



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

**Wednesday, 19 November 2014 6.30 p.m.
Council Chamber, Runcorn Town Hall**

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

Chief Executive

BOARD MEMBERSHIP

Councillor Bill Woolfall (Chair)	Labour
Councillor Mike Fry (Vice-Chairman)	Labour
Councillor Pauline Hignett	Labour
Councillor Valerie Hill	Labour
Councillor Chris Loftus	Labour
Councillor Andrew MacManus	Labour
Councillor Keith Morley	Labour
Councillor Pauline Sinnott	Labour
Councillor Gareth Stockton	Liberal Democrat
Councillor Geoff Zygadlo	Labour

*Please contact Gill Ferguson on 0151 511 8059 or e-mail
gill.ferguson@halton.gov.uk for further information.
The next meeting of the Board is on Wednesday, 28 January 2015*

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

Part I

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

REPORT TO: Environment and Urban Renewal Policy & Performance Board

DATE: 19th November 2014

REPORTING OFFICER: Strategic Director, Policy and Resources

SUBJECT: Public Question Time

WARD(s): Borough-wide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDED: That any questions received be dealt with.

3.0 SUPPORTING INFORMATION

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

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

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

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

4.0 POLICY IMPLICATIONS

None.

5.0 OTHER IMPLICATIONS

None.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

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

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

6.3 **A Healthy Halton** – none.

6.4 **A Safer Halton** – none.

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

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 19th November 2014

REPORTING OFFICER: Chief Executive

SUBJECT: Executive Board Minutes

WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDATION: That the Minutes be noted.

3.0 POLICY IMPLICATIONS

- 3.1 None.

4.0 OTHER IMPLICATIONS

- 4.1 None.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children and Young People in Halton

None

5.2 Employment, Learning and Skills in Halton

None

5.3 A Healthy Halton

None

5.4 A Safer Halton

None

5.5 Halton's Urban Renewal

None

6.0 RISK ANALYSIS

6.1 None.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

EXECUTIVE BOARD MINUTES – 4 SEPTEMBER 2014

PHYSICAL ENVIRONMENT PORTFOLIO

EXB54 HALTON BOROUGH COUNCIL MARKETS

The Board considered a report of the Strategic Director, Children and Enterprise, on a Charging Policy for Halton Borough Council's markets.

The Board was advised that a requirement to have a single source of information had been identified which related to the charges for stall rental or storage space within each of the Council's markets. It was reported that this would ensure transparency for traders and provide a full working document for use by the markets management team to ensure all traders were treated in a fair and consistent manner. As part of this exercise, it was further reported that a review had been undertaken of the way in which the Council charged its market traders, to ensure that the rents were consistent, competitive and viable. Members noted that rents within Widnes Market had remained static since 2009/10.

Following the review, a number of areas where changes would be required were identified, details of which were set out in the report. This included:-

- Rents within the Market Hall to be based on up-to-date floor space and frontage measurements;
- Direct Debit arrangements for monthly stall charges;
- Application of consistent electricity charges;
- A new charging structure for Runcorn Street Market; and
- New consistent store room charges based on store room area.

The report provided further details on the risk analysis for the Widnes Market Hall, changes to electricity charges, Widnes Open Market, Runcorn Street Market, containers and store rooms and the use of Widnes Market Foyer, for Members' information.

RESOLVED: That

- 1) the Charging Policy for Halton Borough Council Markets be approved with immediate effect;
- 2) the Charging Policy and associated stall charges be reviewed and amended (if required), yearly; and
- 3) the Operational Director, Economy, Enterprise and Property be given delegated power , in consultation with the Operational Director, Finance and the Portfolio holder for Physical Environment, to make amendments to the Pricing Policy prior to the review, should the need arise.

Strategic Director
- Children and
Enterprise

TRANSPORTATION PORTFOLIO

EXB57 OBJECTION TO TRAFFIC REGULATION ORDER 865

The Board considered a report of the Chief Executive which reported on the use of his delegated powers in respect of an objection to a proposed Traffic Regulation Order from Cheshire West and Chester Council (CWAC).

The Board was advised that CWAC had closed the Sutton Weaver Swingbridge over the Weaver Navigation Canal and installed a temporary bridge close to the existing crossing and then closed the Swingbridge to traffic to allow the contractor unrestricted access to carry out essential repair work.

The report set out details of the traffic restrictions and the impact on surrounding roads in the area as a result of the diversions which CWAC had put in place. It was reported that CWAC may consider making the temporary arrangements permanent, although no formal request had been received. Therefore, in anticipation, the Chief Executive, in consultation with the Leader of the Council, submitted a formal objection to CWAC to these temporary arrangements being made permanent.

RESOLVED: That the actions of the Chief Executive in submitting an objection to the Cheshire West and Chester Council proposal to ban right turns at Sutton Weaver Swingbridge, be noted and endorsed.

EXECUTIVE BOARD MINUTES – 18 SEPTEMBER 2014

PHYSICAL ENVIRONMENT PORTFOLIO

EXB63 SCI-TECH DARESBUURY ENTERPRISE ZONE FUNDING

The Board considered a report of the Strategic Director, Children and Enterprise, which provided an update on funding for the development of Sci-Tech Daresbury.

The Board was advised that Sci-Tech Daresbury was allocated as a strategic site in Halton's Core Strategy and was an international hub for world class science. In August 2011, part of Daresbury was named as one of the eleven new Enterprise Zones, the aim of which was to attract new businesses with simplified planning rules, super-fast broadband and reductions in business rates.

It was reported that in February 2014, Sci-Tech Daresbury was shortlisted for £3.57m of Enterprise Zone (EZ) Capital Grant which would be used to facilitate the next stage of development. Details of the DCLG claw back arrangement for any increase in the value of the development as a result of the grant were outlined in the report.

In addition, it was noted that in June 2014, an application for £1.128m European Regional Development Funding (ERDF) was approved by the DCLG, subject to match funding. An offer letter would be issued once match funding and State Aids were confirmed. The offer would be made to Langtree as the developer, with the intention that the Council be acknowledged as the delivery partner, receiving £25k towards the funding and monitoring service it would provide to Langtree.

Members were advised that there were financial implications for the Council in accepting ERDF funding, minor breaches of the agreement could result in DCLG having the right not only to discontinue funding for the future but to also demand the return of funding prior to any breach

of the agreement. In this respect the Council's direct liability would be limited to the 25k it would receive as delivery partner. It was also noted that by entering into the back to back contracts with the Joint Venture (JV) for both the EZ and ERDF, this would restrict the Council's overall liability to its liability as a JV partner.

RESOLVED: That

- 1) the offer of £3.57m of EZ Capital Grant (EZ) from the Department for Communities and Local Government (DCLG) be accepted;
- 2) the offer of £25k of European Regional Development Fund (ERDF) from DCLG be accepted;
- 3) the Council be given authority to enter into a back to back contract with Joint Venture partners for the delivery of the project; and
- 4) the Council agrees to entering into a claw back agreement with Joint Venture partners in accordance with the EZ offer.

Strategic Director
Children and
Enterprise

EXECUTIVE BOARD MINUTES – 2 OCTOBER 2014

RESOURCES PORTFOLIO, PHYSICAL ENVIRONMENT PORTFOLIO AND ECONOMIC DEVELOPMENT PORTFOLIO

EXB70 BUSINESS RATES PROPOSAL - UNIT 3 ARAGON COURT, MANOR PARK

The Board considered a report of the Strategic Director, Children and Enterprise, which detailed a request for Business Rates relief.

The Board was reminded that in April 2013, the Government had introduced a Business Rates Retention Scheme, which enabled Councils to keep a proportion of the business rates revenue as well as growth on the revenue that was generated within their area.

The Board was advised of a request for Business

Rates Relief from a company that had agreed a long lease on premises in Manor Park, Runcorn, the details of which were set out in the report.

RESOLVED: That

- 1) the proposals set out in the report be approved; and
- 2) subject to the required outcomes being delivered regarding capital investment and job creation, approval be given on an exceptional basis to the award of Business Rate Relief to Jem Recycling Group for the period of six months at the level as set out in the report.

Strategic Director
- Children and
Enterprise

EXECUTIVE BOARD MINUTES – 16 OCTOBER 2014

PHYSICAL ENVIRONMENT PORTFOLIO

EXB76 GRANGEWAY COURT HOMELESSNESS SERVICE

The Board considered a report of the Strategic Director, Communities, which sought approval for the waiver of Procurement Standing Orders to extend the housing support contract at Grangeway Court.

The Board was advised that Your Housing Group (YHG) had successfully delivered housing management and support services at Grangeway Court since October 2008. It was noted that the original five year contracts had been extended to facilitate planned refurbishment works which had been identified as necessary by a Homeless Services Scrutiny Review.

It was reported that Officers had been working with YHG to develop a service model sustainable at current levels of demand. A further report would be prepared for consideration, but in the meantime, it was necessary to extend the existing contractual arrangements with YHG, who had indicated a willingness to continue the service on the current terms and conditions, provided that the Council agreed to underwrite 70% of any losses arising due to loss

of rental income.

