutes by train. Liverpool John Lennon Airport is only 12 miles away. Manchester, Birmingham and London can all be reached from Bootle in a similar time as from Liverpool City Centre due to the excellent motorway links.

Bootle offers both affordable and accessible commercial and office accommodation. Office prices in Bootle offer a 60% uplift in accommodation costs compared to similar property in Liverpool City Centre.

Car Parking within the commercial area is currently limited at peak times. This will need to be looked at as development proposals for this area are brought forward.

Retail

Bootle Town Centre is the main focus for retail in the south of Sefton and is well represented from a retailer point of view for convenience and comparison goods, as well as providing access to non-retail services. However as with many towns of a similar size across the UK, this offer has recently experienced higher retail vacancy levels, as consumer habitats and retail trends

have changed. This is due to the growth in supermarkets, out of town centres and web based retailing.

Despite this change in circumstance for our town centre, retail is expected to remain a core function of Bootle, continuing to provide both a comparison and convenience goods offer. It also provides a range of nationally recognised retailers, supported by local services, such as banks, coffee shops, opticians and hairdressers.

The Strand Shopping Centre (415,000sq.ft) offers over 100 retailers (local and national) and an average weekly footfall of 200,000. The centre also benefits from a bus station and a 600 space multi storey car park.

Stanley Road itself is predominantly occupied by small independent retailers and service providers. In responding to the changing role of town centres one opportunity for filling voids generally in the retail quarter will be the ability to attract independent retailers and new retail start-ups. Other opportunities exist to diversify into other uses that supports footfall and can help Bootle fulfil its role as a community shopping centre, such as leisure and health services.

Potential Commercial Quarter

A more diversified Commercial Quarter is proposed, which can meet the requirements for the future needs of business, a hotel leisure offer and education. Opportunities for new homes are anticipated on vacant land or through conversion of vacant offices. Long stay public parking provision has been improved.

The Town Hall and Baths are significant and memorable structures as you enter the town on Baliol Road, these buildings offer a wealth of high profile opportunities. The new public realm works surrounding the buildings work well and provide a much need sense of place and history for the town.

Feasibility options should be explored to consider a range of uses for parts of Bootle Town Hall and its complex of buildings, recognising its role as a Council accommodation building and civic function. Examples may include; residential, business enterprise, offices, cultural, heritage, leisure and community activities. But this would be subject to market testing.

Hugh Baird College have ambitious plans to grow the further and higher education offer in the town centre. The potential exists to redevelop the main college building on the existing footprint, as well

as expand onto neighbouring sites along Stanley Road.

Bootle currently experiences high levels of superfast broadband coverage. If Bootle Town Centre is to be promoted as an area for businesses to start up in or move to this existing infrastructure will need to be enhanced to ultrafast standards and beyond to meet demand. Ultrafast provision will be key to LCR Growth Sector companies such as Digital and Creative, Financial & Professional Services, and Maritime & Logistics businesses.

Retail Quarter

Bootle must meet the expectations of residents, shoppers, students and employees. A stronger destination offer is proposed that will enhance the sense of arrival, access and focal appeal for visitors. Making the most of the canal for waterfront attractions including leisure, restaurants and cultural activity within a high quality public realm setting, will help grow the Bootle economy by capturing additional spend through more visits, longer stays, and an evening economy. These proposals will create a heart to this part of the Town Centre, help strengthen investor confidence and create new employment opportunities.

Safe Regeneration (a creative social enterprise), working with the Canal and River Trust, have advanced plans for a small hotel, workshops and a community canoe hub at the canal basin on Carolina Street. These proposals will inject increased visitor activity, support local enterprise and provide a more secure environment along the canal.

The canal could also provide a location for new homes, with 40 being built in the next 5 years. Opportunities for new business developments, private, social and start-up, should also be explored along this corridor. The area between the canal and the Strand Shopping Centre is key to an improved Town Centre in the future. This area can provide opportunities for investment as well as building on Bootle's destination appeal and its distinctiveness.

Education and learning

A major success for the town is Hugh Baird College, which has grown its educational offer and is now considered the one of the best quality further education institutions in Merseyside. With plans for higher education, it currently attracts over 7,000 students from all over the region. The College has developed its own masterplan vision to

illustrate its ambitious plans for expansion, which has been captured in this Strategy. The recently created L20 Hotel School offers courses in the hospitality and catering and has one of the first Career College's for 14 to 19 year olds in this sector. Its main campus building has been refurbished as an Enterprise Zone, where students, apprentices and internships will train alongside employers, developing them for the world of work. The College opened an £8million University Centre (former Connolly House site) in January 2014 and offers Foundation and Honour Degrees relating to Creative Arts, Business, IT and Health and Social Care. The College, located less than 1 mile away from the deep-water terminal, Liverpool2, at Superport has developed a Port Academy at its Pembroke site, on Balliol Road. It sees itself becoming the main provider of logistics related programmes and training, with progression routes to levels 4 and 5 including engineering.

Residential

The residential population of the Derby and Linacre wards is approximately 24,700. New residential accommodation in and around the town centre is of good quality, offering a range of housing types, sizes and tenures.

This includes a significant programme of new homes at Regency Park, immediately adjacent to the main College Campus by Keepmoat. One Vision own and manage the New Strand flats. These flats have a high occupancy level and are popular with tenants. It's understood that this building is likely to be retained within their property portfolio.

From the evidence suggested by the Residential Market Review and Consultation undertaken with officers and key stakeholders a residential component would add to the overall mix of development. A combination of new build and conversion schemes could help support footfall and a sustainable future for the town. There are a number of possibilities for large-scale residential development within the Bootle town centre area. The continuation of Planning measures to allow under used offices to be converted into residential uses has created the opportunity to further develop a number of residential sites within Bootle, complementing the overall mix of existing town centre uses. There may be a number of further 'windfall' sites that may lend themselves readily to residential conversion, an example of which is the Daniel House scheme developed by Signature Living due for completion in 2016. These 'windfall' housing sites are likely to become available in the short to medium-

term through changes to Bootle businesses' operational priorities and locational needs.

Leisure

With the exception of Castle Bingo and several public houses, Bootle has very little by way of a town centre leisure offer and therefore a limited night time economy. More leisure type uses such as hotels, bars and restaurants would help to diversify the town centre economy. Cultural and heritage uses within the Town Centre would also help, both along Stanley Road and in the Bootle Town Hall complex. There is currently a leisure centre, including a swimming pool, in the town centre, however sports provision could be improved, with opportunities in the existing leisure centre and on the canal, as well as through the potential development of new facilities. The Strand can be transformed to increase significant day and night time economies if the Canal was opened up with a link into the centre. One way to do this is to put in place a destination point along the canal from Liverpool to Leeds, this would likely incorporate a much improved restaurant and food offer.

The quality of the public realm adds to the ambience of the area. This, together with the increased range of leisure and cultural activities provides a centre where people want to spend their time.

Transport and Access

A number of suggestions for improving transport links and access in the short and longer term are proposed. These range from small scale changes, such as more favourable on-street parking and timing of pedestrian signals, to improved cycle lanes, bus stops, public realm and cycle storage. The potential exists for a joint wayfinding/interpretation strategy in conjunction with key Town Centre partners.

Consideration of limited re-opening of Stanley Road in the retail quarter to private vehicular traffic will be kept under review.

The need for a multi storey car park in the Commercial Quarter has been identified for employees and visitors in conjunction with future development. A review of car parking is required to ensure current and anticipated demands are addressed.



L20 Hotel School



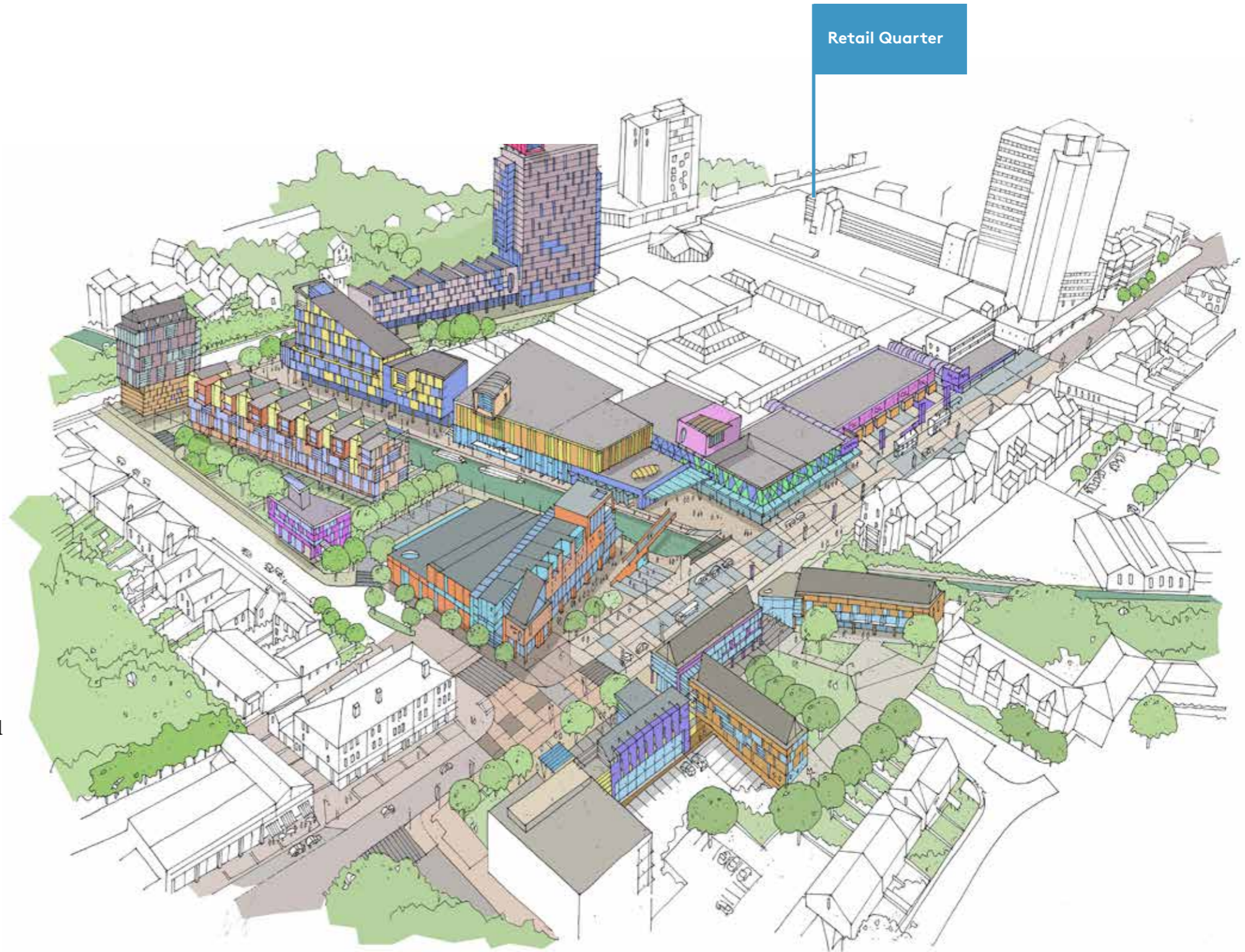
Daniel House Residential Conversion

Proposals

Strategy Vision

By 2030, Bootle has been reshaped and grown its reputation as a desirable education and business location. Town centre living and cultural attractions have increased, with local communities able to access excellent health facilities, and a greater range of services on their doorstep, including a much improved leisure offer.

Within the existing fabric of the Retail Quarter, and through new development opportunities, The Strand Shopping centre performs well, but no longer looks in on itself. In addition a more diverse offer has been achieved, including leisure, restaurants, new homes, community activity and public space, that has optimised the canalside setting. This diversified mixed offer, improved physical integration and connectivity has enabled Bootle to remain the main centre serving South Sefton and North Liverpool. Its destination appeal as a visitor hub for employees, local residents and students has been strengthened.

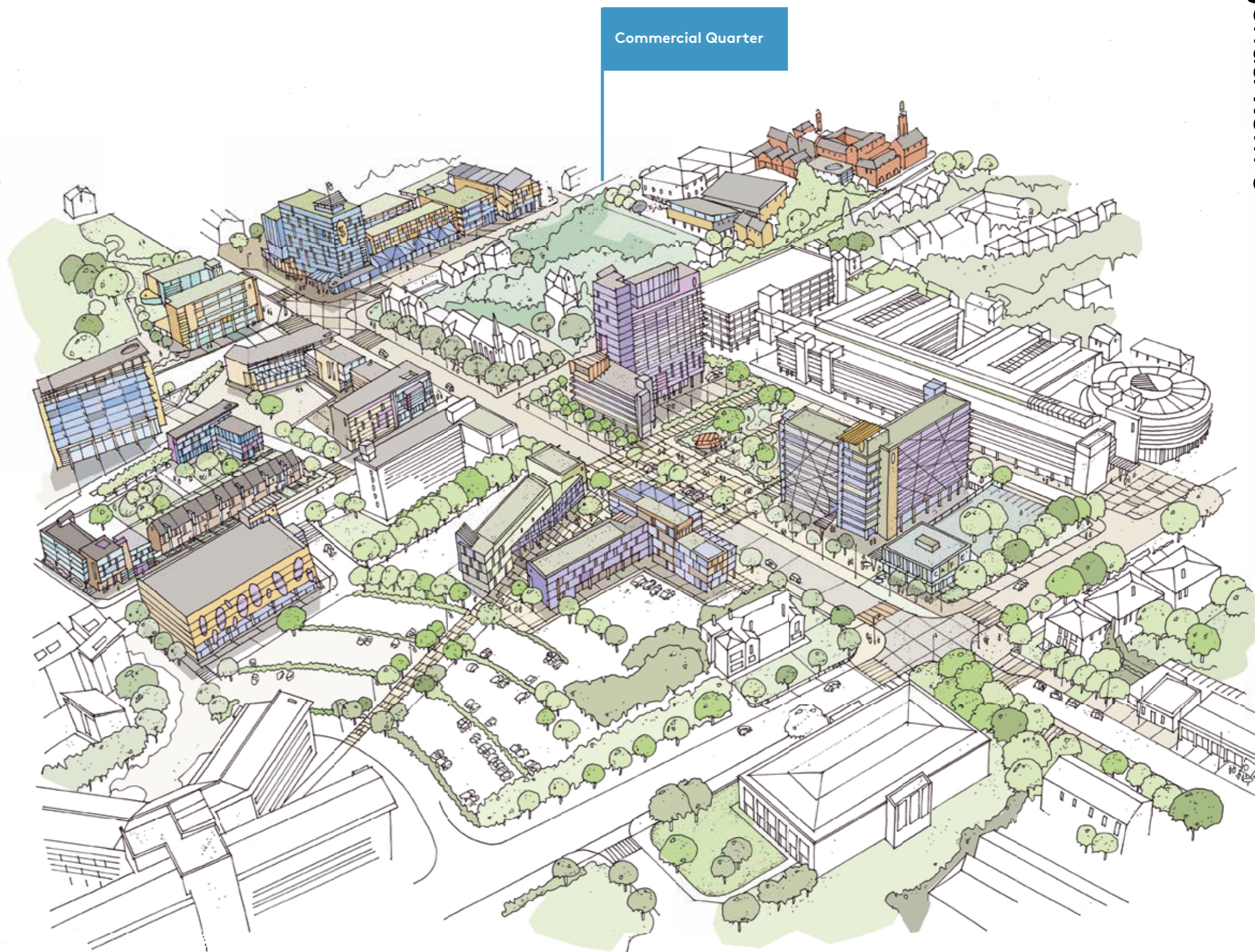


Retail Quarter Aerial View





Within the Commercial Quarter Hugh Baird College has achieved all of its expansion plans, and on Stanley Road a more mixed town centre development has been delivered and attracted private sector businesses. This has strengthened the Stanley Road frontage and supported footfall into the retail quarter. Some former office buildings have been converted for other uses or demolished offering future redevelopment opportunities, for residential and education, between Trinity Road and Balliol Road. Parking is well provided for through a new multi-storey carpark that caters for office employees and visitors. Within the town a health & well-being centre, providing GP and primary care services, as well as community health and social care and access to voluntary services has been delivered. Bootle Town Hall and its complex of buildings has become a zone for cultural, leisure and community activity, and for business start up opportunities.



Commercial Quarter Aerial View



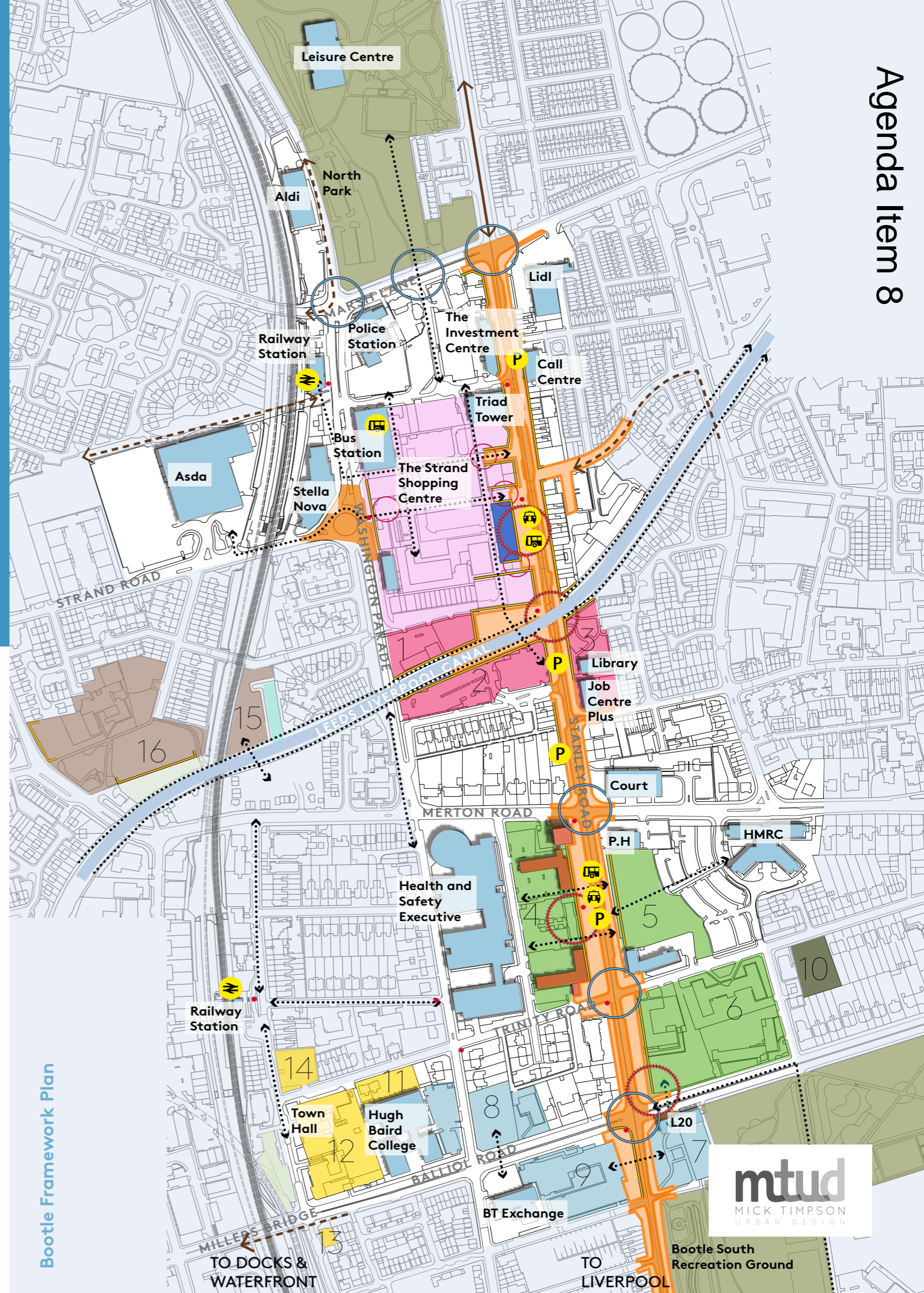
Development Framework

The framework proposes the gradual remodelling and upgrading of Stanley Road in order to bring it back as the spine of the town and the centre of day-to-day activity. As major development opportunities come forward it's important that they enhance Stanley Road as a place and a destination unique to Bootle.

1,2 and 3	Retail Quarter, diversified mixed use
4,5 and 6	Commercial Quarter, diversified mixed use
7,8 and 9	Expanded education offer
10	Residential
11,12,13 and 14	Bootle Town Hall Complex
15,16	Social enterprise, community and residential

Key

-  Options for on street pilot parking
-  Taxi Rank
-  Bus Stops
-  Railway Station
-  Improved traffic junction and Pedestrian crossing
-  Existing key buildings
-  Remodelled shopping centre
-  Wayfinding Structures
-  Commercial Quarter diversified mixed use
-  Retail Quarter, diversified mixed use
-  Expanded education offer
-  Residential
-  Bootle Town Hall Complex
-  Social enterprise, community and residential
-  Active Frontage
-  Public realm improvement and cycle lane
-  Highway improvements
-  Improved pedestrian routes
-  Existing cycle access
-  Improved cycle access
-  Retain buildings for new uses
-  Strategic shopping centre improvements
-  Active node
-  Retained car parking
-  Site Descriptions










Transport and Access

A number of suggestions for improving transport links and access in the short and longer term are proposed. These range from small scale changes, such as more favourable on-street parking and timing of pedestrian signals, to improved cycle lanes, bus stops, public realm and cycle storage. There is potential to develop a signage strategy for the Town Centre in conjunction with key partners.

Consideration of limited re-opening of Stanley Road in the retail quarter to private vehicular traffic will be kept under review. The need for a multi storey car park in the Commercial Quarter has been identified for employees and visitors in conjunction with future development.

KEY

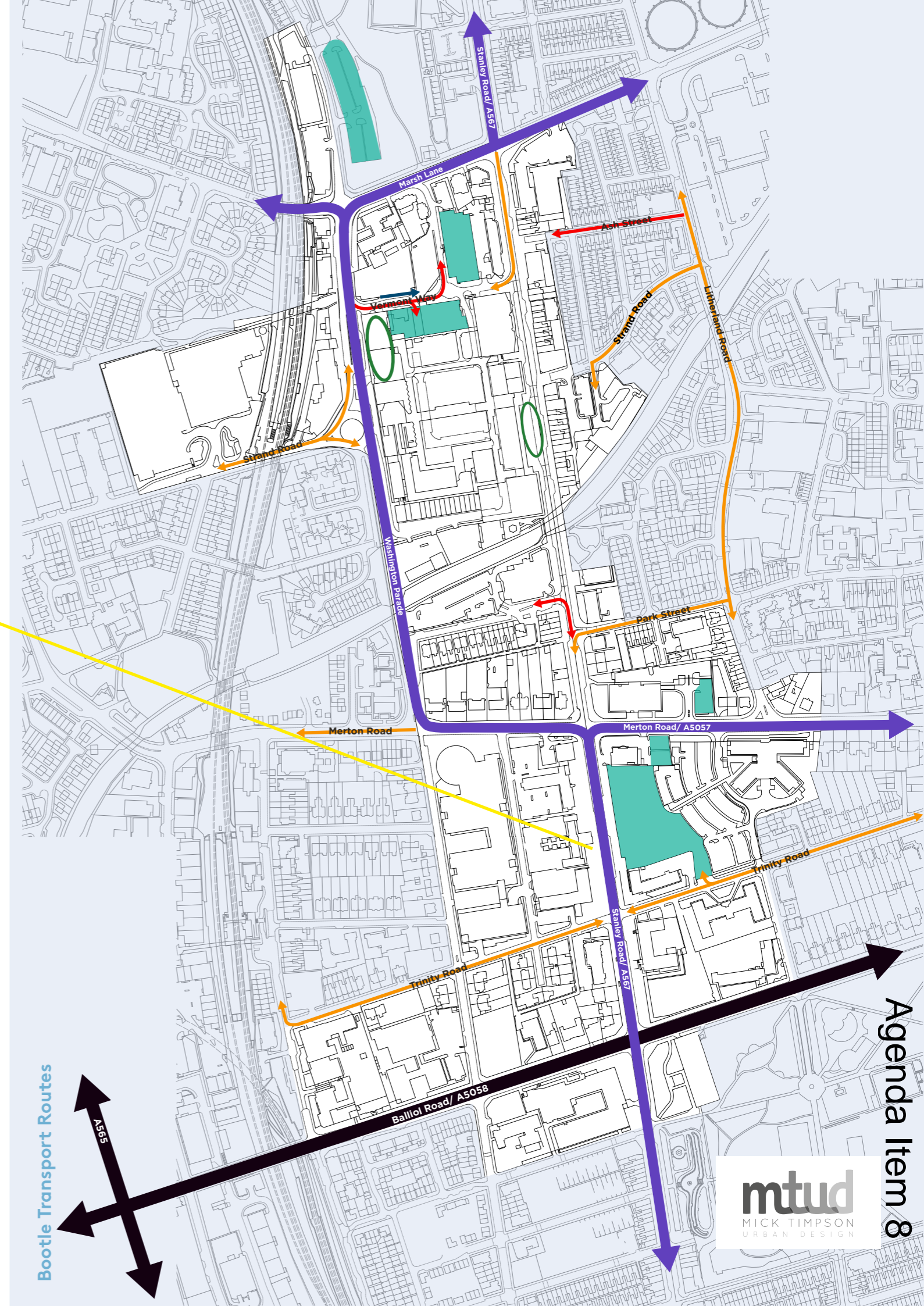
	Bypass vehicular route
	Primary vehicular route
	Secondary route/local access
	Vehicle access into retail quarter
	Service vehicle access
	Bus interchange
	Existing public car parks



Existing Vehicular Signage on Stanley Road



Train Station

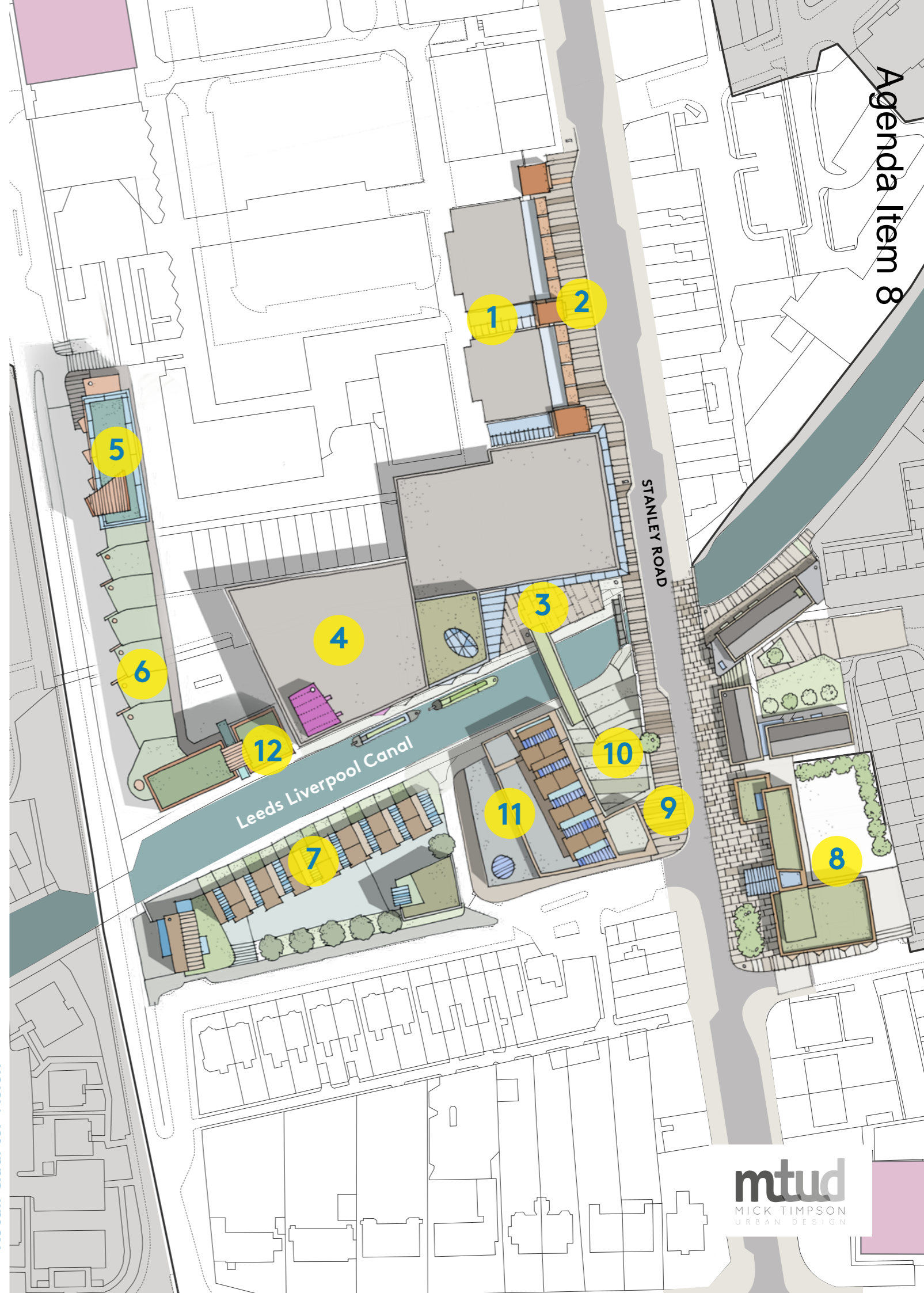


Retail Quarter

Bootle must meet the expectations of residents, shoppers, students and employees. A stronger destination offer is proposed that will enhance the sense of arrival, access and focal appeal for visitors. Making the most of the canal for waterfront attractions including leisure, restaurants and cultural activity, within a high quality public realm setting, will help grow the Bootle economy by capturing additional spend through more visits, longer stays, and an evening economy. These proposals will create a heart to this part of the town centre, help strengthen investor confidence and provide new employment opportunities.

