

OVERVIEW AND SCRUTINY (Regeneration and Skills)		
Councillor	Portfolio	Date
John Fairclough	Cabinet Member Locality Services	January 2024

Highway Asset Management

Winter Maintenance

- As of 15th December, we have gritted the carriageways on 10 Occasions and the footways 7 times.
- Officers continue to monitor the weather conditions 24 hours a day and will do so during the shutdown and throughout the remainder of the season.
- Regular spending updates will be provided from January onwards to monitor against the allocated budgets.

Street Lighting LED retro fit scheme

- The high – wattage bulb replacement scheme is 98% complete with the remainder on track to be done by the end of February 24. The slight delay was due to delivery of materials. This in helping maximise earlier reductions in energy savings to the Authority.
- The updated business case for the LED project is still being worked on by officers. Unforeseen energy and borrowing costs have impacted on the original forecasts.
- Cabinet have now approved a 2-year extension on the Street Lighting Contract. This will allow the LED project to be completed by the incumbent contractor, ensuring continuity of work and greater certainty on future works costs.

Traffic signals LED retro fit scheme

- Programmes are being worked on for the 2nd phase of the traffic signal LED project and discussions are being held to ensure there are no works clashes and delays.
- The project is providing further energy and financial savings to the Authority.

- This project is being externally funded through the Combined Authority.

Highway Maintenance

- Since 1st April 2023 which coincides with the start of the new financial year, planned & routine maintenance operations are progressing well and in accordance with allocated programming timeframes.
- To date key maintenance improvements have been completed which include the following:
- Application of footway surface treatments commonly known as “slurry Seal” has been applied to **41,000 M2** of bituminous footways with a spend value of **£130,000.00**.
- Surface treatments in the carriageway known as “Micro Surfacing” has been applied to **50,000M2** of defective carriageway with a spend value of **£385,000.00**.
- Surface treatments in the carriageway known as “Surface Dressing” has been applied to **73,000M2** of defective carriageway with a spend value of **£530,000.00**.
- Resurfacing which involves the removal of one or more surfacing layers in the carriageway has been completed, totalling **83,000 M2** with an invoiced spend value of **£2,646,000.00**. Allocated funds for this financial year are fully committed.
- Routine safety inspections and other maintenance functions such as grass cutting, and drainage renewals continue to operate daily which identifies isolated defects and repairs in accordance with the council’s safety inspection policies and other industry guidelines. The volume and value of work does fluctuate and to date monthly budget spend continues to be in the region of **£160,000.00** to **£180,000.00**.

Strategic Transport

Port Access

- A series of rail improvements have been set out in Liverpool City Region Investment Programme. These include a number of schemes within the ‘Rail Freight Investment Programme’ including projects aimed at improving freight capacity, including to the Port of Liverpool. Programme ‘roadmaps’ are currently being developed for all the proposed improvements.
- The Government has announced that the Port Access Route will now be considered as part of the Road Investment Strategy 3 (RIS3).

The Transport Secretary confirmed, in March 2023, that the 'A5036 Port of Liverpool Access in the Roads Investment Strategy faces a range of challenges including environmental considerations and ongoing design changes, and so will be developed in RIS 3 (covering 2025-2030) to allow time to ensure stakeholders' views are fully considered' The scheme had previously been in the RIS2. It is understood that modelling and survey work is ongoing. This process is likely to take a further 10 months to complete. There is no firm indication that the scheme will be delivered or further developed under RIS3.

LTP and Growth Plan

- Work is currently progressing on the delivery of all projects set out in Year 2 of the current City Region Sustainable Transport Settlement (CRSTS) programme. In discussions with the Liverpool City Region Combined Authority, it is clear that there is now some flexibility to enable some projects identified for expenditure in Year 2 to be delivered in Year 3 providing works have commenced. It should be noted that the increase in value of the Capital Programme has put some strain on resources. Recruitment for new staff to help deliver the programme is ongoing and the Transport Technical Support Services commission has been relied upon
- The entire current CRSTS programme has been re-baselined by the LCRCA to ensure that the projects originally identified on the list submitted with the Business Case are still capable of delivery within the current programme. It has also revised the funding allocations for each project following consultation with all the local authorities.
- The Year 3 CRSTS scheme has previously been shared with Cabinet Member. The various allocations are now being refined as schemes have been further developed. The programme will be shared with Cabinet Member and then set out in the 2024-25 Transport Capital Programme Report to be forwarded for approval by Cabinet Member in Spring 24.
- The Government have indicated that funding previously allocated to HS2 will be allocated to the Combined and Local Authorities so a larger settlement is anticipated in the next CRSTS programme (CRSTS2) which will provide spending for projects from 2027 onwards. The Department for Transport have indicated that the CRSTS2 package will be £1.581bn, which is over double the current allocation of £710 million between 2022-2027
- To help define these projects that will be included in CRSTS2 the LCRCA are in consultation with all the Local Authorities to understand current programmes and needs. Some analysis work has been completed to review 'access to transport, future housing, health and deprivation and economic development. Some further engagement has been programmed between the Council and LCRCA for early 2024. This will lead to the development of a Pipeline of projects.