RESOLVED: That

- 1) acting in accordance with Procurement Standing Order 1.8.3 (a), Executive Board agrees to waive Procurement Standing Orders 4.1 in order to extend the contracts with Your Housing Group for housing management and housing support services at Grangeway Court, up to March 2015; and
- 2) a further report be presented to the Board to agree proposals for a revised service model at Grangeway Court.

Strategic Director
- Communities

EXB77 PROCUREMENT OF FLOATING SUPPORT SERVICES

The Board considered a report of the Strategic Director, Communities, which sought approval for the invitation of tenders to provide floating housing support services.

The Board was advised that following a procurement exercise in 2011, the current contract for floating housing support services provided by Plus Dane, would expire on 31 March 2015. It was noted that the current contract was split into four services, as set out in the report.

The Board noted that there was evidence that demand for floating support services produced positive outcomes, including the prevention of homelessness for vulnerable people in Halton. It was proposed that the tender be offered in two lots; the Mental Health service would be offered as a separate lot due to the specialist nature of that service, with the other three elements grouped together as the second lot.

RESOLVED: That

- 1) the commencement of a procurement exercise for floating housing support services be approved; and
- 2) a further report be received on the outcomes of the tenders.

Strategic Director
- Communities

(N.B. Councillors Polhill and Wharton left the room prior to the consideration of the following item of business as they were Chair and Deputy Chair respectively of the Mersey Gateway Crossings Board; David Parr, Chief Executive, also left the room prior to the consideration of the following item of business as he stated that he may have a potential conflict of interest).

COUNCILLOR DAVE CARGILL IN THE CHAIR

TRANSPORTATION PORTFOLIO

EXB78 MERSEY GATEWAY CROSSINGS BOARD (MGCB) - INTERIM CHIEF EXECUTIVE

The Board considered a report of the Strategic Director, Policy and Resources, which sought authority for the Chief Executive to undertake the role of Interim Chief Executive of the Mersey Gateway Crossings Board (MGCB) for a period of two years.

The Board was advised that the Council's Chief Executive had lead the Mersey Gateway Project as the Senior Responsible Officer over the past ten years, supported by the former Project Director, Mr Steve Nicholson and a multi-disciplinary team.

It was reported that the role of Interim Chief Executive for MGCB was critical to the delivery of the project in providing the appropriate leadership and direction. The role was envisaged as strategic rather than operational, involving attendance at MGCB Board and Management Team meetings, meetings with Merseylink, strategic project development and liaison with Government.

RESOLVED: That

- 1) authority be given for the Council's Chief Executive to undertake the role of Interim Chief Executive of the Mersey Gateway Crossings Board (MGCB) for a period of two years; and

Strategic Director
- Policy &

- 2) the Strategic Director, Policy and Resources, be authorised to conclude the details of the arrangements and agreement between the Council and the MGCB. Resources

REPORT: Environment and Urban Renewal
Policy and Performance Board

DATE: 19th November 2014

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Annual Road Traffic Collision & Casualty Report.

WARDS: Boroughwide

1.0 PURPOSE OF REPORT

1.1 To report road traffic collision and casualty numbers within the Borough in the year 2013 and to recommend a continuance of road traffic collision reduction work.

2.0 RECOMMENDATIONS

2.1 **It is recommended that:**

1. **The overall progress made on casualty reduction in Halton be noted and welcomed;**
2. **The current programme of road traffic collision reduction schemes and road safety education, training and publicity be endorsed; and**
3. **Concerns with regard to the achievement of further casualty prevention measures, as a result of reduced resources, be noted.**

3. SUPPORTING INFORMATION

3.1 Appendix 'A' sets out full details of the numbers of traffic collisions and casualties in the year 2013, and compares these figures with those for previous years. There have been large reductions in the numbers of people being slightly injured but with the overall numbers of those killed/seriously injured (KSI) remaining essentially the same as in the previous four years. Within the stable KSI total, the number of adults increased but the number of children (those aged under 16 years) reduced to the lowest recorded total known in Halton. This latter tally is known to be volatile and can fluctuate from year to year, but such a low number is unprecedented.

3.2 In summary during 2013:

- There were 267 road traffic collisions involving personal injury in Halton, this being the lowest number in over 20 years. These incidents produced 347 casualties, a large reduction on the 377 recorded in 2012;
- 39 of the casualties were classed as serious, and there was 1 death, giving a total of 40 killed or seriously injured (KSI) which is the joint lowest figure in over 20 years and the same KSI total as 2011 & 2012;
- The child serious injury (CKSI) total of 3 is the lowest number since modern records began and again there were no child fatalities in 2013. The CKSI annual total is subject to large relative variations but this figure goes some way to redressing what had been an upward trend in child serious casualties in recent years;
- The number of people of all ages being slightly (SLI) injured fell to 307 from 337 in 2012.

3.3 In terms of the overall casualty numbers, the results confirm the success of our casualty reduction work, supported via revenue funds and the Local Transport Plan with targeted enforcement and local road safety education, training, publicity and traffic management initiatives undertaken independently and jointly with partner organisations

3.4 Halton's KSI totals of 41, 41, 40, 40 and 40 over the years 2009 to 2013 indicate that achieving further reductions is proving to be extremely challenging, all the more so given the Government's decision to reduce road safety funding. Whilst Halton's KSI numbers remained almost the same over these five years, nationally over the same time the KSI numbers have fallen by 13% and we are now be falling behind the KSI reduction rates being achieved nationally.

3.5 Within the KSI total, an increase in child killed serious injury (CKSI) totals of 4, 7, 7 and 10 over the years 2009 to 2012 is disappointing and at odds with national CKSI rates which fell 15% over the same period. However, the 2013 total of just 3 children seriously injured reflects the volatility of the numbers in this group.

3.6 The Department for Transport 2013 comprehensive annual report on road casualties is available via:
www.gov.uk/government/uploads/system/uploads/attachment_data/file/359311/rrcgb-2013.pdf

3.7 **Strategic Framework for Road Safety**

The Strategic Framework for Road Safety published by the Coalition Government in May 2011 set out a proposed outcomes framework designed to help government, local organisations and citizens to monitor any progress towards improving road safety and decreasing the number of fatalities and seriously injured casualties.

The framework included six key indicators which relate to road deaths, that were intended to measure the key outcomes of the strategy but in Halton the number of road deaths is small and subject to fluctuation. For this reason KSI

rates were proposed as key indicators locally and KSI numbers can be used to compare Halton's performance relative to its neighbours:

	2005-09 average	2012	2013	2013 change over 2012	2013 change over 2005-09 base average
Cheshire East	284	245	205	-16%	-28%
Cheshire West & Chester	238	214	136	-36%	-43%
Halton	54	40	40	0%	-26%
Knowsley	58	64	62	-3%	7%
Liverpool	218	243	204	-16%	-6%
Manchester	222	195	158	-19%	-29%
St. Helens	65	70	73	4%	12%
Warrington	104	111	80	-28%	-23%

Halton no longer appears to be so comfortably placed under this new measurement regime relative to most of its neighbours, but the reality is that the year to year KSI performance fluctuations that authorities experience undermines the validity of this method of comparison. Given the removal of the Council's Road Safety Grant support and reductions in road safety staff and resources, it is difficult to see how Halton can continue to achieve reductions in KSI casualties to reach the government's central projection figure of a 40% cut by 2020, relative to the 2005-09 average figures as a base.

Intensive work with children can affect their behaviour on the roads for the rest of their lifetime, and falling levels of involvement could be storing up problems for future years.

As has been pointed out to the DfT in the course of earlier consultation exercises, those authorities that achieved the highest rates of casualty reduction under the previous government's 2000-2010 Road Safety Strategy – such as Halton - are now in a very weak position to achieve further reductions and they will compare badly with others that achieved little up to 2010. It is the view of officers that the basis of the new Key Outcomes indicators is therefore flawed.

4.0 FUNDING REDUCTIONS

4.1 Since April 2011, Halton has suffered the loss of annual Government funded capital and revenue Road Safety grants of £75k and £396k respectively. This

has resulted in a halving of the number of Road Safety Officers in Halton and loss of funding for a wide range of projects and initiatives.

- 4.2 Overall, Halton's 2013 casualty figures have remained consistent but concern remains that budget reductions are beginning to have an impact on our ability to continue achieving year on year reductions, despite the best efforts to maximise resources through running initiatives jointly with our neighbours from Warrington Borough Council and other partner organisations such as Cheshire Police and Cheshire Fire & Rescue Service (CFRS) – organisations which in turn have had reduced resources.

5.0 OTHER IMPLICATIONS

- 5.1 The work on casualty reductions is consistent with the policies and approaches incorporated in Halton's third Local Transport Plan.
- 5.2 There are no other direct social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

6.1 Children & Young People in Halton

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

6.2 Employment, Learning & Skills in Halton

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

6.3 A Healthy Halton

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

6.4 A Safer Halton

Road safety casualty reduction work of all types supports this priority through the introduction of initiatives and interventions designed to deliver a safer environment.