1,2	Improved entrance, public space to Strand Shopping Centre
3	Improved public space and links to the canal
4	Family entertainment and leisure
5	Existing new strand flats
6,7	New residential development
8	Potential community facilities
9	Improved public realm
10	Terraced public space
11,12	Leisure and Residential

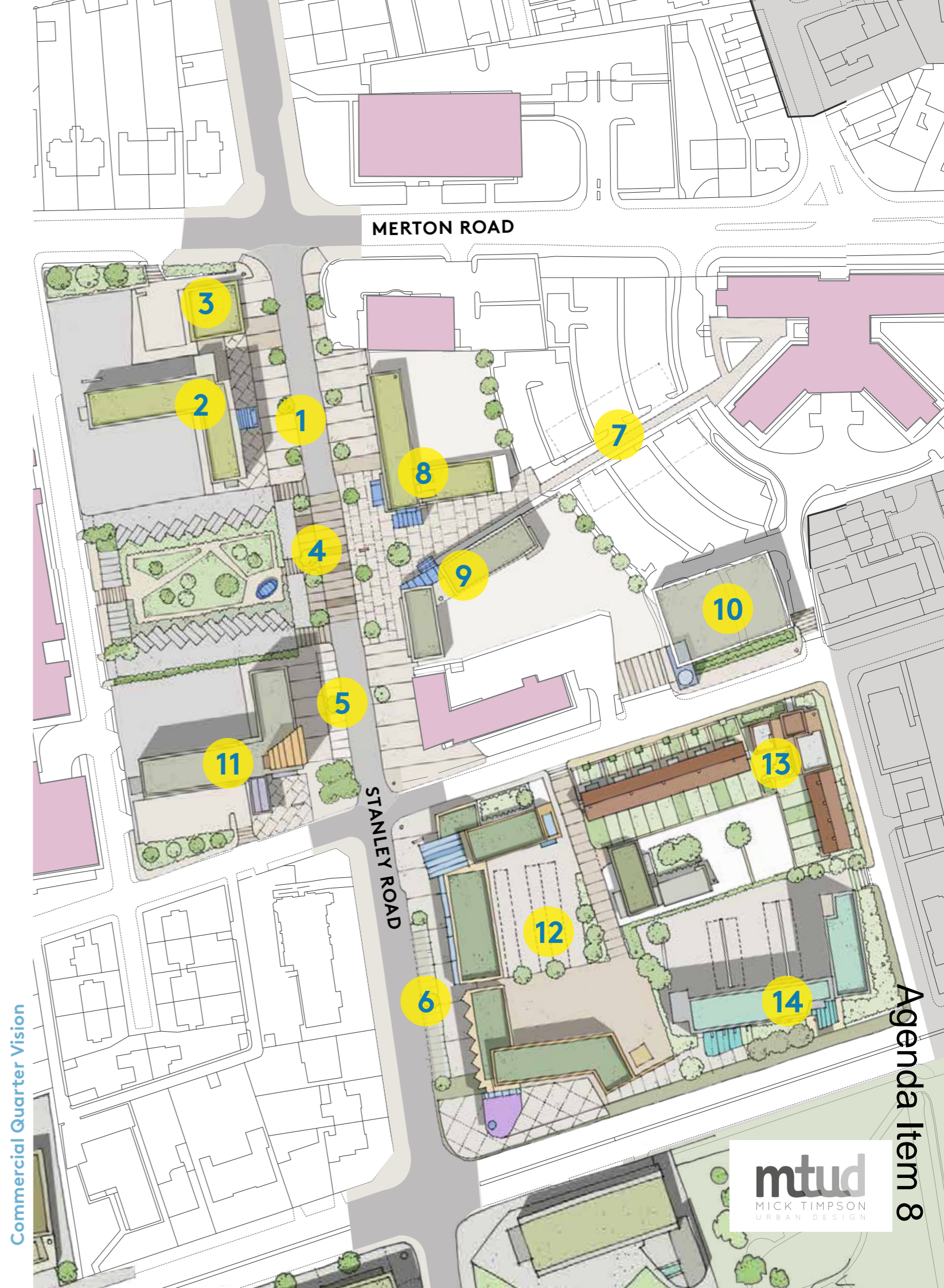
Retail Quarter Vision



Commercial Quarter

A more diversified Commercial Quarter is proposed, which can meet the requirements for the future needs of business, a hotel leisure offer and education. Opportunities for new homes are anticipated on vacant land or through conversion of vacant offices. Long stay public parking provision has been improved.

1	Improvements to Stanley Road with some on-street parking
2,3	Buildings refurbished and converted for other uses
4,5,6	Public realm improvements and off street public parking
7	Potential development plots
8, 9	New commercial development
10	Multi storey
11	Daniel House- residential conversion
12	Commercial/education/hotel
13	New residential
14	New residential or conversion



Commercial Quarter- Bootle Town Hall and Hugh Baird College

Technical feasibility work for Bootle Town Hall Complex is proposed. This will include its future potential as a main Council accommodation building. The civic function of the Town Hall will continue in the future. Depending on the outcome of the feasibility work there may be the potential to consider other types of uses in parts of the complex, such as business enterprise, cultural, leisure and community activities. However this would be subject to market testing.



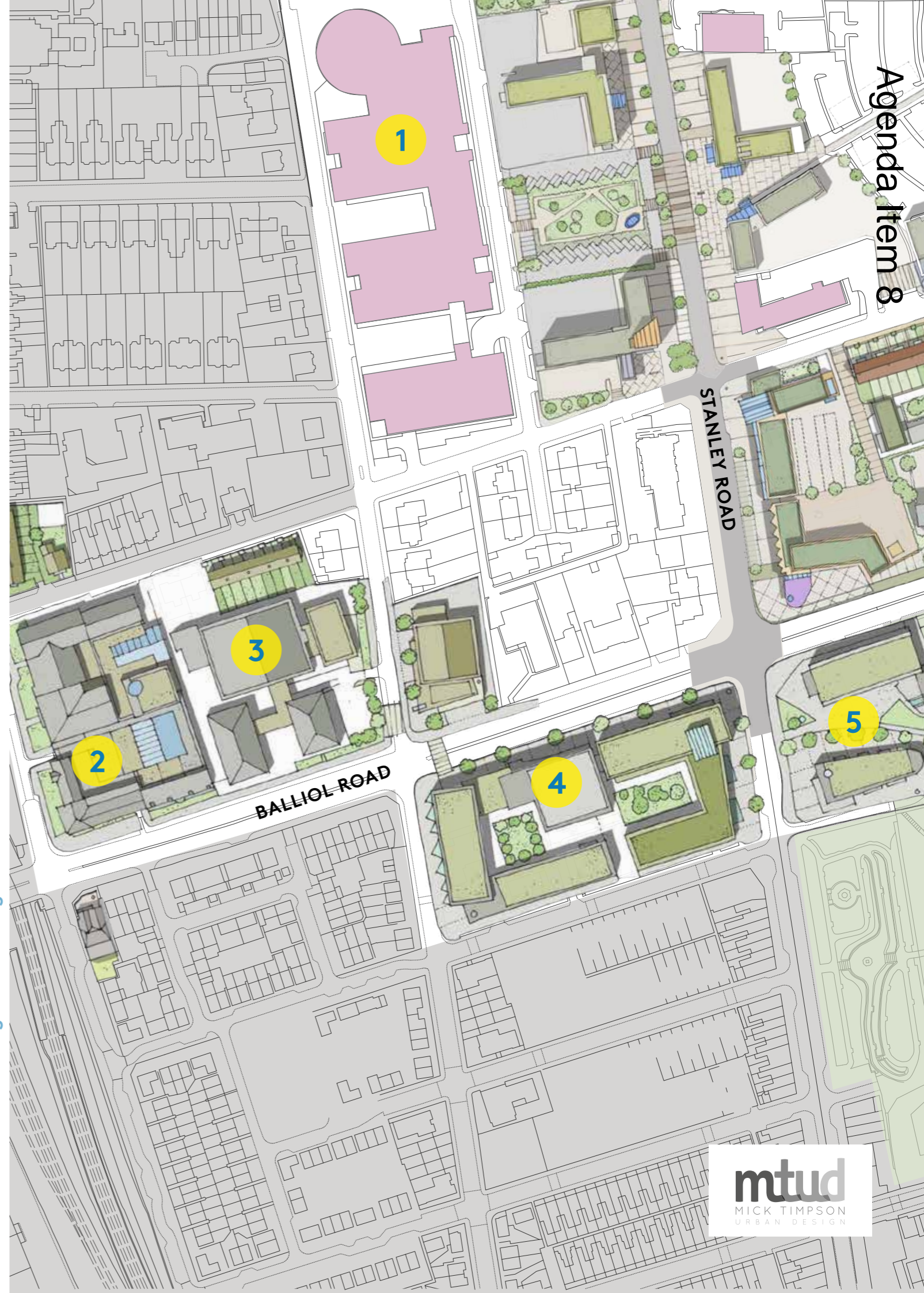
Hugh Baird College



Bootle Town Hall

Hugh Baird College have ambitious plans to grow the further and higher education offer in the town centre. The potential exists to redevelop the main college building on the existing footprint, as well as expand onto neighbouring sites along Stanley Road.

1	Health and Safety Executive
2	Bootle Town Hall Regenerated Complex
3,4,5	Hugh Baird College Development



Bootle Town Hall and Hugh Baird College Vision



Retail Quarter- Canal

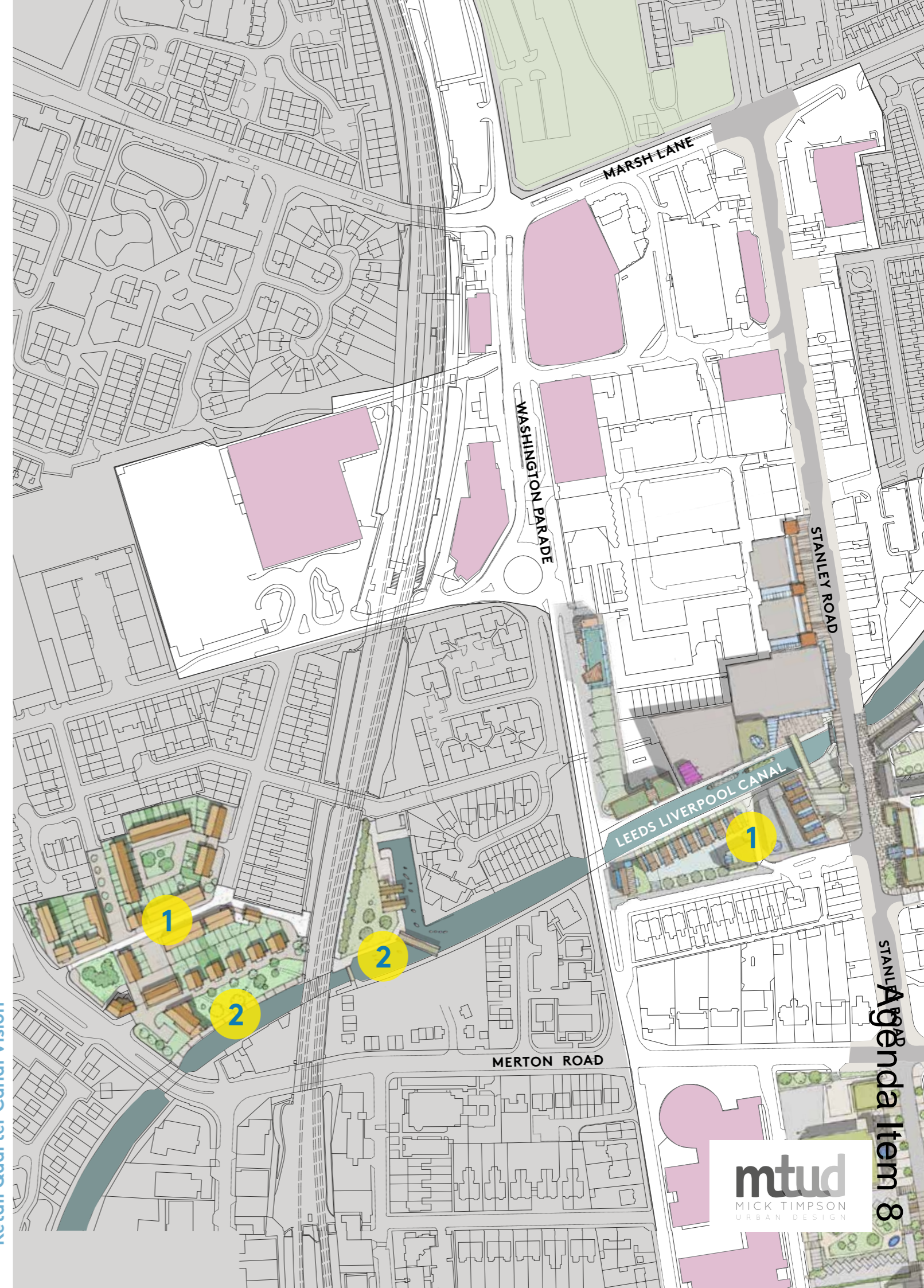
Safe Productions a creative social enterprise have advanced plans for a small hotel, workshops and a community canoe hub at the canal basin on Carolina Street, with the Canal and River Trust. These proposals will inject increased visitor activity, support local enterprise and provide a more secure environment along the canal. It's envisaged that 40 new homes will come forward in the next 5 years.



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- 1 | New Residential Development
- 2 | New Canal Side Leisure/Education

Retail Quarter Canal Vision



mtud
MICK TIMPSON
URBAN DESIGN

Agenda Item 8

Masterplan Vision Outputs

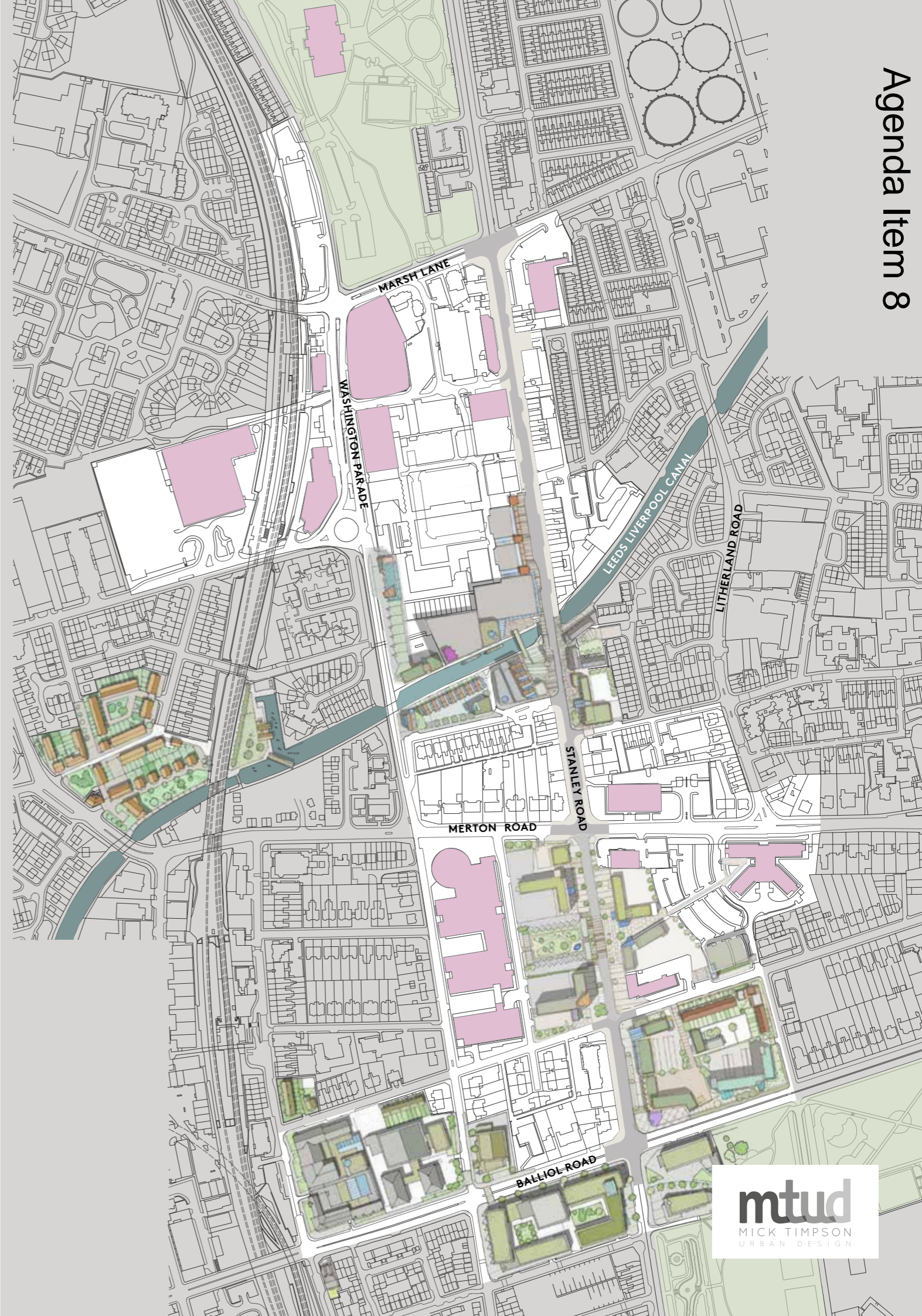
The 2030 Vision for Bootle represents up to £100m plus of investment potential.

- 150,000 Sqft of new office floorspace and hotel
- 15,000 Sqft of new and converted start up space
- A vibrant and connected canal setting – bars, restaurants, a canoe and creative hub and small hotel
- 15,000 Sqft of leisure space
- An improved Bootle Town Hall complex
- An expanded higher education offer and student accommodation
- Potential for 200 rental apartments if further buildings are converted
- 80 new homes and apartments through redevelopment opportunities
- An Integrated health care facility anchoring a new community hub
- 800 space multi storey car park
- Branding and placemaking activity to give Bootle Town Centre a unique identity

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Overall Masterplan Vision



Delivery

In developing the vision for Bootle Town Centre the Framework process has given consideration to the following issues:

- Proposals that are flexible and adaptable to reflect changing needs and growing aspirations;
- Proposals that are capable of attracting inward investment;
- Proposals that allow a more permeable town centre, increase densities, achieve a broader mix of uses and increase access;
- The possibility of some limited re-opening of Stanley Road in the retail quarter to private vehicular traffic;
- The need to incorporate excellent urban design and high quality public realm;
- The wider regeneration benefits for the evening economy through a diversified leisure offer;
- Parking proposals that meet the needs of businesses whilst also creating an excellent parking experience for visitors in the commercial quarter;
- Proposals that promote a unique identity for the town centre
- In embracing future opportunities for Bootle Town Centre local communities should be at the heart of this. The pride and sense of history that they have in their area needs to be built upon.





Approach

In summary

- This document provides the high level vision for future investment in Bootle Town Centre and a framework for a comprehensive regeneration approach.
- The framework aims to inform and provide clarity to investors, so they have the confidence to commit.
- It provides a framework for sustained stakeholder involvement in the regeneration of Bootle Town Centre.
- Sefton Council is willing to work in partnership with other public and private organisations to make the most effective and efficient use of town centre assets.

Public sector rationalisation in the next five years will generate surplus land and property for other uses. These uses could include employment, housing, commercial, education and health. These opportunities must be taken.

The Council is committed to ensuring that comprehensive redevelopment proposals come forward and will adopt a proactive approach with key stakeholders, including assembly of land and property where appropriate. It will actively consider the role, use and potential disposal of its property assets to create viable schemes. The Council is prepared to appoint its own developer partners if it is felt necessary to deliver specific schemes within the town centre.

Sefton Council will act as a facilitator and enabler to stimulate long-term sustainable growth. It will act as a champion for Bootle Town Centre.

Conclusion

The Bootle Investment Framework is a high level vision to guide forward regeneration and investment. It will require close partnership with both the private and public sector estate and continued engagement with the community and local business to deliver the improvements that are needed.

This Investment Framework is a starting point and;

- Is consistent with and has clear strategic links with the emerging Sefton Local Plan;
- Complements the aims of the Growth Strategy for the Liverpool City Region;
- Supports the planning and regeneration priorities for the area and identifies specific development opportunity;
- Will be used to guide the future of the Council’s current property and land holdings in the area;
- Will inform future Council parking strategies and studies;
- Is intended to enhance investor confidence and assist private sector developers to either dispose of or develop their assets within the town centre;
- Will facilitate the use of private and public sector resources to improve the economic health and vitality of the town;
- Will be flexible to adapt to development/aspiration.

For more information contact

Nicky Owen
Nicky.Owen@sefton.gov.uk

Andrew Hall
Andrew.Hall@sefton.gov.uk

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Report to: Cabinet **Date of Meeting:** 6 October 2016

Subject: Adoption of the Liverpool City Region Statement of Cooperation on Local Planning **Wards Affected:** (All Wards);

Report of: Head of Regeneration and Housing

Is this a Key Decision? Yes **Is it included in the Forward Plan?** Yes

Exempt/Confidential No

Purpose/Summary

To seek approval of the Liverpool City Region Statement of Cooperation on Local Planning which has been approved by the Combined Authority and now needs to be approved by the constituent local authorities.

Recommendation(s)

That Cabinet approves the Liverpool City Region Statement of Cooperation on Local Planning to guide consultation on Development Plan documents, including the Sefton Local Plan and any reviews thereof, produced at the Liverpool City Region and Sefton levels.

How does the decision contribute to the Council’s Corporate Objectives?

	<u>Corporate Objective</u>	<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community	x		
2	Jobs and Prosperity	x		
3	Environmental Sustainability	x		
4	Health and Well-Being	x		
5	Children and Young People	x		
6	Creating Safe Communities	x		
7	Creating Inclusive Communities	x		
8	Improving the Quality of Council Services and Strengthening Local Democracy	x		

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Reasons for the Recommendation:

Minute 33 of the Combined Authority (15th July 2016) resolved that:

- (i) the content of and actions arising from the Liverpool City Region Statement of Cooperation on Local Planning be approved; and
- (ii) the Liverpool City Region Statement of Cooperation be presented to each Constituent Council (including West Lancashire which is an associate member of the Liverpool City Region) for adoption.

This report enables Sefton Council to comply with these recommendations.

Alternative Options Considered and Rejected:

The alternative is not to agree to adopt the Statement of Cooperation. However, we would then fail to meet this statutory Duty to Cooperate requirement, both in relation to any Liverpool City Region-wide plans prepared in the future and those prepared by Sefton. There would not be a Liverpool City Region-wide approach to cooperating on strategic issues, and there could also be an impact on our losing out on economies of scale in relation to consultation and procurement where appropriate.

It has been already been adopted by West Lancashire and St Helens and is due to be considered by Halton in October. It is not known when the other Liverpool City Region authorities will adopt the Statement.

Section 2 of the report sets out the implications for Sefton, in terms of both sub-regional work and work on the Local Plan.

What will it cost and how will it be financed?

(A) Revenue Costs

None directly, although costs may be incurred as individual Local Planning documents are produced. This will be addressed through the Local Plans budget.

(B) Capital Costs

None

Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

Financial
There will be some costs generated by the preparation of Local Planning documents. However, it is hoped these can be met from existing budgets
Legal
Compliance with the Duty to Cooperate and to consult on the preparation of Development Plan documents is a statutory requirement. The Duty to Cooperate in

relation to planning of sustainable development arises under Section 33a of the Planning and Compulsory Purchase Act 2004.

Human Resources

These will be met form within the Planning resource.

Equality

- | | |
|---|-------------------------------------|
| 1. No Equality Implication | <input checked="" type="checkbox"/> |
| 2. Equality Implications identified and mitigated | <input type="checkbox"/> |
| 3. Equality Implication identified and risk remains | <input type="checkbox"/> |

Impact of the Proposals on Service Delivery:

This is good practice which can be accommodated from within the existing Planning resource.

What consultations have taken place on the proposals and when?

The Head of Corporate Resources has been consulted (FD4318/16) and notes the report indicates no direct financial implications for the Council with any costs being met from existing budget. The Head of Regulation and Compliance (LD3601/16) has been consulted and has no comments on the report.

Implementation Date for the Decision

Following the expiry of the “call-in” period for the Minutes of the Cabinet Meeting

Contact Officer: Ingrid Berry

Tel: 0151 934 3556

Email: ingrid.berry@sefton.gov.uk

Background Papers:

None

Agenda Item 9

1. Introduction/Background

- 1.1 The Liverpool City Region Housing and Spatial Planning Board and the Combined Authority approved the Liverpool City Region Statement of Cooperation in July 2016 (Minute 33) and resolved that the Statement (which is attached as Appendix 1) is presented to each constituent Council for adoption. Consequently Cabinet is requested to adopt the Statement.
- 1.2 The Statement of Cooperation had also been by all 6 City Region Councils as well as West Lancashire Borough Council, which is an associate member of the Liverpool City Region. The Statement of Cooperation was required to progress the Single Spatial Framework and would also be used by the constituent Local Planning Authorities when they prepare Local Plans be used by the constituent Local Authorities and West Lancashire Borough Council to ensure alignment and uniformity of approach.
- 1.3 The Statement aims to fulfil this duty by demonstrating what cooperation is currently being undertaken for the various strategic thematic topics affecting the Liverpool City Region. It will also provide an approved mechanism for future and ongoing strategic planning, and identify areas of joint working that will be required in the period 2016 to 2021.
- 1.4 The document includes a number of key themes:
 - Housing
 - Economic Development (including SuperPort)
 - Transport (including SuperPort)
 - Utilities Infrastructure
 - Community Infrastructure
 - Environment
 - Retail, Leisure and Tourism
- 1.5 For each theme, the current position in the Liverpool City Region is described and the key cross boundary strategic issues identified. Each chapter also identifies future approaches to working and provides a closing summary of key actions (including their timescales and who is undertaking them) and who the key prescribed and other bodies for the topic area would be. Chapter 10 provides a brief summary of the existing key documents which are shaping the City Region.
- 1.6 An Action Plan for Continued Joint and Strategic working is set out in Appendix 1 of the Statement. It identifies the many forms of ongoing liaison, with a key action being the preparation of a LCR Strategic Housing and Employment Market Assessment (SHELMA) to determine future housing and employment need within the City Region, including the impact of SuperPort, beyond the current round of Local Plans being prepared. In Sefton, this will determine whether an immediate review of the Local Plan is required.
- 1.7 The Statement of Cooperation is seen as an important element of strategic planning which will assist future joint working to shape both individual plan-making but also the future shaping of the City Region.

- 1.8 The Statement of Cooperation also addresses the LCR Devolution Agreement signed in November 2015. The development of a Liverpool City Region Single Strategic Spatial Framework is intended to support the delivery of strategic housing and employment sites across the region. However, it acknowledges that the preparation of the Strategic Spatial Framework must not delay the development of any authority's Local Plans.
- 1.9 It will initially aid the process of preparing the Strategic Spatial Framework by identifying where joint work is required for Local Plans that can also feed into the Single Spatial Framework. It is envisaged that following further refinement of the scope of the Single Spatial Framework, actions for cooperation on strategic matters (evidence base, liaison with external bodies, joint policy formulation, etc) will emerge, and that the Statement of Cooperation will be updated to include these.

2. Implications for Sefton

Future housing and employment land requirements

- 2.1 Sefton's Objectively Assessed Housing Need (OAN) was established during the adjourned Local Plan examination earlier this year as being 576 dwellings a year. The subsequent publication of the 2014-based household projections by the Department for Communities and Local Government in July has led the Local Plan Inspector to conclude that the resultant modest decrease in the requirement should not necessitate further changes being made to the Local Plan's housing requirement. The consultation on his views ended on 17th August, and the Inspector will confirm our OAN in his final report which we are due to receive in late November. This will also confirm which sites are allocated for housing and employment in the Local Plan.
- 2.2 The seven LCR authorities are have commissioned GL Hearn to prepare a Strategic Housing and Employment Land Market Assessment (SHELMA). This is due to be completed in the autumn. This will influence emerging LCR Housing Strategy, the Single Spatial Framework and future Local Plans prepared in the region in terms of housing numbers and employment land. It will also assess the impact of the SuperPort and the need for large sites suitable for logistics following the development of the Seaforth River Terminal at Liverpool2.
- 2.3 If a need for more housing or employment land is identified for Sefton, this will trigger an immediate review of the Local Plan, which should be submitted for examination within 2 years of the adoption of the emerging Local Plan.
- 2.4 A number of strategic cross boundary issues have been identified:
- Closer cooperation is required to prepare future iterations of Local Plans across the LCR in order to ensure the delivery of sufficient new housing to meet the needs and aspirations of the LCR overall.
 - The supply of land suitable for housing that is not within the Green Belt is limited and may not be sufficient to meet the collective needs across the LCR. Several LCR authorities, including Sefton, have already reviewed, or are in the process of reviewing, their Local Plan boundaries.

