



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

**Wednesday, 29 June 2016 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-Chair)	Labour
Councillor Valerie Hill	Labour
Councillor Harry Howard	Labour
Councillor Keith Morley	Labour
Councillor Paul Nolan	Labour
Councillor Joe Roberts	Labour
Councillor Pauline Sinnott	Labour
Councillor John Stockton	Labour
Councillor Andrea Wall	Labour
Councillor Geoff Zygadllo	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, 21 September 2016

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

Part I

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1. MINUTES	
2. DECLARATIONS OF INTERESTS (INCLUDING PARTY WHIP DECLARATIONS)	
<p>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.</p>	
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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: 29 June 2016

REPORTING OFFICER: Strategic Director, Community and Resources

SUBJECT: Public Question Time

WARD(s): Borough-wide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDED: That any questions received be dealt with.

3.0 SUPPORTING INFORMATION

3.1 Standing Order 34(9) states that Public Questions shall be dealt with as follows:-

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

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

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

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

4.0 POLICY IMPLICATIONS

None.

5.0 OTHER IMPLICATIONS

None.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

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

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

6.3 **A Healthy Halton** – none.

6.4 **A Safer Halton** – none.

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

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 29 June 2016

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 – 10 March 2016

TRANSPORTATION PORTFOLIO

**EXB121 OBJECTIONS TO PROPOSED WAITING RESTRICTIONS,
NAUGHTON ROAD, WIDNES**

The Board considered a report of the Strategic Director, Community and Resources, on objections that had been received following public consultation on a proposed Traffic Regulation Order at Naughton Road, Widnes.

The Board was advised that the intention to introduce 'At Any Time' waiting restrictions on part of Naughton Road, was advertised in August 2015. This had been in response to a request from a Ward Councillor on behalf of adjacent residents, who had complained about obstructive parking close to the junction with Cameron Road.

It was reported that two objections were received, as detailed in Appendix A attached to the report. Residents had now requested that the restrictions originally requested were no longer wanted, as parking restrictions outside their properties would apply at all times, rather than just on match days. Members noted that the introduction of restrictions on parking in the vicinity would create further displacement of parked vehicles in the area.

RESOLVED: That the proposal to introduce an Order to implement waiting restrictions on Naughton Road, Widnes, as set out in Appendix B, not be supported, on the grounds of the objections received.

Strategic Director
- Community &
Resources

(N.B. Councillor Wharton declared a Disclosable Other Interest in the following item of business as he was Chair of Governors at Hale C of E Primary School. He left the room during consideration of the item and took no part in the decision making)

**EXB122 OBJECTIONS TO PROPOSED WAITING RESTRICTIONS,
HALE VILLAGE**

The Board considered a report of the Strategic Director, Community and Resources, on objections that had

been received following public consultation on proposed Traffic Regulation Orders on various roads in Hale Village.

The Board was advised that after due public consultation in August 2015, limited waiting restrictions were introduced on parts of roads adjacent to Hale C of E Primary School in Hale Village. These were shown in Appendix C attached to the report, and their purpose was to address parking obstruction issues near the school gate. It was reported that residents received hand delivered notice letters together with notices posted on site and advertised in local newspapers. However, during the consultation period, no objections were received.

Following further consultation on minor alterations to the extent of the waiting restrictions, as specified in Appendix D, a single objection was received, as detailed in the report. It was noted that the main issue related to parking at school times. As the proposed restrictions would apply during the working day, it was considered that this would deal with the original complaints and minimise inconvenience for residents.

RESOLVED: That the Board supports the proposal to introduce Orders for revised waiting restrictions on various roads in Hale Village, as set out in Appendix B, attached to the report.

Strategic Director
- Community &
Resources

EXECUTIVE BOARD MINUTES - 7th April 2016

TRANSPORTATION PORTFOLIO

EXB147 HIGHWAYS ASSET MANAGEMENT PLAN

The Board considered a report of the Strategic Director, Community and Resources, which sought approval of Chapters 1-4 of the Draft Highways Asset Management Plan (HAMP).

The Board was advised that a HAMP was a guidance document used by the Council's Highways Service which identified current assets, developed a framework for Asset Management to enhance existing good practices and

improve the management of the highway network. In addition, it addressed maintenance challenges moving forward. Some of the potential benefits of adopting Asset Management practices were as follows:

- Formalised and documented standards and processes;
- Provided an informed response to budget pressures;
- Recorded assets and what condition they were in;
- Allowed an understanding of how infrastructure had aged and the risks associated with it;
- Led to consistency of practices;
- Provided an audit trail;
- Assisted with managing public expectations; and
- Acknowledged that future spending requirements were not always the same as historical ones.

It was noted that, unless each local Highway Authority was actively committed to Asset Management and other Highways Maintenance Efficiency Programme principles, then they could expect a cut in future funding of up to 15.5% by 2020/21, through the Incentive Element Funding Formula. This demonstrated the importance for the Council to develop and sustain its highway asset management capability.

The report had been considered by the Environment and Urban Renewal Policy and Performance Board at its meeting on 13 January 2016, which had supported the recommendation.

RESOLVED: That

- 1) Chapters 1-4 inclusive of the Draft Highway Asset Management Plan, attached at Appendix 1 to the report, be approved; and
- 2) the remaining Chapters of the HAMP be brought to the Board for consideration at the appropriate time.

Strategic Director
- Community &
Resources

(N.B. the following Councillors declared a Disclosable Other Interest in the following item of business for the reasons stated: Councillor Polhill as he was Chair of the Mersey Gateway Crossings Board and vacated the Chair during consideration of the item; Councillor Wharton as a Non- Executive Director of the Mersey Gateway

Crossings Board)

COUNCILLOR DAVE CARGILL IN THE CHAIR

EXB148 MERSEY GATEWAY BRIDGE PROJECT - REVISED DEPARTMENT FOR TRANSPORT FUNDING LETTER

The Board considered a report of the Strategic Director, Community and Resources, which presented the revised Department for Transport (DfT) Funding Letter in respect of the Mersey Gateway Bridge Project, which incorporated the improved Local User Discount Scheme, for approval.