6.5 Halton's Urban Renewal

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

7.0 EQUALITY & DIVERSITY ISSUES.

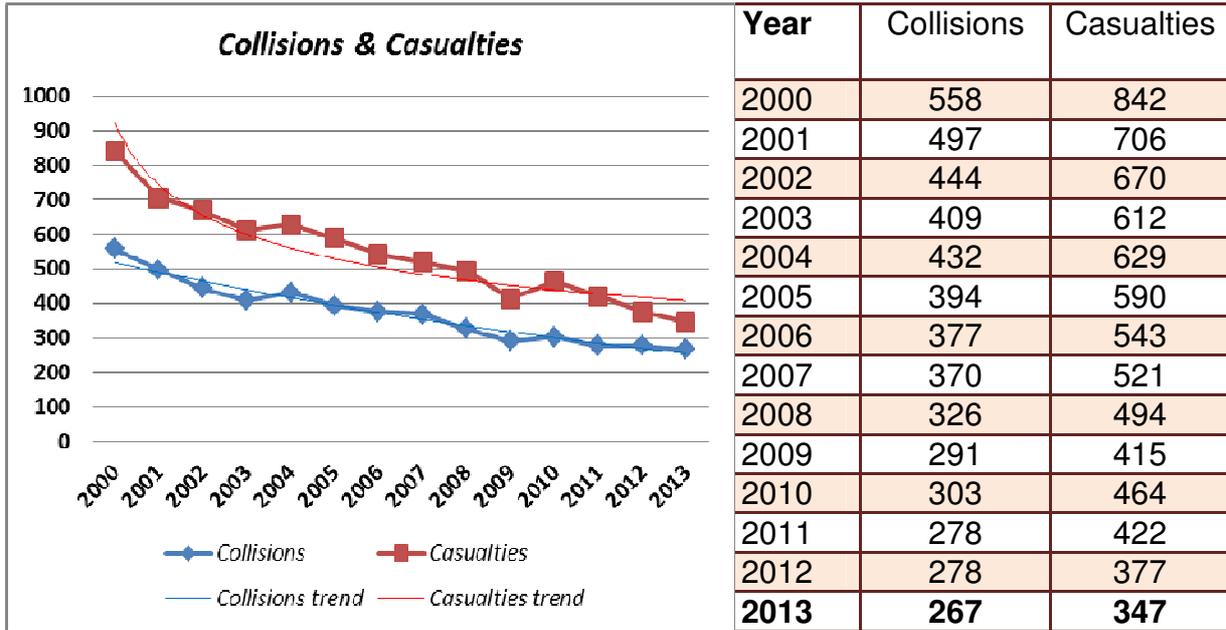
- 7.1 There are no direct equality and diversity issues associated with this report.

8.0 BACKGROUND PAPERS

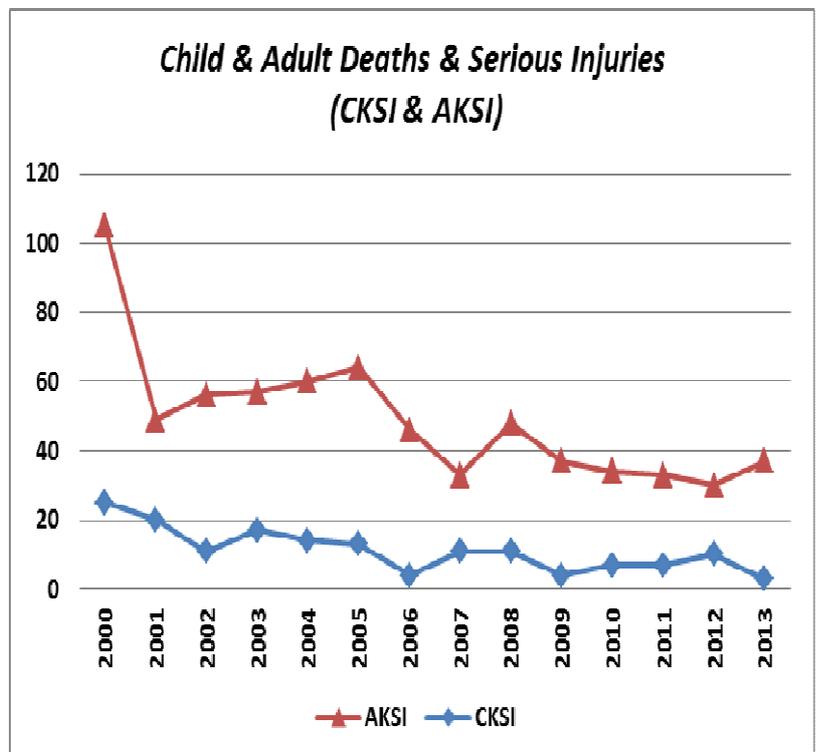
8.1 There are no background papers under sec. 100D of the Local Government Act 1972

Halton 2013 Traffic Collisions Review

2013 saw a marked decrease in the number of road traffic *casualties* in Halton relative to the previous year and the general levels were in line with the overall trend for progressive, if fluctuating, general reductions stretching back over a decade. *Collision* numbers also reduced slightly.



Whilst casualty numbers fell, all the reduction was in the number of people slightly injured (SLI) as the number of deaths/serious injuries remained the same at 40 for all ages. Within this total of 40 KSI, child serious injuries (AKSI) fell dramatically but all-age serious injuries increased slightly.



Year	Child Deaths/ Serious Injuries (CKSI)	Adult Deaths/ Serious Injuries (AKSI)
2000	25	105
2001	20	49
2002	11	56
2003	17	57
2004	14	60
2005	13	64
2006	4	46
2007	11	33
2008	11	48
2009	4	37
2010	7	34
2011	7	33
2012	10	30
2013	3	37

**Local Indicators
Killed & Seriously Injured, All Ages (KSI)
(Local Indicator PPTLI 9)**

adult KSI.

The five year rolling KSI average (PPTLI 9) fell from 44.2 to 40.4, the fall being entirely due to the 2008 annual KSI tally of 59 dropping out of the calculation.

Children (Under 16's) Killed & Seriously Injured (CKSI) (Local Indicator PPTLI 10)

Due to the numbers being so low, this annual total is very prone to variations year on year, and over the previous four years the CKSI total rose from just 4 in 2009, to 7 in both 2010 and 2011 to 10 in 2012.

Road Safety education work with children relies heavily on direct contact, mainly in the classroom, and this involvement is an area of contact that has been most severely affected by budget reductions and the consequent reduction in the numbers of road safety officers.

Slight, All-Age Casualties (SLI) (Local Indicator PPTLI 11)

Strategic Framework for Road Safety

The Strategic Framework for Road Safety published by the Coalition Government in May 2011 set out a proposed outcomes framework designed to help government, local organisations and citizens to monitor any progress towards improving road safety and decreasing the number of fatalities and seriously injured casualties.

The framework included six key indicators which relate to road deaths, that were intended to measure the key outcomes of the strategy but in Halton the number of road deaths is small and subject to fluctuation. For this reason KSI rates were proposed as key indicators locally and KSI numbers can be used to compare Halton's performance relative to its neighbours:

	2005-09 average	2012	2013	2013 change over 2012	2013 change over 2005-09 base average
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Intensive work with children can affect their behaviour on the roads for the rest of their lifetime, and falling levels of involvement could be storing up problems for future years.

As has been pointed out to the DfT in the course of earlier consultation exercises, those authorities that achieved the highest rates of casualty reduction under the previous government's 2000-2010 Road Safety Strategy – such as Halton - are now in a very weak position to achieve further reductions and they will compare badly with others that achieved little up to 2010. It is the view of officers that the basis of

the new Key Outcomes indicators is therefore flawed.

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 19th November 2014

REPORTING OFFICER: Strategic Director Policy & Resources

SUBJECT: Business Planning 2015-18

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

1.1 To offer a timely opportunity for Members to contribute to the development of Directorate Business Plans for the coming financial year.

2.0 RECOMMENDATION: That the Board receive the information provided and indicates any areas of service activity that are considered relevant to plan development.

3.0 SUPPORTING INFORMATION

3.1 Each Directorate of the Council is required to develop a medium-term business plan, in parallel with the budget, that is subject to annual review and refresh. The process of developing such plans for the period 2015-2018 has now begun.

3.2 At this stage Members are invited to identify a small number of priorities for development or improvement (possibly 3-5) that they would like to see reflected within those plans. Strategic Directors will then develop draft plans which will be available for consideration by Policy and Performance Boards early in the New Year.

3.3 Whilst providing a Directorate context each of the Directorate Business Plans will contain appendices identifying specific Departmental activities and performance measures and targets that would provide a focus for the on-going monitoring of performance throughout the year.

3.4 It is important that Members have the opportunity to provide input to the process at the early stages in order that their knowledge of local and organisational issues forms an integral element of plan development.

3.5 It should be noted that plans can only be finalised once budget decisions have been confirmed in March and that some target information may need to be reviewed as a result of final outturn data becoming available post March 2015.