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- Whilst there is an identified need for Traveller provision across the LCR which has not been met, Sefton has identified sufficient sites in its emerging Local Plan to meet its requirements as set out in the existing LCR study.
- The LCR Spatial Investment Plan 2014 – 2017 found that there was a rapidly declining supply of available and good quality land for industrial and employment uses across the region. However, in the Sefton Local Plan's Inspector's initial findings, received in February, the Inspector concluded that Sefton did not require all three of the Green Belt employment sites included in the Local Plan, and reduced our employment land requirement pending the completion of the SHELMA.
- SuperPort, the name given to a cluster of projects, investment and activity across and beyond the City Region, to develop a multimodal freight hub. This need is not addressed in the emerging Sefton Local Plan. However, there is a commitment in the Plan that we will carry out an immediate review of the Local Plan if the SHELMA identifies a need for port-related logistics development which has to be located in Sefton.

Transport

- 2.5 Transport infrastructure and networks are key enablers of economic growth. The Combined Authority has produced 'A Transport Plan for Growth' to aid the preparation of Local Transport Plans across the City Region.
- 2.6 The expansion of the Port of Liverpool and the opening of the Seaforth River Terminal (Liverpool2) this summer will enable some of the world's largest container ships to be accommodated. The City Region is working with the Government and Highways England to identify appropriate solutions to increasing highway capacity to and from the Port. Strategic rail improvements are likely to impact more on Liverpool or Sefton, while improved road access is likely to have the greatest impact on Sefton and Knowsley. Depending on when any routes are identified in Sefton (an upgrading of the A5036 or through the Rimrose Valley), these will have to be included in a future review of the Local Plan.
- 2.7 The report also refers to other strategic elements which will help to improve local, regional and national connectivity. These include the Burscough Curves (which will enhance rail connectivity from Southport) and motorway junction improvements (eg the provision of the 'missing' slip roads on the south side of Junction 1 on the M58).

Utilities

- 2.8 Currently, there are no unresolved issues identified in the Infrastructure Delivery Plan that accompanies the emerging Sefton Local Plan. However, in the future there may be more pressure for strategic infrastructure such as wind farms, solar farms and tidal schemes which may affect Sefton.
- 2.9 The Duty to Cooperate also identifies an issue regarding the distribution of electricity in eastern Southport.

- 2.10 It is anticipated, as existing evidence begins to age, that there will be more scope to review the evidence on a sub-regional or City Region basis, where appropriate.

Community Infrastructure

- 2.11 This includes education, health, emergency services, prison and probation services, social care. The geographies for providing each varies for each service. All authorities must recognise and respond to the additional pressure put on these facilities as a result of new development. These may have cross-boundary implications.
- 2.12 Two of the four priority areas in the LCR Growth Deal relate directly to cross-boundary strategic community infrastructure. These are:
- Skills and education to enable economic growth, through education and apprenticeships related to topics such as the SuperPort / logistics, the visitor economy, low carbon and financial and professional services, all of which are found in Sefton, and
 - The visitor economy – facilities are required across the City Region to support the revival of Liverpool as a world class business and leisure destination, as well as within the local area. However, the role of Southport is not acknowledged.

Environment

- 2.13 The Merseyside Environmental Advisory Service (MEAS) is jointly funded and plays a key role in joint commissioning and joint evidence base work for biodiversity and nature conservation, waste, minerals, contaminated land, renewable energy and the historic environment.
- 2.14 Other key issues affecting the sub-region include flood risk, and the proximity of development areas to European Natura 2000 nature conservation sites and their supporting habitats. In response to the latter, the Merseyside authorities have prepared an Ecological Framework to help address these issues. This is part of the background evidence which has informed the Sefton Local Plan.
- 2.15 Future joint working affecting Sefton could include the development of a joint LCR sustainable drainage (SuDS) Supplementary Planning Document, the development of a Coast Management Strategy, as well as continuing cooperation on flood risk matters, mitigation to protect nature conservation sites, as well as monitoring the adopted joint Waste Local Plan.

Retail, leisure and tourism

- 2.16 Southport is identified as a second tier retail centre (below Liverpool city centre), whilst Bootle is identified as a town centre serving north Liverpool and south Sefton. A key issue for the City Region includes the need to maintain the vitality and viability of these and other centres to meet localised shopping needs.
- 2.17 Aintree racecourse, the Sefton coastline and golf tourism are some of the main leisure and tourism attractions in the City region cited in the report. The visitor economy is one of the key growth sectors in the City Region. However, the

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Statement of Cooperation assumes that the on-going review of retail and leisure provision will be undertaken on an individual authority basis as part of the review and preparation of individual Local Plans.

3. Next Steps

- 3.1 Local Authorities need to engage with their neighbours on two levels: firstly through providing regular updates to the relevant LCR officer groups (including joint evidence base work and commissioning), and secondly, they need to engage with their neighbours through focussed one to one meetings and discussions on cross boundary strategic issues. This tends to be in the form of meetings between individual or small groups of neighbouring Local Authorities to discuss specific issues relating to the preparation of each Authority's Local Plan which may impact on adjoining areas.
- 3.2 Where agreement cannot be reached, the outstanding matters will be escalated to the District Planning Officers' group for the Heads of Planning to resolve where possible. If there are still outstanding matters, a joint statement identifying outstanding issues will be prepared which can be tabled at any relevant Local Plan examination.



**Liverpool City Region
Statement of Cooperation on Local Planning**

March 2016

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Executive Summary

- 0.1 This document has been prepared by the Liverpool City Region District Planning Officers and Planning Policy Managers Groups on behalf of the Liverpool City Region Combined Authority Housing and Spatial Planning Board¹ with aims of helping to fulfil the Duty to Cooperate by:
- a. Providing an agreed position of how strategic planning is currently being undertaken;
 - b. Providing a description of those strategic thematic topics affecting the city region;
 - c. Providing an approved mechanism for future and ongoing strategic planning; and
 - d. Identifying those areas of joint working that will be required in the period 2016 to 2021
- 0.2 Chapter 1, the introduction, provides a discussion about the background to the Liverpool City Region², the legal and policy requirements regarding joint working and an overview of how the Liverpool City Region currently operates. Chapter 2 provides a position statement of statutory development plan status for each participating authority when this document was prepared.
- 0.3 Chapters 3 through to 9 provide a discussion on the key topics and themes that have been screened as having strategic cross boundary issues. For each of these chapters, the current position in the Liverpool City Region is described and the key cross boundary strategic issues identified. Each chapter also identifies future approaches to working and provides a closing summary of key actions (including their timescales and who is undertaking them) and who the key prescribed and other bodies for the topic area would be. Chapter 10 provides a brief summary of the existing key documents which are shaping the Liverpool City Region.
- 0.4 The Liverpool City Region planning authorities view this Statement of Cooperation on Local Planning as an important element of strategic planning which will assist future joint working and act as a useful tool for all the individual authorities to shape their approaches to working with benefits for not only individual plan making but also the future place shaping of the Liverpool City Region.

¹ The LCR H&SPB comprises Councillors representing the six LCR Combined Authority members of Halton, Knowsley, Liverpool, Sefton, St.Helens and Wirral, with West Lancashire Borough Council attending by request as an Associate Member of the Combined Authority. It is supported by an Officer Coordination Group.

² For the purposes of this Statement of Cooperation, the Liverpool City Region (LCR) is taken to be the area of the six LCR Combined Authority member Councils plus West Lancashire Borough Council

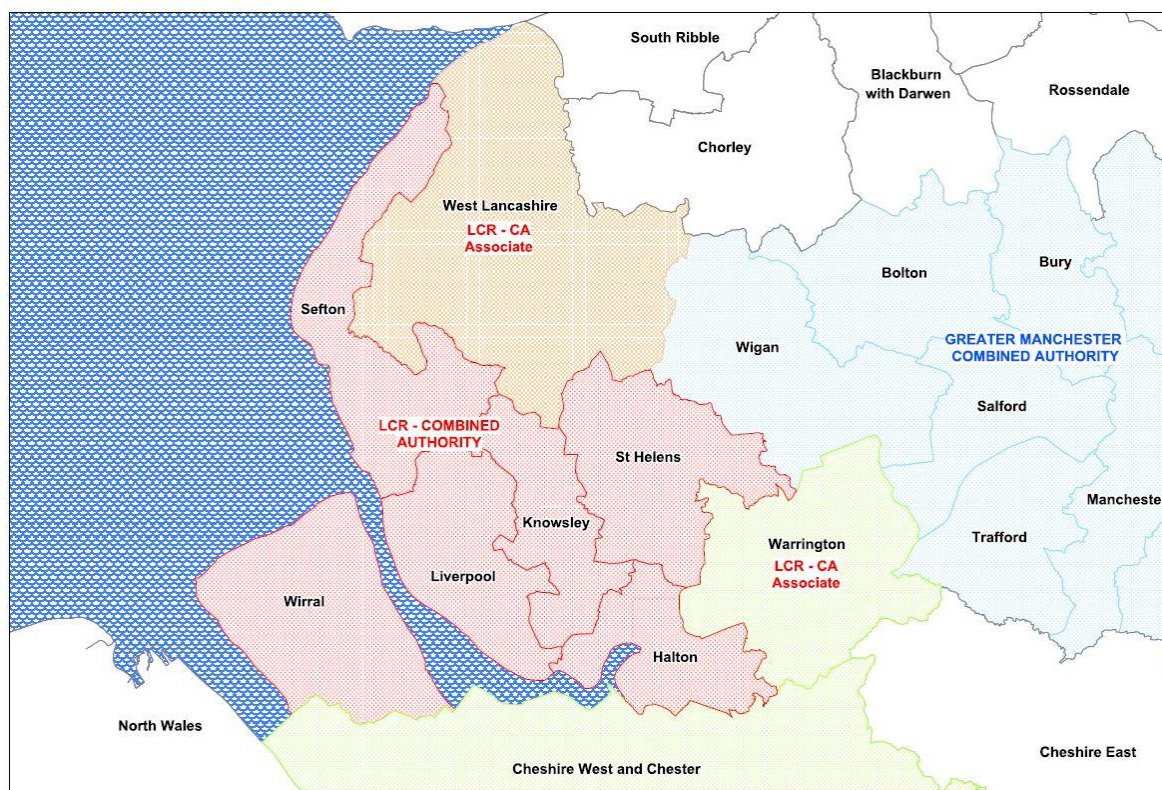
1. Introduction

- 1.1. The Duty to Cooperate became a statutory requirement on the 15th November 2011. It is a legal duty on Local Planning Authorities and certain public bodies to engage constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation relating to strategic cross boundary matters.

The Liverpool City Region

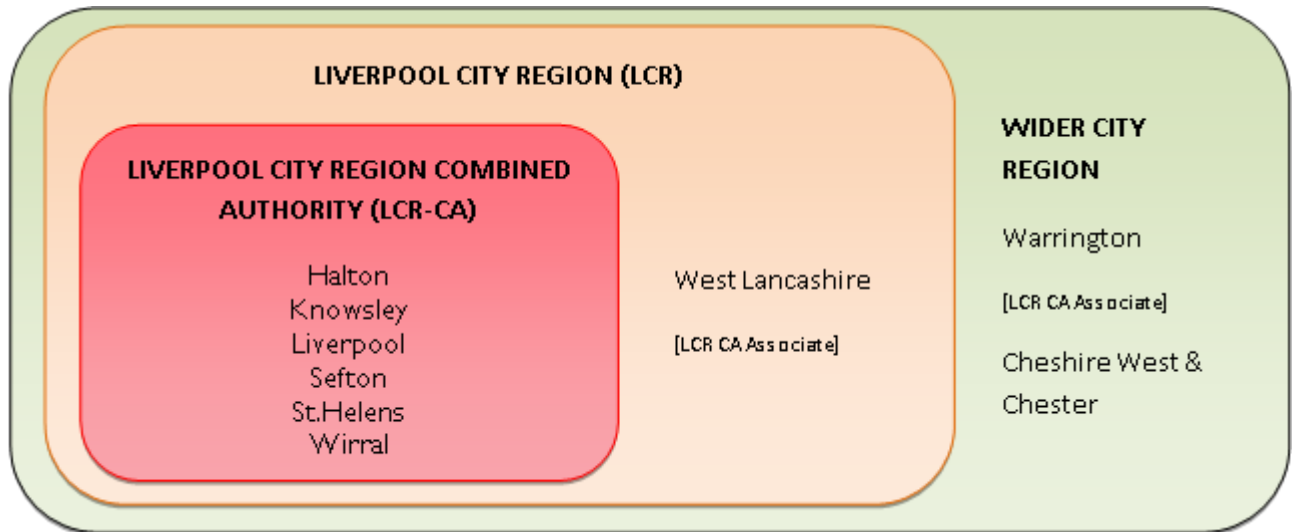
- 1.2. The Liverpool City Region (LCR) Combined Authority comprises the local authorities of Halton, Knowsley, Liverpool, Sefton, St. Helens, and Wirral. Warrington and West Lancashire are also associate members of the LCR Combined Authority. For spatial planning matters West Lancashire are seen as part of the LCR whilst Warrington position themselves with the former Cheshire authorities, Greater Manchester and the LCR.

Figure 1 – The Liverpool City Region Context and Setting



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Figure 2 – Authorities comprising the Liverpool City Region Combined Authority and those associated with it.



1.3. The Liverpool City Region local authorities have a long history of collaboration on spatial planning and economic issues and have well-established partnership arrangements. Examples of past joint planning work include joint research and policy development for the Regional Spatial Strategy for the North West (RSS) through the Merseyside Policy Unit and the Merseyside Partnership, and currently through the Combined Authority³ Housing and Spatial Planning Board (H&SPB), the H&SPB Officer Coordinating Group, Planning Officer level groups (District Planning Officers, Planning Policy Managers and Development Management Officers) and through the Liverpool City Region Local Enterprise Partnership (LCR LEP)⁴.

Statement of Cooperation

1.4. This Statement of Cooperation has been produced, and will be kept up to date by the Planning Policy Managers Group, with approval by the District Planning Officers Group. It has been prepared to help to outline the practical steps that are being taken to meet the Duty to Cooperate.

- 1.5. The aim of this document is as follows:
- To document how co-ordination on strategic planning matters is currently being undertaken;
 - To provide a description of the strategic thematic topics affecting the Liverpool City Region;

³ West Lancashire Borough Council (WLBC) is an Associate member of the LCR Combined Authority

⁴ WLBC is a corporate member of the LCR LEP

- c. To provide an approved mechanism for future and ongoing strategic planning; and
- d. To identify those areas of joint working that will be required in the period 2016 to 2021.

1.6. This document forms part of the evidence base and support for each authority's requirement to meet the statutory Duty to Co-operate established through the Localism Act 2011 and required through the National Planning Policy Framework (NPPF).

Overview of Duty to Cooperate requirements

1.7. The Localism Act (2011) and the National Planning Policy Framework require local planning authorities specifically to cooperate with other planning authorities, public bodies and stakeholders on strategic planning matters affecting two or more planning areas.

The Localism Act 2011

- 1.8. The key legislation governing the Duty to Cooperate is the Planning and Compulsory Purchase Act 2004 (PCPA 2004), as amended by the Localism Act 2011. Section 33A of the PCPA 2004 (as amended) requires local planning authorities to “.....*engage constructively, actively and on an on-going basis.....*” with other local planning authorities, County Councils and other prescribed public bodies when preparing development plan documents and other local development documents. The Duty to Cooperate also includes supporting activities, such as the preparation of the evidence base, and the consideration of preparing agreements on joint approaches to strategic planning.
- 1.9. The Duty to Cooperate should be applied to any ‘strategic matter’ related to the preparation of the document. A strategic matter is defined as “*sustainable development or use of land that has or would have a significant impact on at least two2 planning areas including (in particular) sustainable development or use of land for or in connection with infrastructure that is strategic and has or would have a significant impact on at least two planning areas*” (PCPA 2004 section 33A (4) (a)). The aim of such cooperation is to maximise the effectiveness of the documents. It is worth noting that whilst Combined Authorities are not specified as organisations to which the duty applies, the LCR authorities consider that they fall within the definition of ‘other bodies’ carrying out the activities in s33A (PCPA 2004) relating to ‘strategic matters’.

National Planning Policy Framework

1.10. Paragraphs 178-181 of the National Planning Policy Framework (NPPF) provide guidance on planning strategically across local boundaries. Paragraph 181 states that:

“Local planning authorities will be expected to demonstrate evidence of having effectively cooperated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination. This could be by way of plans or policies prepared as part of a joint committee, a memorandum of understanding or a jointly prepared strategy which is presented as evidence of an agreed position. Cooperation should be a continuous process of engagement from initial thinking through to implementation, resulting in a final position where plans are in place to provide the land and infrastructure necessary to support current and projected future levels of development”.

1.11. Paragraph 178 of the NPPF also states that *“public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities ...”* The NPPF (paragraph 156) states that such priorities should include strategic priorities to deliver:

- a. the homes and jobs needed in the area;*
- b. the provision of retail, leisure and other commercial development;*
- c. the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- d. the provision of health, security, community and cultural infrastructure and other local facilities; and*
- e. climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.*

1.12. The NPPF, however, makes it clear this list is not exhaustive.

The Liverpool City Region in Context

1.13. Wirral and Halton share a boundary with Cheshire West & Chester, to the south of the LCR. St Helens and West Lancashire share a boundary with Wigan, to the east of the LCR. Additionally West Lancashire shares a boundary with Chorley and South Ribble, who along with Preston form the Central Lancashire spatial planning area. The boundary between Wirral and Wales (Flintshire) is formed by the River Dee. These adjacent authorities will, therefore, be engaged closely on strategic, cross boundary issues for the LCR under the Duty to Co-

operate, especially given the significant economic links these authorities have with the LCR.

1.14. The borough of Warrington, whilst outside the Liverpool City Region, forms part of the Mid-Mersey Strategic Housing Market Area with Halton and St.Helens and therefore has strong links to the City Region authorities.

1.15. Looking wider, the LCR represents one of two major metropolitan areas in the North West of England, and so engagement and co-operation with the Greater Manchester authorities will be an important cross-boundary issue, especially in light of the move towards a 'Northern Powerhouse' and the 'One North' agenda for transport infrastructure. The LCR also has significant linkages to North East Wales, with Wirral and Cheshire West and Cheshire forming part of the Mersey Dee Alliance, which addresses shared economic, social and environmental issues.

Governance Structures

1.16. The LCR Combined Authority was established on 1st April 2014 covering the authorities of Halton, Knowsley, Liverpool, Sefton, St.Helens and Wirral. In late 2014 West Lancashire became an associate member of the Combined Authority and in mid-2015, Warrington also became an associate member. The remit of the LCR Combined Authority are the strategic economic development, regeneration, transport, strategic housing and employment and skills functions that can be better delivered collaboratively across the Liverpool City Region.

1.17. A Liverpool City Region Devolution Agreement was signed on 17th November 2015 between Halton, Knowsley, Liverpool, Sefton, St.Helens, Wirral and the Government, under which a new, directly elected Liverpool City Region Mayor will act as Chair to the Liverpool City Region Combined Authority. The Mayor will exercise the following powers and functions devolved from central government:

- Responsibility for a devolved and consolidated local transport budget, with a multi-year settlement to be agreed at the Spending Review.
- Responsibility for franchised bus services.
- Powers over strategic planning, including the responsibility to create a Single Statutory City Region Framework, a Mayoral Development Corporation and to develop with government a Land Commission and a Joint Assets Board for economic assets.

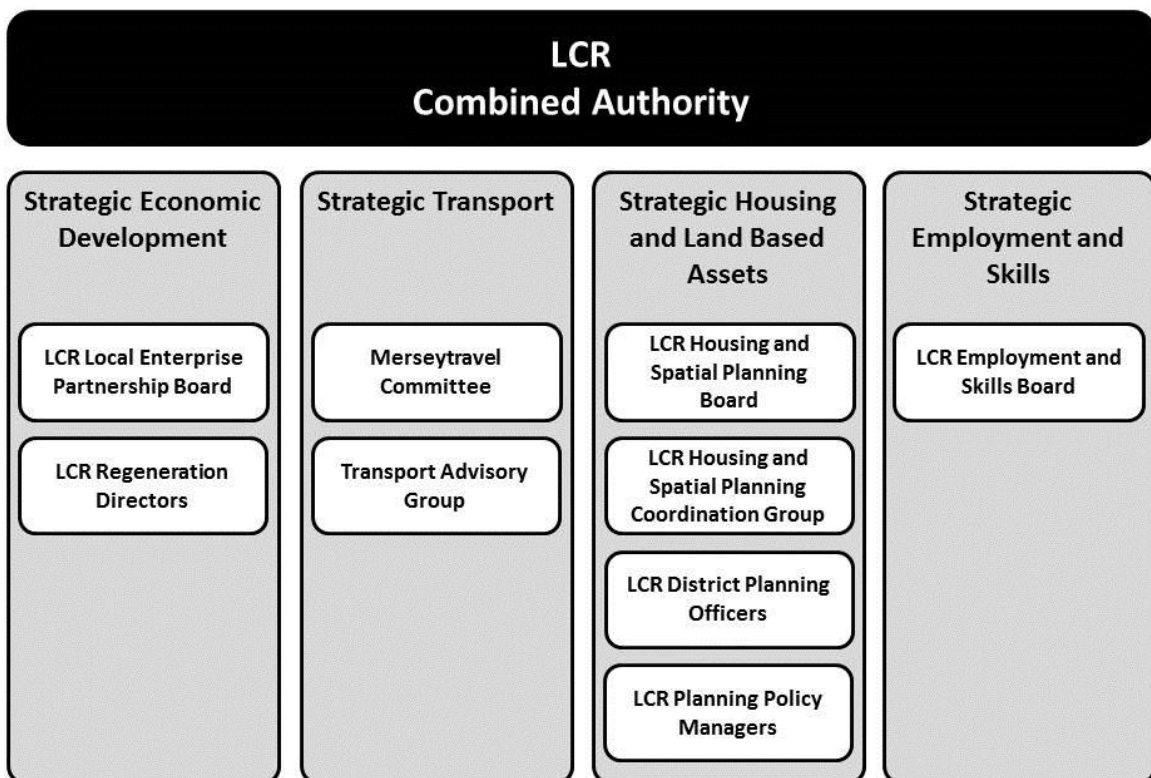
1.18. The Liverpool City Region Mayor will be required to consult Combined Authority Members on his/her strategies and spending plans, which the Combined Authority may reject if two-thirds of the constituent council members agree to

do so. A further Devolution Deal was announced on 16 March 2016 with further (non-planning) powers being devolved.

1.19. The development of a Single Statutory City Region Framework is intended to support the delivery of strategic employment and housing sites throughout the City Region. It will be focussed on high priority sites and schemes across the LCR CA area and the policies that are necessary to deliver these. Districts will still have their own plans to deal with detailed policies and allocations. The agreement states that the Framework would require approval by a unanimous vote of members appointed to the Combined Authority by the constituent councils, and that the LCR SSF approach must not delay the development of local plans. The Local Authorities within the LCR CA committed to delivering local plans by early 2017, pooling resources across the city region as necessary to do so, and these will support development of the single City Region Framework. The Statement of Cooperation will aid the process of preparing the SSF by identifying where joint work is required and will be updated when necessary to reflect emerging actions identified for the delivery of the SSF.

1.20. The Combined Authority discharges the thematic functions through the following arrangements:

Figure 3 – LCR Themes and Governance



- 1.21. Of particular relevance to joint strategic planning is the role of the Housing and Spatial Planning Board. This Board has been in operation since 2008 with a focus on looking at joint housing and planning matters. On the strategic planning side the work of the Housing and Spatial Planning Board is supported by LCR District Planning Officers (DPO) which itself is supported by the LCR Planning Policy Managers (PPM) group. Whilst both DPO and PPM primarily consist of representatives from the LCR authorities, papers are circulated to partners in the wider area who also have an open invite to attend meetings as and when particular issues arise.
- 1.22. Both LCR DPO and PPM Groups have been meeting for in excess of 10 years prior to the establishment of the Combined Authority. LCR DPOs comprises each authority’s Head of Planning (or equivalent) with the Chair also attending the Housing and Spatial Planning Board as a key link officer. The DPOs provide a strategic level of discussion with additional attendees from Merseytravel⁵, Merseyside Environmental Advisory Service (MEAS)⁶ and the LCR Local Enterprise Partnership (LEP). DPOs delegate items to the PPMs group who operate as a working level group on particular tasks. Additionally groups of Development Control Officers and Conservation Officers also meet regularly.

Figure 4 – Joint Working Structures



⁵ Merseytravel – the Integrated Transport Authority for the LCR

⁶ MEAS – provide environmental, ecological, waste and minerals advice to the LCR

Agreeing a List of Relevant Strategic Cross Boundary Issues

1.23. The LCR authorities have been undertaking a focused piece of work on how best to work together and fulfil the Duty to Cooperate. This work commenced more formally in June 2014 where the LCR authorities (and others) participated in a workshop facilitated by the Planning Advisory Service. This workshop provided an initial methodology for identifying cross boundary issues. Since then the work has continued and has been refined through the LCR PPMs group which has culminated in the production of this Statement.

1.24. The key strategic issues requiring co-operation at the City Region level which are covered in the following sections include:

- Housing
- Economic Development (including Superport)
- Transport
- Infrastructure (Utilities and Community)
- Environment
- Retail, Leisure and Tourism

1.25. Other cross-boundary issues may exist between individual City Region authorities or between City Region authorities and neighbours or partners elsewhere that will be addressed individually between these authorities without the need for City Region wide agreement or working.

2. Local Planning

2.1. The current local planning position will be kept up to date on an annual basis. As of 1st March 2016, four of the authorities within the LCR have an adopted 'post 2004' development plan. Halton, Knowsley and St.Helens have each adopted a Core Strategy and West Lancashire a new style Local Plan. Additionally a Joint Waste Local Plan covering the LCR Combined Authority⁷ was adopted in 2013. These Plans completed their examinations and were adopted post introduction of the NPPF and the Duty to Cooperate. In that respect they are considered up to date. The table below summarises the position of adopted Development Plans as of March 2016.

Table 1 – Summary of Adopted Development Plans at March 2016

Local Planning Authority	Pre 2004 Development Plans Part Saved	Post 2004 Adopted Development Plan
Halton	Unitary Development Plan 2005	Core Strategy 2013
Knowsley	Unitary Development Plan 2006	Core Strategy 2016
Liverpool	Unitary Development Plan 2002	-
Sefton	Unitary Development Plan 2006	-
St.Helens	Unitary Development Plan 1998	Core Strategy 2012
Wirral	Unitary Development Plan 2000	-
West Lancashire	Replacement Local Plan 2006	Local Plan 2014
LCR Combined Authority	-	Joint Halton & Merseyside Waste Local Plan 2013

2.2. All of the authorities are working on new Development Plans either whole new Local Plans or separate documents to support the delivery of adopted Core Strategies.

- a. Halton is working on a Delivery and Allocations Local Plan to supplement its Core Strategy and has undertaken a Regulation 18 consultation.
- b. Knowsley adopted their Core Strategy in 2016 and are updating their evidence base;
- c. Liverpool is preparing a Local Plan and has undertaken a Regulation 18 consultation.
- d. Sefton is preparing a Local Plan, this was submitted to the Secretary of State in August 2015, and has been subject to Examination. The Council are now preparing Modifications to the Plan;

⁷ West Lancashire is covered by the Lancashire Minerals and Waste Local Plans

- e. St Helens is preparing a Local Plan and has undertaken a Regulation 18 consultation.
- f. Wirral is preparing a Core Strategy Local Plan and has undertaken consultation on a proposed Submission Draft, however a further consultation is expected on a revised proposed Submission Draft later in 2016.

2.3. The LCR authorities will continue to ensure that any studies or other research being produced for the LCR area for planning, housing, economic development and transport (and others) will be publicised to relevant LCR authorities and groups so they can have input and ensuring the resulting evidence can inform multiple work streams and ensure consistency. The H&SPB Coordinating Group, Regeneration Directors Group, DPOs and PPMs groups will notify each other of any such opportunities. An example of this in practice is the Economic Forecasts being produced in 2016 by the LEP and Merseytravel for the LCR area. These forecasts will inform the LEPs' Single Growth Strategy, Merseytravel's strategies and the LCR SHELMA and potentially other work, ensuring a consistency of approach.