It was reported that on 23 January 2014 the Mersey Gateway Executive Board approved a number of documents and the process which took the Mersey Gateway Bridge Project through to financial close. This included providing a delegation to the Operational Director, Finance, as the Council's Section 151 Officer, to authorise such written confirmations as required by the Department for Transport's Funding Letter. It was announced on 25 July 2014 that the Government would provide additional funding to improve the Local User Discount Scheme; this would enable Halton residents to undertake unlimited journeys at no cost, other than an annual registration fee, across the Mersey Gateway Bridge.

Following this announcement the Mersey Gateway Crossings Board had undertaken negotiations with the Department for Transport regarding the revised terms and conditions of the Government's additional funding offer; the result of the negotiations were presented in a revised Funding Letter, which was appended to the report.

RESOLVED: That

- 1) the Department for Transport's revised Funding Letter in respect of the Mersey Gateway Bridge Project be approved; and
- 2) the Operational Director, Finance, be authorised to certify the Department for Transport's revised Funding Letter, on behalf of the Council, as the Section 151 Officer.

Strategic Director
- Community &
Resources

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 29th June 2016

REPORTING OFFICER: Strategic Director Policy & Resources

PORTFOLIO: Resources

SUBJECT: Performance Management Reports for Quarter 4 of 2015/16

WARDS: Borough-wide

1.0 PURPOSE OF REPORT

- 1.1 To consider and raise any questions or points of clarification, in respect of performance management for the fourth quarter period to 31st March 2016.
- 1.2 Key priorities for development or improvement in 2015-16 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment and Urban Renewal Policy and Performance Board as detailed below:
- Development and Investment Services
 - Highways and Transportation, Logistics and Development Services
 - Waste and Environmental Improvement and Open Space Services
 - Housing Strategy

The report details progress against service objectives and milestones, and performance targets and provides information relating to key developments and emerging issues that have arisen during the period.

2.0 RECOMMENDED: That the Policy and Performance Board

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

3.0 SUPPORTING INFORMATION

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

4.0 POLICY IMPLICATIONS

4.1 There are no policy implications associated with this report.

5.0 OTHER IMPLICATIONS

5.1 There are no other implications associated with this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Departmental service objectives and performance measures, both local and national are linked to the delivery of the Council's priorities. The introduction of a Thematic Priority Based Report and the identification of business critical objectives/ milestones and performance indicators will further support organisational improvement.

6.2 Although some objectives link specifically to one priority area, the nature of the cross - cutting activities being reported, means that to a greater or lesser extent a contribution is made to one or more of the Council priorities.

7.0 RISK ANALYSIS

7.1 Not applicable.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Not applicable.

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

Not applicable

Environment & Urban Renewal Policy and Performance Board Priority Based Monitoring Report

Reporting Period: **Quarter 4 – Period 01st January 2016 to 31st March 2016**

1.0 Introduction

- 1.1. This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the fourth quarter of 2015/16 for service areas within the remit of the Environment & Urban Renewal (E&UR) Policy and Performance Board.
- 1.2. Key priorities for development or improvement in 2015-18 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment & Urban Renewal Policy & Performance Board i.e.:
- Development & Investment Services
 - Open Spaces and Waste and Environmental Improvement
 - Highways, Transportation & Logistics and Physical Environment
 - Housing Strategy
- 1.3 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 8 of this report.

2.0 Key Developments

- 2.1 There have been a number of developments within the Directorate during the period which include:

Development & Investment Services

- Lakeside Phase 2 January 2016
Agreement signed and Keepmoat now in full possession of site. First homes and new Sales Office expected to open in May 2016.

The scheme covers approximately 1.7ha and will deliver 79 two and three bedroom homes for open market sale. Early reservations have been strong and likely to follow the previous Phase as one of Keepmoat's top performing developments. A two bed 'starter' home begins at £105,995.00 which reduces to £84,795.00 with 'Help to Buy'.

Further details: <https://www.keepmoat.com/development/lakeside-at-bridgewater-gardens-runcorn>

- Lakeside Phase 3
Keepmoat have been given a 3 three year exclusivity agreement covering Phase 3 to enable them to investigate a number of abnormal issues with the remaining 1ha parcel. Housing mix

on phase 3 is likely to include affordable housing to due to financial viability and possibly to enable demolition of a further deck access block.

Initial advice has been given to Keepmoat in respect of design, layout and dealing with site constraints. Regeneration will return to this in August 2016 following progress with Phase 2.

➤ Canalside

Works to improve access, via length of redundant Busway including upgrading of two bridges, completed in May 2015. The next step is for an assessment of the carriageway and designs for the road junction into the site, from the Busway. Marketing agents are to be appointed in 2016 to provide advice and begin the process for disposal of Canalside, for approximately 250 homes.

➤ Sci-Tech Daresbury

Tech Space 2 fit out is progressing with tenants expected to be in occupation September 2016. The base build for Tech Space 1 is on schedule to complete on 6th April 2016, with the fit out to commence shortly after. The site connectivity works will be completed by June 2016.

The Joint Venture is looking to contract the works for the enabling works to commence in May 2016 and the professional team are progressing the design works for the Eastern Plots.

➤ Investment Enquiries

The Business Improvement and Growth (BIG) Team managed 51 commercial property\inward investment enquiries in Quarter 4 2015/16. Four of these enquiries were 'converted' into actual investment projects.

In 2015/16 as a whole the BIG Team managed 178 inward investment enquiries with 48 (27%) enquiries being 'converted' into actual investment projects

➤ Merseyside & Liverpool City Region Integrated Business Support Programmes

The ERDF funded Merseyside Business Support Programme (MBSP) is now closed but has been replaced by the Liverpool City Region Integrated Business Support Programme (LCRIBS).

The Council has completed a comprehensive procurement exercise to put in place a Project Team and to recruit specialist consultants to provide intensive support to the local business community under the LCRIBS Programme.

The LCRIBS Programme is now being actively marketed and has begun to engage with local businesses

➤ Liverpool City Region Business Growth Grant Programme

The Liverpool City Region Business Growth Grant Programme is now closed. The Council has recently completed a comprehensive programme monitoring exercise to quantify private sector leverage and jobs created\jobs safeguarded against programme targets. The Halton programme has secured private sector investment of £3,290,354.00. To date 96.5 jobs have been created against a target of 102 and 25 jobs have been safeguarded against a target of 75. However, businesses in receipt of grant have until March 2017 to realise job outputs.