- 3.6 To assist the Board the Operational Director (Policy, Planning and Transportation) will give a short presentation on the issues and challenges facing the areas that fall within the Boards remit over the period of the next plan and will circulate the outline of that presentation in advance of the meeting.
- 3.7 The timeframe for plan preparation, development and endorsement is as follows:

Receiving Audience	Information / Purpose	Timeframe / Agenda on Deposit
PPB	Discussion with relevant Operational / Strategic Directors concerning emerging issues, proposed priorities etc.	Autumn 2014
Directorate SMT's	To receive and endorse advanced drafts of Directorate Plans	SMT dates to be agreed with all Strategic Directors
Management Team	To receive and comment upon / endorse advanced drafts of Directorate Plans	December 2013
PPB's	Receive advanced draft plans including details of relevant departmental service objectives/milestones and performance indicators	January / March PPB cycle
Executive Board	To receive advanced drafts of Directorate Plans for approval	26 th March 2015

4.0 POLICY IMPLICATIONS

- 4.1 Business Plans form a key part of the Council's policy framework and as such will be developed taking account of known and anticipated changes within the Council's operating environment.

5.0 OTHER IMPLICATIONS

- 5.1 Directorate Plans will identify known or anticipated resource requirements relating to finance, HR, ITC and accommodation needs.
- 5.2 Arrangements for the provision of Quarterly Priority Based Performance Monitoring Reports to Members would continue. Such reports would routinely contain information concerning key developments and emerging issues and departmental objectives and performance indicators.

6.0 IMPLICATIONS FOR THE COUNCILS PRIORITIES

- 6.1 The business planning process is one means by which the progression of the Councils strategic priorities is integrated into the operational activities of Departments and Divisional Teams throughout the organisation.

7.0 RISK ANALYSIS

- 7.1 The development of a Directorate Plan will allow the authority to both align its activities to the delivery of organisational and partnership priorities and to provide information to stakeholders as to the work of the Directorate over the coming year.
- 7.2 Risk Assessment will continue to form an integral element of Directorate Plan development. This report also mitigates the risk of Members not being involved in setting service delivery objectives.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 There are no equality and diversity issues directly related to this report. However such matters will continue to be reported annually through the performance monitoring process.

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

There are no relevant background documents to this report.

REPORT: Environment & Urban Renewal Policy & Performance Board

DATE: 19th November 2014

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Objection Relating to Proposed 'At Any Time' Waiting Restrictions, Parklands and Ash Priors, Widnes and Petition about Parklands Club and Associated Issues

WARDS: Hough Green

1.0 PURPOSE OF REPORT

- 1.1 To report on an objection that has been received following public consultation on a proposed Traffic Regulation Order to introduce 'At Any Time' waiting restrictions on parts of Parklands and Ash Priors, Widnes near to the Parklands Club and to address concerns and suggestions put forward by nearby residents as amendments to the original proposal. A plan of the original recommendation is supplied in Appendix 'B'.
- 1.2 To report receipt of a 27 signature petition with covering letter citing noise, disturbance and parking problems associated with the Parklands Club. The petition is not an objection to the parking restriction proposal.

2.0 RECOMMENDATIONS

2.1 It is recommended that:

- 1. Officers should carry out a wider consultation exercise for the introduction of waiting restrictions in Parklands & Ash Priors, over an area to be agreed with ward Councillors, and a further report be brought back to the Board.**
- 2. The objector, lead petitioner and correspondents be notified accordingly.**

3.0 SUPPORTING INFORMATION

- 3.1 Through the middle of 2014, this Council received a series of telephone calls and emails from residents living adjacent to the Parklands, which is situated immediately north and beyond the borough boundary but accessed via Parklands in Widnes, they requested that action be taken to control parking in the adjacent residential streets by users of the Parklands Club. The Club is owned by this Council but leased to a private company. The main issue initially was that of congestion and obstruction of the highway due to visitors to the club parking on Parklands and Ash Priors though later concerns over noise and disturbance were also raised. Cheshire Police attended the area in response to complaints from the public about inconsiderate parking.
- 3.2 On 18th. August Cheshire Police wrote to request the introduction of waiting

restrictions adjacent to the Club at the Parklands/Ash Priors junction and on 22 August 2014 a resident submitted a copy of a letter dated 9th. March 1981, the time when adjacent properties were being constructed, in which the Council assures a resident-to-be that Club users would not be permitted to park on the highway near the premises. This letter is reproduced in Appendix 'A'.

- 3.3 Using delegated powers and after consultation with the ward councillors, the Executive Board member – Transportation and Cheshire Police, the Operational Director (Policy, Planning and Transportation) issued approval to advertise a proposal to implement 'At Any Time' waiting restrictions on parts of Ash Priors and Parklands as in Appendix 'B'. The proposals were in line with those put forward by Cheshire Police.
- 3.4 As reproduced in Appendix 'C', two letters were received from/on behalf of the occupiers of properties immediately outside the range of the proposed waiting restrictions, requesting the proposals be extended to cover the frontages of further properties amid concerns that if introduced as originally planned, the waiting restrictions would see displacement of the congestion to outside other nearby homes. This view was shared by ward councillors. With the exception of one objector, it would appear that there is general acceptance of the need for waiting restrictions, the only issue being the extent to which they cover.
- 3.5 One letter of objection was received, on behalf of the Parklands Club, which is reproduced as Appendix 'D'. The Club believes waiting restrictions would serve only to displace parking elsewhere and restrict sporting activities at the site, with the following specific objections:
- The welfare of children using the club, with visiting coaches needing to park remotely requiring visiting youngsters to cross busy roads to reach the premises.
 - Fears for the safety of Club visitors/spectators who have made use of the bar facilities, also the Widnes Vikings RLFC team, crossing busy roads to reach remotely parked coaches.
- The Club also claims that parking congestion is only an issue at weekends and suggests instead the introduction of limited-stay parking for coaches to drop off/pick up visitors, the vehicles waiting remotely in between times.
- 3.6 Given that stopping to load and unload on waiting restrictions is permitted, the objections from the Club are not seen as valid as coaches can stop to drop off their passengers and then be called down to collect when necessary.
- 3.7 The petition, which is reproduced in Appendix 'E' is signed by 27 residents, all except 2 are from Parklands or Ash Priors although the clear majority are from the latter. The petition relates to licensing, planning, noise and disturbance issues which are outside the scope of this report, but also raises concerns over the use of Ash Priors for 'over spill' parking from the Club, questioning use of the Club for functions and events whilst possessing limited parking facilities. Discussions are taking place between the operators of the club and relevant officers within Halton and Knowsley Councils to address the comments about licensing, planning, noise and disturbance issues. The club has already taken action to deal with some of the concerns including installing equipment to prevent noise exceeding the agreed limits and air conditioning to reduce the need to open doors during hot weather.
- 3.8 The Parklands Club has applied for permission to extend on-site parking, but they

have been told by Knowsley MBC planning section it is likely that Sport England will object on the grounds of loss of part of the playing fields area.

- 3.9 With reference to the drawing in Appendix 'B', it should be noted that the waiting restrictions originally proposed extended beyond the Halton boundary into Knowsley, and that authority has been requested to implement these sections.

4.0 FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications associated with this report.

5.0 OTHER IMPLICATIONS

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

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

6.1 Children & Young People in Halton

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

6.2 Employment, Learning & Skills in Halton

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

6.3 A Healthy Halton

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

6.4 A Safer Halton

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

6.5 Halton's Urban Renewal

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

7.0 RISK ANALYSIS

- 7.1 There is a variable and uncertain road safety risk associated with not introducing measures to prevent vehicles waiting for long periods adjacent to the Parklands Club, the degree of risk depending on the degree of traffic congestion and need for drivers to travel on the wrong side of the road to pass parked vehicles.

- 7.2 Traffic displaced from parking at the location to receive any future restrictions will inevitably place an extra parking demand on adjacent areas and this is largely unavoidable as there are no immediate areas available for parking.

8.0 EQUALITY & DIVERSITY ISSUES

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

9.0 BACKGROUND PAPERS

- 9.1 There are no background papers under section 100D of the Local Government Act 1972.



HALTON BOROUGH COUNCIL

Municipal Building,
Kingsway,
Widnes,
WAB 7QF

Chief Technical Officer: F.X. Brennan, B.Eng., C.Eng., F.I.Mun.E.

Phone 051 424 2061

Our Ref:	If you telephone please ask for	Your Ref:	Date
PGW/DC/E.260/23	Mr Walker Extn. 300		9th March 1981.

Dear Mr Farrell

PLOT 23 ASH PRIORS, PARKLANDS, WIDNES AND
WIDNES TIGERS LAND ADJOINING PARKLANDS.

I refer to your letter dated the 3rd March 1981 the contents of which I have noted.

I enclose a copy of a plan showing the site of the Rugby League Club in relation to your purchased plot. As you can see from the plan access to the Club is from Parklands and adequate car parking spaces are to be provided. Nevertheless as a double precaution there is a clause in the lease preventing Club users from parking outside the Club boundary.

I would point out that the original intention for this development originated before the plot development. However, it is a quirk of Local Government re-organisation in 1974 that this land which is owned by this Council is situated in Merseyside County and administered by Knowsley Borough. This Council were unable to obtain planning permission for residential development and at the time of the issue of the sale document for the plots the application for planning permission had not been determined by Knowsley Borough Council for the rugby club use. Consequently, no reference was made to the club as the land use had not been established.

Every effort has been made in conjunction with the Widnes Tigers Club to ensure that the club use will not cause nuisance to surrounding residential development. Landscaping and screening to the site is extensive and the overall development of the club will be to a very high standard. This Council has granted the Club a conditional lease and from my experience of meeting the organisers of the Club I have no doubt in my own mind that they will endeavour to keep the very good name that the Club has in the area, beyond reproach.