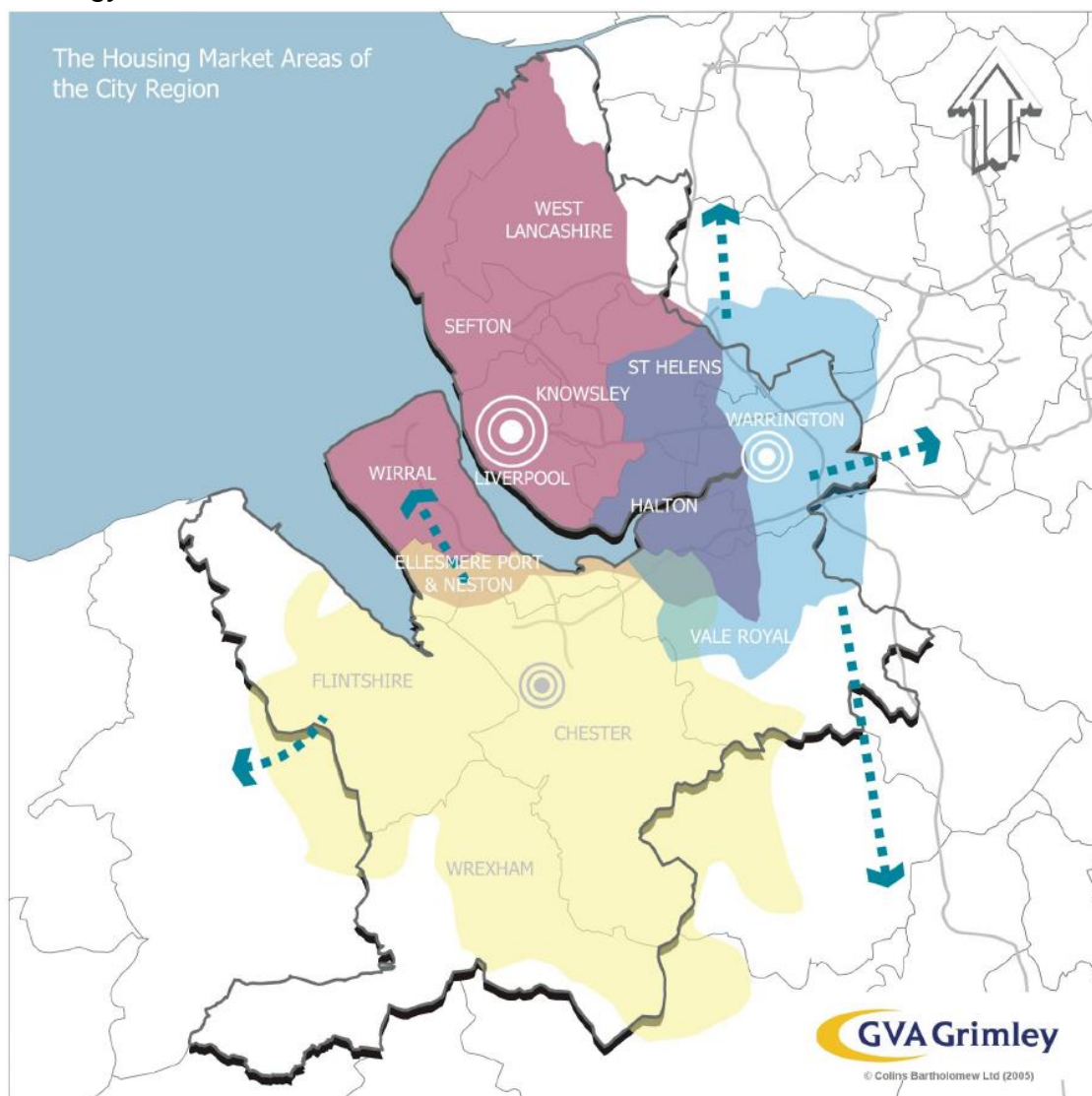
3. Housing

Current Position

Housing Market Areas

3.1. The Liverpool City Region Housing Strategy of 2007 identified two key Housing Market Areas (HMAs). Firstly, a Northern Liverpool Housing Market Area – incorporating Knowsley, Liverpool, Sefton, West Lancashire and Wirral. Secondly, an Eastern Liverpool Housing Market Area – incorporating Halton, St Helens and Warrington, and also known as the Mid-Mersey HMA. Such HMAs do not adhere neatly to local authority boundaries and there was significant overlap between the two HMAs and those outside the LCR. These are illustrated in the plan below from the 2007 Strategy.

Figure 5 – LCR Housing Market Areas from Liverpool City Region Housing Strategy 2007



- 3.2. Data from the 2011 Census indicates that the Mid-Mersey area still represents a logical Housing Market Area (with 75% of local moves being within or between the three authorities). Whilst initial analysis of migration data supports the fact that Liverpool, Sefton and Wirral could each be considered a self-contained housing market area given that each show a greater than 70% self-containment in terms of migration⁸. However, neither Knowsley nor West Lancashire can show such high levels of self-containment, and so a future Strategic Housing Market Assessment (SHMA) will need to define the most appropriate housing market area(s) so that the housing market area(s) identified can show greater than 70% self-containment.
- 3.3. It should also be noted that some LCR authorities also have housing market links with surrounding HMAs outside the LCR, including HMAs covering Wigan (West Lancashire, St Helens and Warrington) and Cheshire West & Chester and Wales (Wirral, Halton and Warrington).
- 3.4. Within any HMA there are localised housing markets as well, with some authorities having a stronger level of self-containment in housing market terms as a result (for example Wirral) and others having particularly close housing market ties between parts of their authorities (for example between North Sefton and western West Lancashire). These factors will be taken account of when agreeing the appropriate geographies of housing markets in the LCR going forward.

Household Projections

- 3.5. National Planning Practice Guidance (PPG) emphasises the use of official population and household projections as a starting point for assessing housing need, as these are based on nationally consistent assumptions and methodology. The 2012-based Household Projections for the Liverpool City Region are set out in Table 3.

⁸ National Planning Practice Guidance, Reference ID: 2a-011-20140306

Table 2 - Household Projections

Local Authority	2012-based Household Projections (average annual housing projection) (2012~37)
Knowsley	233
Liverpool	1,238
Sefton	533
West Lancashire	140
Wirral	610
“Northern HMA” Total	2,754
Halton	235
St Helens	450
Warrington	826
“Eastern HMA” Total	1,511
LCR TOTAL	4,265

Objectively Assessed Need

- 3.6. The Mid-Mersey SHMA (January 2016) identifies an Objectively Assessed Housing Need (OAN) for Halton, St Helens and Warrington of 1,756 homes per year. Knowsley’s Local Plan found an Objectively Assessed Need (OAN) of 450 homes per year and the Sefton Local Plan Inspector’s Initial Findings (February 2016) supported an OAN of 640 homes per year.

Provision for Travellers and Travelling Show People

- 3.7. In relation to provision for Travellers, the authorities of Knowsley, Liverpool, Sefton, St Helens, West Lancashire and Wirral recently completed a Merseyside and West Lancashire Gypsy & Traveller Accommodation Assessment (GTAA) that identified the specific need for Gypsy, Traveller and Travelling Showpeople provision within each authority to 2033. It is agreed between the six authorities that this is the need for each authority, to be taken forward in each authority’s Local Plan. The Assessment identified the need for 42 permanent pitches for Gypsy and Travellers and 1 plot for Travelling Showpeople, as well as 22 transit pitches across the study area.
- 3.8. Halton has previously worked with the former Cheshire authorities on gypsy and traveller matters, and it was deemed appropriate (cost, methodology, timing) to continue to work on this basis for the latest Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTTSA) covering the period 2012 to 2028. This quantified the needs of the Gypsy, Traveller and

Travelling Showpeople community arising in Cheshire, the study area, as an additional 175 pitches for Gypsy and Travellers and 44 plots for Travelling Showpeople.

Emerging Evidence Base

- 3.9. The seven Liverpool City Region authorities are preparing a Strategic Housing and Employment Land Market Assessment (SHELMA). This will consider what Housing Market Area(s) and Functional Economic Market Area(s) exist in the Liverpool City Region and set out the Objectively Assessed Need within the area of the seven City Region authorities in terms of housing numbers and employment land. It will take account of economic forecasts for the Liverpool City Region being prepared by the LCR LEP and other economic factors, such as the impact of SuperPort and other significant economic impacts. The SHELMA will inform the emerging LCR Housing Strategy, LCR Single Spatial Framework and Local Plans in the LCR area. Work has commenced in early 2016 and it is due to complete in Autumn 2016.

Strategic Cross Boundary Issues

- 3.10. While the previous section demonstrates that the LCR authorities have co-operated on the strategic, cross-boundary issue of housing delivery in the preparation of the current iteration of Local Plans, it is recognised that even closer co-operation will be required to prepare future iterations of Local Plans across the LCR in order to ensure the delivery of sufficient new housing to meet the needs and growth aspirations of the LCR overall.
- 3.11. Several Liverpool City Region authorities have reviewed and amended, or are currently reviewing, their Green Belt boundaries in order to address their housing (and in some cases employment) requirements. Even where authorities have not had to do this, it is likely that the supply of land suitable for housing that is not within the Green Belt will be limited and may not be sufficient to meet housing requirements (collectively) across the LCR in the next iteration of Local Plans. For this reason, the LCR authorities recognise the need to continue their commitment to co-operate on this key issue in line with Policies in the National Planning Framework (NPPF).
- 3.12. Where strategic Green Belt release is necessary now or in the future, the LCR authorities are committed to considering the review and amendment of Green Belt boundaries in a consistent manner in accordance with NPPF and with regard to the impact on the wider Merseyside Green Belt as a whole.
- 3.13. With regard to provision for Travellers, all authorities involved have accepted the findings of the Merseyside and West Lancashire GTAA and will seek to

address their need for Traveller provision within their boundaries subject to the Local Plan preparation process and appropriate evidence gathering. This is with the exception of West Lancashire, who, though they accept the findings of the GTAA, are unable to identify sufficient sites to meet their full need at this time.

3.14. Halton have accepted the findings of the Cheshire, Halton and Warrington GTTSA and will seek to address their need for Gypsy and Traveller provision within the borough.

Future Co-operation, Joint Work and Monitoring

3.15. The LCR authorities are committed to working together on the LCR SHELMA. The SHELMA will inform the emerging LCR Housing Strategy, LCR Single Spatial Framework and Local Plans in the LCR area.

Housing Summary

Action	Timescale	Who
Prepare a LCR SHELMA to determine HMA(s) and identify OAN within the LCR area	Ongoing, due to complete September 2016	All LCR authorities (Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral and West Lancashire)
Relevant Prescribed Bodies to consult (as appropriate)		Other key stakeholders to consult (as appropriate)
Neighbouring Authorities (especially Wigan, Flintshire, Warrington and Cheshire West & Chester); Lancashire County Council; Homes and Communities Agency; LCR LEP; Lancashire LEP; and Cheshire and Warrington LEP.		Housing Developers Registered Providers

4. Economic Development

Current Position

Functional Economic Market Area

- 4.1 A Functional Economic Market Areas (FEMA) relates to the actual area that an economy operates within rather than simply looking at areas in terms of their administrative boundaries. Defining FEMAs is important to ensure that decisions and interventions on the economy are undertaken at the right spatial level. There is no universally agreed approach to defining FEMAs and no definitive map of FEMAs. They vary in size and boundary, depending on the issue under consideration (e.g. retail catchments, travel to work areas) and the criteria used to define them.
- 4.2 In 2004 the Northern Way defined the LCR (comprising of Halton, Knowsley, Liverpool, Sefton, St. Helens and Wirral) as was one of eight city regions within the North of England, based on an analysis of FEMAs. The defined extent of the LCR FEMA was informed by an analysis of travel-to-work data to major employment nodes (Liverpool)⁹. Liverpool was found to be the main driver and employment centre in a typical polycentric city region structure. This methodology was adopted as the best indicator available for an economically based definition, i.e. the flow of labour. It was accepted that the boundaries of city regions are 'fuzzy' and that the analysis of different geographical relationships, such as for example travel-to-shop, travel-to leisure or housing markets, gave rise to different geographies, but an economically based approach was considered most suited to a strategy aimed at enhancing economic performance.
- 4.3 A 2007 Local Government Association Study called 'Thriving Local Communities – Mapping Sub Regions' sought to map sub-regional economies. It considered travel-to-work data and sensitivity to different criteria, such as self-containment and minimum size (100,000 jobs), and took account of migration flows from the 2001 Census and markets for Goods and Services using the Annual Business Inquiry. This produced many different possibilities, split by catchment size, catchment self-containment, professional class, markets and migration. The preferred sub-regional economies showed were a Merseyside and Chester sub-regional economy, which included the authorities of Halton, Knowsley, Liverpool, Sefton, St. Helens, West Lancashire and Wirral, and also parts of the former Chester, Ellesmere Port and Neston Council and Vale Royal local authority

⁹ Moving Forward: The Northern Way First Growth Strategy Report (2004)

areas (now within Cheshire West and Chester), alongside some of Warrington and Wigan local authority areas.

- 4.4 The North West Regional Spatial Strategy (RSS) (2008) did not define a FEMA for the LCR, but did define the LCR for "the purposes of articulating RSS policy" as covering six local authorities¹⁰ and also stated that the LCR "extends as far as Chester, Ellesmere Port and Neston, Vale Royal and West Lancashire." Similarly a 2011 report, 'Liverpool City Region - Building on its Strengths', stated that the LCR has a population of around 1.5 million, but when catchment areas of "Liverpool city centre shops, and of specialist health and education facilities... the spread of the Merseytravel train network, travel to work flows, the spread of housing markets, and the areas served by sports, entertainment and cultural facilities" are considered, an urban region centred on Liverpool that spreads from Wrexham and Flintshire to Chester, Warrington, West Lancashire and across to Southport with a population of 2.3 million can be identified.

Joint Working

- 4.5 Liverpool City Region Development Programme was agreed in 2005 by The Mersey Partnership and its private, public and third sector partners, including the Merseyside local authorities. The LCR CA authorities collaborated on the production of a Regional Economic Strategy (2006) through the North West Regional Assembly and this informed various successful European Union funding bids.
- 4.6 The LCR local authorities have previously worked together to produce joint Local Plan evidence based studies in relation to economic development including the Merseyside Employment Land Study (2004), Merseyside Green Belt Study (2004), 2010 Joint Employment Land and Premises Study (Halton, Knowsley, Sefton and West Lancashire Councils) and the 2011 Housing and Economic Development Evidence Base Overview Study (all LCR authorities). .

Travel to Work

- 4.7 Travel-to-work data from the 2011 Census was released in 2014 and will be used to inform future work to define FEMA(s) within or covering the LCR area as part of the SHELMA.

¹⁰ Halton, Knowsley, Liverpool, Sefton, St. Helens and Wirral

Liverpool City Region Local Enterprise Partnership (LEP)

4.8 The LCR LEP has responsibility for strategic economic development in the LCR CA and is the principal structure for economic development cooperation in the LCR CA area. West Lancashire is part of the Lancashire LEP but also a Corporate member of the LCR LEP.

4.9 The EU Structural and Investment Funds Strategy 2014-2020 (SIF Strategy) forms a key part of the LEP's Strategic Economic Plan. Development of the SIF Strategy included the integration of wider City Region strategies including the Liverpool City Region Employment and Skills Strategy (2010). With an EU funding allocation of £190m, City Region partners have prepared a programme to maximise investment opportunities and tackle barriers to growth.

Emerging Evidence Base

4.10 The Liverpool City Region is preparing a Strategic Housing and Employment Land Market Assessment (SHELMA). This will set out the Objectively Assessed Need for the City Region in terms of housing and employment land requirements, including the anticipated economic growth generated through the Superport proposals (where appropriate). The SHELMA will review the FEMA geography for the LCR using the latest Travel to Work data from the 2011 census, which was released in 2014. Initial analysis by LCR planning officers indicates that past linkages remain broadly the same. More detailed analysis of this data is required to confirm the FEMA. The SHELMA will also take account of new economic forecasts being prepared by the LCR LEP.

4.11 Pending the outcome of the SHELMA, the LCR area will continue to be recognised as the FEMA within which the LCR local authorities sit for planning purposes, however it is recognised that commuting patterns and business catchment areas do not stop at the LCR FEMA boundary and that there are important economic linkages to parts of Cheshire, North Wales and Warrington. Equally it is also recognised that the LCR is not an island economy and has significant economic linkages with other city regions in the North West, including Greater Manchester and Central Lancashire.

Strategic Cross Boundary Issues

4.12 The LCR LEP Strategic Economic Plan (2014) has identified an £8.2bn output gap between the LCR and the national average, with average GVA per head in the City Region at 75% of the national average. To tackle this gap, the Strategic Economic Plan indicates that the LCR needs:

- 18,500 businesses to match the UK average business density

- An additional 35,000 individuals to be economically active to match the national average
- An additional 46,200 individuals in employment
- Respond to the shortfall of 90,000 jobs in our economy
- Increase household income– the deficit is equivalent to £1,700 per head

4.13 The Liverpool City Region Spatial Investment Plan Liverpool City 2014-2017 (2013) found there to be a rapidly diminishing supply of available and good quality land for industrial and distribution type uses across the LCR. The Investment Plan indicated that this land shortfall should be recognised as an urgent economic development priority for the City Region.

4.14 The Liverpool City Region Partners Housing and Economic Development Evidence Base Overview Study (2011) also found there to be a long term employment land undersupply of 386 hectares to 2031 across the LCR. This undersupply was based on employment land requirements identified at the local authority level, which were identified using both take-up based and labour demand based calculations, with the preferred models identified based on local justification and relevance.

SuperPort

4.15 SuperPort is the name given to the cluster of projects, investment and activity across and beyond the Liverpool City Region to develop a multimodal freight hub. The vision of SuperPort is to bring together and integrate the strengths of the ports, airports and freight community to create a SuperPort for freight and passenger operations within the Liverpool City Region. Superport is one of the LEP's four "transformational priorities" and a major part of the Growth Deal with Government and is recognised as a key opportunity to stimulate growth in the region. Superport, the Port of Liverpool and transport infrastructure implications are discussed in more detail in chapter 5, and the potential implications for employment land demand are discussed here.

4.16 The growth of the Port of Liverpool, which spans areas in Sefton, Liverpool and Wirral, will be greatly enhanced by the construction of the Seaforth River Terminal (Liverpool 2), a deepwater container terminal in Sefton. It is due to open in Summer 2016 and will enable the Port to accommodate container ships more than three times the size of those which can currently use the Port (13,500 TEU¹¹ as opposed to 3,500 TEU). Port expansion will create significant job

¹¹ TEU stands for a "Twenty-foot Equivalent Unit", the standard 20 feet long, 8 foot tall shipping container.

opportunities for communities across the Liverpool City Region, both directly at the Port and through a wide range of other businesses which depend on goods brought in and out of the Port, and it will impact on the demand for employment land.

- 4.17 In March 2014 the LCR LEP published a study on SuperPort¹², which assessed the overall demand and supply of land for logistics and manufacturing up to 2034. Demand from three sources was assessed: that derived from economic activity; additional demand from changes to the Port of Liverpool; and secondary demand generated through multiplier effects. The projected long term demand for logistics and manufacturing facilities was estimated at 634 hectares (net) up to 2034. This implies that annual average take up of logistics space will almost double over a twenty year period. The study indicates a shortfall of suitable available land, and does not indicate where the land should be provided. Also, the employment land targets for each LCR authority have not yet taken account of the additional demand created by the SuperPort. The LCR Authorities consider that the SHELMA should consider the implications of the Superport for employment land requirements in the LCR, and so the SHELMA will review the impact of the Superport on the demand for employment land.

Future Cooperation, Joint Working and Monitoring

- 4.18 The LCR authorities are committed to working together on the LCR SHELMA, which will take account of employment land needs, including the implications of Superport. The SHELMA will inform the emerging LCR Single Spatial Framework and Local Plans in the LCR area.

¹² LCR LEP and Superport partners: Superport: Global Freight & Logistics Hub, May 2014

¹² Liverpool City Region, SuperPort. An Analysis of the Supply Of, And Demand For, Distribution Space within the Liverpool City Region (NAI Haywards, March 2014)

Action	Timescale	Who
Prepare a LCR SHELMA to review FEMA for the LCR and determine employment land requirements for the LCR area	Ongoing, due to complete September 2016	Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral and West Lancashire
<p>Relevant Prescribed Bodies to consult (as appropriate)</p> Neighbouring Local Authorities ((including Lancashire County Council, Warrington, Wigan, Flintshire and Cheshire West & Chester) Liverpool LEP Cheshire and Warrington LEP Lancashire LEP Homes and Communities Agency	<p>Other key stakeholders to consult (as appropriate)</p> Port of Liverpool and ABP and associated shipping lines, logistics companies, hauliers, warehousing and distribution centre operators Liverpool John Lennon Airport Land agents Key LCR employers Business community Universities and colleges Utility providers Chambers of Commerce The Mersey Dee Alliance	

5. Transport

5.1. Transport infrastructure and networks are key enablers of economic growth and prosperity and are essential to the quality of life of the city region. The transport network supports the economic growth of the City Region by providing the necessary transport conditions for inward investment and business relocation, through improved connectivity to local and national destinations. Crucially the transport network supports the movement of goods and people, enabling them to access work, training, shopping and leisure opportunities.

Current Position

5.2. The Merseyside Local Transport Plan 3 provides a long-term strategy and delivery programme of transport investment and service improvements. It aims to give Merseyside a safer, sustainable, efficient and integrated transport network, accessible to all. The Plan is operational from 2011 until 2024 and covers Knowsley, Liverpool, Sefton, St Helens and the Wirral. The Local Transport Plan 3 for Halton (2011 to 2025) provides the long term strategy for transport in Halton and provides the detail of how the strategy will be delivered in the shorter term. The LCR CA now has statutory responsibility for LTPs, and as such has adopted the Merseyside and Halton LTPs as the policy position. The Local Transport Plan 3 for Lancashire (2011-2021) provides a similar role for West Lancashire, with a West Lancashire Highways & Transport Masterplan (2015) providing more detail on how Lancashire County Council and West Lancashire Borough Council see transport infrastructure evolving in West Lancashire in the future.

5.3. The Liverpool City Region Combined Authority document 'A Transport Plan for Growth' (March 2015) aims to improve the social, environmental and economic wellbeing of the city region, by delivering a world-class transport network. Recognising the policy position set by the LTPs, the Transport Plan for Growth guides a single strategic investment framework and delivery plan to support the long term LTPs. The Transport Plan for Growth has been developed to provide a clear vision for a successful transport provision in the city region, and act as an investment plan to promote and support economic growth. The LCR CA authorities and Merseytravel will continue to work together to deliver the LTPs and the Transport Plan for Growth, monitoring progress on an annual basis and producing updates to the TPfG when necessary.

5.4. Historical partnerships with Lancashire, Cheshire, Wales and Warrington still exist, covering areas such as road safety, policing and long term maintenance contracts, those wider partnerships are understood to be likely to continue into the foreseeable future.

- 5.5. Under the Localism Act, 2011 the Liverpool City Region Combined Authority assumed the role of the Integrated Transport Authority. The Transport Authority will continue with and develop the various relationships required to deliver the vision for transport in the Liverpool City Region Combined Authority area which cover the following areas:
- a. Freight and logistics
 - b. Housing and land-use planning
 - c. Economic development and regeneration
 - d. Employment and skills
 - e. Health and wellbeing
 - f. Carbon reduction and air quality
 - g. Connecting Communities
 - h. Visitor Economy
- 5.6. Work conducted on behalf of the Combined Authority with regard to Transport matters include:
- a. Long Term Freight Strategy;
 - b. Rail North Strategy
 - c. Electric Vehicle Strategy

Emerging Evidence Base

- 5.7. Each local authority, as part of the preparation of its Local Plan, has produced an Infrastructure Delivery Plan (IDP), within which the key issues relating to transport infrastructure within the relevant district are highlighted, alongside the presentation of on-going and forthcoming infrastructure developments. The LCR authorities have engaged with key stakeholders, with each other and with other adjoining authorities outside the LCR, in preparing their IDPs.

Strategic Cross Boundary Issues

- 5.8. Transport networks do not generally finish at the edge of the Liverpool City Region and the wider links across the country will need consideration. The key issues for the City Region are set out below:

Mersey Gateway

- 5.9. The Mersey Gateway will provide a new crossing of the Mersey between Widnes and Runcorn (both in Halton) and could have significant impacts on the traffic movements within the sub-region. It will provide a second road crossing of the Mersey and will continue to provide, alongside the Silver Jubilee Bridge, an important alternative to the M6. The bridge is currently under construction, and is expected to be completed in 2017.

Sea ports and SuperPort

- 5.10. Superport is the name given to the cluster of projects, investment and activity across and beyond the Liverpool City Region to develop a multimodal freight hub. The vision of Superport is to bring together and integrate the strengths of the ports, airports and freight community to create a SuperPort for freight and passenger operations within the Liverpool City Region.
- 5.11. The expansion of the Port of Liverpool is one of the key elements of the Liverpool City Region Local Enterprise Partnership (LEP)'s vision for a Superport, a global freight and logistics hub across the City Region.
- 5.12. The Port of Liverpool spans areas in Wirral, Liverpool and Sefton. It is one of the busiest and most diverse ports in the UK, handling over 30million tonnes of cargo every year and serving more than 100 destinations around the world. Associated British Ports (ABP) operates the Port of Garston at Garston in South Liverpool, which handles around 500,000 tonnes of cargo each year.
- 5.13. The growth of the Port of Liverpool and its integration with the Manchester Ship Canal (to Salford) should bring major economic benefits for the Liverpool City Region and the wider national economy by increasing opportunities for trade with the rest of the world, including key markets in the Far East and the Americas. Taking advantage of its central location in the UK, and being situated in the largest economic region in the UK outside of London, the Port of Liverpool is ideally located to move people and freight both at the lowest possible cost and with fewest carbon emissions.
- 5.14. The growth of the Port of Liverpool will be facilitated by the construction of the Seaforth River Terminal (Liverpool 2), which is currently underway and is due to be completed in Summer 2016. This will deliver a deepwater container terminal with the ability to accommodate some of the world's largest container ships (13,500 TEU as opposed to the maximum 3,500 TEU the Port can currently accommodate).
- 5.15. The City Region is working with the Government and Highways England to identify appropriate solutions to increase highway capacity to and from the Port, and wish to see the project included within national infrastructure planning. Improving access to the Port involves the delivery of packages of measures to improve access to the Port across all modes. Different modes impact on different authorities. For example, inland shipping, along the Manchester Ship Canal has specific implications for Warrington (where road swing-bridges are required to 'open' to allow ships to pass, causing traffic congestion). Strategic rail aspects may impact more on Liverpool or Sefton, while improved road access is likely to have the greatest impact on Sefton and Knowsley.

5.16. The following table provides a summary of the port and port-related infrastructure located within each authority in the City Region.

Table 3 – Ports and port-related infrastructure in the LCR

Local Authority	Sea Ports (Ports of Liverpool and Garston)	SuperPort
Knowsley		<ul style="list-style-type: none"> • Potter Logistics Rail Freight Terminal • M57 Motorway • M62 Motorway
Liverpool	<ul style="list-style-type: none"> • Princes Dock • Port of Garston (ABP) 	<ul style="list-style-type: none"> • Garston Freightliner Terminal • Liverpool John Lennon Airport
Sefton	<ul style="list-style-type: none"> • Seaforth Dock 	<ul style="list-style-type: none"> • The Seaforth Rail Freight Terminal
West Lancashire		<ul style="list-style-type: none"> • M58 Motorway
Wirral	<ul style="list-style-type: none"> • Birkenhead Dock Estate – including Mersey Waters Enterprise Zone and International Trade Centre • Twelve Quays Ro-Ro • Cammell Laird • Tranmere Oil Terminal • Bromborough Wharf 	<ul style="list-style-type: none"> • Manchester Ship Canal • Twelve Quays • M53 motorway
Halton		<ul style="list-style-type: none"> • Mersey Gateway • The Mersey Multimodal Gateway (3M)
St Helens		<ul style="list-style-type: none"> • M62 Motorway • M6 motorway
Warrington		<ul style="list-style-type: none"> • M62 motorway • M6 motorway

Links into High Speed Rail

5.17. There is a need for co-operation within the Liverpool City Region and wider to ensure that the area can capitalise on Government investment in High Speed 2 (HS2). HS2 should provide fast rail links between the North West, the Midlands and the south east and London. HS2 provides the opportunity to improve the business and tourism connectivity of the region and increase freight capacity by freeing capacity on the West Coast Main Line for freight services. Across the City Region, that will mean planning development to make the most of potential links to HS2 and to potential for increased levels of freight.

5.18. There may also be a need for co-operation in relation to High Speed 3 (HS3), to support any additional proposed improvements to the rail network incorporate links to the Liverpool City Region, and to ensure that they are well planned for.

HS3 is a proposal to link the northern cities of England together with fast rail connections.