- Work is progressing on the development of the next Local Transport Plan for the City Region. The target date for completion is Autumn 2024.

Development has been impacted by the delay to the DfT providing the current guidelines. All future projects should be developed in accordance with the key themes within the LTP. These include a recognition that transport must support Placemaking and projects must aim to achieve a reduction in vehicle trips whilst growing the alternatives.

- **Low Carbon Strategy:** In response to the Council's climate emergency declaration and an increased focus on active travel measures, work is continuing on the development of Low Carbon Transport Strategy for the borough. Baseline work has been undertaken and a report completed. Plans are currently being refined for member engagement in advance of a wider consultation. The report will provide a quantification of the current transport related carbon position for the Council and a future trajectory for reductions towards Net Zero. Progress is also being made on the development of an Active Travel and E-mobility Strategies for the Borough. WSP have now been engaged to complete an assessment of the Carbon impact of the Capital Programme and to provide advice and instruction on carbon assessment of transport schemes. This work should be completed by late Spring and Early Summer 2024.
- One of the key elements of the **E Mobility Strategy** will be defining the Council's approach to On Street Charging. Some further discussion will be held with Cabinet Member and Cabinet colleagues to help inform the Council's Policy to On Street charging which will help inform resident engagement and focus investment. The LCRCA have submitted a bid for Local Electrical Vehicular Infrastructure (LEVI) funding. If successful, this will enable the Council to roll out new EV infrastructure across Council owned car parks whilst developing proposals for further potential installation.
- In order to identify potential improvement to the Council's walking and cycling network a local cycling and walking infrastructure plan is being developed. Proposals for stakeholder engagement were presented to the Consultation and Engagement Panel in early November. A number of engagement sessions were held with specific interest groups and some initial plans developed for helping inform the engagement process. Detailed plans for further engagement, initially planned with Members, are being developed. It is envisaged that these will follow engagement on the LCTS which hopefully should provide some context to the need for an LCWIP.
- **Maritime Corridor Business Cases:** The detailed design work is now progressing on both schemes and the final details will be included within the Full Business Case submission as requested by the LCRCA. Part of the Maritime Corridor scheme, Phase 1, will be funded from the Levelling Up Fund, following the success of a transport bid submitted by LCRCA.

The amount of Levelling Up Fund allocated to the MC scheme has been increased following a Baselining review. In order to ensure that sufficient work is expended within the timeframe, there is some pressure to progress the scheme to construction.

As such, it is proposed to secure the services of , Balfour Beatty, through the SCAPE framework to complete some Early Contractor Involvement. Balfour's have already completed some feasibility work at no cost to the Council. This has helped define the likely cost and probable construction phasing. Cabinet will be asked to approve Balfour's appointment into the Early Contractor Involvement stage of the scheme which will enable some initial enabling works to be completed and the Target Cost to be established.. Some further engagement to ensure that local Members, businesses and residents are sighted on the proposals and have an ability to shape them has been completed. Analysis work has been undertaken of the responses and those relevant to the Phase 1 scheme have been reported to L&R Committee who have approved the changes to the highway.. Engagement has also taken place with some key stakeholders, including National Highways (for the works on the A5036) and land owners and discussions held with Planning colleagues over the elements of the scheme for which Planning approval will be required. The re-baselining process has led to a revised total . The agreed allocation is £21.2m (MC). There may be some elements of MC which were included in the Outline Business Case which won't be deliverable under the current programme. These elements are likely to be delivered in CRSTS 2.