- **Liverpool City Region Growth Hub**
Halton Growth Hub Partnership, made up of Halton Borough Council and Halton Chamber of Commerce and Enterprise, successfully tendered to deliver the government's Growth Hub initiative in Halton.

Funding was secured, via the Liverpool City Region (LCR) LEP Local Enterprise Partnership to deliver the Growth Hub for Year one of a three year contract. A subsequent tender has been submitted to secure funding for Year two of the initiative.

The Halton Growth Hub Partnership has recruited a dedicated Halton Growth Hub Broker. The appointee has initiated a gap analysis of current business support provision locally, undertaken to review of local usage of the pan-Merseyside 'Evolutive' CRM Client Record Management system and has begun to engage with local companies.

Policy, Planning and Transportation.

Traffic and Risk & Emergency Planning / Health & Safety

- The new Permit Scheme for Streetworks became operational on 14th March 2016 and is improving the control of roadworks.
- The Permit Scheme has been introduced to give the authority better control over when those statutory undertakers, who are looking to complete works within the borough, can actually carry out the work. If they fail to comply, there are financial penalties that can be applied.
- The Pegasus crossing (a crossing for pedestrians, cyclists and horses) across A56 at Daresbury near Keckwick Lane has been commissioned. The Pegasus crossing is part of the sustainable travel routes, funded via the Liverpool City Region (LCR) and Local Growth Fund (LG) Sustainable Transport Enhancement Packages 2015/16, and helps to link the bridleway route in Keckwick Lane to Daresbury Lane. The crossing also links SciTech to Daresbury village where employees are able to catch buses and some employees park with the agreement of the church.
- The Zebra crossing on High Street, Runcorn, near the NatWest Bank, has been installed, with positive feedback being received from members of the public. The crossing was installed following requests from the public via local councillors.

Logistics

- Agreement has been reached with the majority of local bus operators on the re-imburement rate as part of the English National Concessionary Travel Scheme (ENCTS) for the two year period 2016-18 and negotiations continue with one remaining operator. The reimbursement rate is the percentage of the applicable adult fare that is paid to the bus operators for every journey made by a concessionary pass holder.

Policy and Development Services

- The Building Control collaboration with Knowsley Council remains effective and savings are being achieved for the 'Out-of-Hours' call out service for dangerous structures, which covers two boroughs.
- Fee income is now covering budgeted costs and this is a key measure of success in securing a zero net budget business model based on commercial principles for the Service. Additionally, the Council benefits from having the resource to undertake statutory duties such as dangerous structure assessment and safety at sports grounds and events such as Creamfields.

Planning & Transport Policy

- To support Liverpool City Region (LCR) Devolution, progress has been made at the Housing and Spatial Planning Board in agreeing priorities with elected members on the following two joint work streams:
 - 1) Single Spatial Planning Framework

Consultants (GL Hearn) have been appointed to undertake the Strategic Housing and Employment Land Market Assessment (SHELMA) that will be a central evidence base document for the Single Spatial Framework, individual local plans, the LCR Housing Strategy and regeneration plans.
 - 2) Housing Strategy

The merits of an LCR LA commercial housing company to do the following: A tender and brief have been prepared for the commissioning of an LCR Housing Strategy. A proposal has been drafted considering

 - a) Building new homes on Council owned land
 - b) Buying up and developing other land
 - c) Buying up and renovating existing property
 - d) Selling homes on a commercial basis
 - e) Acting as a high quality, socially responsible private landlord
 - f) Offering innovative routes into home ownership such as Rent-to-Buy, shared ownership etc.
- A list of future transport infrastructure schemes of regional and district prominence has been prepared as part of the LCR Transport infrastructure pipeline scheme. A detailed report has now been submitted to senior officers to comment on before finalising.
- Preparation for future Sustainable Transport Enhancement Packages (STEP) capital schemes has begun as part of a wider LCR approach to developing to a directory of sustainable infrastructure requirements in preparation for future funding opportunities.
- Halton has acted as a critical friend for Merseytravel, which is coordinating the preparation of a bid to Sustrans, on behalf of the LCR. Sustrans is a leading UK charity that works with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in.

- This bid is to gain access to 20 days support from their national time-bank programme. If successful, the LCR will benefit from mapping/auditing of its current green network, and community engagement to identify particular problem areas (e.g. those inaccessible, overgrown paths and corridors).
- Halton reviewed and commented on the application with particular reference to the benefits this service could bring to the Healthy New Towns project in identifying new or alternative solutions to making the Halton Lea area more accessible on foot or bicycle, and in turn linking up to the area's existing assets. This will help support any future funding opportunities that may arise by providing an evidence base of what possible infrastructure maybe required.
- Merseytravel is currently reviewing its monitoring and modelling contract, which provides a range of information from traffic modelling to cycle monitoring. Currently, Halton has limited access to this contract, however, any future arrangements will include Halton, and therefore we have shared our potential requirements with Merseytravel.
- Currently, Halton has little quantifiable evidence of cycling apart from national surveys, and has to commission any traffic modelling requirements on an as needs basis. The potential to become part of the Merseytravel contract is being proactive in that we should, in the future, have data available to support funding and highways planning decisions, which will make decision making in this area of work more efficient and effective.
- Consultation on the scope of the Delivery and Allocations Local Plan closed in March 2016. It is expected internal consultation on the draft polices will begin in May 2016.
- Site visits for the annual monitoring of housing, retail and employment completions have been undertaken. Results are being input and collated and will be reported in the next Quarter.
- The Council is now required to hold a register of interest in custom / self-build development. This allows people interested in self-building a house for use as their main residence to register their interest, providing for the first time local information on demand for plots. This information will inform the local plan.

Highways

- In January 2016, Executive Board approved a report requesting authorisation, in compliance with the Constitution, to enter into a contract with Balvac to complete footpath reconstruction works at Moore Lane, Moore and footbridge deck replacement works at Halton Lea adjacent to the McDonald's restaurant. A further report is due to go to Executive Board for approval for the completion of the LCR SJB Major Maintenance works via SCAPE by Balvac in Q1 2016-17.
- The Growth Fund letter has now been received confirming the funding of approximately £3.9M for the SJB Major Maintenance works which are to be carried out over the next 3 years.