Liverpool John Lennon Airport

- 5.19. Liverpool John Lennon Airport has the potential to be a key driver in the local economy. Providing jobs, attracting businesses and delivering visitors to the area. The operational area of the airport is within Liverpool but is also in close proximity to Halton and Knowsley.
- 5.20. National Aviation Policy published in March 2013 makes it clear that land outside existing airports which may be required for airport development in the future needs to be protected against development which would be incompatible with the potential development of future runways.
- 5.21. The Liverpool John Lennon Airport Masterplan (November 2007) looks to provide further airport infrastructure improvements including a runway extension, the development of enhanced freight facilities and a new eastern access road. The Airport Surface Access Strategy (2011) looks to strengthen services between key interchanges and improve access to passenger transport facilities.
- 5.22. Liverpool John Lennon Airport Masterplan considers the potential to provide a new Eastern Access Road to serve the airport. Although this is mostly located within Halton, it is considered that it is likely to be necessary to co-operate with the wider City Region to ensure that the appropriate route is identified and any impacts are mitigated appropriately. The Masterplan is due to be updated in 2016.

Connectivity

- 5.23. It is expected that there will be a need for the Liverpool City Region to co-operate internally and externally in relation to other strategic elements of transport infrastructure, which will help to improve local, regional and national connectivity of the City Region. This will encompass projects and schemes such as the Borderlands Line enhancement, Halton Curve, Skelmersdale Rail Link, Burscough Curves, Rail Electrification, motorway junction improvements on the M56 and M58 and improved walking and cycling routes as part of Green Infrastructure across the region and beyond.

Future Co-operation, Joint Work and Monitoring

5.24. The LCR authorities will continue to liaise and cooperate on cross boundary transport issues though planning policy officers sharing information at DPOs and PPMs meetings, which Merseytravel attend. The LCR CA authorities and Merseytravel will continue to work together to deliver the LTPs and the Transport Plan for Growth, monitoring progress on an annual basis and producing updates to the TPfG when necessary.

5.25. On-going review of transport infrastructure provision will be undertaken on a local authority basis, through the preparation and review of Local Plans and supporting IDPs.

Action	Timescale	Who
Take account of Superport in LCR SHELMA study	SHELMA due to complete in September 2016	All LCR Authorities
Deliver the LTPs and the Transport Plan for Growth, monitoring progress on an annual basis and producing updates to the TPfG when necessary	Ongoing	All LCR CA Authorities
Relevant Prescribed Bodies to consult (as appropriate)		Other key stakeholders to consult (as appropriate)
<ul style="list-style-type: none"> Merseytravel Neighbouring Highways Authorities (especially Warrington, Wigan and Cheshire West & Chester) Neighbouring Local Authorities (especially Warrington, Wigan and Cheshire West & Chester) Civil Aviation Authority Office of Rail and Road (ORR) Network Rail Highways England Department for Transport Marine Management Organisation Liverpool City Region LEP Cheshire and Warrington LEP Lancashire LEP Lancashire County Council Welsh Government (Transport) 		<ul style="list-style-type: none"> Port of Liverpool and associated shipping lines, logistics companies, hauliers, warehousing and distribution centre operators Liverpool John Lennon Airport Rail North Canal and River Trust Atlantic Gateway Land agents Key employers The Mersey Dee Alliance

6. Utilities Infrastructure

6.1. In order to deliver successful new development, it is essential to ensure adequate provision of utilities infrastructure. This includes: water; waste water; electricity; gas; renewables; decentralised energy; waste collection, recycling and disposal; and, telecommunications infrastructure. Waste is also discussed in the Environment chapter. The need to ensure the alignment of the City Region's investment and growth plans with the plans of utility providers is highlighted within the Liverpool City Region Growth Plan.

Current Position

- 6.2. Utilities infrastructure can operate at a range of different geographies:
- a. Water and waste water infrastructure operates across the North West region and Wales. Water supply for the Liverpool City Region comes from a range of local and more distant sources, including most significantly sources in Cumbria and North Wales.
 - b. Waste water infrastructure has a drainage function, which should be considered alongside the geography of flood catchment areas, flood plains and river drainage channels, as well as the physical location of waste water treatment works. The main river catchments affecting the Liverpool City Region include the Mersey Basin catchment and the River Alt catchment, with the River Douglas catchment also affecting a large part of West Lancashire and the River Dee catchment affecting parts of Wirral. The Sankey Brook covers most of St. Helens and north west Warrington, draining into the River Mersey.
 - c. The high voltage electricity transmission networks are operated nationally by National Grid and provide grid connection points at Prenton (Wirral) and Lister Drive (Liverpool). The electricity is distributed locally in the Liverpool City Region by two Distribution Network Operators (DNO) at 132kV and below. Scottish Power Energy Networks covers the core of the City Region, specifically Halton, Knowsley, Liverpool, Sefton and Wirral and parts of St. Helens, Warrington and West Lancashire. Electricity North West is the DNO that covers the periphery of the City Region, specifically most of West Lancashire and parts of St. Helens and Warrington.
 - d. National Grid owns and operates the national transmission system for gas throughout most of the UK, and also operates the low and medium pressure local gas distribution network across the whole of the Liverpool City Region.
 - e. Telecommunications have a fluid geography, dependent on technology, particularly given the prevalence of broadband facilities in the City Region and increased reliance on wireless technologies.

- f. Decentralised energy production by definition is located close to the load it serves, rather than being part of the centralised transmission network. This can include renewable energy or other small scale energy generation.
- g. District heating is a system for distributing heat generated in a centralised location for residential and commercial heating requirements within a particular defined area. The heat generation can be from local scale fossil fuel burning or renewable technologies.
- h. The location of renewable energy technology is dependent on the type of technology employed. Wind farms can only successfully be located in on or off shore areas prone to high levels of wind, similarly, solar panels are best deployed on south facing slopes and roofs. Tidal technologies can clearly only be located in coastal areas, and geothermal technologies can only be deployed in areas of suitable geology. There is scope for a variety of these technologies within the Liverpool City Region. Electricity generation from these technologies are either used on or near to sites, but can also be related back to distribution networks.
- i. Waste collection is dealt with by individual authorities with disposal and recycling coordinated by the Merseyside Recycling and Waste Disposal Authority (MRWA). There is an existing network of waste management facilities, both publicly and privately owned, all of which are required to manage the identified waste management needs for Merseyside and Halton. The Merseyside and Halton Joint Waste Local Plan identifies the need for additional waste management facilities up to 2027.

Emerging Evidence Base

- 6.3. Each local authority, as part of the preparation of its Local Plan, has produced an Infrastructure Delivery Plan (IDP), within which the key issues relating to utilities infrastructure within the relevant district are highlighted, alongside the presentation of on-going and forthcoming infrastructure developments. The LCR authorities have engaged with key utilities infrastructure partners, with each other and with other adjoining authorities outside the LCR, in preparing their IDPs.
- 6.4. These partners have primarily been engaged through meetings with local authorities to discuss investment plans. Utilities partners have also directly approached local authorities in relation to specific projects, e.g. by United Utilities in relation to its Water Resources Management Plan.
- 6.5. The co-operation between local authorities and utilities infrastructure providers has been positive. Examples of evidence or joint projects completed include:

- a. **Infrastructure Delivery Plans:** All Local Authorities have produced an IDP to support Local Plans which has been prepared in consultation with utilities providers.
- b. **Water Cycle Studies:** Wirral Council and Liverpool City Council commissioned a joint Water Cycle Study to identify capacity and constraints to growth that may be imposed by the water cycle and how these can be resolved. The study demonstrated that while there are some potential local limitations to achieving growth, no show-stoppers have been identified. Cross boundary issues were identified for the Sandon dock waste water treatment works and associated sewer network, as the catchment also includes parts of neighbouring Sefton Council and Halton Borough Council. A Mid-Mersey Water Cycle Study was prepared in 2011 for the Halton, St.Helens and Warrington Council areas. The Study concluded that there are no major constraints to growth within the Mid-Mersey area, however issues related to wastewater infrastructure capacity and water quality issues will need to be addressed.
- c. **Water Infrastructure:** Water Treatment & Water Supply Local Authority Sub-regional Working (Duty to Cooperate) meeting held on 30th January 2014.
- d. **Electricity Infrastructure:** A meeting was held between Electricity North West and Scottish Power and representatives of the LCR LPAs on 15th August 2013 to assist in the preparation of Local Plans and also to influence the provision of infrastructure improvements by electricity distributors
- e. **West Lancashire Statement of Common Ground with United Utilities:** A statement was jointly drafted in advance of the Local Plan Examination hearings setting out the up to date position in respect of water utilities infrastructure capacity and how this can accommodate planned growth.
- f. **Liverpool City Region Renewable Energy Capacity Study:** This joint commission provided the technical evidence base to support local planning authorities in setting out a policy framework for low and zero carbon development. It identified priority zones and projects for different types of renewable energy infrastructure to be included in Local Plans.
- g. **Merseyside Connected:** aims to bring Superfast Broadband and improved broadband speeds to businesses and communities across Merseyside. The project is a collaboration between Knowsley, Liverpool, Sefton, St Helens and Wirral Councils, with a total budget of £5.46 million in phase 1 and £700,000 in phase 2, funded by Broadband Delivery UK (BDUK).
- h. **Waste:** Merseyside and Halton Waste Local Plan 2013 (see chapter 8 for more detail) and the Joint Recycling & Waste Management Strategy (2011-2041), produced by the Merseyside Recycling & Waste authority (MWRA).

Strategic Cross Boundary Issues

- 6.6. The effective operation of utilities infrastructure which serves the Liverpool City Region's communities must be an on-going strategic priority for all local authorities. All authorities must recognise and respond to the additional pressure placed on utilities infrastructure facilities as a result of new development.
- 6.7. Key issues affecting all local authorities include:
- a. Waste water management capacity:** United Utilities have informed local authorities about capacity of selected waste water treatment works, and the need to ensure that surface water drainage from new development is minimised through the use of Sustainable Drainage Systems.
 - b. Potable water supply:** The North West is classed as water neutral in that as much water is used as is received. Consequently the City Region does not currently suffer from water stress in terms of supply. However, this could change as a result of climate change, the Habitats Directive effects and the demand of local development which are predicted to diminish the yield of drinking water resources in the region.
 - c. Utilities provision for large development sites:** Major development sites, particularly those at the edge of the existing urban area, need to be supported by suitable utilities infrastructure, including District heating Schemes (where feasible).
 - d. Coordinating with utilities companies asset management plans:** All areas must continue to maximise opportunities to align Local Plan preparation with the preparation of (typically) 5-year asset management and infrastructure investment programmes of utilities providers.
 - e. Digital infrastructure:** Digital infrastructure is key to the success of growth sectors across the City Region.
 - f. Waste:** implementing, monitoring and reviewing the Joint Waste Local Plan
- 6.8. Key issues affecting selected local authorities include:
- a. Renewable energy take up:** Opportunities for the take up of renewable technology will need to be considered as part of the preparation and implementation of Local Plans. Strategic infrastructure such as wind farms, solar farms and tidal schemes will only be feasible in certain parts of the City Region.
 - b. Electricity distribution capacity:** Scottish Power Energy Networks Manweb is responsible for the distribution of electricity across much of the Liverpool City Region. Whilst capacity of the network is, in the main, good, there are a couple of areas where capacity is less than 2 MVA and deemed to be under pressure. These areas include the Sefton Coast, Ainsdale to

Southport along the West Lancashire boundary and Kirkby and Simonswood in Knowsley and West Lancashire and parts of Bromborough in Wirral.

- c. **Implementation of district heating schemes:** There may be significantly greater opportunities for district heating schemes in areas where there is a sufficient market for heat and power, e.g. industrial parks or major new mixed use schemes, such as Wirral Waters.
- d. **Waste water management capacity:** This issue needs to be considered on a cross-boundary basis, as waste water treatment works catchments do not align with local authority boundaries. Given links to flood risk, drainage and river courses, this can affect different combinations of authorities, requiring careful joint working.
- e. **Major new development:** Where a local authority is planning a major development within its Local Plan, or there is a major development proposal, whether this is a regeneration scheme, urban extension or infrastructure project, there will be a need to consider impacts on utilities provision in that district, but also potentially in neighbouring districts where the development is close to a local authority boundary, e.g. electricity and gas network capacity.

Future Co-operation, Joint Work and Monitoring

- 6.9. On-going review of utilities infrastructure provision will be undertaken on a local authority basis, through the preparation and review of Local Plans and supporting IDPs. Regular review of the type, location and geographical catchments of utilities infrastructure across the city region can be a key part of this work.
- 6.10. It is expected that as existing evidence begins to age, e.g. Water Cycle studies or Renewable energy feasibility evidence, this will be reviewed on a sub-regional or joint authority basis, where appropriate.

Utilities Infrastructure Summary

Action	Timescale	Who
Review of utilities infrastructure provision: liaison with infrastructure providers and neighbour LPAs when there are cross-boundary issues, preferably on a service catchment basis	On-going annual review	All LCR Authorities
Review of existing evidence base studies: Liaison with appropriate partners when there are cross-boundary issues	On-going annual review	All LCR Authorities
Individual Infrastructure Delivery Plans: Liaison with appropriate partners when there are cross-boundary issues	On-going annual review	All LCR Authorities
Relevant Prescribed Bodies to consult (as appropriate)	Other key stakeholders to consult (as appropriate)	
Neighbouring Authorities (especially Wigan, Flintshire and Cheshire West & Chester) Lancashire County Council Environment Agency Natural England Marine Management Organisation Nature Connected (the Local Nature Partnership for Merseyside)	Merseyside Recycling & Waste Authority Natural Resources Wales Mersey Dee Alliance Utility Providers <i>Strategic utilities infrastructure partners include the following:</i> United Utilities – water and waste water Dwr Cymru Welsh Water – waste water National Grid – Gas transmission and distribution, electricity transmission Scottish Power – Electricity distribution Electricity North West – Electricity distribution Environment Agency Mobile Operators Association BT - telecommunications Virgin – telecommunications Strategic pipeline operators	

7. Community Infrastructure

7.1. Community infrastructure is at the heart of successful places. It ensures provision of critical services including healthcare and education. Its importance is reflected in the Liverpool City Region Growth Plan, which emphasises the role of different elements of community infrastructure in facilitating economic growth. Institutions such as universities, colleges and hospitals are identified as strategic assets in supporting key growth sectors.

Current Position

- 7.2. Community infrastructure can operate at a range of different geographies:
- a. The geography of school education infrastructure is defined at the strategic level by the formal Local Education Authority (LEA) boundaries (i.e. unitary or county council boundaries), and more locally, by school catchment areas.
 - b. Similarly, the geography of primary care infrastructure is formally defined, for example by NHS England, Clinical Commissioning Groups (CCGs) and NHS Foundation Trusts. CCG boundaries generally follow those of Local Authorities, whereas NHS Foundation Trusts have varied geographies, including across Local Authority boundaries. These organisations are complemented by local health centres, GP surgeries, dentists and pharmacists.
 - c. Emergency services infrastructure was traditionally aligned to the previous County boundaries, for example the Fire and Rescue and Police Services which operate across Merseyside, Cheshire and Lancashire, with localised community stations located across the geographical area. The Ambulance Service has been re-organised and now operates across the North West of England region.
 - d. Prison and probation services may be located in a particular area, but do not necessarily serve that geographical catchment, due to the way prison and probation spaces are allocated. It is therefore helpful to consider this infrastructure within the national operation of the Prison Service.
 - e. Social care geography is defined by the geography of the relevant local authorities, which hold statutory responsibility for care. Many additional types of local community infrastructure are operated by local authorities, including libraries, community centres, community safety services, parks, leisure and sports facilities, cemeteries and crematoria.
 - f. The geography of cultural infrastructure is more loosely defined, and may operate at a local community level, such as a church or community centre, or a more strategic level across the City Region, for example, the large museums, galleries and other visitor attractions within Liverpool city centre and other locations.

- g. Higher education institutions, including the several major Universities in the City Region serve national and international communities of students and researchers. There are other major cultural and leisure attractions, such as football stadia, which also attract a wider international audience.
- h. Private sector providers of community infrastructure, for example private hospitals and schools, may have greater freedom to define their own catchment areas in comparison to public services. This issue also relates to newly privatised services such as the Royal Mail.

Emerging Evidence Base

- 7.3. Each local authority, as part of the preparation of its Local Plan, has produced an Infrastructure Delivery Plan, within which the key issues relating to community infrastructure within the relevant district are highlighted, alongside the presentation of on-going and forthcoming infrastructure developments. The LCR authorities have engaged with key community infrastructure partners, with each other and with other adjoining authorities outside the LCR, in preparing their IDPs.

Strategic Cross Boundary Issues

- 7.4. The effective operation of community infrastructure which serves and supports the Liverpool City Region's communities must be an on-going strategic priority for all local authorities. All authorities must recognise and respond to the additional pressure placed on community infrastructure facilities as a result of new development.
- 7.5. Community infrastructure which operates on a geographical basis greater than an individual local authority area, which operates across authority boundaries or utilises built infrastructure located on or near to local authority boundaries can present strategic cross boundary issues. Key issues affecting all local authorities, that affect the whole City Region or that have cross-boundary implications include:
 - a. **Education:** ensuring successful delivery of pre-school, primary and secondary schooling services, working with private sector and academy partners where appropriate.
 - b. **Higher Education:** working with colleges and Universities to deliver higher education facilities which service a local, national and international audience. (affects universities / campuses in Liverpool, Halton and West Lancashire).
 - c. **Strategic cultural infrastructure:** maintaining and developing major museums, galleries and other tourist attractions and working with private sector providers e.g. football clubs operating stadia.

- d. **Local authority services:** ensuring successful delivery of key statutory and optional community infrastructure services run by local authorities, accounting for the financial issues associated with continued funding of these.
 - e. **Health services:** working with NHS and CCG partners to ensure successful delivery of primary care and other health services for communities within the City Region and working with NHS foundation trusts to ensure that specialist services associated with particular hospitals are delivered for the benefit of communities across the City Region (e.g. affects all authorities with specialist hospitals and those where hospital services are provided across a number of authorities).
 - f. **Emergency services:** working with police, fire and rescue and ambulance service providers to ensure successful delivery of emergency services across the City Region.
- 7.6. Two of the four key priority areas identified in the LCR's Growth Deal relate directly to community infrastructure, and must therefore be considered as strategic cross-boundary issues, as follows:
- a. **Skills and Education:** the provision of skills to enable economic growth including education and apprenticeships, not just at the higher education level but at further education level and through specialist colleges in the SuperPORT/logistics, Advanced Manufacturing, Visitor Economy and Low Carbon, Financial and Professional Services and Life Sciences sectors.
 - b. **Visitor Economy:** Building on the revival of Liverpool city centre as a world class business and leisure destination – i.e. Visitor attractions, museums, galleries, cultural offers, leisure facilities and other aspects of the visitor economy, such as hotels and restaurants, must be considered as an offer across the sub-region, as any visit to the sub-region may call on facilities in a number of different local authority areas.

Future co-operation, joint work and monitoring

- 7.7. On-going review of community infrastructure provision will be undertaken on a local authority basis, through the preparation and review of Local Plans and supporting IDPs, including liaison with appropriate partners when there are cross-boundary issues. Regular review of the type, location and geographical catchments of cultural infrastructure across the city region can be a key part of this work.

Community Infrastructure Summary

Action	Timescale	Who
Review of community infrastructure provision: Liaison with appropriate partners when there are cross-boundary issues	On-going annual review	All LCR Authorities
Review potential to expand the scope of existing meetings to consider community infrastructure issues	Complete by end of May 2016	All LCR Authorities via DPOs/PPMs
Relevant Prescribed Bodies to consult	Other key stakeholders to consult	
Neighbouring Education Authorities (including Lancashire, Wigan and Cheshire West & Chester) Neighbouring Authorities (especially Wigan and Cheshire West & Chester) Lancashire County Council Primary Care Trusts(now replaced by NHS England and Clinical Commissioning Groups (CCGs) LCR LEP Lancashire LEP	Education Authorities Higher Education Institutions Health Services (Including NHS England and relevant CCGs and NHS Trusts) Emergency Services National Museums Liverpool Religious organisations Tourism Boards (including Visit Liverpool) Prison Service (as part of Ministry of Justice) Visitor Attractions	

8. Environment

8.1. The local planning authorities of the City Region have a history of working together to identify and jointly address strategic environmental issues. One of the principle means available to them in this regard is the jointly-funded Merseyside Environmental Advisory Service (MEAS) which provides local planning authority-specific services and collaboration across administrative administration boundaries for plans and projects. MEAS plays a role in joint commissioning and joint evidence base work for biodiversity and nature conservation, waste, minerals, contaminated land, renewable energy and the historic environment.

Current Position

8.2. The Liverpool City Region has a rich and varied Natural Environment, including important natural habitats and a range of urban parks, designed landscapes and other features important for amenity purposes. Green Infrastructure and its natural environment benefits are both a local and strategic issue for the City Region and links to a number of key agendas including health and well-being, biodiversity, visitor economy and historic environment.

8.3. The Liverpool City Region also has a coastline and contains a number of rivers, canals and water bodies. By their nature, watercourses do not respect administrative boundaries and the current national approach is to manage them on a catchment basis under the leadership of the Environment Agency. The City Region contains four coastal or estuarine authorities (Halton, Liverpool, Sefton and Wirral) associated with the Rivers Mersey and Alt and West Lancashire has the Ribble estuary as one of its boundaries. Wirral is also bounded by the River Dee estuary.

8.4. A particular area for co-operation has been the management of flood risk, particularly given the naturally trans-boundary nature of river basins and the additional responsibilities recently given to Councils by the Flood and Water Management Act. With the exception of West Lancashire (who come under Lancashire County Council's authority on this matter), all the LCR authorities are now Lead Local Flood Authorities for their areas. The City Region is potentially vulnerable to flooding events from tidal sources, watercourses and groundwater sources, as well as from blocked, damaged and overloaded drainage infrastructure and failure of canal and reservoir structures.

8.5. The proximity of strategic urban redevelopment areas to European Natura 2000 nature conservation sites and their supporting habitat has rendered the Habitats Regulations of particular importance for the City Region. Following the

Habitats Regulations amendment, which explicitly identified the requirement for assessment of Local Plans, an approach across the LCR was explored and implemented from 2006. The number and importance of internationally designated sites in the city region relates directly to the need for a consistent approach across authority boundaries. The LCR CA authorities (except St.Helens) have contracted specialist consultants through MEAS to look at HRA matters in the area.

- 8.6. The local authorities of Knowsley, Liverpool, Sefton, St. Helens and Wirral jointly support the Merseyside Historic Environment Record (HER), which came under the management of MEAS in April 2014. Halton and West Lancashire are part of the Cheshire HER and Lancashire HER respectively. The HER is a key information source for the historic environment evidence base, covering both built and archaeological heritage, and provides a co-operation mechanism with other historic environment services in Cheshire, Greater Manchester and Lancashire through participation in the regular regional HER Working Group and Association of Local Government Archaeology Officers meetings.
- 8.7. Information provided by the HER informs both Local Plan and development management processes, though there are a limited range of strategic matters requiring action through the Duty to Co-operate, as most issues are site and District specific matters.
- 8.8. Halton, Knowsley, Liverpool, Sefton, St. Helens, Warrington and Wirral are Minerals Planning Authorities. West Lancashire is a two-tier authority area, where Lancashire County Council is the Mineral Planning Authority. As a heavily developed urban area, Merseyside is a significant consumer of aggregate minerals. The area is not a significant producer of land-won minerals but its port facilities are important for the landing and transhipment of minerals from marine and other sources and the area is a significant market for recycled and secondary aggregates. This includes participation in the Managed Aggregate Supply System (MASS) by monitoring activity in the LCR area and by participating in the work of the local Aggregate Working Party (AWP). In addition, the NPPF requires MPAs to produce an annual Local Aggregate Assessment for their area. The Liverpool City Region Authorities (excluding West Lancashire) are grouped together with Warrington and the 10 Greater Manchester authorities for the purposes of the MASS aggregate apportionment set out by Government, and have chosen to work jointly to produce a Local Aggregate Assessment for the whole of the apportionment area, which covers 17 local authorities. LAAs, which are subject to robust consultation through the AWP, have been completed on this basis in 2013 and 2014. This work is led on behalf of the LCR authorities by MEAS.

- 8.9. Each of the unitary authorities of the City Region is a Waste Planning Authority. As a two-tier authority area, Lancashire County Council is the Waste Planning Authority covering West Lancashire. Waste matters have strategic implications beyond individual authority boundaries and need to be considered accordingly, particularly as the Merseyside Recycling and Waste Authority (MRWA) exists to implement waste management across the City Region (excluding West Lancashire). The Joint Merseyside and Halton Waste Local Plan, which was adopted in 2013, provides a common policy and evidence base for the management of waste developments to 2027. The principal forum for co-operation is the District Planning Officers Group but additional requirements for co-operation with MRWA and authorities outside the city region will be needed from time-to-time.

Joint Working

- 8.10. There are a number of areas of existing and emerging joint working in relation to environmental matters in the City Region. Examples include:
- a. Support for Merseyside Biobank and Cheshire rECOrd (the local record centres).
 - b. Contributing to the development of the North Merseyside Biodiversity Action Plan and an emerging Ecological Framework for the City Region.
 - c. A series of joint training events for LCR planners in Local Plans and Development Management on the Habitats Regulations and implications for future timescales, outputs and integration of Habitats Regulations Assessment into decision-taking across the LCR. MEAS also facilitate two joint contracts for provision of Habitats Regulations advice to Local Plan teams, providing a shared approach with reduced costs and enabling a consistent approach to be taken.
 - d. The Regional Flood and Coastal Committee (RFCC), which is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members with relevant experience.
 - e. Engagement with the statutory undertaker, United Utilities, through existing mechanisms such as the Environment Agency's River Basin Management Plans, to develop Local Flood Risk Management Strategies and to discharge the duties of Sustainable Drainage (SUDS) Approval Bodies and a consenting role for works to Ordinary Watercourses.
 - f. The establishment of the Merseyside Strategic Flood and Coastal Risk Management Partnership, which comprises representatives of the local authorities of Knowsley, Liverpool, Sefton, St Helens and Wirral.
 - g. The Merseyside Flood Risk Co-ordinator, which is a multi-disciplinary role that, in addition to supporting the Merseyside Flood & Coastal Risk Management (FCRM) Partnership, also supports the Strategic and

- Tactical groups of elected members and officers in the management of Flood and Coastal Erosion Risks on Merseyside.
- h. Engagement with the North West England and North Wales Coastal Group, which was set up to bring together experts from a number of organisations across the region with coastal defence responsibilities.
 - i. Joint working with Natural England, partly through the LCR Deal with Government and the Local Nature Partnership (Nature Connected), which has enabled progress to be made on the identification of future evidence and research related to functionally-linked habitats that support the internationally designated sites.
 - j. Continued participation in the Managed Aggregate Supply System (MASS) by monitoring activity in the LCR area and by participating in the work of the local Aggregate Working Party (AWP).
 - k. A Merseyside and Halton Joint Waste Local Plan - the Liverpool City Region authorities (excluding West Lancashire) have worked together to develop and adopt a joint Waste Local Plan and are continuing to work together on its implementation, monitoring and review arrangements.
 - l. Engagement with the Cheshire and Merseyside Contaminated Land Officers Group (CLOG), which includes representatives from the LCR authorities (excluding West Lancashire), the Cheshire authorities, the Environment Agency and Public Health England.

Emerging Evidence Base

8.11. The LCR CA authorities are currently working together on an Ecological Framework.

Strategic Cross Boundary Issues

8.12. The environment presents a number of planning issues for all of the City Region, particularly given the proximity of and ease of travel from strategic urban redevelopment areas to European Natura 2000 nature conservation sites and their supporting habitat, the presence of protected species in the City Region, and broader aspirations to improve environmental quality for both ecological and social benefit. Although many issues can be managed locally by individual authorities, issues affecting key sites and their connectivity often require trans-boundary approaches.

8.13. The main strategic cross-boundary issues are:

- a. Increasing recreational pressure on HRA sites from residents visiting from all LCR authorities and areas further afield;
- b. In combination harm to designated sites through water abstraction and/or water discharge;

- c. Implementation of the relevant River Basin Management Plans and Shoreline Management Plan – both of which are currently managed and operated under different regimes; and
- d. The management of flood risk and flooding, including:
 - the development of Local Flood Risk Management Strategies for each authority),
 - discharging the duties of the SuDS Approval Bodies, and
 - management of coastal protection (including the implementation of the SMP) for the coastal authorities.
- e. Ongoing co-operation both within LCR and beyond (e.g. North West Waste Network) on management of strategic cross border waste movements and monitoring and review of the Joint Waste Local Plan;
- f. Continued ongoing co-operation on production of Local Aggregates Assessment both within LCR and with Warrington and Greater Manchester.