- **Southport Eastern Access Business Cases:** The detailed design work is now progressing and the final details will be included within the Full Business Case submission as requested by the LCRCA. It is proposed that the same Procurement Route be adopted for the delivery of the project. The feasibility stage of the project is ongoing. Further engagement with local Members, businesses and residents is nearing completion and feedback is being appraised. In order to scope the necessary mitigation measures within the Norwood Ward, some specific targeted engagement with residents and businesses is required. The details of the process are being agreed with Ward Members. Sustrans will also be completing some school engagement work with schools in the area to help ensure that safer routes to schools are considered in the development of the proposals The baselining process has been resulted in £16.8m being allocated in the current CRSTS programme. As with the MC scheme which were included in the Outline Business Case which won't be deliverable under the current programme. These elements are likely to be delivered in CRSTS 2.
- **A59 Junctions and Corridor:** Design work is nearing completion on improvements the junctions at Kenyon's Lane and at Hall Lane on the A59 Northway, these will be developed in the context of a wider improvement of the cycle route between Switch Island and Robins Island. A package of funding including Government grant funding for improvements to traffic signals, developer contributions and Sefton transport capital programme will be used to deliver these improvements.

ATE are supportive of the project and are encouraging the Council to consider the link to the wider communities and the potential for improvement east and west on the A59. Discussions have been undertaken with local Ward Members and Maghull Town Council and Lydiate Parish Council on the details of both schemes and further consultation with the wider public has been completed. The works are programmed for delivery in Spring 2024.

- **Scarisbrick Avenue:** In Southport, improvements to Scarisbrick Avenue in conjunction with the Townscape Heritage Initiative have been completed, including the installation of lighting. Some further correction and enhancement work has been identified and will be delivered in early 2024.
- **Southport Town Deal:** Design work on the first phase of public realm project identified within the Southport Town Deal (*Les Transformation de Southport*) is progressing and should be completed in early 2024. Balfour Beatty have been engaged through the SCAPE framework and are close to completing the Feasibility Stage. Some Value Engineering options are being considered along with a consideration of likely funding available from the CRSTS programme to supplement the £2.5m allocated under Town Deal. Works are programmed to start on site in spring 2024. Careful consideration is being given the delivery programme to minimise impact on trade,
- A hard landscaping report has been completed which sets out the proposed materials to be used. This has been considered by the tourism, consultation, maintenance, Green Sefton and cleansing teams and comments provided and plans reviewed accordingly. The material adopted will then be used in further phases of improvement.
- A report highlighting potential changes to the highway to facilitate improved pedestrian accessibility and public realm to be delivered under subsequent phases has been developed and agreement is being reached to define a second phase of public realm work. This is likely to be centred around MLEC development. No funding has been allocated for the works but proposals for securing funding will be developed.
- **Crosby Town Centre:** The highway works which will support the new library development proposed for the Green Car Park have been substantially completed. Work has also been developed for some paving and public realm enhancement which are likely to be delivered, under the main contract, with works undertaken in early 2024. These works should set that standard for the external works associated with the planned new development. The Planning application for the Hub development has been submitted as a hybrid development. This includes all the traffic and transport work associated with the development. Ward Members, residents and businesses have been kept informed.
- **Bootle Town Centre:** - Work was commissioned to ensure the Strand Service Road can operate from Vermont Way. Further work is progressing with the Strand delivery team to look at the transport implication of the proposed changes. Some of the transport elements are funded from the

Transport Capital Programme. Some Master planning work will be undertaken looking at parking and bus waiting facilities. A series of parking surveys have been commissioned to help determine both current parking provision within the town and current demand. This work has revealed an over provision of car parking spaces across the town.

Some consideration will be given to the potential repurposing of some of the current car parking stock. Meanwhile some consideration is being given to the likely parking provision at the Strand for supporters attending the Bramley Dock and events at the Salt n Tar event space.

Local Safety Schemes

- The Local Safety Schemes in the Transport Capital Programme include interventions at Northern Road (Gt Crosby), Hawthorne Road and Prescott Road. These schemes have all been subject to consultation and works will be delivered before March 2024. The Prescott Road scheme will be submitted to L&R committee in January, the others have been approved.