Open Spaces and Waste & Environmental Improvement

Open Space Service

- The model boating lake at Runcorn Hill Park was drained and its edges re-built during quarter 4 as part of a Lottery Funded restoration project. The lake was brought back into use by the Easter weekend and a formal opening ceremony will take place in quarter 1 of 2016/17. Adjacent paths have been resurfaced and new paths built in the adjacent areas. The locks at Spike Island were also brought back into use following the completion of an £80,000 refurbishment project.
- During 2015 - 16 Lottery Funding was used to host a number of educational and conservation events and during quarter 4 739 people took part in events which included orienteering, conservation tasks, educational visits and an Easter Family event.
- Design work began on a replacement building for the life expired structure at Crow Wood Park and work also began for a new car park at Clinton Woods Nature Reserve. It is expected that the design work will be completed by during quarter 1 of 2016/17, with works scheduled to begin during quarter 3.
- A new skate park has been completed at The Glen, Palacefields and an opening ceremony will take place in Q1 of 2016/17.

Waste and Environmental Improvement

- The chargeable garden waste collection service came into effect from 1st June 2015. Overall, there was a very positive response to the introduction of the charge with 15,372 households subscribing to the service by the end of Q4; which represents a take-up rate of 37% of eligible households.
- Subscriptions for the service resulted in income of £411k. The income received from subscriptions was sufficient to cover the operational, management and administrative costs associated with providing the service which has assisted in the Council meeting its annual budget requirements.
- Plans are being finalised for the introduction of a new pilot food waste collection service which will commence at the beginning of June 2016. Three areas will be included in the pilot to allow a good spread of household types to be covered. The results of the pilot will be used to help inform a decision on the potential roll out of the service to other areas of the borough and Members of the Board will receive future updates on the scheme as and when information becomes available.

Housing Strategy

- The Council is finalising agreements with Halton Housing Trust for the 5 specialist bungalows at Barkla Fields and with Signature Supported Housing for 12 apartments at 5 Widnes Road. This will be a valuable resource for adult social care which will be able to nominate tenants for the properties to meet the accommodation and complex support needs of some of Halton's most vulnerable adults.

3.0 Emerging Issues

3.1 A number of emerging issues have been identified during the period including:

Development & Investment Services

I. European Programme 2014-20

Public sector partners across the Liverpool City Region have submitted a European Regional Development Funding (ERDF) bid under Priority Axis 3; 'Place Marketing, Inward Investment'.

Halton Borough Council is leading on the development of a specific Advanced Engineering and Manufacturing (AEM) proposition on behalf of the wider City Region. The Council has indicated that it will provide matched funds, not exceeding £25,000.00 each year, for a three year period.

Policy, Planning and Transportation.

Traffic and Risk & Emergency Planning / Health & Safety

- II. The restructure within the Street Lighting and Traffic Management teams, following the Efficiency Review, has resulted in smaller teams and a small number of vacancies to fill.
- III. The coordination required in regards to works for the Mersey Gateway is increasing in order to continue to minimise the impact of the works on the travelling public. This is continuing to prove a challenge as works are underway at multiple sites throughout the Borough in order to meet the completion date.
- IV. The Ditton roundabout area will become more challenging as the existing roundabout is removed. This will also be the case for Watkinson Way between Ashley Way and the Bridge where traffic will initially be in contra flow, then diverted along Hutchinson Street and Wandsworth Way. The works at M56 Junction 12 should be completed in May 2016, when the fully signalised roundabout will be operational.
- V. For the closure of the Central Expressway, Northway within Halton Lea has been opened to two-way traffic and this change has had a positive impact, providing a better link in the area between West Lane, East Lane and the Post Office at Crown Gate. The change will be made permanent when other works in the area are complete.

Policy & Development Services

- VI. The Housing and Planning Bill is being debated in the Lords. The most recent debates have the key messages:
 - Local Authority's can play a key role in building more homes. They should be able to develop a locally responsive mix of housing tenure that works towards supporting home ownership, expanding stock where it is most needed and meeting demand, while reducing welfare spending.

- As local planning authorities, councils need the power and flexibility to shape the number and type of Starter Homes within and across developments. This should be alongside different types of affordable homes and in line with local plans to meet local assessments of need and viability, which is crucial for securing community support for development.
 - A Lords amendment has changed the period after which the 20% Starter Homes discount does not have to be repaid, from 5 years to 20 years on a sliding scale of 5% per annum.
- VII. The Spending Review in November 2015, made available £2.3 billion of funding to support the delivery of up to 60,000 starter homes. A key part of this funding is to be used for a new £1.2 billion Starter Home Land Fund to prepare brownfield sites for at least 30,000 starter homes by 2020.
- VIII. The aim of the Fund is to support the acquisition, remediation and de-risking of suitable land for starter home developments that can then be built out by developers. High remediation and other de-risking costs can make some small brownfield sites unviable for developments with a significant proportion of starter homes, and targeted public interventions to remediate and de-risk will help release more land for starter homes.
- IX. The Fund will operate over the next three financial years, to ensure construction of starter homes is happening from 2018 onwards. Receipts from the subsequent sale of remediated land to private developers will then be used to support the delivery of more starter homes later in the Spending Review period.
- X. The Fund will also build upon the experience of up to £36 million funding made available this financial year to prepare land for a first wave of starter homes. A large proportion of this funding is now being used by the Homes and Communities Agency to acquire suitable sites while up to £8 million has been offered to local authorities to remediate and de-risk their own land for starter homes.
- XI. The Technical consultation on the implementation of planning changes seeks views on the proposed approach to implementing the planning provisions in the Housing and Planning Bill, and some other planning measures. The consultation is open until 15th April 2016 and if implemented, the proposed changes will require HCA to revise areas of service provision and maintain specific registers about land. These additional duties will be implemented using existing resources.

Major Site Delivery

- XII. Alstom UK Ltd has submitted a planning application (15/00549/FULEIA) for the three phase construction of a purpose built transport and technology facility (Use Class B2). The facility will in total cover approximately 46, 000 sq. m with associated access, car parking, HGV parking, service yards, rail sidings, landscaping, sub-station and associated engineering operations.
- XIII. Development continues David Wilson Homes, Morris, and Bloor all active within Sandymoor. The Homes and Communities Agency (HCA) is undertaking a community consultation during January on proposals for the local centre and primary school site. Discussions are also underway with HCA on future phases at Sandymoor including the Wharford Farm site.