Future Co-operation, Joint Work and Monitoring

8.14. Given the strategic cross-boundary issues relating to the environment, there are several areas of potential future co-operation and joint working for the LCR authorities. These could include:

- a. Development of a joint LCR SuDS SPD
- b. Development of a Coastal Strategy for each individual coastal authority which implements the Shoreline Management Plan
- c. Continuing co-operation on flooding and flood risk issues
- d. Cooperating with neighbouring (and more distant) authorities to safeguard important minerals and aggregates
- e. Safeguarding of wharfrage and other facilities for the transport and processing of minerals and aggregates
- f. Monitoring of site requirements for built waste and recycling facilities within each authority area in line with the agreed Local Plan, which reflect other assumptions about how each waste stream will be managed in the future, including improvements in recycling and re-use
- g. Assessment and annual monitoring of joint Waste Local Plan
- h. Complete preparation of LCR Ecological Network as part of Local Plans evidence base.

8.15. In addition, the LCR authorities, MEAS, Natural England and Natural Resources Wales will need to work together to identify and deliver mitigation measures to protect HRA sites, potentially including enhanced access and habitat management, the provision of alternative recreational space away from the sensitive European sites and consideration of any potential water-related HRA issues.

Environment Summary

Action	Timescale	Who
Continuing co-operation on flooding and flood risk issues across catchment areas (where appropriate)	On-going	All LCR authorities
Cooperating with neighbouring (and more distant) authorities to safeguard important minerals and aggregates resources and associated port, transport and processing infrastructure	On-going	All LCR authorities (Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral through MEAS)
Working with neighbouring (and more distant) authorities to monitor the sales and movement of aggregates and to produce a joint Local Aggregate Assessment	Ongoing	All LCR authorities (Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral through MEAS)
Monitoring of site requirements for built waste and recycling facilities	On-going	All LCR authorities (Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral through MEAS)
Assessment and annual monitoring of joint Waste Local Plan	On-going	Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral through MEAS
Complete LCR Ecological Network as Local Plan evidence base	March 2016	Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral through MEAS
Relevant Prescribed Bodies to consult (as appropriate) Natural England Historic England Nature Connected (the Local Nature Partnership for Merseyside) Natural Resources Wales Neighbouring Authorities including Flintshire, Chester & Cheshire West and Warrington The Environment Agency Marine Management Organisation Merseyside Recycling and Waste Authority Forestry Commission	Other key stakeholders to consult (as appropriate) Lancashire Wildlife Trust Wirral Wildlife Natural Resources Wales United Utilities Dwr Cymru Welsh Water Merseyside Strategic Flood and Coastal Risk Management Partnership The Mersey Dee Alliance North West England and North Wales Coastal Group Cheshire Local Nature Partnership Cheshire Wildlife Trust Aggregates Working party North West Waste Network	

9. Retail, Leisure and Tourism

Current Position

- 9.1. Retail catchment areas within the sub-region are dependent upon the type and nature of the retail offer. Comparison goods shopping generates a wider catchment area as shoppers are prepared to travel further afield, whereas convenience shopping is more localised in nature. Retail is a continuously changing area as markets develop and approaches to retail change such as the rise of internet shopping.
- 9.2. Liverpool City Centre is the Regional Centre and is fundamental to the economic growth of the City Region. It forms a strategic hub with significant comparison retail floorspace, leisure, cultural and tourist facilities. It is the primary retail centre within the sub-region and is therefore the highest level of centre both within the City and sub-region hierarchy of centres. The City Centre is one of 4 key priorities in the LEP Strategic Economic Plan.
- 9.3. Birkenhead (Wirral), Southport (Sefton) and St Helens form the second tier of sub-regional centres across the City Region, which sit below and complement Liverpool City Centre as the Regional Centre. Below these centres, each borough has a range of other centres including town, district and local centres which meet localised needs within the area.
- 9.4. As retail catchment areas do not adhere to local authority boundaries it is recognised that there are overlapping catchment areas within the region with regard to these centres, with a number meeting some of the needs of communities in adjoining boroughs. This includes the following:
 - Liverpool City Centre – meets some of the comparison shopping and leisure needs of the whole LCR
 - Southport – serves North Sefton and much of West Lancashire
 - St Helens – catchment area extends into Halton, Knowsley and Wigan
 - Bootle – serves the needs of residents in North Liverpool as well as South Sefton
- 9.5. Centres outside the Liverpool City Region will also meet some of the shopping and leisure needs of LCR residents, in particular including Manchester City Centre, the Trafford Centre, Warrington, Cheshire Oaks, Chester and Wigan.

Leisure, Tourism and the Visitor Economy

- 9.6. The Liverpool City Region has a strong leisure and tourism (visitor economy) sector, with 58.7million day and staying visitors in 2015 to the LCR CA area in 2014. Significant visitor attractions include:
- built heritage and architecture (including the UNESCO World Heritage site Liverpool Waterfront),
 - museums and heritage assets such as National Museums Liverpool, Beatles related tourism and industrial heritage e.g. Catalyst Widnes
 - theatres, art galleries and music venues
 - conference facilities including ACC Liverpool and Southport Classic Resort
 - sports stadia such as Everton FC, Liverpool FC, St.Helens RLFC, Tranmere FC and Widnes Vikings RLFC,
 - race courses at Aintree and Haydock
 - the extensive coastlines of Sefton and Wirral,
 - golf tourism (especially the Golf Coast in Sefton and the Wirral),
 - country parks and countryside recreation (e.g. Knowsley Safari Park, Bold Forest Park and Dream, St.Helens, Spike Island, Halton)
 - Liverpool One retail and leisure
- 9.7. The visitor economy is recognised in the LCR Growth Plan as one of the key growth sectors for the LCR. It is worth around £3.8bn to the economy and supporting around 49,000 jobs directly and indirectly in the accommodation, food and drink, recreation, shopping and transport sectors¹³. There were 192 hotels with 11,902 rooms in the LCR-CA area, with 68 and 7,847 in Liverpool alone, by the end of 2015. The LEP acts as the official Tourist Board or Destination Management Organisation (DMO) for Liverpool City Region. The LCR-CA and the LEP intend to strengthen and expand the Visitor Economy, and the LEP produced a Visitor Economy Strategy and Destination Management Plan in November 2014 for the period 2015-2020. This aims to increase visits to attractions, overnight stays, visitor rankings, value of tourism, and jobs supported.
- 9.8. The visitor economy is recognised in the LCR Growth Plan as one of the key growth sectors for the LCR. It is worth around £3.8bn to the economy and supporting around 49,000 jobs directly and indirectly in the accommodation, food and drink, recreation, shopping and transport sectors . There were 192 hotels with 11,902 rooms in the LCR-CA area, with 68 and 7,847 in Liverpool alone, by the end of 2015. The LEP acts as the official Tourist Board or Destination Management Organisation (DMO) for Liverpool City Region. The LCR-CA and the LEP intend to strengthen and expand the Visitor Economy, and the LEP produced a Visitor Economy Strategy and Destination

¹³ LCR LEP Tourism Data Summary, February 2016, based on 2014 STEAM data

Management Plan in November 2014 for the period 2015-2020. This aims to increase visits to attractions, overnight stays, visitor rankings, value of tourism, and jobs supported.

9.9. Strategic planning helps deliver many of the drivers of the visitor economy, such as safeguarding and enhancing the built heritage and natural environment, built attractions, hotels and infrastructure. Existing cultural infrastructure (also covered in chapter 7, Community Infrastructure) plays an important role in the visitor economy. The implications of the visitor economy for cross boundary planning has not been significant in the past, but the implications of future developments and the need to cooperate in planning for future visitor economy development will be kept under review and liaison promoted.

Emerging Evidence Base

9.10. With regard to objectively assessed need for retail, each local authority has conducted its own studies as set out in the table below, many of which also consider the need for commercial leisure.

Table 4 – Retail Evidence

Local Authority	Retail Evidence Studies
Liverpool	<ul style="list-style-type: none"> • District and Local Centre Study (2009) • Quantitative Retail and Commercial Leisure Study (2011) • Liverpool Retail and Leisure Study Update 2015 (in preparation)
Wirral	<ul style="list-style-type: none"> • Wirral Town Centre Retail and Leisure Study (2009) • Integrated Retail Study for Birkenhead and Wirral Waters (2010) • Wirral Town, District and Local Centre Study and Delivery Framework (2011) • Retail Study Update (2012) • Retail and Leisure Study Update 2016
Sefton	<ul style="list-style-type: none"> • Retail Strategy Review (2012) • Sefton District Centres, Local Centres and Shopping Parades Study • Bootle and Southport Health Checks (2012)
Knowsley	<ul style="list-style-type: none"> • Knowsley Town Centres and Shopping Study - Stage 1 (2009) • Knowsley Town Centres and Shopping Study - Stage 2 (2010)
St Helens	<ul style="list-style-type: none"> • St Helens and Earlestown Retail and Town Centre Uses Study (2012) • St Helens District & Local Centres Study (2006)
West Lancashire	<ul style="list-style-type: none"> • Retail and Leisure Study (2011)
Halton	<ul style="list-style-type: none"> • Halton Retail and Leisure Study (2009) • Halton and Local Centres Review (2015) • Halton Retail Study (2016)

Strategic Cross Boundary Issues

9.11. Retail habits tend to be personal with shoppers rarely considering whether they remaining within one local authority or shopping across multiple boundaries. Other factors more likely to contribute to shop locational choice such as goods to be purchased, access to parking or transport hubs, social activities, range and variety of goods available and the weather on the day.

9.12. Key issues for the City Region are likely to be:

- a. Ensuring a **vibrant Liverpool City Centre**, given its importance to the sub-region as the primary economic driver and its role in meeting a proportion of comparison and leisure needs across the City Region.
- b. The **vitality and viability of other centres** across the sub-region and their ability to meet more localised shopping needs.
- c. Considering the implications of **large scale retail and leisure developments**.
- d. Considering the implications of **development that is located close to authority boundaries**.

Future co-operation, joint work and monitoring

9.13. On-going review of retail and leisure provision will be undertaken on a local authority basis, through the preparation and review of Local Plans. Regular review of the type, location and geographical catchments of retail centres across the city region can be a key part of this work.

Action	Timescale	Who
Review of retail and leisure provision studies by individual LPAs, liaising with neighbouring LPAs when catchments overlap	On-going annual review	All LCR Authorities
Cross-boundary implications of the visitor economy to be kept under review	On-going	All LCR Authorities
Relevant Prescribed Bodies to consult (as appropriate) Neighbouring Authorities (especially Warrington, Wigan and Cheshire West & Chester) LCR LEP (as the Tourist Board) Lancashire LEP	Other key stakeholders to consult (as appropriate) Tourism Boards (including LEP / Visit Liverpool) Visitor Attractions	

10. Implementation

Strategic Planning Within the LCR

- 10.1. In the process of developing individual Local Plans the authorities will ensure engagement with their neighbours on two levels. Firstly, through PPMs and DPOs broad strategies for Local Plan development will be tabled so that all in the LCR are appraised on what each other is doing and the need for any joint evidence base work identified and commissioned. Secondly, the individual authorities will engage with their neighbours through focused one-to-one meetings and discussions on cross boundary strategic issues.
- 10.2. Where agreement cannot be reached through the focused meetings and there are outstanding matters then the concerns will be escalated referred to DPOs level for the Heads of Planning for discussion. If there are still outstanding matters of disagreement then the authorities will agree to undertake to prepare a joint statement identifying the outstanding issues which can be tabled to a Planning Inspector at any relevant Local Plan Examination.

Strategic Planning Outside of the LCR

- 10.3. The LCR is not a standalone area and it interacts with other areas beyond on many issues. To the north it interacts with Central Lancashire, to the East with the Greater Manchester area and Warrington, to the south and west with two Cheshire authorities and Wales. The nature of the relationship varies dependent on the topic. The LCR outer authorities relate particularly to their neighbouring areas, for example, St.Helens has close links with Wigan and Warrington.
- 10.4. On most topics the individual authorities concerned will liaise with their neighbours on particular cross boundary strategic issues. Where this occurs, they will keep the rest of the LCR authorities appraised of discussions through the PPMs group. Any more serious issues will be fed up through DPOs and above where necessary. MEAS also provide joint responses to neighbouring authority consultations where appropriate on strategic environmental matters including waste, minerals and ecology.

Appendix 1 – Action Plan for Continued Joint and Strategic Working

Item and Description	Timescale and Status	Who
Housing		
Prepare a LCR SHELMA to determine HMA(s) and identify OAN within the LCR area	Ongoing, due to complete September 2016	All LCR authorities (Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral and West Lancashire)
Economic Development		
Prepare a LCR SHELMA to review FEMA for the LCR and determine employment land requirements for the LCR area	Ongoing, due to complete September 2016	Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral and West Lancashire
Transport		
Take account of Superport in LCR SHELMA study	SHELMA due to complete in September 2016	All LCR Authorities
Deliver the LTPs and the Transport Plan for Growth, monitoring progress on an annual basis and producing updates to the TPfG when necessary	Ongoing	All LCR CA Authorities
Utilities Infrastructure		
Review of utilities infrastructure provision: liaison with infrastructure providers and neighbour LPAs when there are cross-boundary issues, preferably on a service catchment basis	On-going annual review	All LCR Authorities
Review of existing evidence base studies: Liaison with appropriate partners when there are cross-boundary issues	On-going annual review	All LCR Authorities
Individual Infrastructure Delivery Plans: Liaison with appropriate partners when there are cross-boundary issues	On-going annual review	All LCR Authorities
Community Infrastructure		
Review of community infrastructure provision: Liaison with appropriate partners when there are cross-boundary issues	On-going review	All LCR Authorities
Review potential to expand the scope of existing meetings to consider community infrastructure issues	Complete by end of May 2016	All LCR Authorities via DPOs/PPMs
Environment		
Continuing co-operation on flooding and flood risk issues across catchment areas	On-going	All LCR authorities

(where appropriate)		
Cooperating with neighbouring (and more distant) authorities to safeguard important minerals and aggregates resources and associated port, transport and processing infrastructure	On-going	All LCR authorities (Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral through MEAS)
Working with neighbouring (and more distant) authorities to monitor the sales and movement of aggregates and to produce a joint Local Aggregate Assessment	On-going	All LCR authorities (Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral through MEAS)
Monitoring of site requirements for built waste and recycling facilities	On-going	Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral through MEAS
Assessment and annual monitoring of joint Waste Local Plan	On-going	Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral through MEAS
Complete LCR Ecological Network as Local Plan evidence base	March 2016	Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral through MEAS
Retail, Leisure and Tourism		
Review of retail and leisure provision studies by individual LPAs, liaising with neighbouring LPAs when catchments overlap	On-going annual review	All LCR Authorities
Cross-boundary implications of the visitor economy to be kept under review	On-going	All LCR Authorities
Other Items		
Annual review of Statement of Cooperation on Local Plans	Annual	District Planning Officers and Planning Policy Managers
Maintain updated list of evidence base studies produced by LCR Local Planning Authorities	Ongoing	Planning Policy Managers

Appendix 2 – Prescribed Bodies Involvement

Prescribed Body In Act and Regulations ¹⁴	Relevant Body within LCR	Relevant Body Outside of LCR	Relevant Issues
Neighbouring authorities (as appropriate)	All LCR LPAs	As appropriate: Cheshire West and Chester Chorley Flintshire Lancashire CC South Ribble Warrington Wigan	Various (as appropriate): Housing Economic Development Transport
Environment Agency	Environment Agency	Environment Agency	Utilities Infrastructure Environment
Historic Buildings and Monuments Commission for England (Historic England)	Historic England (North West)	Historic England (North West)	Environment
Natural England	Natural England (North West)	Natural England (North West)	Environment
The Mayor for London	N/a	N/a	
Civil Aviation Authority	Civil Aviation Authority	Civil Aviation Authority	Transport
Homes and Communities Agency	Homes and Communities Agency	Homes and Communities Agency	Housing Economic Development
Clinical Commissioning Group (replacing CCGs)	All CCGs operating in LCR	All CCGs operating adjacent to LCR	Community Infrastructure
NHS England (replacing CCGs)	NHS England	NHS England	Community Infrastructure
Office of Rail and Road	Office of Rail and Road	Office of Rail and Road	Transport
Transport for London	N/a	N/a	
Integrated Transport Authority	Merseytravel	Transport for Greater Manchester Lancashire ITA Cheshire ITA	Transport
Highway Authority	Each LCR authority Highways England Department for Transport	Neighbouring Authorities (including Lancashire CC) Highways England	Transport
Marine Management Organisation	Marine Management Organisation	Marine Management Organisation	Transport
Local Enterprise Partnerships (LEP)	Liverpool City Region LEP	Cheshire & Warrington LEP Lancashire LEP	Housing Economic Development Tourism
Local Nature Partnership (LNP)	Nature Connected (Merseyside's LNP) Cheshire LNP (Halton)	Cheshire Local Nature Partnership Lancashire Local Nature Partnership	Utilities Infrastructure Environment

¹⁴ Town and Country Planning (Local Planning) Regulations (2012)

Appendix 3 – Other key stakeholders to be involved as appropriate

Relevant Issue	Relevant Body to LCR
Housing	Housing Developers Registered Providers
Economic Development & Superport	Port of Liverpool and ABP and associated shipping lines, logistics companies, hauliers, warehousing and distribution centre operators Liverpool John Lennon Airport Land agents Key LCR employers Business community Universities and colleges Utility providers Chambers of Commerce The Mersey Dee Alliance
Transport	Department for Transport Network Rail Welsh Government (Transport) Port of Liverpool and associated shipping lines, logistics companies, hauliers, warehousing and distribution centre operators Liverpool John Lennon Airport Rail North Canal and River Trust Atlantic Gateway Land agents Key employers The Mersey Dee Alliance
Utilities Infrastructure	Merseyside Recycling & Waste Authority Natural Resources Wales Mersey Dee Alliance Utility Providers, including: United Utilities – water and waste water Dwr Cymru Welsh Water – waste water National Grid – Gas transmission and distribution, electricity transmission Scottish Power – Electricity distribution Electricity North West – Electricity distribution Mobile Operators Association BT - telecommunications Virgin – telecommunications Strategic pipeline operators
Communities Infrastructure	Education Authorities Higher Education Institutions Health Services (Including NHS England and relevant CCGs and NHS Trusts) Emergency Services National Museums Liverpool Religious organisations Tourism Boards (including Visit Liverpool) Prison Service (as part of Ministry of Justice) Visitor Attractions

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Environment	Natural Resources Wales Merseyside Recycling and Waste Authority Forestry Commission Lancashire Wildlife Trust Wirral Wildlife Natural Resources Wales United Utilities Dwr Cymru Welsh Water Merseyside Strategic Flood and Coastal Risk Management Partnership The Mersey Dee Alliance North West England and North Wales Coastal Group Cheshire Local Nature Partnership Cheshire Wildlife Trust Aggregates Working party North West Waste Network
Retail, leisure & tourism	Tourism Boards (including LCR LEP / Visit Liverpool) Visitor Attractions

Appendix 4 – Key Sub Regional Policy Documents

Given the historic and ongoing working relationships there are already a suite of documents pertaining to the Liverpool City Region. Most of these have a relevance to joint Strategic Planning Matters. These documents are summarised below but this list is by no means exhaustive and will continue to change over the next five years.

LCR Devolution Agreement

See chapter 1 for details of the LCR Devolution Agreements.

[LCR Devolution Agreement](#)

LCR Growth Deal

The LCR Growth Deal was awarded to the LCR LEP on 7th July 2014 allocating over £232 million of funding to the LCR CA sub-region. A further £31.6 million was given in January 2015. The Growth Deal focuses on four priority areas:

- Creating a **freight and logistics hub** which will put the city region in the best place to respond to changes in the UK and international logistics market
- Building on the revival of **Liverpool city centre** as a world class business and leisure destination
- Driving the transfer of the city region's energy supply to **low carbon** and renewable sources as part of the LCR2Energy initiative
- Skills and business support to enable growth

The Growth Deal award is supported by the Liverpool City Region Growth Plan and Strategic Economic Plan (SEP) which, provide the strategic framework for interventions to drive new job creation and growth in the City Region. The Growth Plan and SEP articulate the ambitions of the City Region in terms of stimulating job creation as well as providing the rationale for intervention with a particular emphasis placed on enabling private sector investment and growth.

Liverpool City Region's Growth Plan takes a twin-track approach. First, where the City Region has genuine comparative strengths and competitive advantages investment will be prioritised and targeted to drive economic growth. Second, and across all aspects of the economy and in all sectors, the City Region will ensure that it creates an environment that supports growth and that will see all people and places benefit in a sustainable way.

[LCR Growth Deal](#)

LCR Spatial Investment Plan

LCR Spatial Investment Plan was prepared in November 2013 with the aim of:

- Spatially mapping and categorise different types of employment sites
- Providing a market summary that assesses the prospects for different types of commercial investment
- Spatially mapping all the current housing sites under construction in the City-Region
- Identifying the short and medium term housing supply
- Identifying the potential constraints that could limit the speed and scale of private sector investment in new housing stock
- Making some initial policy recommendations based on the assessment of demand constraints and site availability
- Making some initial recommendations to help shape a future delivery strategy

The report was intended to contribute both to the investment planning of the LEP and the emerging strategic role of the Combined Authority.

[LCR Spatial Investment Plan](#)

LCR Local Investment Plan

The LCR Local Investment Plan 2 (LIP2) was completed and approved by the City Region Cabinet in November 2011 with three primary aims:

- A prospectus for housing and regeneration investment in the LCR
- To clarify LCR's priorities to support economic growth while maintaining the momentum of regeneration
- Inform Homes and Community Agency's (HCA) business plan by setting clear priorities for future investment in the LCR

[LCR Local Investment Plan 2](#)

Local Transport Plans / Plan for Growth

Prior to the establishment of the Liverpool City Region Combined Authority in April 2014, Halton was a separate Integrated Transport Authority (ITA) from MerseyTravel who act as the ITA for the Merseyside authorities, with each preparing its own separate (though closely aligned) Local Transport Plans (LTPs). Lancashire County Council is the ITA for their area including West Lancashire.

- The Merseyside Local Transport Plan 3 provides a long-term strategy and delivery programme of transport investment and service improvements. It aims to give Merseyside a safer, sustainable, efficient and integrated transport network, accessible to all. The Plan is operational from 2011 until 2024 and covers Knowsley, Liverpool, Sefton, St Helens and the Wirral.
- The Local Transport Plan 3 for Halton (2011 to 2025) provides the long term strategy for transport in Halton and provides the detail of how the strategy will be delivered in the shorter term.
- The Local Transport Plan 3 for Lancashire (2011-2021) provides a similar role for West Lancashire, with a West Lancashire Highways & Transport Masterplan (2015) providing more detail on how Lancashire County Council and West Lancashire Borough Council see transport infrastructure evolving in West Lancashire in the future.

The Liverpool City Region Combined Authority document 'A Transport Plan for Growth' aims to improve the social, environmental and economic wellbeing of the city region, by delivering a world-class transport network. The Transport Plan for Growth has been developed to provide a clear vision for a successful transport provision in the city region, and act as an investment plan to promote and support economic growth.

[Merseyside LTP3](#)

[Halton LTP3](#)

[Lancashire LTP3](#)

[A Transport Plan for Growth](#)

In West Lancashire transport infrastructure is governed through Lancashire County Council. The West Lancashire Highways and Transport Masterplan was issued in October 2014 and outlines the ambitious and wide-ranging vision to transform the transport network in West Lancashire over the coming decades.

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Report to:	Cabinet	Date of Meeting:	Thursday 6 October 2016
Subject:	Liverpool City Region Tenancy Strategy 2016	Wards Affected:	(All Wards);
Report of:	Head of Regeneration and Housing		
Is this a Key Decision?	Yes	Is it included in the Forward Plan?	Yes
Exempt/Confidential	No		

Purpose/Summary

To seek Cabinet approval for the publication of the Liverpool City Region (LCR) Tenancy Strategy 2016. This strategy replaces Sefton's existing Tenancy Strategy which was approved by Cabinet on 13/12/2012.

Recommendation(s)

1. Approve the Liverpool City Region (LCR) Tenancy Strategy 2016 [as set out in Appendix 1] for publication, which will replace the existing Sefton Tenancy Strategy.
2. Approve delegated authority for the Cabinet Member - Communities and Housing to authorise further amendments potentially required to the Strategy as a result of the approval processes set out in Recommendation 4, and any future amendments that may be required.
3. Note that the Liverpool City Region (LCR) Tenancy Strategy 2016 has been developed in accordance with each individual Local Authorities' housing needs.
4. Note that i) A report will be taken to the LCR Leader's for endorsement. ii) Each individual LCR authority included in this strategy will seek approval through their individual formal decision making processes prior to the publication of the finalised strategy in December 2016.

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How does the decision contribute to the Council's Corporate Objectives?

	<u>Corporate Objective</u>	<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		X	
2	Jobs and Prosperity		X	
3	Environmental Sustainability		X	
4	Health and Well-Being	X		
5	Children and Young People	X		
6	Creating Safe Communities	X		
7	Creating Inclusive Communities		X	
8	Improving the Quality of Council Services and Strengthening Local Democracy		X	

Reasons for the Recommendation:

Sefton's Tenancy Strategy was approved by Cabinet on 13/12/2012. This strategy was introduced under Section 150 of the Localism Act 2011, which placed a statutory duty on Local Authorities to prepare, consult upon and publish a tenancy strategy. This 2012 strategy should be "*reviewed every 3 years or sooner than this if there is any significant national or local policy change that may impact on this strategy.*" With the current legislative and policy changes brought about through the Housing and Planning Act 2016, alongside the LCR devolution agenda, it is now an appropriate juncture to update Sefton's existing Tenancy Strategy.

As the Tenancy Strategy seeks to influence Registered Housing Providers own approaches to tenancy management, and most RPs operate across multiple Liverpool City Region council areas, a common strategy was seen as the most advantageous approach.

Alternative Options Considered and Rejected:

The Council could consider a 'Sefton only' strategy

What will it cost and how will it be financed?

(A) Revenue Costs

There are no direct revenue costs arising from the recommendations in this report.

(B) Capital Costs

There are no direct capital costs arising from the recommendations in this report.

Implications:

The following implications of this **Page 196** have been considered and where there are specific implications, these are set out below:

Financial NA									
Legal Section 150 of the Localism Act 2011, places a statutory duty on local housing authorities to prepare and publish a tenancy strategy									
Human Resources NA									
Equality <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;">1. No Equality Implication</td> <td style="width: 5%;"></td> <td style="width: 35%; text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>2. Equality Implications identified and mitigated</td> <td></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>3. Equality Implication identified and risk remains</td> <td></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>	1. No Equality Implication		<input checked="" type="checkbox"/>	2. Equality Implications identified and mitigated		<input type="checkbox"/>	3. Equality Implication identified and risk remains		<input type="checkbox"/>
1. No Equality Implication		<input checked="" type="checkbox"/>							
2. Equality Implications identified and mitigated		<input type="checkbox"/>							
3. Equality Implication identified and risk remains		<input type="checkbox"/>							

Impact of the Proposals on Service Delivery: None; as the Council do not directly manage social housing stock.

What consultations have taken place on the proposals and when?

The Head of Corporate Resources (FD4330/16) has been consulted and notes that there are no direct financial implications arising from the publication of the updated tenancy strategy.

The Head of Regulation and Compliance (LD3613/16) has been consulted and any comments have been incorporated into the report.

A consultation exercise, led by Knowsley MBC on the draft LCR Tenancy Strategy was undertaken with appropriate City Region Housing Association partners (as identified in Appendix C). The results of the formal consultations with housing associations are reported within the LCR Tenancy Strategy 2016 (Appendix 1).

A report was taken to the LCR Housing and Spatial Planning Board on 19/09/2016, for approval.

Implementation Date for the Decision

Following the expiry of the “call-in” period for the Minutes of the Cabinet Meeting

Contact Officer: Alistair Malpas – Strategic Housing Officer
Tel: 0151 934 4842
Email: alistair.malpas@sefton.gov.uk

Background Papers:

The following papers are available for inspection on the Council website via this link:

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Housing Tenancy Strategy – Cabinet Report 13/12/2012

<http://modgov.sefton.gov.uk/moderngov/documents/s43264/Tenancy%20Strategy.pdf>

1. Introduction/Background

- 1.1 Sefton's Tenancy Strategy was approved by Cabinet on 13/12/2012. This strategy was introduced under Section 150 of the Localism Act 2011, which placed a statutory duty on Local Authorities to prepare, consult upon and publish a tenancy strategy.
- 1.2 The purpose of the Council's Strategy is to provide guidance to housing associations. The guidance is intended to influence the housing associations own policies and practices to do with:
 - whether they offer fixed term tenancies, and the length of the tenancies
 - how and when they would use fixed term tenancies or not
 - when fixed term tenancies come to an end, the circumstances under which they will grant a further tenancy.
- 1.3 Registered Providers will be expected to have due regard to the principles set out in the Tenancy Strategy when formulating the policies that will govern how they will implement and utilise fixed-term tenancies.
- 1.4 With the current legislative and policy changes brought about through the Housing and Planning Act 2016, alongside the LCR devolution agenda, it is now an appropriate juncture to update Sefton's existing Tenancy Strategy.