Sustainable Transport

- **Crosby Coastal Park:** Works have been undertaken to provide lighting and an improved surface between South Road, Great Georges Road and the Lake House.
- **Formby By-pass:** Works to deliver an improved cycleway on the A565 south of Woodvale have been completed. Detailed design works are being undertaken on improvements to the junction of the A565 with the Coastal Road at Woodvale. Further design work is continuing on the section from Southport Road and through Ince Woods.
- **Revenue funding** received from the Active Travel Fund for the development of projects capable to improving cycling and walking throughout the borough. Works is currently progressing the A59 cycleway, the remainder of the A565 corridor to complement the improvement to the links identified above, junction on the A565, including Woodvale and the development of a Local Walking and Infrastructure Plan to compliment the City Region Strategic Plan. Further revenue money has been successfully bid for to continue this work and a Grant Funding Offer received.
- **School Streets:** Consultation work has been undertaken on three School Street Pilot schemes in Southport. Two of the schemes were formally launched in July and further engagement events have been planned. The further scheme, at Stanley High School is more complicated and will be subject to further consultation development before implementation in early 2024. Funding has been secured to develop other school streets initiatives throughout the borough and a dedicated officer, seconded from Sustrans, has recently commenced the selection and engagement work. A priority list of 10 schools has been chosen for further engagement and four schools are currently engaged with offers made to 1 more.

- **Green Bus Corridor:** The LCRCA commissioned consultants to develop and appraise options for potential bus priority measures commence works on a number of routes in the City Region, including the No 53 bus corridor which travels between Crosby and Liverpool, passing on Stanley Road. Officers have provided some initial comments and a report is expected shortly setting out the results. An Options Appraisal Report has been completed. The LCRCA are now engaging further consultants to develop schemes based on the initial options. Opportunities for 'quick wins' are also being established.
- **Great Georges Road:** Final design work to complete the previous cycle lane scheme along Great Georges Road has been completed and dates are being established for implementation.
- **Birkdale Village** – Some funding from the CRSTS programme has been established to enable proposals to be developed to improve accessibility in Birkdale. These will be subject to consultation within early 2024.

Highway Development Control

Planning Applications

- The team continue to process large numbers of planning applications despite ongoing challenges associated with the vacant senior highway development engineer post and limited staff resources. This has been exacerbated by the backlog from staff leave over the summer and autumn months, increasing demand for non-statutory highway advice prior to formal planning application submissions to the planning department (including the Council's own applications) and requests from developers for meetings and/or further advice some of which are not deemed necessary and create additional workload and delay. There is an impact on timescales for highway responses as a result. The applications include sites identified in the Local Plan and continue to involve close liaison with case officers from the planning department.
- A contract with one of the highway framework consultants is being set up to assist with the review of planning applications (particularly junction and area traffic modelling). However, this is only practical for large applications and planning appeals due to the deadlines involved to respond to the planning department and inefficiency that would be created in the highway development control team managing small applications which would not be beneficial.
- A total of 139 applications have been responded to between September and November 2023. This number is based on per planning application and does not include the numerous responses that are provided for a particular planning application (there can be typically up to 5 responses for a major planning application and ones with significant highway issues).

Section 38 Highways Act 1980 legal agreements

- Submissions for s38 agreements have continued requiring the subsequent processing of these at times, lengthy and complex applications, particularly following the approval of planning applications for Local Plan sites.
- The report is as follows: -
 - No of live s38 and current developments subject to a s38 application – 45
 - No of stalled or no activity (on the part of a developer) – 2 where the developer appears to have ceased trading.
 - Number of development sites adopted within the last 3 months - 0
 - No of submissions awaiting technical approval – 20
 - Number of new and recent submissions awaiting administrative set up – 1

Section 278 Highways Act 1980 legal agreements

- The numbers of this type of application also remains high, including the approval of planning applications for Local Plan sites. The team are currently managing 98 live full s278 HA 1980 highway works schemes in various stages of development on behalf of the Council plus 31 minor s278 agreements. The successful delivery of these schemes is dependent on close liaison with the Legal, Finance and Planning Departments.

Public Rights of Way (PROW)

- England Coast Path/Coastal Access – A grant application has been submitted to Natural England for a grant to maintain the route for this financial year and work to establish this wider trail partnership is on-going for the long-term maintenance. The grant funding from Natural England is to cover a proportion of the costs for maintaining the infrastructure but not revenue costs associated with staffing. How the maintenance function by Sefton Council will be managed has yet to be determined.
- Definitive Map Modification Applications – there have been no further modification order applications since the previous report and the seven applications submitted by the British Horse Society (BHS) are yet to be determined. Negotiations with the BHS, Sefton Council and two affected landowners have commenced with regards to one of the BHS applications, with a view to dedicating a path along an alternative route to that detailed in the application.
- Section 31 (6) Submissions – the Warden and Fellows of Nuffield College in the University of Oxford has submitted a deposit under section 31 (6) of the Highways Act 1980 for 11 parcels of land in and around the Lunt/Sefton area of the borough. This is currently being reviewed and if it is considered correct the details must be added to the register of Section 31 (6) Submissions for the borough and be made publicly available on Sefton's website.