- XIV. Redrow has three live planning applications for the majority of the Daresbury site allocated for housing in the Core Strategy. The Local Planning Authority is awaiting the testing of the economic viability submissions by Redrow, as currently Redrow's applications do not meet many of the policy requirements, and Redrow cite viability as the reason for this.
- XV. The Tech-Space building at Sci-Tech Daresbury is at an advanced stage of construction. Work is also underway to open up additional plots adjacent to the A56.

Contaminated Land

- XVI. Part 2A and the implementation of the Contaminated Land Inspection Strategy have been hampered by Central Government's removal of funding for both investigations and remediation. Whilst there is some internal budget available for small and largely in-house investigations and assessments, there is a genuine concern that if major problems are identified requiring significant remedial works by the Authority there will not be a funding source.

4.0 Risk Control Measures

- 4.1 Risk control forms an integral part of the Council's Business Planning and performance monitoring arrangements. As such Directorate Risk Registers were updated in tandem with the development of the suite of 2014 – 15 Directorate Business Plans.

Progress concerning the implementation of all high-risk mitigation measures relevant to the Board were reported during quarter 2.

5.0 High Priority Equality Actions

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

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

<http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD>

6.0 Performance Overview

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

Development and Investment Services

Key Objectives / milestones

Ref	Milestones	Q4 Progress
CED10b	Commence Sci-Tech Daresbury Tech Space by April 2015 .	
CED10d	Completion of road at Johnson's Lane by March 2016 .	
CED10g	Commence Crossville development by March 2016 .	

Supporting Commentary

CED10b

Started on site June 2015 – now on site with 12 month build. Tech Space 2 base build now complete.





CED10d

Access Road completed. Ballast Phoenix commenced site works. Two further offers for sites at Johnson Lane have been received.

CE10g

Planning permission has been granted and pre-commencement works (site clearance) have commenced.

Key Performance Indicators


Ref	Measure	14 / 15 Actual	15 / 16 Target	Q4 Actual	Q4 Progress	Direction of travel
CED060	Occupancy of HBC industrial Units.	89%	90%	94%		
CED061	Occupancy of Widnes Market Hall.	85%	95%	82%		
CED062	Number of inward investment enquiries per annum.	239	250	Awaiting data	N/A	N/A
CED064	Number of funding enquiries per annum.	113	110	Awaiting data	N/A	N/A

Supporting Commentary

These occupancy figures are for the Oldgate, Marshgate and Dewar Court Industrial Unit sites only, excluding Expressway that was sold in Dec 15. The letting of Unit 5, at Dewar Court, is currently with Legal Services. These industrial estates are currently in process of being sold.

Open Spaces and Waste & Environmental Improvement



Key Objectives / milestones

Ref	Milestones	Q4 Progress
CE 05	Woodland Expansion - Additional 200m ² of Woodland planted Borough wide - March 2016.	

Supporting Commentary

Additional woodland has been planted at The Bongs, Halton View, Widnes and at Phoenix Park, Runcorn.

Key Objectives / milestones

Ref	Milestones	Q4 Progress
CE 06	Continue to deliver communications and awareness raising initiatives to ensure that participation with the Council's recycling services is maximised and that residents comply with the requirements of the Council's Household Waste Collection policy, March 2016.	
CE 07	Continue to review and assess the effectiveness of the Council's Environmental Enforcement Plans and Policies and maintain actions to ensure that the Council continues to effectively prevent and tackle a range of waste and environmental offences, March 2016.	

Supporting Commentary





CE 06

As part of the introduction of changes to waste and recycling collections, all households received an information booklet. This booklet represented the opportunity to directly engage with every household in the borough and as such it also provided information about the importance of waste reduction and increased recycling as well as information about the recycling services provided by the Council. Further campaigns and direct engagement with residents will remain on-going.

CE 07

Following a review, the Council's Enforcement Policy was updated in August. The Policy document sets out the Council's approach to compliance and enforcement with respect to authority's regulatory services, including Waste and Environmental Improvement Services. Its review and revision was undertaken to ensure that the Policy remained up to date and fit for purpose.

Key Performance Indicators

Ref	Measure	14 / 15 Actual	15 / 16 Target	Q4 Actual	Q4 Progress	Direction of travel
CE LI 10	Residual household waste per household (Previously NI191).	534 Kgs	593 Kgs	578 Kgs		
CE LI 11	Household waste recycled and composted (Previously NI192).	46.8%	40%	42%		



Supporting CommentaryCE LI 10

Whilst the end of year target has been met, there has been a slight increase in the amount of waste produced per household. This increase is consistent with increases that have been experienced by other regional local authorities and it also appears to be a national trend.

CE LI 11

Whilst the end of year targets has been met, there has been a slight reduction in recycling performance this year. Despite an increase in the tonnage of recyclable materials collected through the blue bin scheme, as a result of different waste treatment processes being in place, overall recycling performance has fallen. An increase in the overall amount of waste produced per household will also have some effect on the percentage of waste recycled.

Highways, Transportation & Logistics**Key Objectives / milestones**

Ref	Milestones	Q4 Progress
PPT 01a	Deliver 2015/16 major bridge maintenance works programme. March 2016.	
PPT 03	To deliver the 2015/16 LTP Capital Programme March 2016.	
















Supporting CommentaryIntegrated Transport:

- Schemes delivered in Q4 include: Hale Road / Ditton Road signal junction improvement to provide a Toucan Crossing on the STEP Mersey corridor cycle route.
- Reconstruction of Kingsway central reserve is in development and to take place in 16/17.

Highway Maintenance:

- The carriageway and footway programmes of resurfacing and reconstruction have been phased over the course of the year and delivery to the full budget allocation has been completed.