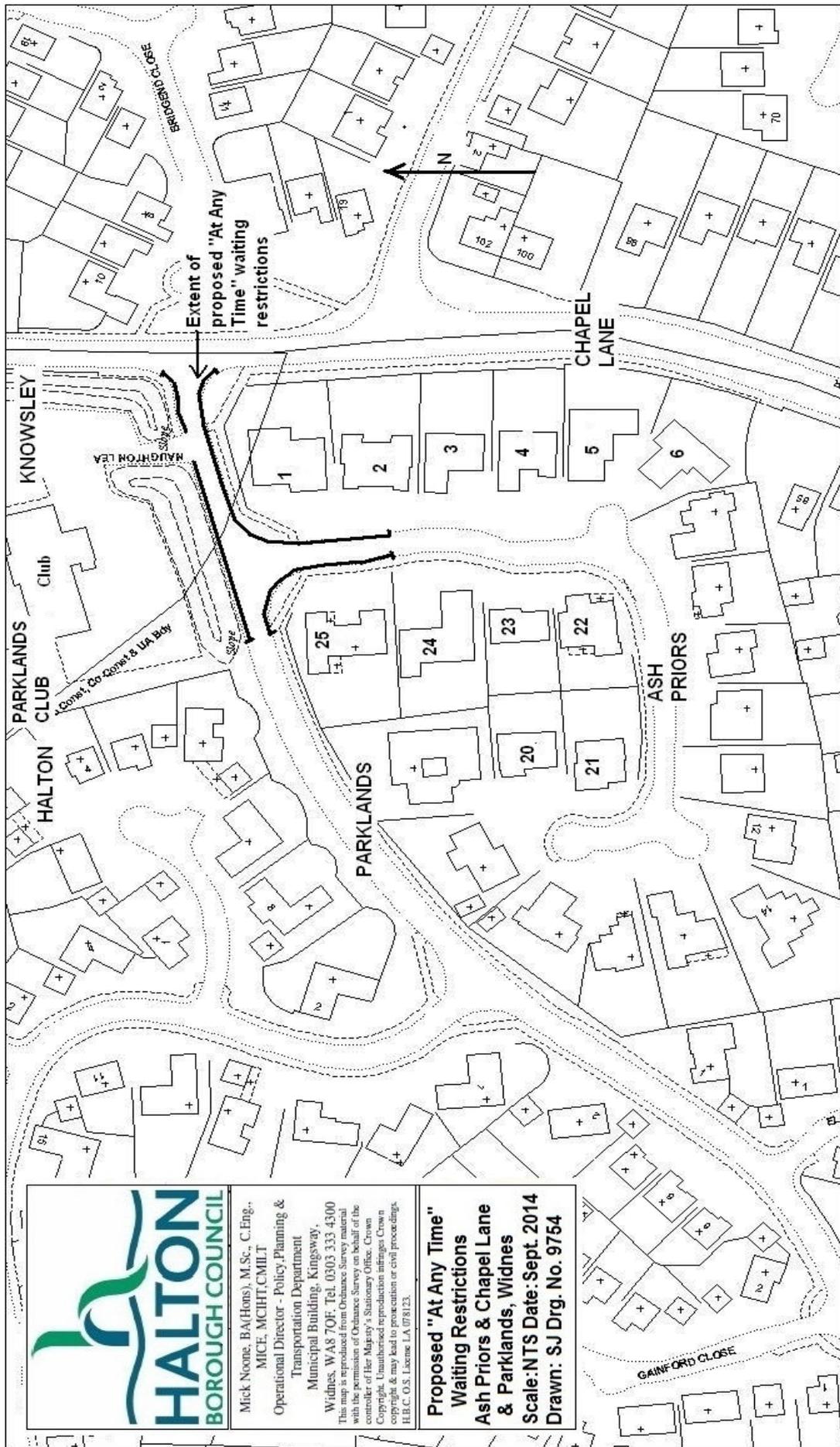
However, if you should feel that you wish to be made aware of further details concerning this matter please do not hesitate to contact me and I will be only too pleased to give you an explanation in my office.

Yours sincerely

P. Walker

Senior Officer - Planning Services

F R Farrell Esq.,
"Altways"
19 Alt Road
HUYTON-with-ROBY
L36 7SB



Mick Noone, BA(Hons), M.Sc., C.Eng.,
MICE, MCHT, CMILT
Operational Director - Policy, Planning &
Transportation Department
Municipal Building, Kingsway,
Widnes, WA8 7QF. Tel. 0303 333 4300
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**Proposed "At Any Time"
Waiting Restrictions
Ash Priors & Chapel Lane
& Parklands, Widnes**
Scale: NTS Date: Sept. 2014
Drawn: SJ Drg. No. 9754

HALTON DIRECT LINK
7 BROOK STREET
WIDNES WA8 6NB

23 September 2014

23 SEP 2014

To Environment & Development Directorate
Highways & Transportation
Grosvenor House
Halton Lea
Runcorn
Cheshire
WA7 2ED

REQUEST FOR TRAFFIC ORDER

Dear Steve Johnson,

I am writing with regards to the proposed yellow lines in the Ash Priors area. My neighbour at 23 Ash Priors has received a letter regarding the proposed yellow lines. I live at 24 Ash Priors and I haven't received a letter however I would like to request the yellow lines be extended outside my property and also numbers 25, 23 and 22. The reason for the request is due to the amount of vehicles parking in the area. These vehicles are from customers that are using the Parklands Club.

I feel that if the yellow lines stop at 25 then my property and my neighbour's property will be used for parking and it is a nuisance as they park on kerbs and there has been occasions when I have struggled to get my car out of my drive due to the cars parking outside my property. Also due to the cars parking on the kerbs the block paving is sinking in places.

If you want to contact me regarding any of the issues above you can on

Yours sincerely

NAME & CONTACT DETAILS WITHHELD

Committed Services
Per. 26/9/14

Dear Sir

Regarding Halton Borough Councils proposed prohibition of waiting order 2014 to impose any time waiting on parts of Parklands and Ash Priors.

Can I say I fully support your proposal as over the last couple of months it has become very congested when certain activities are going on at the Parklands club. This has made it difficult to drive in and out of the estate. Apart from the obvious accident that may happen the most worrying to me is people are double parking and not allowing space for an ambulance or fire engine to pass. On a couple of occasions I have personally spoken to the drivers about this with the obvious response **** **.

In my opinion by installing yellow lines at the entrance to Parklands & Ash Priors will just push the problem further into the estate. With this in mind I would like the A.T.W be extended further into Ash Priors to cover the front of Nos 23 & 24 Ash Priors. I have spoken to Mr Farrell of 24 and he is fully supportive of the request and will be contacting you in due course.

Can you please give this request to extend the yellow lines your attention when implementing this order.

Yours sincerely

NAME & CONTACT DETAILS WITHHELD

Committed Services

No. 11/10/14



29 September 2014

Dear Mr Parr

I would like to formally object to the proposed Prohibition of Waiting Order 2014 at Parklands & Ash Priors, Widnes.

My reasons for objection are based on the following:-

- The welfare of children using the club for sporting activity. When the children play away from home the coach will be forced to park on the opposite side of Chapel Lane which means the children will have to cross a very busy road which is the main exit road into Cronton and to the M62 from both Ditton and Hough Green.
- Welfare of Club Users. After matches the open age away teams have hospitality at Parklands and it would mean adults who have been drinking alcohol trying to cross a busy road to get onto the coach home.
- Widnes Vikings R.L.F.C. use Parklands to attend some of their away games and this would mean the team crossing a busy road to get access to their coach.
- Spectators enjoy hospitality at Parklands for six Widnes Vikings game per season and it would mean them crossing the busy road following alcohol consumption.

As you can imagine the safety of our customers is paramount. The club is building a strong reputation for sporting events and activity programs and it would seriously damage the progression of sport and activity if people in the community felt that their welfare and the welfare of their children was in any doubt

All the restrictions would do it move the challenge of parking elsewhere and restrict sporting activity operating from the club however I do understand the residents frustration.

Therefore due to the fact that parking is only an issue on Saturday afternoons and sometimes Sunday mornings, would Halton Council kindly reconsider and look instead to impose a parking 'time' restriction in order of say 45 minutes to let the coach drop people and kit bags/equipment off and then head down to Prescot Road for stationary parking until the teams need to be picked up 3-4 hours later. This means people using the club and especially children do not have to cross a busy road to get on and off the coach thus helping to eliminate any serious accidents.

Yours sincerely

Vivienne Freeman

Director

Parklands Sports Limited

Regarding Parklands Club, Chapel Lane, Widnes.

As residents of Ash Priors we demand Peace & Quiet at weekends. We also refuse to have Ash Priors used as over spill car parking from the Parklands Club.

We do not want to hear the noise disturbance of revellers and do not want to listen to disco music into the early hours. We question why a club is so close to a residential area, and how with its recent change in function from a sports club is now offering Weddings with very limited parking facilities.