Statutory Highway Orders

- Due to the high workload and lack of staff resources there has been limited progress (none in some cases) on completing the statutory highway orders which is set to continue over the coming months. The number of statutory highway orders for the highway development control team to process under the Highways Act is likely to increase as the Department for Transport has advised that they will not undertake retrospective highway stopping up orders for planning approvals under the Town and Country Planning Act where the development works have already been implemented before the application is made to them.
- An application for a section 257 Town and Country Planning Act highway extinguishment Order for a public right of way along Chapel Lane, Melling has been received.
- An application for a section 116 extinguishment Order for a section of highway at Station Road has been received.
- There is a requirement for a Highways Act s228 application for Aldi, Northway to add a missing section of adopted highway from the s278 agreement.
- There will be two further section 228 Highways Act applications including land adjacent to the Holgate, Thornton development off the A565 Southport Road.

Strategic Highways Development and Future Planning

- The team is continuing to work closely with the planning department to provide a strategic approach to development to ensure that the necessary new transport infrastructure is in place to support new developments coming forward in future years. This is very challenging for the East Maghull development site in particular due to the different developers and landowners involved. It may not be possible to provide the full spine road through the site between Poverty Lane and School Lane as there are no statutory highway powers to ensure this happens.
- The team continues to request construction traffic management plans for new developments so that we can manage the highway network efficiently and effectively with minimum disruption to users of the highway and with the important benefit of highway safety. Once plans have been agreed, the team is collaborating closely with colleagues in network management and planning to ensure that the plans are being adhered to.

Operational In-House Services

Catering and Building Cleaning Services

Building Cleaning

The service continues to perform well both financially and operationally.

Schools continue to support the service despite the increased costs of the service and the fact school budgets are under significant pressure.

Two schools are returning to the service from January 2024 and discussions are ongoing with a further school.

Catering

Financial Position

The service has had to significantly increase charges to schools as it was set for a large overspend in 2023/24.

This was due to two factors:

- Food Costs – Food costs continue to rise. Additional budget for food was built into SLA costs with schools but this has proved insufficient to keep pace with increases received and the potential increases that are likely to be received from suppliers during this financial year. The service uses a system of Excel spreadsheets to monitor and control food expenditure in individual kitchens. However, we have not been able to keep pace and adapt to the regular price increases and reduce their impact upon the service.
- Income – Sales built into SLAs were based on 190 trading days, the standard school academic year. However, in the financial year 2023/24, schools will only be open for around 185 days due to when various school holidays fall.

There is an acknowledgement that the increases within food costs in previous years have always been absorbed by the service and not passed on to schools. Due to the significant increases in food costs at this time, driven by the cost-of-living crisis, it simply wasn't possible for the service to meet all costs.

Discussions have been held with The Sefton Association of Primary Headteachers (SAPH) and it has been agreed that should we need to increase charges to schools' mid-year in the future, we will consult with SAPH before any final decision is made.

Electronic Communication, Payment and Kitchen Management System

The service has now procured an Electronic Communication, Payment and Kitchen Management System, which will enable a more efficient service delivery approach.

The service currently has manual systems in place for many of its functions such as menu planning, providing allergen information, the recording of food safety data, providing financial information to schools, the production of management information and the ordering of food.

The new system has been rolled out to kitchens during October and November and amongst the many benefits, it will enable the service to better control food costs in individual kitchens.

The Council's Obesity Strategy

The catering section are continuing to support the Council's Obesity Strategy.

The Service Manager chairs the Live Well subgroup, which is charged with reviewing and refreshing the Council's work to ensure compliance with Food Active's Healthy Weight Declaration accreditation.

Burials and Cremations Service

Burials and Cremations at present is business as usual. The cremation and burial numbers are steady, and complaints have reduced in the last quarter, which is positive.

Transport and Vehicle Maintenance

Following the resignation of the previous Transport Manager within Transport and Vehicle Maintenance the service commenced the recruitment process in March of this year for a replacement. The Transport Manager also holds the Vehicle Operator Licence for the Authority which is granted by the Traffic Commissioner.

As soon as the previous incumbent had served notice to leave, the Office of the Traffic Commissioner were contacted with a request for a period of grace to enable the service sufficient time to recruit a suitable replacement candidate.