Key Performance Indicators

Ref	Measure	14 / 15 Actual	15 / 16 Target	Q4 Actual	Q4 Progress	Direction of travel
PPT LI 01	Percentage of third party compensation claims due to alleged highway / footway defects successfully defended.	N / A	80%	57.14%		N / A
PPT LI 04 (ex NI 157)	Processing of planning applications as measured against targets for:					
	a) 'major' applications	75%	60%	100%		
	b) 'minor' applications	43.75%	80%	70%		
	c) 'other' applications	85.71%	80%	86%		
PPT LI 05	To ensure a five year rolling supply of housing land available for 2,760 homes over 5 years. Measure as supply of ready to develop housing sites (%).	100	105	N / A	N / A	N / A
PPT LI 15	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%):					
	Percentage of buses starting route on time	98.38%	98.40%	94.88%		
	Percentage of buses on time at intermediate timing points	93.82%	94.00%	90.07%		
PPT LI 17	No. of passengers on community based accessible transport	213,998	214,100	182,762		
PPT LI 19	Number of local bus passenger journeys originating in the authority area in one year (000's)	5,493	5,500	5,757		

Supporting CommentaryPPT LI 01

As this indicator's definition has been amended at the start of the financial year, no comparative

data is available. To date we have received 49 claims in 2015/2016, we have a number of claims still currently open on the system but we have made the following decisions:

- Admission – 12
- Repudiated – 28

This would mean a defence rate of 57.14%

PPT LI 04

Majors applications are on target and above designation criteria

Minor applications below 80% target due to the close working with applicants to overcome objections raised during the processing of the application. In the light of the Housing Bill changes, officers will now encourage applicants to formally request 'extension of time' where applicants need more time to amend submissions.

PPT LI 05

To be provided in Q1 16/17, due to data processing.

PPT LI 15

Both indicators have fallen short of expectations. Operators have reported that on the ongoing road works at various locations within the Borough and works being carried out in neighbouring authorities are the cause for the decline in this indicator. Operators continue to monitor services and submit service registrations to maintain service schedules.

PPT LI 17

Community based journeys have reduced due to a restructure of the service. Only local journeys are provided due to a reduction in the fleet.

PPT LI 19

Bus patronage has improved above expectation in the Borough and has increased by 4.59% on last year.

7.0 Financial Summaries




The Council's 2015/16 year-end accounts are currently being finalised.

The year-end position for each Department will therefore be made available via the Intranet by 30th June 2016.




8.0 Explanation of Symbols

Symbols are used in the following manner:

Progress Symbols

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

Direction of Travel Indicator

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

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	29 th June 2016
REPORTING OFFICER:	Strategic Director Community and Resources
PORTFOLIO:	Transportation
SUBJECT:	Local Transport Plan 3 Review
WARDS:	Borough-wide

1.0 PURPOSE OF THE REPORT

- 1.1 To provide Members with a summary of progress in delivering transport schemes and interventions, as funded through the Integrated Transport Block and other sources of funding, over the period 2015/16.

2.0 RECOMMENDATION: That the report be noted.

3.0 SUPPORTING INFORMATION

- 3.1 Halton's third LTP 'Transport - Providing for Halton's Needs' sets out a Transport Strategy covering the period 2011/12 to 2025/26 and contains an 'Implementation Plan' setting out in detail how the strategy would be delivered in the first four years, based on the levels of transport capital funding announced in the Comprehensive Spending Review 2010. Progress on delivering this 4 year Implementation Plan, covering the period 2011/12 to 2014/15, has been reported to previous meetings of this Board. It was felt that Members may wish this practice to continue and this report, therefore, outlines progress made with the implementation of transport schemes during 2015/16.
- 3.2 Members will be aware that local transport authorities currently receive two principal sources of formula-based capital funding from Government to improve local transport conditions, namely the Integrated Transport Block (ITB), which is used to fund small transport improvements and the Highways Maintenance (HM) block, which is used to maintain the highway and associated structures, (covering works such as resurfacing, bridge maintenance and new street lighting).
- 3.3 This report reviews the delivery of schemes funded through the Integrated Transport Block Grant.
- 3.4 The ITB is allocated over a range of themes and interventions that were reported and approved by Executive Board for inclusion into the Council's annual Capital Programme. Expenditure across these themes

during the previous four-year period has been in accordance with the overall ITB allocation as follows:

Integrated Transport Budget Allocations £	2012/13	2013/14	2014/15	2015/16	Total
Transport Integration	163,498	166,271	225,000	236,000	790,769
Measures to Assist Walking	184,920	132,703	239,098	170,000	726,721
Measures to Assist Cycling	100,529	111,378	85,902	118,000	415,809
Measures to Assist Buses	125,179	150,415	240,000	80,000	595,594
Local Safety Schemes	131,175	137,575	180,000	236,000	684,750
Intelligent Transport Systems	19,706	25,000	50,000	68,000	162,706
Total	725,007	723,342	1,020,000	908,000	3,376,349

3.5 Within each of the themes listed above, the budget allocations enabled the delivery of a wide range of schemes to continue in the year. The following paragraphs provide a brief synopsis of the type of schemes that were implemented:

3.6 Integrated Transport Block

3.7 Neighbourhood Centres

A range of pedestrian, cycle and bus route improvements, together with work to address road safety, have been successfully delivered focusing on neighbourhood centres at the following locations

- St Michaels Road / Hale Road / Ditchfield Road Junction
- Halton Road / Sea Lane.
- Pit Lane / Farnworth Street improvements for pedestrians within the area.

- Watkinson Way crossing to the Hive providing walking and cycling improvement links between The Hive and the Town Centre.

3.8 Walking and Cycling Improvements

These have ranged from the provision of new crossing points incorporating drop-kerbs, carriageway refuges or controlled crossings, to route-based interventions providing improved links to existing footpaths and cycleways at the following locations:

- Milton Road, Spring Court, Murdishaw West Community Primary School frontage, Abington Walk, Sunningdale, Albert Road, Waterloo Road, Public Hall Street, Clifton Road traffic signal junction and Green Oaks Way.

3.9 Measures to Assist Buses

A wide range of schemes have been implemented through the ITB incorporating bus stop access improvements providing boarder kerbs, shelters and improved passenger information at the following locations:

- Halton Brow, Heath Road / Delph Bridge, Castlefields Avenue near Kingshead Close, Castlefields Avenue North / Astmoor, The Butts, A56 Chester Road, and Picow Farm Road.