Following a recent request to the owner to shut the doors and windows in order for us to sleep at Midnight, she told us that we "should be used to the noise by now as we have all lived here long enough" With attitudes like this and a total lack of courtesy for her neighbours, it leaves us exasperated.

It is our right to live undisturbed as afforded to all other Halton residents.

Licensing regarding noise and traffic of these premises is essential for our residential area.

Halton & Knowsley Council's Traffic departments, Licensing departments and the Police need to liaise and monitor the Parklands Club in order to bring about successful regulations.

Ash Priors Residents.

12-30-
Morris

NAMES WITHHELD

Regarding Parklands Club, Chapel Lane, Widnes.

As residents of Ash Priors we demand Peace & Quiet at weekends. We also refuse to have Ash Priors used as over spill car parking from the Parklands Club.

We do not want to hear the noise disturbance of revellers and do not want to listen to disco music into the early hours. We question why a club is so close to a residential area, and how with its recent change in function from a sports club is now offering Weddings with very limited parking facilities.

Following a recent request to the owner to shut the doors and windows in order for us to sleep at Midnight, she told us that we "should be used to the noise by now as we have all lived here long enough" With attitudes like this and a total lack of courtesy for her neighbours, it leaves us exasperated.

It is our right to live undisturbed as afforded to all other Halton residents.

Licensing regarding noise and traffic of these premises is essential for our residential area.

Halton & Knowsley Council's Traffic departments, Licensing departments and the Police need to liaise and monitor the Parklands Club in order to bring about successful regulations.

Ash Priors Residents.

NAMES WITHHELD

REPORT: Environment & Urban Renewal Policy & Performance Board

DATE: 19th November 2014

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Petition from Hale Parish Council requesting the introduction of a vehicle weight restriction in Hale

WARDS: Hale

1.0 PURPOSE OF REPORT

1.1 To report on a 393 name petition from Hale Parish Council requesting the introduction of a vehicle weight restriction in Hale village.

2.0 RECOMMENDATIONS

2.1 **It is recommended that the request for a vehicle weight restriction in Hale be noted and the Parish Council be informed that it will not be supported due to the lack of available enforcement from Cheshire Police.**

3.0 SUPPORTING INFORMATION

3.1 The petition and covering letter from Hale Parish Council is attached in Appendix 'A', with 393 individual names and addresses withheld. The three main concerns put forward are safety, health and the local environment.

3.2 In relation to safety:

- Between the years 2008 to 2013 inclusive there have been no road traffic collisions resulting in injury within the Parish that have involved heavy goods vehicles.
- There are speed-restriction/traffic calming features on both Hale Gate Road and Hale Road approaching the village.
- On the main east-west route through the village via Town Lane/High Street/Hale Road there is a footpath available next to the running carriageway.
- The introduction of a full system of traffic calming was rejected in a public consultation exercise in 2009.

3.3 Health and environmental concerns have to be linked to the volume of heavy goods vehicle traffic. A classified traffic count conducted by independent surveyors on Town Lane for the week starting 8th September 2014 returned a total of just 23 heavy goods vehicles each working day travelling through the village. This total would include large delivery lorries, skip wagons and others with genuine business in the area that any vehicle weight restriction would not apply to, also agricultural vehicles which are common in an agricultural area.

3.4 In addition to the 'true' HGVs, each working day the traffic counter also recorded 52 two axle, double rear wheel vehicles that may or may not be over a weight of 7.5 tonnes unladen. An automatic counter cannot differentiate between an unladen skip lorry and a

much lighter pickup truck, but again for many of the vehicles recorded it is reasonable to assume that they had business within the Parish area and would be entitled to be in the area even if a weight restriction were imposed.

- 3.5 Ground borne vibration is produced by the interaction between rolling wheels and the road surface producing possible vibration in buildings and maybe felt by their occupants. The main Hale Road/High Street/Town Lane/Hale Gate Road, east/west route is generally level, "C" classified, and maintained to a correspondingly high standard. It is not considered reasonable that ground borne vibration is an issue in Hale and it has not been raised previously.
- 3.6 The Parish Council have expressed concerns for the safety of cyclists and walkers but there is no history of complaints to the Council by members of either road user group in relation to HGVs.
- 3.7 Any weight restriction to span the village of Hale would probably need to start at Liverpool Airport in the west and extend to Hale Bank in the east, plan attached in Appendix 'B'. Cheshire Police have been consulted and comment as follows:

"The Police do not support any form of environmental weight restrictions and would only consider such options on road safety grounds.

The logistics of such an area wide restriction across two force areas would negate any form of enforcement. To prove an offence a police officer, not a PCSO, would need to follow every vehicle for the full length of the restriction in either direction to ensure that they were not legitimately accessing any properties within the controlled area."

- 3.8 Aside from the attached letter and petition, the Council does not appear to have received complaints about vehicle fumes or pollution in the past.
- 3.9 The ward Councillor for Hale, Cllr Mike Wharton has written to support a vehicle weight restriction and was a signatory to the petition.

4.0 FINANCIAL IMPLICATIONS

- 4.1 It is estimated that the cost of implementing the requested vehicle weight restriction proposals would be approximately £20,000, which would be charged to annual traffic management revenue funds. There would also be an ongoing revenue cost for the maintenance of the signs including the electricity costs for the illumination of the signs.

5.0 OTHER IMPLICATIONS

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

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

6.1 Children & Young People in Halton

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

6.2 Employment, Learning & Skills in Halton

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

6.3 A Healthy Halton

Present levels of HGV activity do not present any measurable threat to resident's health.

6.4 A Safer Halton

Over the years 2008 to 2013 inclusive there have been no road traffic accidents resulting injury within the Parish that have involved lorries.

6.5 Halton's Urban Renewal

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

7.0 RISK ANALYSIS

7.1 There is a variable and uncertain road safety risk associated with not introducing a vehicle weight restriction in Hale but given the lack of any relevant road traffic collision records this risk is very small.

7.2 Heavy goods vehicles displaced from Hale by any vehicle weight restriction would inevitably place an extra load on adjacent areas and this would be largely unavoidable.

8.0 EQUALITY & DIVERSITY ISSUES

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

9.0 BACKGROUND PAPERS

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



HALE PARISH COUNCIL
of the Halton Borough in the County of Cheshire



1st of October 2014

David Parr
Chief Executive
Halton Borough Council
Municipal Building
Kingsway
Widnes
WA8 7QF

Dear Mr Parr

Hale Parish Council formally request HGV restrictions for Hale Village.

The main issues of concern are as follows:

a Environmental

Vibration

Hale is a Conservation Area

There are no footings to the old cottages along High Street and the War Memorial

The road surfaces are being badly damaged

Hale is part of the Pennine Way, used by walkers and cyclists

b Health

Diesel fumes are a known health risk to children, pregnant women, the elderly and also to people suffering from heart and lung diseases

Hale already has a pollution problem from the aircraft movements over the village.

c Safety

Increases in HGV traffic

The road through the village is very narrow with a number of blind bends

The pavements are extremely narrow and non-existent in parts

Cyclists and walkers feel they are being swept into the slipstream.

The residents of Hale Village request that Halton Council seriously consider implementing a weight restriction on heavy goods vehicles passing through Hale Village. They believe that HGV movements through the village will continue to increase, particularly when work on the new Mersey crossing gets into full swing, and they are very concerned for the future of their community.

Yours Sincerely

Alison Jones
Chairman Hale Parish Council

Tina Rogers-Smith
Clerk to Hale Parish Council

32 Coppice Green, Kingswood, Westbrook, Warrington, Cheshire, WA5 7WA
Tel: 01925 710947 Email: tinarogerssmith@btinternet.com



HALE PARISH COUNCIL
of the Halton Borough in the County of Cheshire



31 September 2014

David Parr
Chief Executive
Halton Borough Council
Municipal Building
Kingsway
Widnes
WA8 7QF

Dear Mr Parr

Please find enclosed residents signatures in support of:

‘We the undersigned request that a weight limit be placed on heavy goods vehicles passing through Hale Village, for health, safety and environmental reasons’