2. Draft Liverpool City Region Tenancy Strategy 2016

- 2.1 Each Local Authority within the Liverpool City Region also published their first Tenancy Strategies during 2012 or 2013. These strategies were all due to be reviewed during 2016 and it appeared appropriate to conduct a single review on a partnership basis, with Liverpool City Region Local Authorities working together to produce a shared Tenancy Strategy.
- 2.2 There are currently over 100 Registered Providers managing in excess of 150,000 properties across the Liverpool City Region, with many having a presence in multiple local authority areas. This shared Tenancy Strategy will provide a consistent approach that will be helpful to Registered Providers in preparing their own Tenancy Policies. Registered Providers will be expected to have due regard to the principles set out in this Tenancy Strategy when formulating the policies that will govern how they will implement and utilise fixed-term tenancies.
- 2.3 The existing individual Local Authority Tenancy Strategies all contain a broad presumption in favour of lifetime tenancies so that future social housing tenants maintain the security of tenure currently enjoyed by existing residents. However, they also take account that there are circumstances where the use of fixed-term tenancies will be appropriate.
- 2.4 The existing strategies include protections for tenants in that they also set out the circumstances where Page 199 tenancies should not be used, for example where tenants are over the state retirement age or have a

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lifelong need for support that would disadvantage them in securing alternative accommodation. They also set out parameters which Registered Providers should consider when determining whether fixed-term tenancies should be renewed. These include factors such as whether the household contains school-age children.

- 2.5 The existing strategies contain an expectation that fixed-term tenancies would be granted for a minimum of five years, with discretion available to Registered Providers to use shorter or longer fixed-term periods as appropriate.
- 2.6 Consultation took place with Registered Providers operating within the City Region in May 2016 and this identified that four Providers had issued a total of 63 fixed-term tenancies since 2012. The reasons for their use include:
- mortgage rescue scheme;
 - empty homes initiative;
 - maximise income for new development;
 - support tenancy sustainment;
 - adapted properties for disabled people;
 - prevent under-occupation of large family homes;
 - property types identified to be in short supply;
 - properties in high demand areas.
- 2.7 Of the 63 fixed-term tenancies issued 62% were in Sefton, 24% in Wirral, 13% in Liverpool and 2% in Halton. Fixed term tenancies have not been used in Knowsley or St Helens. During this period 70,000 new tenancies have been issued across the City Region. Therefore 63 fixed-term tenancies as a proportion is below 0.1% of total new tenancies. This is in line with national trends where the use of fixed-term tenancies remains low.
- 2.8 Clearly the use of fixed-term tenancies can have some benefits which may be attractive to some Local Authorities particularly in the South of the country where demand is different. For example they can assist in helping to release larger properties when a family no longer needs that size of property. However, at present this type of issue is not evident in the City Region to the same extent. Over time this may change, however for the time being there are only three Registered Providers who have confirmed that they would definitely use such tenancies in the future.
- 2.9 A detailed analysis of housing market trends across the City Region has been undertaken, with a summary provided as an appendix to the Strategy. This identifies that demand for social and affordable housing continues to be high across the City Region. However, taking this into account along with the impact of recent Government welfare and housing reforms it does not identify any trends which would prompt a change of policy direction from that of the existing Tenancy Strategies.

3. LIVERPOOL CITY REGION TENANCY STRATEGY 2016-2019

- 3.1 The flexibility for Registered Providers to determine the length of tenancy they will offer to new tenants is supported by each Local Authority to encourage the best use of limited affordable housing stock. However the LCR authorities are keen to ensure that these flexibilities are applied in an appropriate manner that does not undermine social investment in communities and protects the most vulnerable tenants by providing the levels of accommodation stability that they require.
- 3.2 It is with this in mind that there will be a **presumption in favour of lifetime tenancies** to allow future social housing tenants the security of tenure enjoyed by existing social housing residents.
- 3.2 The proposed Liverpool City Region Tenancy Strategy was made available to stakeholders and the public via Council websites during July 2016, and the responses received demonstrated strong support for the overall approach of the Strategy.
- 3.3 The proposed LCR Tenancy strategy remains broadly consistent with the policies contained within the existing approved Sefton Tenancy Strategy 2012.

4. Conclusion

- 4.1 The Liverpool City Region Tenancy Strategy 2016 builds on the existing Local Authority strategies by maintaining a presumption in favour of lifetime tenancies, whilst also recognising that there are circumstances where the new tenure flexibility provides an opportunity for Registered Providers to make the best use of their housing stock. The production of a Tenancy Strategy is a statutory requirement for Local Authorities and the new Liverpool City Region Tenancy Strategy will ensure that Registered Providers working across the Liverpool City Region benefit from a consistent and up to date Tenancy Strategy.

Appendix 1 [Overleaf]

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**[Appendix 1] Liverpool City Region Tenancy Strategy 2016
Draft**

[To be read in conjunction with Cabinet Report Recommendation 1]

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Introduction

The *Localism Act 2011* gave new flexibilities and powers to Registered Providers of social housing, including the option to use flexible tenancies. It placed a duty on all Local Authorities to publish a *Tenancy Strategy* setting out how they would like Registered Providers to make use of these flexibilities, and in particular:

- the kind of tenancies they grant;
- the circumstances in which they will grant different kinds of tenancies;
- the length of tenancy, were they to choose fixed-term tenancies; and
- the circumstances in which they will grant a further tenancy when a fixed-term tenancy comes to an end.

Each Local Authority within the Liverpool City Region¹ published their first Tenancy Strategy during 2012. These strategies were all due to be reviewed during 2016 and it was agreed to conduct a single review on a partnership basis, with Liverpool City Region Local Authorities working together to produce a shared Tenancy Strategy. There are currently over 100 Registered Providers managing in excess of 150, 000 properties across the Liverpool City Region, with many having a presence in multiple local authority areas. This shared Tenancy Strategy will provide a consistent approach that will be helpful to Registered Providers in preparing their Tenancy Policies. Registered Providers will be expected to have due regard to the principles set out in this Tenancy Strategy when formulating the policies that will govern how they will implement and utilise fixed-term tenancies.

The national context

The Government's national housing strategy - *Laying the Foundations: A Housing Strategy for England (2011)* sets out a range of objectives for housing, including the Government's view on the role and future direction of the social housing sector:

Social housing can improve people's life chances, providing support at a time when they need it, for as long as they need. It also supports mixed sustainable communities and local economies. But the system is not working: waiting lists have grown excessively; social housing is used inefficiently; and many tenants are not provided with the right incentives to take up work.

The Government introduced a programme of reform through the *Localism Act* which made changes to the way people access social housing, the types of tenancies that are provided and the way the homeless duty is discharged. Registered Providers were given the option to grant different kinds of tenancies to respond to the particular needs of their communities, in order to:

- **increase mobility** by encouraging tenants to move between properties and sectors as their housing needs changed;
- **ensure that social housing is only used for those in genuine need**, by moving people earning a higher wage into other forms of tenure;
- **target social housing so it meets the needs of the community**, for example, by addressing the under-occupation of larger family accommodation; and
- **promote localism** through local decision making at a community level.

The Government is implementing wide-ranging reforms of the welfare system through the *Welfare Reform Act 2012* including the introduction of Universal Credit which brings together a range of benefits into a single payment; Personal Independence Payments to replace Disability Living Allowance; a reduction of Local Housing Allowance rates and the extension of the shared room rate to most single people under 35; Housing Benefit reductions for Registered Provider tenants of working age who are under-occupying their property; the introduction of a benefit cap of £26,000 and a reduction in benefits when someone claiming benefit has another adult, who is not their spouse or partner, living in their property.

¹ Liverpool City Region comprises the local authorities of Liverpool, St Helens, Sefton and Wirral.

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Further reforms were introduced by the *Welfare Reform and Work Act 2016*, including a requirement for all social housing rents to be reduced by 1% per annum for four years from April 2016 and a further reduction in the benefit cap to £20,000. These measures will affect Registered Provider budgets and may impact on the overall number and level of investment in homes available for social and affordable rent.

In the *summer 2015 Budget* the Government announced an extension of the Right to Buy scheme to Registered Provider tenants; the National Housing Federation (NHF) subsequently agreed a voluntary arrangement with Registered Providers to receive compensation for the discount offered to the tenant. The overall impact of the introduction of the Right to Buy scheme for the Registered Provider sector is not fully known at this stage, however, unless there is a guarantee of funding for one to one replacement of dwellings sold there is potential for a reduction in the overall level of social housing stock available for rent. This could lead to a significant increase in the number of residents waiting for suitable properties and the length of time individual tenants will have to wait.

The *Housing and Planning Act 2016* underpins the voluntary agreement with the NHF relating to the Right to Buy scheme for Registered Provider tenants and places a duty on local planning authorities to actively promote the supply of Starter Homes, to be sold at 20% below the market price to first-time buyers. The Act also ends lifetime secure tenancies in Local Authority housing to be replaced with fixed term secure tenancies.

The *Homes and Communities Agency (HCA) Shared Ownership and Affordable Homes Programme 2016 – 2021* makes £4.74 billion of grant available nationally to deliver shared ownership homes via the Help to Buy scheme and rental homes through the Rent to Buy scheme which will enable working households to rent a home at Intermediate Rent, providing an opportunity to save for a deposit to buy their first home. The Programme is also focussing on the provision of specialist homes for older, disabled and vulnerable people.

All of these reforms will need to be carefully considered and monitored to fully understand the impact on local housing markets and residents across the Liverpool City Region. This will inform future changes to the Tenancy Strategy and enable service responses to remain appropriate and relevant to changing circumstances.

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Liverpool City Region context

Liverpool City Region has a population of 1.5 million people and an economy worth over £20 billion. It benefits from an internationally recognised city, major employment sites and significant global companies as well as leading universities and research institutions. A Liverpool City Region Combined Authority was established in April 2014 to lead on strategic decision-making, with a vision for the Liverpool City Region to be:

A globally connected City Region delivering sustainable growth, opportunity and prosperity for people and businesses

A Devolution Agreement between the Government and leaders of the Liverpool City Region was approved in November 2015 to devolve powers and responsibilities to the Liverpool City Region Combined Authority and for a new directly elected mayor for the Liverpool City Region. The directly elected mayor will act as chair to the Liverpool City Region Combined Authority and will exercise powers and functions devolved from central Government, including powers over strategic planning to help accelerate economic growth and new housing development. Further devolution was agreed in March 2016, including a commitment for the Liverpool City Region to continue to work with Government to examine how national policies and funds can be best utilised to promote home ownership and housing supply in the context of the Liverpool City Region's housing market.

The *Liverpool City Region Housing Strategy* was completed in 2007 to provide a framework for future housing investment to support regeneration and economic growth in the City Region². In doing so it identified a series of objectives:

- to support the economic growth and regeneration of the City Region;
- to identify sustainable locations for growth, linked to economic development prospects, sustainable levels of infrastructure, service provision and housing land availability;
- to maximise the contribution that regeneration areas can make in supporting the economic development of the City Region;
- to provide for a range of affordable housing products across the City Region in recognition of the growing mismatch between income levels and lowest quartile house prices; and
- to secure investment in the quality of neighbourhoods as a major economic asset of the City Region in attracting and retaining the population.

A revised Housing Strategy for the Liverpool City Region is being commissioned during 2016 to reflect the changes to housing policy brought out since 2007, along with the new devolution powers.

Providing the right mix of affordable private and social rented homes is integral to attracting people to the Liverpool City Region, retaining those residents who already live here and meeting the housing needs of older and vulnerable residents. Having the right housing offer is key to the development of sustainable communities and crucial for the long-term growth of the Liverpool City Region. The Liverpool City Region Local Authorities are keen to ensure that social housing plays a positive role in contributing to the social and economic position of the Liverpool City Region as a whole. The Tenancy Strategy will play an important part in this, along with other key joint housing policies including the Liverpool City Region Housing Allocation Policy and individual Local Authorities' documents such as Homelessness Strategies.

Each Local Authority within the Liverpool City Region has published its own Corporate Plan and Housing Strategy and undertaken a Strategic Housing Market Assessment (SHMA) to establish the future need for different types of housing within their area. The Liverpool City Region Tenancy Strategy has been developed within the context of these documents.

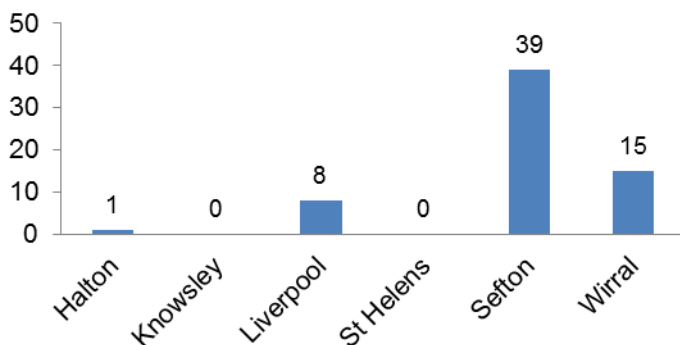
² The City Region as defined in the Housing Strategy (2007) comprises the local authorities of Liverpool, Knowsley, Sefton, St Helens, Wirral, Halton, Ellesmere Port and Neston, West Lancashire, Chester, Warrington, part of Vale Royal and the Welsh authorities of Wrexham and Flintshire.

A detailed analysis of key trends relating to the housing market and affordability, housing need and homelessness within the Liverpool City Region has been undertaken as background and context for the Tenancy Strategy and a summary is provided as Appendix A.

Use of fixed term tenancies

Whilst the use of fixed-term tenancies on a national basis has been gradual and still remains relatively low, the Chartered Institute of Housing reports a growing number of properties being let on fixed-terms, with a higher percentage of affordable rent properties being let on fixed-terms than social rent properties³. A questionnaire was sent out to all Registered Providers in the Liverpool City Region in May 2016 to better understand the use of fixed-term tenancies since the introduction of increased flexibilities. 14 Registered Providers responded and of those, four had issued a total of 63 fixed term tenancies, as shown in the table below. During this period 70,000 new tenancies have been issued across the Liverpool City Region therefore 63 fixed-term tenancies as a proportion is below 0.1% of the total and ranges from 0.4% of all new tenancies in Sefton to 0.1% or less in Halton, Liverpool and Wirral, with none issued in Knowsley or St Helens.

Figure 1: Use of fixed-term tenancies in Liverpool City Region 2012 – 2016



Source: Registered Provider Questionnaire (May 2016)

In line with the national trend 94% of fixed term tenancies issued in the Liverpool City Region were for affordable rent properties. The majority of fixed-term tenancies were issued for between two to four years (88%) with 6% each issued for five years and six years plus respectively.

A range of reasons for the use of fixed term tenancies were reported by Registered Providers including:

- mortgage rescue scheme;
- empty homes initiative;
- maximise income for new development;
- support tenancy sustainment;
- adapted properties for disabled people;
- large family homes to prevent under-occupation;
- properties types identified to be in short-supply;
- properties in high demand areas.

It is difficult to measure or predict the overall effect fixed-term tenancies will have on the turnover of properties as much depends on how many tenancies will be renewed at the end of their initial fixed-terms. However, it is clear that their use and impact to date has been limited within the Liverpool City Region, with only three Registered Providers confirming they would definitely use them in the future; five would possibly use fixed-term tenancies and six had no plans to use them at present.

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The strategy

The Liverpool City Region Local Authorities welcome the flexibility for Registered Providers to determine the length of tenancy they will offer to new tenants. This provides the opportunity to encourage the best use of limited affordable housing stock. However, the Liverpool City Region Local Authorities are keen to ensure that these flexibilities are applied in a manner that does not undermine social investment in communities, and ensures that the most vulnerable tenants are provided with the level of stability they require.

The kind of tenancies to be granted in Liverpool City Region

The tenancies that will be granted by Registered Providers in the Liverpool City Region are:

Introductory tenancies: Also known as '*probationary*' or '*starter*' tenancies, these are usually assured shorthold tenancies which can be offered to new tenants irrespective of whether the property is let at a social, affordable or intermediate rent. They would not apply to tenants transferring from one Registered Provider to another. The introductory period normally lasts for twelve months and, provided there has been no breach of tenancy that would warrant eviction within that time, can be converted to an assured tenancy once the twelve months has elapsed. However, if the Registered Provider has reason to believe that the tenant has breached the tenancy agreement it can extend the introductory period beyond twelve months. These lettings will be subject to Local Authority nominations in accordance with an agreement with the Registered Provider.

Assured tenancies: Registered Providers may continue to offer assured tenancies to transferring tenants, tenants converting from an introductory tenancy (or new tenants where there is no introductory scheme in place) regardless of whether the property is let at social, intermediate or affordable rent. Their aim is to provide quality and reliable accommodation to households who are unable to meet their housing needs through the market. They are particularly focused on the more vulnerable members of society. These lettings will be subject to Local Authority nominations in accordance with an agreement with the Registered Provider.

Secure tenancies: Registered Providers will not offer secure tenancies to new tenants as they are reserved for Local Authority use. However, some Providers will have tenants with secure tenancies where the tenancies have been assigned to a Registered Provider following a stock transfer.

Assured shorthold tenancies: Registered Providers have always been able to use assured shorthold tenancies in certain circumstances e.g. provision of temporary accommodation or introductory tenancies, as set out above. This Tenancy Strategy does not seek to encroach on this. Within the context of this Strategy it is anticipated that this form of tenure will be used for fixed-term tenancies.

Fixed term tenancies: Registered Providers may use fixed-term tenancies for new tenants, regardless of whether the property is let at social, intermediate or affordable rent. It is recommended that the term of the tenancy will be for a minimum of five years and will be renewable at the discretion of the tenant and the landlord at the end of the fixed term. These lettings will be subject to Local Authority nominations in accordance with agreement with the Registered Provider. New homes built under the Government's Rent to Buy scheme are required to have assured shorthold tenancies for a fixed term of less than two years.

Market rent tenancies: These tenancies will usually have assured shorthold tenancy as their legal form. Their aim is to provide quality and reliable accommodation to households who can meet their housing needs through the market and are attracted to Registered Providers because of the quality and reliability they can offer. Such tenancies will play an important strategic role in meeting a demand and, particularly where introduced into areas undergoing change, in helping foster and sustain mixed communities. It is envisaged that this form of tenure will be an attractive alternative to households aspiring to buy for the first time but who are having difficulty securing a mortgage.

Licenses: It is recognised that some Registered Providers provide temporary accommodation, such as hostels and in such instances 'licenses' are often used.

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In framing Tenancy Policies and determining the circumstances in which fixed-term tenancies should be granted, extended or ended, the Liverpool City Region Local Authorities advocate that Registered Providers make use of the flexibilities as follows:

The circumstances in which different types of tenancies will be granted

Where a property becomes available for letting the Registered Provider will determine the appropriate form of tenancy and will seek to identify a suitable tenant. In determining the form of tenancy the Registered Provider will take into account:

- the current mix of households in the locality and the aspiration to create and sustain balanced and mixed communities;
- known need and demand for housing in the locality;
- their neighbourhood and asset management plans;
- targets for lettings agreed as part of any nominations agreement or agreed local lettings policies;
- its allocation through Choice Based Lettings;
- any other strategic considerations relevant to the Registered Provider.

There will be a **presumption in favour of lifetime tenancies** so that future social housing tenants maintain the security of tenure currently enjoyed by existing tenants. Social housing is often located in some of the more deprived parts of the Liverpool City Region, and reducing security of tenure in these areas is likely to impact on the longer-term aspiration of creating sustainable communities. However, the Liverpool City Region Local Authorities recognise that there will be circumstances when the new tenure flexibility will provide an opportunity for Registered Providers to make best use of their housing stock. The Liverpool City Region Local Authorities consider that fixed-term tenancies are **not suitable** in the following circumstances:

- where the household is transferring from an existing Registered Provider assured or Local Authority secure tenancy which was granted prior to 1st April 2012. This is to ensure that there are no disincentives for existing tenants to move to a more suitable or desirable property and there are no barriers to normal 'churn' within the sector;
- tenants with a lifelong need for support that would disadvantage them in securing alternative accommodation should be offered lifetime tenancies. This applies to tenants in both general needs and specialist and/ or supported accommodation;
- where the tenant is someone over the prevailing state retirement age or where the tenant is residing in older persons accommodation, such as sheltered or 'extracare' housing;
- where the property is located in an area of very low demand and/ or high multiple deprivation and where the Local Authority has serious concerns about the long term sustainability of the area. In these circumstances the Local Authority will initiate discussions with the relevant Registered Provider(s) to request that the temporarily suspend the use of fixed-term tenancies in that area;
- where a tenant with a secure or assured tenancy is required by a Registered Provider to move due to redevelopment e.g. they are being required to move; not seeking to do so.

There is a balance to be struck between generating greater availability of social housing for those in need, and maintaining stable communities. It would not be desirable to allow a high proportion of fixed-term tenancies in any area if this risks creating an excessive turnover of properties and hence, community instability.

The length of term if fixed-term tenancies are used

The expectation is that fixed-term tenancies will be granted for a **minimum of five years**, with discretion to Registered Providers to let for shorter or longer periods where this is appropriate to the circumstances of the household or property.

The reasons for this approach are:

- it is reasonable in terms of managing the resources involved in reviewing tenancies;
- in order to give the tenant a reasonable time of stability to build their life chances for themselves and their possible dependents;
- to allow a reasonable period for tenants to engage in the local area, which is needed for cohesion in communities; and
- to allow the Registered Provider to take into account circumstances of the household or property which might merit a letting of shorter or longer than five years.

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In certain circumstances the granting of a tenancy that exceeds a five year period may be appropriate for some tenants in order to provide an additional degree of stability and security and to aid neighbourhood cohesion. The circumstances of households who have dependent school-aged children attending a local school, those living in adapted properties, and those with a support need that is long-term but not necessarily lifelong, should be considered when deciding on the length of the fixed-term offered by a Registered Provider.

It is envisaged that two year tenancies should only be issued in exceptional circumstances, for example:

- where a property is part of a leasing arrangement and is not in the ownership of the Registered Provider and would need to revert into private ownership;
- supported housing schemes where it is anticipated that the tenant will move on to more settled accommodation within a period of less than five years;
- lettings carried out for management reasons such as those for tenants moving into properties to allow emergency works to be carried out in their existing home;
- regeneration areas where property demolition or disposal is expected to take place within five years;
- where properties have been built using Government funding for Rent to Buy.

The circumstances in which Registered Providers will grant a further tenancy

It is expected that tenants' needs will be sensitively dealt with, and that the criteria for renewals may include the following considerations.

Fixed-term tenancies expiring will usually be renewed where:

- the household includes dependents of pre-school age or in full-time education, unless any points in the paragraph below apply. We may also need to recognise that children stay with their parents well beyond school age for valid reasons, and these will be considered on an individual basis;
- the tenancy was originally offered in response to a particular set of circumstance or vulnerabilities (e.g. the household was fleeing harassment or domestic violence, is under a witness protection programme, was a person leaving Local Authority care or has mental health problems) and the household is still classed as being vulnerable;
- the property has been adapted to meet the needs of a disabled person and that person still resides in the property and needs the adaptations;
- the household receives some form of housing support or is recognised as being vulnerable;
- the household still requires the size of property;
- the household is playing an active role in the community;
- the household has children attending a local school;
- the tenant would be approaching the prevailing state retirement age within the next three years and the property is suitable for a lifetime tenancy;
- households where a household member is seriously or terminally ill;
- in cases where the property is under-occupied but this is not as a result of a change in household circumstances (e.g. due to low demand for the property it was under-occupied on allocation) it is recommended that the tenancy should be renewed if the tenant can still afford to pay the rent (due to the under-occupation charge);
- the tenant can demonstrate that they carry out caring responsibilities for a neighbour or relative who lives nearby and there is no suitable alternative accommodation in the same area.

Fixed-term tenancies expiring will not usually be renewed where:

- there has been a material change in household size and they are now under-occupying the property by more than one bedroom (an alternative tenancy may be offered) subject to alternative accommodation being available. In determining whether or not a property is classed as under occupied Registered Providers should have regard to the 'bedroom standard'. Registered Providers may also wish to consider whether an additional bedroom is needed to allow a carer or relative to occasionally stay in the property overnight to undertake caring responsibilities for the tenant;
- the household's circumstances enable them to access market housing AND there is not a reason to seek to retain the household in the locality for the purposes of community balance. The Liverpool City Region Local Authorities do not want the use of fixed-term tenancies to be a barrier to households seeking employment or attempting to improve their income and lifestyle through career progression and, therefore, would expect this criterion would only apply infrequently;

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- a member of the household, or their invited guests, is engaged in anti-social activities within the locality of the home and/ or that has a detrimental effect upon the community in which the household is placed. Anti-social behaviour is conduct which is causing or likely to cause nuisance or annoyance, harassment, alarm or distress, to any other person, and can include criminal acts;
- the property was adapted during the tenancy period for someone with a disability only for that person to be no longer resident there or to no longer require the adaptations and there are other households needing this type of adapted accommodation. In these cases the Liverpool City Region Local Authorities expect that the Registered Provider will arrange for alternative suitable accommodation to be secured either through a transfer or mutual exchange within its own stock or that of another Registered Provider;
- where a person has been granted a property in order to receive support but then refuses to accept that support;
- where there is evidence that a breach of tenancy agreement has occurred, for example, property neglect or arrears;
- where it is identified the property is inappropriate for an individual's needs, i.e. they are not coping in the property or they need more support than is currently being provided.

The Liverpool City Region Local Authorities are committed to ensuring that the decision to terminate a fixed-term tenancy does not lead to increases in levels of homelessness in the area. Therefore, in situations where a decision has been taken by a Registered Provider not to renew a tenancy at the end of a fixed-term, the Registered Provider should seek to engage with the tenant at the earliest possible convenience to make them aware of the Provider's intentions. Government guidance recommends a review period of six months. However, Registered Providers may want to consider making an initial contact with the household before this to ensure that there is sufficient time for the Registered Provider to arrange alternative accommodation or for the household to purchase a home where this is likely to be deemed necessary.

Registered Providers should provide households affected by the termination of a tenancy with any relevant advice and support that will assist them in successfully relocating to alternative accommodation. This could include:

- advice on low-cost home ownership options and other alternative affordable housing tenures;
- specialist housing and/ or welfare-related advice and/ or signposting to appropriate services;
- advice on renting in the private rented sector and assistance in identifying and securing a suitable property (this may involve assistance with a deposit where necessary).

Each Local Authority across the Liverpool City Region has commissioned a Housing Options Service which will be able to assist tenants with a wide range of advice to help them resolve the issues arising out of the termination of their tenancies.

The Liverpool City Region Local Authorities do not expect Registered Providers to use fixed-term tenancies as a short cut to enforcement procedures for breaches of tenancy conditions, but accept there may be circumstances where enforcement proceedings are so far advanced that it would not be appropriate to renew a tenancy. It will be for Registered Providers to judge these cases on their own merit mindful that they will have to justify such action should the tenant seek to exercise their right to appeal.

The Liverpool City Region Local Authorities expect Registered Providers to have robust and fair appeal processes in place to resolve any disputes that may arise.

When securing alternative accommodation for the household, Registered Providers should take into account so far as is possible the household's area(s) of choice and whether they need to live in a particular area to give or receive care or support.

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Monitoring and review

The Strategy will be a 'live' document that will develop over time, informed by partnership working with Registered Providers and others. The housing market, housing need and demand for properties are likely to change further as a result of welfare reforms and future changes to social and affordable housing.

The Strategy will be monitored annually by the Liverpool City Region Local Authorities to reflect changes in local housing priority, legislation and strategic goals. Monitoring will need to consider:

- the effectiveness and extent to which fixed-term tenancies are issued and any appeals;
- changing housing market conditions and their likely impact on the demand for service provision;
- changes to housing allocation policies;
- the composition of the housing register;
- allocation and nomination trends;
- Registered Providers' Tenancy Policies; and
- the impact of welfare reforms.

The monitoring of these areas will inform future changes to the Strategy and enable service responses to remain appropriate and relevant to changing circumstances. A review will be presented annually to the Liverpool City Region Housing and Spatial Planning Co-ordinating Group outlining relevant trends relating to the allocation of housing and, where appropriate, recommending amendments to the Tenancy Strategy.

The Strategy will be valid until December 2019.

Equality

A full Equality Impact Assessment (EIA) is being conducted alongside consultation on this strategy.

The Liverpool City Region Local Authorities expect that all Registered Providers will undertake EIAs of their own Tenancy Policies.

Consultation

This strategy has been developed in consultation with the Registered Providers operating within the Liverpool City Region to ensure a well-informed and inclusive approach.

Appendices

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Appendix A: Liverpool City Region key housing trends

Some key trends relating to the housing market and affordability, housing need and homelessness within the Liverpool City Region are provided below as background and context for the Strategy.