Funding acquired through the **Better Bus Fund** enabled significant improvements to the Wilmere Lane junction with Lunts Heath Road which has benefitted from works including the provision of traffic signals, bus priority measures and walking route improvements.

3.10 Local Safety Schemes and other Highway Improvements

Local safety schemes have been delivered both through neighbourhood centre schemes and as specific interventions to address known road traffic accident sites. These have included simple road marking alterations, adjustments to road geometry and alignment, and the reinstatement of skid resistant materials at the following locations:

- **Local Safety Schemes at:** Kingsway roundabout; A56 Chester Rd / A533 Northwich Rd roundabout; A56 Chester Road / O2 building roundabout; Watkinson Way; and Elworth Avenue.
- **ITB/Sustainable Transport Enhancement Package (STEP) funded schemes at:** A56 Chester Road through the provision of a controlled Pegasus and Toucan crossing improving links from Daresbury Village to the Science Park; on the A56 Daresbury where a cycleway/footway has been provided fronting Daresbury Hotel; and Ditton Road to Higher Road walking and cycling improvements. All these schemes will assist access to employment sites and

facilitate more sustainable travel opportunities with associated health benefits for our communities.

3.11 Other funded schemes

- Dungeon Lane in Hale, was a scheme to improve accessibility to the Oglet waterfront for non-motorised users, surface improvements and preventing misuse of the area by 4x4vehicles. This scheme was completed in 2015/16 utilising WREN and ITB funding.
- The Common, in Runcorn, was a public right of way scheme that allowed the surfacing and drainage to be improved along its length. This scheme was completed utilising ITB funding.
- Lockett Road improvements to parking were incorporated in bus access improvement works that were funded jointly through the ITB and Area Forum funding.

4.0 POLICY IMPLICATIONS

- 4.1** There are no policy implications associated with this report. The delivery of the ITB implementation programme has been in accordance with the policies and strategies contained in the Council's LTP - 'Transport - Providing for Halton's Needs'

5.0 OTHER IMPLICATIONS

- 5.1** There are no financial implications associated with this report. The delivery of the LTP ITB implementation programme has been in accordance with the Transport Block grant funding each year.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

The highway and transport schemes and interventions described above and delivered over the period of the original Implementation Plan as well as over 2015/16, have contributed to a safer, more accessible highway network providing improved and sustainable access to schools, colleges and other services.

6.2 Employment, Learning and Skills in Halton

The highway and transport schemes and interventions described above have contributed to a safer, more accessible and integrated highway network providing improved and sustainable access to employment centres, town centres and other services.

6.3 A Healthy Halton

The provision of improved walking and cycling routes is aimed at encouraging healthier and more sustainable modes of travel to work and for leisure.

6.4 A Safer Halton

Improvements to the highway and transport network outlined above provide a safer environment by tackling road safety issues and providing improved pedestrian and cycle routes across the Borough.

6.5 Halton's Urban Renewal

Improvements to the highway and transport infrastructure outlined above contribute to a more accessible and enhanced public realm.

7.0 Risk Analysis

7.1 None identified, the report is for information purposes only.

8.0 EQUALITY AND DIVERSITY ISSUES

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

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

Document	Place of Inspection	Contact Officer
Halton's third Local Transport Plan, 'Transport - Providing for Halton's Needs'	Available on HBC website	N/A

REPORT: Environment and Urban Renewal Policy and Performance Board

DATE: 29th June 2016

REPORTING OFFICER: Strategic Director, Community & Resources

SUBJECT: Policy & Performance Board Work Programme 2016/2017

WARDS: Boroughwide

1.0 PURPOSE OF REPORT

1.1 To consider possible topics for scrutiny as part of the 2016/17 work programme.

2.0 RECOMMENDED THAT:

- (1) Members of the Policy and Performance Board indicate target topic areas for potential scrutiny in 2016- 2017.**
- (2) Details of topic briefs be agreed by the Chair and Vice Chair of the PPB in conjunction with the Lead Officer for the Board.**
- (3) Members confirm their support for the continuation of the Waste Management Working Party with nominations to sit on it being invited.**
- (4) Members confirm that there is no longer a need for the Tree Working Group to meet but that a report should be brought to the September meeting of this Board to report on progress with implementing recommendations a, b and d of the Tree Working Group (as outlined in para. 3.24 of this report).**

3.0 SUPPORTING INFORMATION

- 3.1 Each year the PPB has the opportunity to identify topics or work areas that it would like to scrutinise in detail as part of its work programme for the year.
- 3.2. Good practice, based on experience, suggests that 1 or 2 Topics are manageable, however the choice lies with the Board depending on its priorities and commitments. The process for scrutiny is that, following their adoption by this Board, the topics selected are worked up as detailed topic briefs and agreed with the Chair and Vice-Chair of the PPB in conjunction with the Lead Officer for this Board.
- 3.3 In considering which are good topics to include in the work programme, Members will need to keep in mind the Overview and Scrutiny Guide/Toolkit.

Guidance on Topic Selection is attached as an aide-memoire. In particular, the Board's attention is drawn to paragraphs 12, 13 and 14 which relate to added value, capacity and resources.

3.4 It should be remembered that much of the work of this PPB will be cross-cutting and will impact on or be of relevance to other PPBs.

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

3.6 2015/16 Work Programme

3.7 At the meeting of this Board on 24th June 2015, due consideration was given to the time and resource commitments of establishing Topic Groups and it was resolved that Members support:

- The continuation of the Waste Management Working Party as its work was likely to be ongoing; and
- The establishment of a Trees Working Party.

3.8 Waste Working Party 2015/16

3.9 In confirming its support for the continuation of the Waste Management Working Party on 24th June 2015, Councillors Sinnott, Zygadlo, Gareth Stockton and Chris Loftus were nominated as members of it. It was also agreed that Jimmy Unsworth, Divisional Manager for Waste and Environmental Improvement, would be the Lead Officer for this Working Party.

3.10 The two key areas of focus identified for Members of the Working Party for 2015/16 were;

- Scrutiny of the Council's Garden Waste Collection Service (following the introduction of a charge for the service from 1st June 2015), and;
- The introduction of a Food Waste collection Service in Halton.

In considering the above two matters, Members of the Working Party met on two occasions and undertook a visit to St Helens Council.