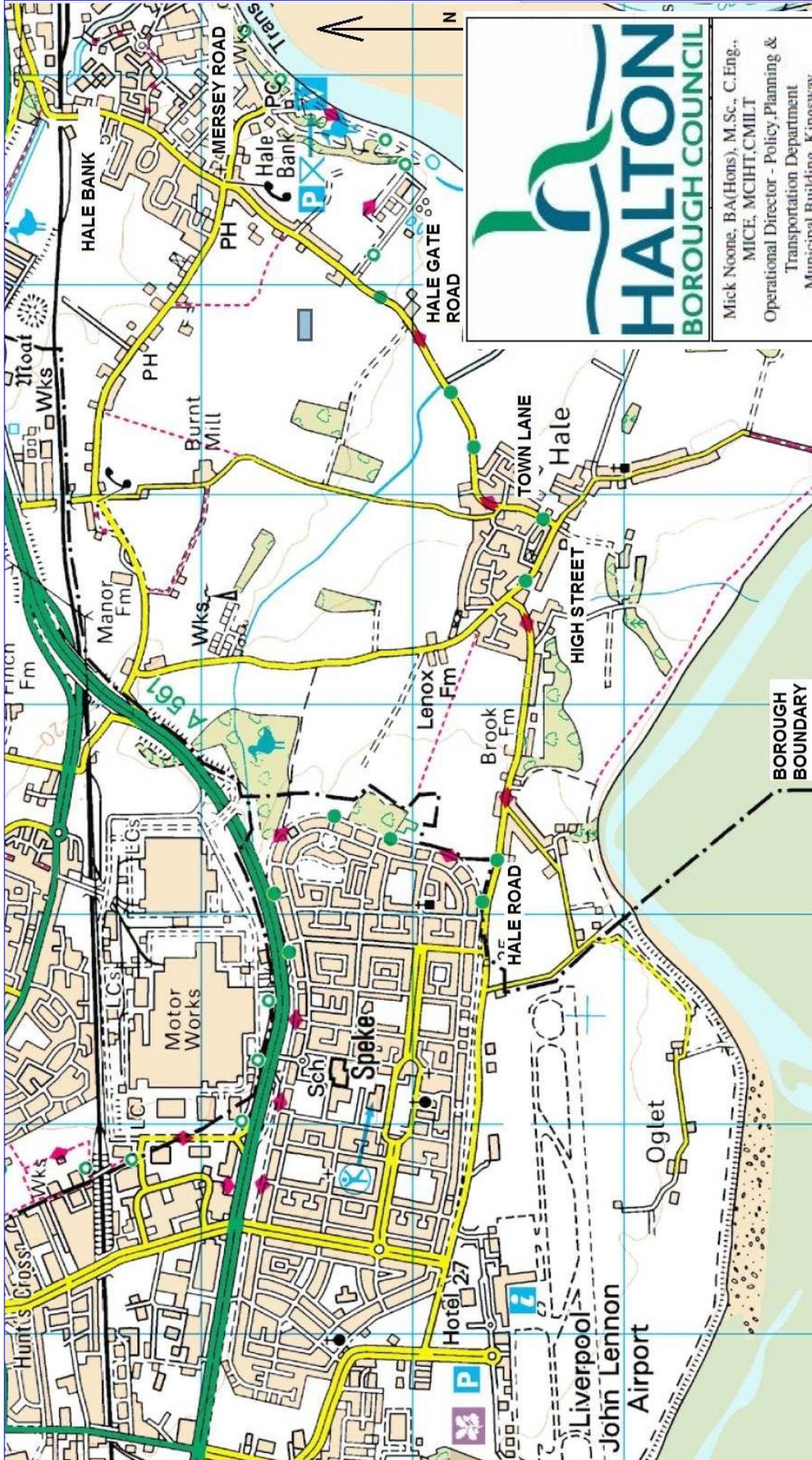
There are almost 400 signatures to date.

A handwritten signature in cursive script that reads "Alison Jones".

Yours Sincerely

Alison Jones
Chairman Hale Parish Council

Tina Rogers-Smith
Clerk to Hale Parish Council
32 Coppice Green, Kingswood, Westbrook, Warrington, Cheshire, WA5 7WA
Tel: 01925 710947 Email: tinarogerssmith@btinternet.com



Mick Noone, BA(Hons), M.Sc., C.Eng.,
MICE, MCIHT, CMILT
Operational Director - Policy, Planning &
Transportation Department
Municipal Building, Kingsway,
Widnes, WA8 7OF. Tel. 0303 333 4300
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REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	19 th November 2014
REPORTING OFFICER:	Strategic Director – Policy and Resources
PORTFOLIO:	Physical Environment
SUBJECT:	Community Infrastructure Levy (CIL)
WARDS:	Boroughwide

1.0 PURPOSE OF THE REPORT

- 1.1 This report provides the Board with an update on the Community Infrastructure Levy (CIL) investigatory work undertaken to establish if a CIL financial charge on new development is viable in Halton. The investigatory work is now complete and concludes that CIL is viable in Halton. CIL is a mechanism for charging developers a set fee to provide physical infrastructure in the local authority area. The CIL charge is in £ per m² and varies between types of development (housing, offices etc) and geographic areas.
- 1.2 This report is accompanied by a presentation, to be given on the night of the meeting, to provide Members with more detail on the results of the viability work that has been undertaken.
- 1.3 Further work is now required to set the specific CIL rates to be levied on development, as this information underpins the preparation of a CIL Charging Schedule for Halton. Before CIL can be levied on development, a Charging Schedule must be independently examined and then formally adopted by the Council.
- 1.4 Members will be aware of a previous PPB report on CIL (January 2013). That report remains current in terms of detailed background. The only significant change is that the Government has delayed the scaling back of the use of Section 106 agreements until April 2015.

2.0 RECOMMENDATION: That

- 1. the accompanying presentation be received;**
- 2. the Board supports the preparation and adoption of a CIL Charging Schedule for Halton targeted at residential development in the viable areas of Halton; and**
- 3. a report is made to the Council's Executive promoting the preparation and adoption of a formal CIL Charging Schedule.**

3.0 SUPPORTING INFORMATION

- 3.1 CIL is a new charge that local authorities have the power to levy on most types of new development in their areas to fund infrastructure required to support growth. Charges are based on the size and type of development proposed. CIL will not replace mainstream funding sources (for example highways or education funding direct from government departments). Evidence of the need for infrastructure and development viability is required when setting the charge. Once set and adopted, CIL will be mandatory for developers to pay.
- 3.2 The advantage of CIL is that it provides a fairly flexible fund to contribute to infrastructure provision. However, due to local land values and development viability issues, CIL will not generate sufficient funds to exhaustively deliver every item of infrastructure that is within the Council's Infrastructure Plan that accompanies the Core Strategy. Infrastructure will have to be carefully prioritised so that the 'Regulation 123 list' (the list of infrastructure items CIL can be spent on) is a short-list of key items (see paragraph 3.10). Critically, CIL represents a funding stream that the Council cannot access unless it formally adopts a CIL Charging Schedule.
- 3.3 Members will be aware of the existing powers the Council has to enter into legal agreements with developers under Section 106 of the Town and Country Planning Act 1990, to seek contributions from developers to mitigate negative development impacts and facilitate development which might otherwise not occur. The Community Infrastructure Levy Regulations 2010 (the CIL Regulations) have changed the way in which planning obligations can be sought through Section 106 Agreements. Whilst CIL is an optional charge the CIL¹ Regulations which came into force on 6 April 2010 significantly limit the use of Section 106 agreements after April 2015. After this date, no more than five developer contributions can be pooled per infrastructure item (the five will include any agreements commenced from 6 April 2010). These restrictions would make Section 106 impractical as a source of developer contributions for strategic infrastructure.
- 3.4 CIL will sit alongside other financial opportunities for infrastructure such as Tax Increment Financing (TIF), New Homes Bonus, a reduced Section 106 mechanism and Section 278 for highway works.
- 3.5 Whilst it is the Government's intention to replace Section 106 contributions for general types of community infrastructure, Section 106 agreements will still be used for site-specific mitigation measures that are required to make a development acceptable, including affordable housing.

¹ CIL Regulation 2010 Regulation 42
CIL Regulations 2010 Regulation 6(1) and 40(6)

- 3.6 In the absence of CIL, there is every prospect that it will be increasingly difficult to fund the infrastructure necessary to deal with future development in Halton, although it must be acknowledged that CIL also brings significant administration and legal responsibilities including the enforcement of non-payment. Halton Borough Council would be responsible for setting the CIL charge, collecting the Levy and allocating the Levy for spending.
- 3.7 Viability work has now established that CIL is viable in Halton i.e. that development can afford to pay a CIL charge, in addition to other development costs and still provide enough incentive for developers to undertake projects. The ability of development to sustain a CIL charge will relate to the development type, for example residential development in some areas is able to sustain a CIL charge whilst employment development would not be viable in the current market and as such would be subject to a CIL charge of zero. Further viability work is now required to establish and test appropriate CIL charge rates resulting in the preparation and adoption of a formal CIL charging schedule for Halton.

What is Community Infrastructure Levy?

- 3.8 The CIL is a mechanism for charging developers a set fee to provide infrastructure in the local authority area. Section 216 of the Planning Act 2008, as amended by Regulation 63 of the CIL Regulations defines 'Infrastructure' for the purpose of CIL as including:
- a) Roads and other transport facilities;
 - b) Flood defences;
 - c) Schools and other educational facilities;
 - d) Medical facilities;
 - e) Sporting and recreational facilities; and
 - f) Open spaces.
- 3.9 The CIL schedule is prepared and set by the local authority. In setting the charging system the Council will need to consider the total costs of infrastructure provision resulting from development within Halton (as set out in the Core Strategy) against existing funding streams and the viability of that development. CIL will also rationalise the land uses that will be subject to the charge, with all types of land use being potentially liable. It should be noted that the CIL would not be a standardised charge paid by all types of development. The CIL will be a schedule setting out differential rates reflecting the size, nature and viability of land uses across Halton.
- 3.10 The Council must publish a list of infrastructure that it intends to spend its CIL receipts on. This list is known as 'the Regulation 123 list'. This list can be updated as appropriate in response to changing priorities.