The Traffic commissioner granted a 3-month period of grace on the condition that a suitable Transport Manager 'with sufficient support' was in post by end of July 2023. Failure to meet the requirements of the Traffic Commissioner would result in the Authorities Operator Licence being revoked.

Recruitment for this post proved difficult as demand for suitably qualified Transport Managers across the country is extremely high given the increased pressures on the haulage industry following both COVID and Brexit.

The first recruitment exercise proved unsuccessful in finding a suitable candidate and the position was readvertised immediately.

The second round of recruitment was successful and the new Transport Manager commenced in post in June 2024. The Operator Licence application was submitted to the Office of the Traffic Commissioner and the reply included a requirement for the new Manager to complete a refresher course in CPC* Management. This training was implemented and a copy of the refresher qualification was provided to the Office of the Traffic Commissioner.

As all requirements and conditions set out by the Traffic Commissioner were fulfilled, they informed us that from 13th July 2023 they have accepted the new applicant as Transport Manager and nominated Operator Licence holder for Sefton MBC.

However, the Commissioner further stated:

“The Traffic Commissioner would like to direct the Operators attention to the Senior Traffic Commissioner’s Statutory Document Number 3 specifically on

4/50 guidance within the document. Due to the size of the vehicle authorisation on the licence, 2 Transport Managers are required in place on the licence”.

Discussions took place with the Office of the Traffic Commissioner in addition to seeking legal advice from Logistics UK (formerly the Freight Transport Association) it transpires that whilst the Council have historically only ever employed 1 named Transport Manager, the Traffic Commissioner can indeed insist on 2 named Transport Managers on the Operators' Licence to satisfy the Office of continuity and greater support and resource given the breadth of our fleet provision.

Specialist Transport Unit

Marie Gosling is now Service Manager for the STU Service. Officers plan to re-evaluate service provision and meet with colleagues in STU Planning to discuss service level agreements with Adult Social Care and Childrens Services in the near future.

Sefton ARC

A further 3 new cameras have been agreed, funded through Merseyside Police for Kings Gardens Southport.

After meeting with Merseyside Police regarding the effectiveness of CCTV across the borough, they have provided funding for 8 new cameras in total. Additionally, the BID team have provided funding for an additional 4 new cameras throughout the Southport area.

Discussions with Merseyside Police are ongoing to seek any further funding that may be available to upgrade existing cameras on the CCTV network.

School SLA's have been finalised and will be presented for financial year 2024 via the agreed Schools Portal. This will mean changes to delivering the service as we move to a response model compared to historic patrol services which will result in Sefton ARC being competitive within the current security market.

Implementation of the new service re-structure and roles and responsibilities has concluded and becoming embedded.

Waste Management

Officer attendance at the LCR Strategic Waste Partnership and Senior Officer Working Groups continue. Sefton, along with the rest of the partnership are working closely to plan the implementation of a weekly food waste collections across the LCR by March 2026. This is following the recent Government announcement that a weekly food waste collection service from households and municipal premises must be implemented by that date.

The partnership is currently discussing all options to ensure the service is effective and in place for March 2026. The partnership is also in the process of developing a Zero Waste Strategy for 2040 onwards.

The current recycling rate across Sefton is around 35%. The Government target for 2020 was for 50% of all household waste generated to be sent for recycling so Sefton continues to fall short of this. By 2035, the Government target is 65% of household waste to be recycled.

The service is reviewing the current recycling provision to ensure that the offer is available to all households as there continues to be low participation from properties who currently receive a sack collection style service.

Additionally, the service is exploring resource availability to improve education, engagement and participation with the aspiration of delivering targeted communication and behavioural change campaigns.

A round optimisation of the collection rounds is currently taking place, this will enable the service to remove inconsistencies across waste collections, presenting balanced rounds and provide greater resilience across the service with standardisation. Round optimisation is an evolving process as house building in the Borough continues.

Street Cleansing

The Street Cleansing Service has adopted a zonal approach to weed removal, with teams deployed in a similar way to the leaf fall programme. This method has proven to be productive and provide greater ownership amongst the staff within their designated area of work.

Feedback from residents has been positive. The external weed control contract continues to be closely monitored for compliance. The season has seen optimum growing conditions with warm and wet weather.

Fly tipping continues to be a blight on the Borough with significant resource being deployed on a daily basis to address the issue.

Regular liaison with colleagues within enforcement features heavily in the day-to-day core works as we attempt to address the issue.