Tenure

The Liverpool City Region contains 680,000 dwellings with 78% in private ownership and 22% available for social rent. The share of total housing stock owned privately remains below the national average of 82% and the share available for social rent is above the national average of 18%. Across the Liverpool City Region the level of private ownership varies from 85% in Sefton and Wirral to 71% and 73% in Knowsley and Liverpool respectively. The proportion of social rent varies from 15% in Sefton and Wirral to 27% in Knowsley and 28% in Liverpool. Private renting levels are lower in Halton, Knowsley and St Helens at 10%, rising to 23% in Liverpool.

Table 1: Tenure (total households)

Local Authority	Owned outright	Owned with mortgage	Shared ownership	Social rented	Private rented	Other	TOTAL
Halton	14,436	19,360	322	13,441	5,212	541	53,312
Knowsley	16,032	21,864	314	16,333	5,980	800	61,323
Liverpool	43,803	53,144	1,096	57,485	48,290	2,697	206,515
St Helens	25,215	25,737	427	15,597	7,736	1,024	75,736
Sefton	42,334	40,803	664	17,063	15,804	1,262	117,930
Wirral	46,806	48,037	713	21,329	22,275	1,423	140,583
TOTAL	188,626	208,945	3,536	141,248	105,297	7,747	655,399
North West	934,101	1,007,463	15,787	550,481	462,899	38,818	3,009,549
England	6,745,584	7,229,440	173,760	3,903,550	3,715,924	295,110	22,063,368

Source: DCLG ONS 2011 Census

Table 2: Tenure (%)

Local Authority	Owned outright	Owned with mortgage	Shared ownership	Social rented	Private rented	Other	TOTAL
Halton	27.08%	36.31%	0.60%	25.21%	9.78%	1.01%	100%
Knowsley	26.14%	35.65%	0.51%	26.63%	9.75%	1.30%	100%
Liverpool	21.21%	25.73%	0.53%	27.84%	23.38%	1.31%	100%
St Helens	33.29%	33.98%	0.56%	20.59%	10.21%	1.35%	100%
Sefton	35.90%	34.60%	0.56%	14.47%	13.40%	1.07%	100%
Wirral	33.29%	34.17%	0.51%	15.17%	15.84%	1.01%	100%
TOTAL	28.78%	31.88%	0.54%	21.55%	16.07%	1.18%	100%
North West	31.04%	33.48%	0.52%	18.29%	15.38%	1.29%	100%
England	30.57%	32.77%	0.79%	17.69%	16.84%	1.34%	100%

Source: DCLG ONS 2011 Census

Income

In 2015 the median gross annual salary living in each Local Authority remained below the national average of £22,716: Knowsley recorded the lowest earnings of £20,560 whilst incomes in Wirral were closest to the national average at £22,317. Over the period 2012 – 2015 residents of Halton, Liverpool and Sefton recorded earnings growth above the national average of 4%, whilst earnings growth in Knowsley and St Helens were lower.

Table 3: Median gross annual salary (all workers, residence-based)

Local Authority	2012	2013	2014	2015	% increase 2012 - 2015
Halton	£19,736	£21,176	£21,385	£21,398	8.42%
Knowsley	£20,296	£20,087	£20,063	£20,560	1.30%
Liverpool	£20,000	£20,690	£21,233	£21,184	5.92%
St Helens	£20,775	£19,956	£19,477	£21,089	1.51%
Sefton	£19,957	£20,423	£21,601	£21,205	6.25%
Wirral	£21,317	£21,433	£21,650	£22,317	4.69%
North West	£20,066	£20,578	£20,718	£21,105	5.18%
England	£21,813	£22,168	£22,350	£22,716	4.13%

Source: Annual Survey of Hours and Earnings from DCLG ONS Housing Statistics Portal

House prices

Sefton and Wirral recorded the highest median house prices in 2014 at £146,125 and £140,000 respectively, with the lowest house prices in Knowsley (£112,000) and Liverpool (£117,500).

The ratio of average house prices to the average level of residents' earnings provides an indication of the relative affordability of owner occupied housing. Over the period 2012 – 2014 affordability has worsened for most Local Authorities within the Liverpool City Region. St Helens, Wirral and Sefton are the least affordable places for owner occupiers with affordability ratios of 6.2, 6.5 and 6.8 times income levels respectively and ratios in Liverpool, Knowsley and Halton are 5.5, 5.6 and 5.8 respectively. A ratio of between three and four would provide a more sustainable level.

There are established issues regarding the ability of local people to afford housing within the Liverpool City Region as demonstrated by the affordability ratios set out above. These affordability problems are based on the difficulties faced by local households in seeking to purchase a property which suits their needs, due to their level of income and ability to access housing finance. Deposits required to purchase properties can often be substantial. For example, if purchasing an average priced property in Knowsley presently for a 10% deposit the purchaser would require a deposit of just over £11, 000. In reality, purchasers would require larger deposits to obtain a lower interest rate on their borrowing requirements, often with the loan to value ratio being at 80% of the property value. These affordability problems will place additional pressure on social housing and the private rented sector to meet housing needs.

Table 4: Median house prices

Local Authority	2012	Ratio to median salary	2013	Ratio to median salary	2014	Ratio to median salary	2015	Ratio to median salary	% increase 2012-2014
Halton	£113,000	5.7	£123,748	5.8	£124,973	5.8	<i>New release of data due August 2016</i>		10.60%
Knowsley	£106,500	5.2	£110,000	5.5	£112,000	5.6			5.16%
Liverpool	£110,250	5.5	£111,000	5.4	£117,500	5.5			6.58%
St Helens	£110,000	5.3	£113,500	5.7	£120,000	6.2			9.09%
Sefton	£138,250	6.9	£140,000	6.9	£146,125	6.8			5.70%
Wirral	£135,000	6.3	£135,000	6.3	£140,000	6.5			3.70%

Source: ONS House Price Statistics for Small Areas and Annual Survey of Hours and Earnings from DCLG ONS Housing Statistics Portal

Rental levels

Monthly private rent levels range from £450 in Liverpool to £541 in Sefton. Over the period 2013 – 2015 private rent levels increased by 30% in Liverpool, from £347 per month; in all other Local Authorities private rent levels have either stayed the same or have fallen. The ratio of median monthly private rent to median gross monthly salary provides an indication of the relative affordability of private renting. Despite the significant rental increase in Liverpool it still remains the most affordable Local Authority for private renting with average rents accounting for 25% of average salaries. Knowsley and Sefton are the least affordable Local Authorities for private renting with average rents accounting for 31% of average salaries in 2015.

Average social rents in 2014 ranged from £80.12 per week in Halton to £85.26 per week in St Helens. The ratio of average social rent levels to tenth percentile gross weekly salary provides an indication of the relative affordability of social renting for the lowest earning workers – those who are among the most likely to live in social rented accommodation. Over the period 2012 – 2014 the affordability of social renting has worsened in all Local Authorities, apart from Liverpool and Wirral. In St Helens, social rents accounted for 54% of tenth percentile salary in 2012 and by 2014 this had risen to 71% - a 17% increase. Knowsley has the least affordable ratio of social rent

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to tenth percentile salary having increased from 61% in 2012 to 76% in 2014. It is important to note that whilst this data provides a general indication of the relative affordability of social housing it does not take into account other benefits received.

The average Registered Provider rent presently equates to 71% of the median private sector market rent for the Liverpool City Region as a whole however, this varies across the Liverpool City Region from 65% in Sefton to 77% and 78% in Liverpool and St Helens respectively. This shows that average social and private sector rental levels are much closer in Liverpool and St Helens than in other parts of the Liverpool City Region.

Table 5: Median monthly private rents

Local Authority	2013	% of median salary	2014	% of median salary	2015	% of median salary	% increase 2013 – 2015
Halton	£500	28.32%	£500	28.06%	£500	28.06%	0%
Knowsley	£550	32.86%	£525	31.40%	£525	31.40%	-4.76%
Liverpool	£347	20.13%	£347	19.62%	£450	25.43%	29.68%
St Helens	£475	28.56%	£450	27.73%	£475	27.73%	0%
Sefton	£550	32.31%	£550	30.56%	£541	30.55%	-1.66%
Wirral	£525	29.40%	£525	29.10%	£525	29.10%	0%

Source: Valuation Office Agency and Annual Survey of Hours and Earnings from DCLG ONS Housing Statistics Portal

Table 6: Average weekly social housing rent for registered providers

Local Authority	2012		2013		2014		2015		% increase 2012 - 2015
	Rent	% of 10 th percentile salary	Rent	% of 10 th percentile salary	Rent	% of 10 th percentile salary	Rent	% of 10 th percentile salary	
Halton	£73.32	54.9%	£77.19	53.8%	£80.12	60.5%	New release of data due August 2016		9.27%
Knowsley	£74.74	61.2%	£81.39	73.3%	£83.86	76.2%			11.53%
Liverpool	£74.02	65.6%	£77.89	65.1%	£80.15	60.3%			8.28%
St Helens	£77.29	54.2%	£82.38	72.1%	£85.26	71.1%			10.21%
Sefton	£74.07	56.8%	£78.65	68.6%	£81.74	63.1%			10.36%
Wirral	£75.02	64.4%	£80.00	64.4%	£82.91	64.3%			10.52%

Source: DCLG and Annual Survey of Hours and Earnings from DCLG ONS Housing Statistics Portal

Affordable housing need and demand

Across the Liverpool City Region there were a total of 17,891 lettings during 2014 – 2015, with 63% of lets to tenants new to social housing. Liverpool, St Helens and Wirral had the greatest number of tenants new to social housing. Between January to March 2016 over 9,000 applicants were actively bidding for properties, with applicant demand per letting highest in Wirral. The shortfall in social housing can be defined as the number of households on a local authority's waiting list minus vacant social housing, expressed as a percentage of the overall social housing stock. According to the ONS data Wirral and Sefton have the greatest shortfalls with 64.8% and 42.2% respectively.

Table 7: Affordable housing need and demand					
Local Authority	Total number of lettings 2014 - 2015 <i>Update with CORE data for 2015/16 once released</i>	Number of lets to tenants new to social housing 2014 - 2015 <i>Update with CORE data for 2015/16 once released</i>	Number of applicants actively bidding for properties January – March 2016	Applicant demand per letting 2015 - 2016	Social housing shortfall 2014 ⁴
Halton	1,617	852 (52.69%)	1,227	12	21.1%
Knowsley	1,690	984 (58.22%)	1,390	17	16.1%
Liverpool	6,497	4,315 (66.42%)	3,587	22	18.3%
St Helens	2,164	1,393 (64.37%)	TBC	TBC	16.5%
Sefton	2,412	1,418 (58.79%)	377	18	42.2%
Wirral	3,511	2,238 (63.74%)	2,746	53	64.8%

Source: *Waiting list, property bids and demand per letting: Property Pool Plus*
Total number of lettings: The Continuous Recording of Lettings and Sale in Social Housing in England (CORE)
Social Housing Shortfall: Office of National Statistics Housing Portal (2014)

The tables below show affordable housing demand and supply by property type for each Local Authority area during 2015 – 2016. Across the Liverpool City Region they show that most lettings were for three bedroom houses and one bedroom flats whilst demand per letting tended to be higher for two bedroom houses and bungalows across most Local Authorities indicating a potential mis-match between demand and supply.

Table 8a: Halton affordable housing demand and supply 2015 - 16		
Bedrooms/ property type	Supply	Demand
	Number of lettings	Applicant demand per letting
Bedsit	1	5
1 bed flat	288	7
2+ bed flat	20	7
1 bed house	0	0
2 bed house	191	23
3 bed house	268	14
4+ bed house	31	9
Bungalow	432	11

Source: *Property Pool Plus*

Table 8b: Knowsley affordable housing demand and supply 2015 - 16		
Bedrooms/ property type	Supply	Demand
	Number of lettings	Applicant demand per letting
Bedsit	0	0
1 bed flat	264	10
2+ bed flat	95	4
1 bed house	0	0
2 bed house	183	39
3 bed house	280	15
4+ bed house	47	9
Bungalow	89	17

Source: *Property Pool Plus*

⁴ The Office of National Statistics defines social housing shortfall as the number of households on a Local Authority waiting list minus vacant units expressed as a % of overall social housing stock.

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Table 8c: Liverpool affordable housing demand and supply 2015-16		
Bedrooms/ property type	Supply	Demand
	Number of lettings	Applicant demand per letting
Bedsit	28	10
1 bed flat	800	13
2+ bed flat	349	11
1 bed house	7	15
2 bed house	648	28
3 bed house	724	30
4+ bed house	60	20
Bungalow	100	34

Source: Property Pool Plus

Table 8d: St Helens affordable housing demand and supply 2015-16		
Bedrooms/ property type	Supply	Demand
	Number of lettings	Applicant demand per letting
Bedsit	TBC	TBC
1 bed flat	TBC	TBC
2+ bed flat	TBC	TBC
1 bed house	TBC	TBC
2 bed house	TBC	TBC
3 bed house	TBC	TBC
4+ bed house	TBC	TBC
Bungalow	TBC	TBC

Source: Under One Roof

Table 8e: Sefton affordable housing demand and supply 2015-16		
Bedrooms/ property type	Supply	Demand
	Number of lettings	Applicant demand per letting
Bedsit	14	3
1 bed flat	350	11
2+ bed flat	280	11
1 bed house	0	0
2 bed house	121	22
3 bed house	297	26
4+ bed house	39	18
Bungalow	80	50

Source: Property Pool Plus

Table 8f: Wirral affordable housing demand and supply 2015-16		
Bedrooms/ property type	Supply	Demand
	Number of lettings	Applicant demand per letting
Bedsit	4	35
1 bed flat	219	45
2+ bed flat	206	31
1 bed house	2	74
2 bed house	139	66
3 bed house	279	61
4+ bed house	21	37
Bungalow	29	60

Source: Property Pool Plus

A total of 1,871 households were over-crowded by one bedroom across the Liverpool City Region during 2015-16 and 273 were over-crowded by two bedrooms or more. In contrast, 3,677 households were under-occupying their property, which has fallen from 4,047 in 2013-14 and 4,160 in 2014-15.

Table 9: Overcrowded and under-occupied housing applicants as at 31st March 2016

Local Authority	Overcrowded by 1 bedroom			Overcrowded by 2 or more bedrooms			Under occupying		
	2013 -14	2014 - 15	2015 - 16	2013 - 14	2014 - 15	2015 - 16	2013 - 14	2014 - 15	2015 - 16
Halton	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
Knowsley	121	128	120	18	13	20	403	520	438
Liverpool	1,007	1,079	1,111	140	142	168	1,725	1,758	1,714
St Helens	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
Sefton	323	264	194	46	35	31	609	604	444
Wirral	406	508	446	51	56	54	1,310	1,278	1,081

Source: Property Pool Plus

Homelessness

Total homeless applications have fallen from 967 in 2013-14 to 858 in 2015-16, although some data is outstanding. The total number of applicants accepted as homeless has, however, increased from 563 in 2013-14 to 618 in 2015-16.

Table 10: Homeless acceptances and preventions

Local Authority	2013 - 14			2014 - 15			2015 - 16		
	Homeless applicants	Accepted applicants	Homeless preventions	Homeless applicants	Accepted applicants	Homeless preventions	Homeless applicants	Total accepted applicants	Total homeless preventions
Halton	197	46	744	249	42	798	177	34	987
Knowsley	213	63	622	173	62	612	154	70	TBC
Liverpool	TBC	150	1,307	TBC	185	1,852	TBC	243	1,825
St Helens	136	92	489	132	102	388	140	92	350
Sefton	130	47	319	146	68	365	190	79	289
Wirral	291	165	666	233	137	692	197	100	707

Source: P1E Return

Economic activity

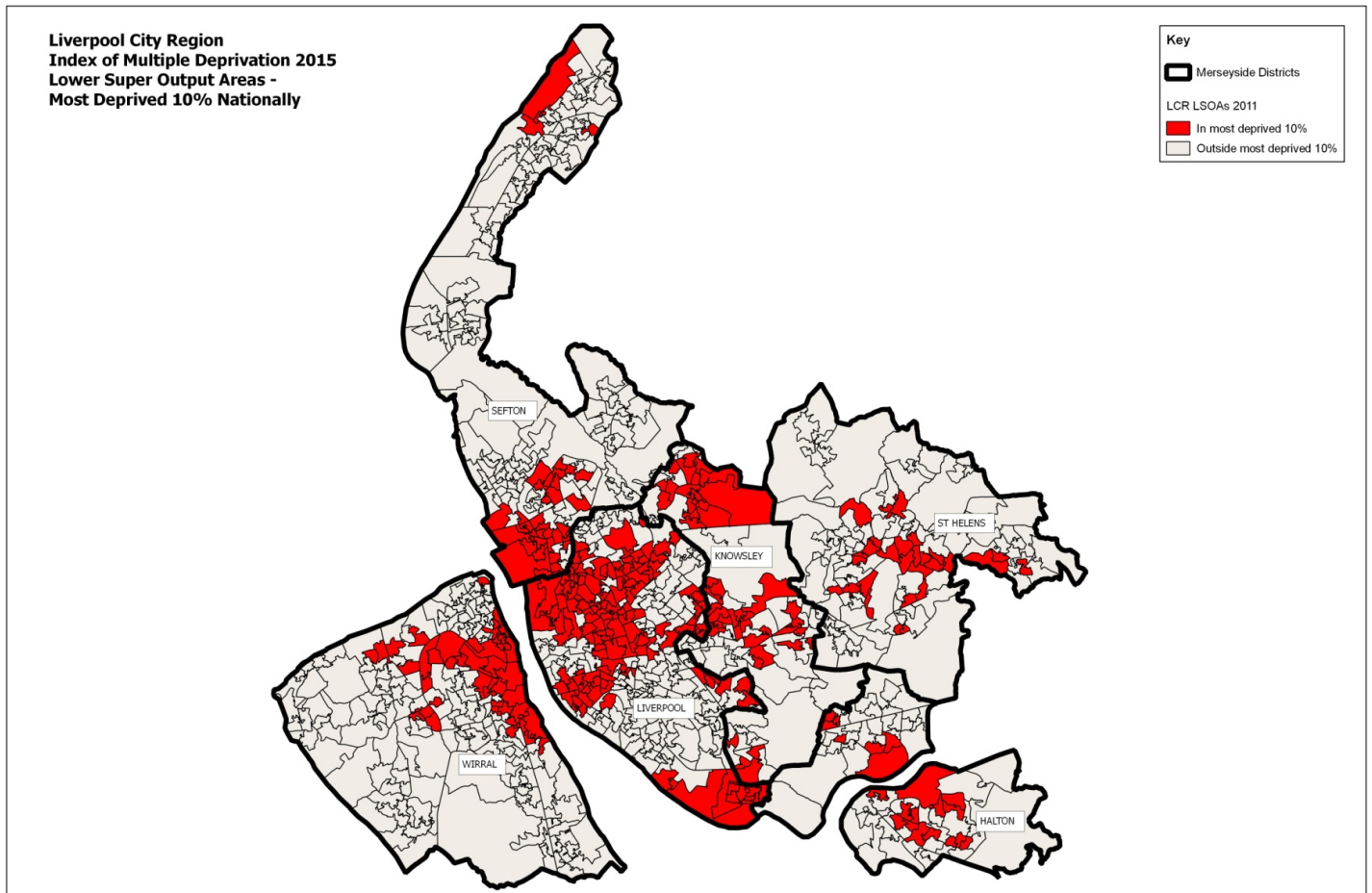
In 2015 there were 647,400 people employed in the Liverpool City Region, representing 67% of the working age population, compared to the national average of 78%. Across Liverpool City Region there is a divergence in activity rates from a high of 74% in Halton to 59% in Liverpool. The Liverpool City Region as a whole continues to have a deficit in the number of people employed in higher-level occupations, such as managers and senior officials, professionals and associate professionals and technical occupations, although it does have concentrations of employment in administrative and secretarial roles, sales and customer services, caring, leisure and other service occupations and plant, process and machine operative roles.

Deprivation and worklessness

Liverpool City Region is the most highly deprived Local Enterprise Partnership (LEP) area nationally. 31% of its Lower Super Output Areas (LSOAs) are within the most deprived 10% in England, whilst only 3% are within the least deprived 10%. Knowsley and Liverpool are the Local Authorities with the second and fourth largest proportions of highly deprived neighbourhoods in England with 46% and 45% respectively. Higher than national average levels of deprivation across most domains translate to above average levels of people in receipt of Job Seekers Allowance (JSA) and other benefits.

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Figure 1: Most deprived areas of Liverpool City Region



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Appendix B: Glossary of terms

Affordable Rent	A rent set at 80% of the equivalent market rent for properties.
Homelessness Strategy	A strategy that sets out homelessness issues within a Local Authority area and a plan of action to respond.
Homes and Communities Agency (HCA)	Regulates social housing providers in England.
Housing Options Service	Provide help and advice on all aspects of housing need.
Intermediate Rent	Homes for sale and rent provided at a cost above social rent but below market levels. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.
Liverpool City Region	The Liverpool City Region is an economic and political area which incorporates the Local Authority districts of Halton, Knowsley, Sefton, St Helens, and Wirral.
Local Enterprise Partnership (LEP)	Partnerships between Local Authorities and businesses, created in 2011 to help shape local economic priorities and undertake activities to drive local economic growth and the creation of jobs.
Local Housing Allowance (LHA)	Used to work out Housing Benefit for tenants who rent privately. The amount of LHA tenants may be eligible for depends on the place of residence, with local limits based on the cheapest 30% of properties in an area.
Localism Act	Legislation enacted in November 2011 relating to a wide range of functions at a local level including housing, planning and local government administration.
Local Lettings Policy	A policy applied to the letting of properties or a group of properties for housing management purposes or to meet other strategic objectives.
Registered Provider	An organisation registered with the Homes and Communities Agency as a provider of social housing.
Strategic Housing Market Assessment (SHMA)	The SHMA reviews the whole of a housing market and forms part of the evidence base which will help to inform future housing and planning policies and strategies.
Tenancy Agreement	The contract between a tenant and a landlord.
Tenancy Policy	A Registered Provider's policy that sets out the landlord's policy on the use of fixed-term tenancies.
Tenancy Strategy	Local Authority strategy that sets out the matters Registered Providers operating in their area should have regard to when setting their Tenancy Policy.

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Appendix C: Registered Providers in the Liverpool City Region

Registered Provider	Local authorities provider operating within
Accent Foundation Limited	St Helens
Adactus Housing Association Limited	St Helens, Sefton
Adullam Homes Housing Association Limited	Halton, Liverpool, St Helens, Sefton
Affinity Sutton Homes Limited	Halton, St Helens
Alpha (RSL) Limited	St Helens, Wirral
Alt Housing Co-operative Limited	Liverpool
Anchor Trust	Halton, Knowsley, Liverpool, St Helens, Sefton, Wirral
Arena Housing Group Limited	Halton, Knowsley, Liverpool, St Helens, Sefton, Wirral
Beech Housing Association Limited	St Helens, Sefton
Bespoke Supportive Tenancies Limited	Knowsley, Liverpool, Wirral
Birkenhead Forum Housing Association Limited	Sefton, Wirral
Brownlow Hill Housing Co-operative	Liverpool
Canning Housing Co-operative Limited	Liverpool
Cathedral Mansions Housing Co-operative Limited	Liverpool
Chapter 1 Charity Limited	Liverpool
Cherryfield Co-operative Limited	Knowsley
Chorley Community Housing Limited	Sefton
City of Liverpool YMCA (Incorporated)	Liverpool
Cobalt Housing Limited	Knowsley, Liverpool
Contour Homes Limited	Knowsley, Liverpool, Wirral
Co-op Schemes for the Elderly Limited	Liverpool
Corn and Yates Streets Housing Co-operative Limited	Liverpool
Creative Support Limited	Halton, Liverpool
Crosby Housing Association Limited	Sefton
Developing Initiatives for Support in the Community	Sefton
Dingle Residents Co-operative Limited	Liverpool
Eldonian Community Based Housing Association	Liverpool
Equity Housing Group Limited	Sefton
Family Housing Association (Birkenhead & Wirral)	Wirral
Forum Housing Association	Wirral
Golden Lane Housing Limited	Halton, Knowsley, Liverpool, St Helens, Wirral
Grafton Crescent Housing Co-operative Limited	Liverpool
Great Places Housing Association	Liverpool, St Helens
Habinteg Housing Association Limited	Sefton
Halo Housing Association Limited	Liverpool
Hamlet Village Housing Co-operative Limited	Liverpool
Hanover Housing Association	Halton, Sefton, Wirral
Harbour Light Assisted Living CIC	Liverpool, Sefton, Wirral
Helena Partnerships Limited	Knowsley, St Helens

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Registered Provider	Local authorities provider operating within
Hesketh Street Housing Co-operative Limited	Liverpool
Hilldale Housing Association Limited	St Helens, Sefton
Holt Road Area Housing Co-operative Limited	Liverpool
Holyland Housing Co-operative Limited	Liverpool
Home Group Limited	Liverpool, St Helens, Sefton, Wirral
Housing & Care 21	Halton, Liverpool, St Helens, Wirral
'Johnnie' Johnson Housing Trust Limited	Liverpool, Sefton
Knowsley Housing Trust	Knowsley
Knowsley Residents Housing Co-operative Ltd	Knowsley
Langrove Community Housing Co-operative	Liverpool
Lark Lane Housing Co-operative Limited	Liverpool
Leasowe Community Homes	Wirral
Leta-Claudia Streets Housing Co-operative	Liverpool
Liverpool Gingerbread Housing Co-operative	Liverpool, Sefton
Liverpool Housing Trust	Halton, Knowsley, Liverpool, St Helens, Sefton, Wirral
Liverpool Jewish Housing Association Limited	Liverpool
Liverpool Mutual Homes Limited	Liverpool
Lodge Lane East Housing Co-operative Limited	Liverpool
Magenta Living	Wirral
Mill Street Co-op Limited	Liverpool
Moat Homes Limited	Wirral
Muir Group Housing Association Limited	Knowsley, Liverpool
NACRO	Knowsley, Liverpool, Wirral
National Council of YMCAs (Incorporated)	Halton
New Foundations Housing Association Limited	Liverpool
New Progress Housing Association Limited	Liverpool
Newleaf Housing Co-operative Limited	Liverpool
One Vision Housing Limited	Liverpool, Sefton, Wirral
Partners Foundation Limited	Liverpool, St Helens
Pierhead Housing Association Limited	Knowsley, Liverpool, Sefton, Wirral
Pine Court Housing Association Limited	Liverpool, Wirral
Places for People Homes Limited	Halton, Knowsley, Liverpool, St Helens, Sefton, Wirral
Places for People Individual Support Limited	Halton, Knowsley, Liverpool, St Helens, Sefton, Wirral
Plus Dane (Merseyside) Housing Association	Halton, Knowsley, Liverpool, St Helens, Sefton, Wirral
Prince Albert Gardens Housing Co-operative	Liverpool

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Registered Provider	Local authorities provider operating within
Progress Care Housing Association Limited	Halton, Knowsley, Liverpool, St Helens, Sefton
Redwing Living Limited	Halton, Knowsley, Liverpool, St Helens, Sefton, Wirral
Regenda Limited	Knowsley, Liverpool, St Helens, Sefton, Wirral
Reside Housing Association Limited	Halton, Knowsley, Liverpool, St Helens, Wirral
Retail Trust	Liverpool
Rusland Road Housing Co-operative Limited	Knowsley
Salvation Army Housing Association	St Helens
Sanctuary (North West) Housing Association	Halton, Knowsley, Liverpool, St Helens, Sefton, Wirral
Shorefields Co-operative Limited	Liverpool
South Liverpool Homes Limited	Liverpool
Southdene Housing Co-operative Limited	Knowsley
Southern Crescent Co-operative Limited	Liverpool
Springwood Housing Co-operative Limited	Knowsley
St Helens YMCA	St Helens
St Vincent's Housing Association Limited	St Helens
Steve Biko Housing Association Limited	Liverpool
Stonewater (2) Limited	Sefton
Sunny Vale Supported Accommodation Limited	Knowsley
The Abbeyfield (Southport) Society Limited	Sefton
The Abbeyfield Heswall Society Limited	Wirral
The Abbeyfield Hoylake and West Kirby Society Limited	Wirral
The Abbeyfield Oxtun & Prenton Society Limited	Wirral
The Abbeyfield Society	Liverpool, St Helens, Sefton
The Abbeyfield Widnes Society Limited	Halton
The Guinness Partnership Limited	Halton, Liverpool
The Huyton Community Co-op for the Elderly Limited	Knowsley
The Princes Park Housing Co-operative Limited	Liverpool
The Riverside Group Limited	Halton, Knowsley, Liverpool, St Helens, Sefton, Wirral
The Villages Housing Association Limited	Knowsley
Thirlmere Housing Co-operative Limited	Liverpool
Trinity Housing Association Limited	Knowsley, Liverpool, Sefton
Villages Community Housing Association Limited	Knowsley
Viridian Housing	Liverpool
Weller Streets Housing Co-operative Limited	Liverpool

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Registered Provider	Local authorities provider operating within
Westvale Housing Co-operative Limited	Knowsley
Wirral Methodist Housing Association	Wirral
Wirral Partnership Homes Limited	Wirral
Your Housing Group	Knowsley, Wirral, Sefton

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