4.0 POLICY IMPLICATIONS

- 4.1 The effect of tightening up of the parameters for using S106 obligations will result in a significant reduction in infrastructure delivered through obligations, especially after the deadline date of 6th April 2015. As a result the overall impact of not pursuing CIL would be the loss of developer contributions toward the provision of necessary infrastructure in Halton. It should be noted that in the last 5 years alone, over £8 million has been secured through S106 Agreements for infrastructure provision in Halton. Furthermore, the Council has been increasingly successful in negotiating infrastructure funding and provision through Section 106, such that it represents an important source of funding for infrastructure in Halton.
- 4.2 In view of the regulations restricting what can be secured through Section 106 Agreements, not pursuing CIL would mean that the Council would not receive these contributions, nor realise the infrastructure that these contributions provide. This could result in a significant mismatch in development and infrastructure provision that could lead to severe pressure on some infrastructure areas and unsustainable growth.
- 4.3 **Specific Policy Implications**
Viability research has established that CIL is viable in some areas of Halton i.e. that development can afford to pay a CIL charge, in addition to other development costs, and still provide enough incentive for developers to undertake projects. The ability of development to sustain a CIL charge will relate to the development type, for example residential development in some areas is able to sustain a CIL charge whilst employment development would not be viable in the current market and as such would be subject to a CIL charge of zero. Further viability work is now required to establish and test appropriate CIL charge rates resulting in the preparation of a formal CIL charging schedule for Halton.
- 4.4 Within Halton it is proposed to levy a charge on specific zones / areas, together with specific development types, for example residential development on areas of greenfield land only. Those areas that are either regeneration areas or have low property values, and therefore weak viability, would be subject to a zero charge. Aside from residential, other development types (office, industrial, retail) cannot yield CIL charges without compromising viability. Retail warehousing is an exception to this, however in order to encourage development it is proposed that this would also attract a £0 rate CIL. It is therefore proposed that only residential schemes within higher value areas would be subject to a levy under CIL.
- 4.5 CIL needs to be considered alongside other policy 'asks'. Affordable housing requires consideration. Core Strategy Policy CS13 seeks, for residential schemes on 10 units or more, that 25% of the units are affordable. The viability research suggests that this policy requirement may make development unviable when combined with CIL, even in the

high value areas. However Policy CS13 does allow the affordable housing contribution to be reduced where credible evidence is provided by the developer to demonstrate a negative impact on viability. Therefore the net impact of adopting CIL could be the reduced delivery of affordable housing units, but the advantage would be a more flexible CIL fund to be spent on infrastructure in Halton. In practice the viability of schemes that are subject to CIL would be examined on a case by case basis.

- 4.6 Once set and adopted, CIL will be mandatory for all developers to pay, there is no discretion to waive payment. However, this aspect could encourage investment in the existing urban area. The proposed CIL for Halton would target greenfield residential development only and therefore those developers who are seeking to release greenfield land do so at a premium. The CIL fund could then be used to deliver brownfield land development, provided the proposed works qualify as 'infrastructure' and appear on the Councils Regulation 123 list.

5.0 OTHER IMPLICATIONS

- 5.1 The key non-policy implications of producing a CIL Charging Schedule relate to resources. The production of this document will be undertaken by officers in the Policy and Development Services Division.
- 5.2 Aside from the financial implications of producing material for public consultations and examination, it may be necessary to use valuation consultancy services for specialist expertise on viability. The financial implications of the above can be met from within existing budgets.
- 5.3 The CIL Regulations make clear that there is no requirement to undertake a Sustainability Appraisal and Strategic Environmental Assessment to support the introduction of a CIL charging schedule.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

The introduction of CIL will be to provide for a wide range of supporting infrastructure across the Borough to assist future development proposals. CIL will be important in supporting many aspects of the Core Strategy, Corporate Plan and Sustainable Community Strategy.

- 6.1 **Children & Young People in Halton**
No specific implications identified.
- 6.2 **Employment, Learning & Skills in Halton**
No specific implications identified.
- 6.3 **A Healthy Halton**
No specific implications identified.
- 6.4 **A Safer Halton**

No specific implications identified.

6.5 Halton's Urban Renewal

The CIL Charging Schedule will be a key tool in bringing forward development on sites in the urban area by securing funding for the necessary infrastructure.

7.0 RISK ANALYSIS

- 7.1 If the opportunity to prepare a CIL Charging Schedule is not examined thoroughly now, there is risk of failing to deliver the development the Borough needs, through a lack of the necessary supporting infrastructure.
- 7.2 There is also a risk of a loss of significant funds to the Council which could potentially be generated by the Levy.
- 7.3 The Regulations allow up to 5% of local CIL receipts to be applied to administrative expenses, to fund, for example, collection of the levy.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 The Council seeks to ensure that the benefits of growth are shared among all local communities, including those covered by the protected characteristics identified in the Equalities Act. Choices around community infrastructure can be expected to affect communities in different ways.
- 8.2 The strategic implications of growth, and the positive and negative impacts that could arise, are considered in an equalities impact assessment (EIA) attached to the Core Strategy. The CIL is a mechanism to fund and provide the infrastructure necessary to deliver the spatial vision of the Core Strategy, and so at a policy level the impacts are covered in that Core Strategy EIA.

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

Document	Place of Inspection	Contact Officer
Part 11 of The Planning Act 2008 (as amended by Part 6 of the Localism Act 2011)	Municipal Building, Widnes	Tim Gibbs
The Community Infrastructure Levy Regulations 2010 came into force on 6 April 2010	Municipal Building, Widnes	Tim Gibbs
The Community Infrastructure Levy (Amendment) Regulations 2011 came into force on 6 April 2011.	Municipal Building, Widnes	Tim Gibbs
The Local Authorities (Contracting Out of Community Infrastructure Levy Functions) Order 2011 came into force on 7 December 2011.	Municipal Building, Widnes	Tim Gibbs
Halton Core Strategy Local Plan	Municipal Building, Widnes	Tim Gibbs

Document	Place of Inspection	Contact Officer
Halton Infrastructure Delivery Plan	Municipal Building, Widnes	Tim Gibbs

APPENDIX 1 – OTHER NW LA CIL CHARGES:

Note – This table is included for interest of other Local Authorities CIL Charges. Any charges levied in Halton MUST be based on local viability evidence and this work still needs to be undertaken to establish a draft Charging Schedule.

Local authority	CIL status	Date	Residential Charges	Retail/Commercial Charges	Others
Bolton	13/05/2013	Draft Charging Schedule Published	Residential and student accommodation developments are to be charged £45 per square metre. Affordable housing will not be charged.	Supermarket developments are to be charged £135 per square metre. Retail Warehouse developments are to be charged £45 per square metre.	All other uses are to be charged £5 per square metre. Except for health community and emergency services facilities which will be £0
Chorley (Central Lancashire)	16/07/2013	Adopted	Dwelling house developments will be charged £65 per square metre.	Convenience retail developments (excluding neighbourhood convenience stores) will be charged £160 per square metre. Retail warehouse, retail parks and neighbourhood convenience stores will be charged £40 per square metre.	No charge for all other uses.
Preston (Central Lancashire)	22/08/2013	Adopted	Two dwelling house development charging zones with rates of £65 and £35 per square metre. Apartments will not be charged CIL.	Convenience retail (excluding neighbourhood convenience stores) will be charged £160 per square metre. Retail warehouse, retail park and neighbourhood convenience stores will be charged £40 per square metre.	No charge for all other uses.
South Lakeland	18/09/2014	Draft Charging	Three residential charging zones with	Two supermarket and retail	No charge for all other uses.

		Schedule Published	rates of £50, £20 and £0 per square metre. Two sheltered and retirement housing development charging zones with rates of £50 and £0 per square metre. Agricultural workers dwellings will not be charged.	warehouse development charging zones with rates of £150 and £0 per square metre.	
South Ribble (Central Lancashire)	24/07/2013	Adopted	Dwelling house developments will be charged £65 per square metre. No charge for apartment developments.	Convenience retail (excluding neighbourhood convenience stores) will be charged £160 per square metre. Retail warehouse, retail park and neighbourhood convenience stores will be charged £40 per square metre.	No charge for all other uses.
Trafford	26/03/2014	Adopted	Three private market house development zones with rates of £20, £40 and £80 per square metre. Two apartment development zones with rates of £65 and £0 per square metre. Hotel developments will be charged £10 per square metre.	Two charging zones for supermarket developments with rates of £225 and £0 per square metre. Retail warehouse developments will be charged £75 per square metre. No charge for office, industry and warehouse developments.	Leisure developments will be charged £10 per square metre. No charge for all other uses.
West Lancashire	23/08/2014	Adopted	Two residential charging zones with rates of £85 and £0 per square metre. No charge for essential rural worker dwellings or apartment developments.	Two convenience retail developments with rates of £160 and £0 per square metre. Two food and drink developments (A3, A4 and A5) with rates of £90 and £0 per square metre.	No charge for all other uses.
Wigan	24/07/2014	Draft Charging Schedule Published	Three residential charging zones with rates of £65, £40 and £20 per square metre.	Supermarkets and superstores developments will be charged £150 per square metre. Retail warehouse developments will be charged £50 per square metre. Retail	No charge for all other uses.

				developments (A3-A5) will be charged £10 per square metre.	
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