3.11 Garden Waste Collections

3.12 In scrutinising the chargeable garden waste collection service and its impacts, Members considered issues and queries that had previously been raised by Members of the Board at their meeting of 25th March 2015. These included matters such as the risks of potential increases in fly-tipping and garden waste being placed in black bins, service take-up rates and whether income generated would be sufficient to cover operating costs. Information on these and other pertinent matters relating to the scheme were presented to

Members. With the support of Members of the Working party, a report was subsequently produced and presented to the Board on 25th November 2015. Key highlights from the report were that;

- Over 36% of eligible households had subscribed to the service
- Over 15,700 subscriptions were paid which resulted in income of £405k.
- The income received from subscriptions was sufficient to cover the operational, management and administrative costs associated with providing the service; meaning that the objective of making the service self-financing had been achieved.
- There was no evidence of an increase in fly-tipping
- There was no evidence of significant incidents of garden waste being placed in black bins.

3.13 Members of the Working Party concluded that the Council has successfully developed and introduced a new chargeable scheme which had made a positive financial contribution to the Council's budgetary position. It also helped maintain a valued front line service which was reflected in the public response and take-up rate. After considering the aforementioned report and its contents, Members of the Board shared these conclusions.

3.14 Food Waste Collections

3.15 As part of the 2016/17 budget savings proposals, it was agreed to introduce a pilot Food Waste Collection service.

3.16 Members of the Working Party were provided with information on the potential financial benefits of separate food waste collections and the differing collection options open to local authorities when considering the introduction of such schemes. In helping to support the development of the pilot scheme in Halton, Members of the Working Party visited St. Helens Council in November 2015. The purpose of the visit was to understand how the scheme worked in St Helens, to learn any lessons or best practice and gauge both the public and political reaction to the service. The information gathered was used to help determine how the scheme would be delivered in Halton.

3.17 Members agreed that the areas chosen for the inclusion in the pilot scheme should be those that were included in the initial alternate bin collection scheme pilot. The food waste collection pilot was subsequently introduced to approximately 1,300 properties within the Hale and Heath wards at the beginning of June 2016.

3.18 It is recommended that Members of the Waste Working Party be asked to scrutinise the results of the pilot scheme with a view to helping inform recommendations in respect of the possible extension of the scheme to other areas of the borough in the future.

- 3.19 With this in mind, it is recommended that the Waste Management Working Party continue during 2016/17 and that Members of the Board be nominated to sit on the Group.

3.20 Tree Working Group 2015/16

- 3.21 The Tree Working Group was set up at the June 2015 meeting of the Environment and Urban Renewal PPB. The Group was chaired by Cllr C. Loftus and included Councillors P. Hignett, A. MacManus and Zvgadllo. Paul Wright (Divisional Manager – Open Space Service) was the Lead Officer. In 2015, Internal Audit issued a report on its audit of the tree inspection and management service. It identified that a number of the recommendations made by the previous Tree Working Group (2013) had not been fully implemented.

- 3.22 The 2015/16 working group held six meetings, three of which were with Open Spaces Service managers and technical officers. In doing so, it considered amongst other things, the recommendations from the 2013 working group that had not been implemented.

- 3.23 The recommendations of the 2013 Working Group that had not been implemented were:

Rec. 1 - *The Council develop a new tree strategy that clearly articulated how the Council managed its tree Stock.*

Rec. 5 - *Officers identify a suitable tree management system (database) that allowed mobile working and resources be made available to procure such a system or develop one in-house. The system being able to speak with other Council IT systems be investigated, Members recognised budgets were tight at this time but the potential risk of more accidents and claims could be avoided by investment.*

Rec. 6 - *The Operational Tree maintenance Team be strengthened so that more proactive maintenance work can be carried out.*

Rec. 7 - *Officers explore all opportunities to derive income from the Council's tree stock through the sale of logs or arisings. In particular opportunities relating to biomass energy production should be explored.*

- 3.24 The Tree Working Group (2015/16) looked at the reasons why some of the recommendations had not been implemented and also examined the work of the Open Space Service in relation to trees and woodland. A report was then taken to the Environment and Urban Renewal Policy and Performance Board (E&UR PPB) on 23rd March 2016, with the following recommendations:

- a. **The Council should review the policy on trees to make it serve the needs of residents better while preserving the green environment.**
- b. **When a new area of open space land is adopted by the Council, inappropriate trees should be removed by the owner at its expense.**
- c. **When a resident complains about a tree, the officer inspecting it may, quite rightly, decide no action is needed. The resident should have a right to appeal to the Divisional Manager of the Open Space Services and then, if not satisfied, appeal the decision to the E&UR PPB. A member from the Ward would present the case for the resident at the E&UR PPB.**
- d. **Use additional resources for non-planned work, e.g., diseased tree removal, storm damage clearing. The cost of this would be met from the proposed earmarked reserve.**
- e. **TPOs should have a neighbour consultation as with other planning matters. If requested, a resident who wants the matter referred to the Development Committee should be able to request this.**

3.25 At the E&UR PPB meeting in March, Members heard the officer response to the recommendations:

- a. The officer response was that an Urban Tree Strategy is in the final draft stages and it is proposed that this recommendation would be contained within it. The Strategy is anticipated to go before the Executive Board before the end of June.
- b. Officers explained that this is already the current practice and that it will be enshrined within the Urban Tree Strategy.
- c. The officer response was that existing practice includes a referral process (operational inspection decisions can be referred to the Open Space Officer - Trees & Woodlands). All decisions are supported with a clear response to callers (which can be made in written form when requested). A complainant is then able to appeal to the Divisional Manager and, if still not satisfied, he/she would then be able to make a Corporate Complaint through the established process. If there were to be an appeal panel of members, care would have to be taken to apply the same principles as the officers currently apply, so that the Council could defend itself, if challenged, about the decision made. It was agreed that the current process was appropriate and that there would not be an appeals panel.
- d. The officer response was that this would be possible through the use of additional hours (overtime) and/or employing contractors.

- e. Officers believed that this was already part of the planning process. TPOs are administered by Halton as a Local Planning Authorities (LPA) and are made to protect trees that bring significant amenity benefit to the local area. This protection is particularly important where trees are under threat. If a LPA makes an Order, it will serve notice on people with an interest in the land, inviting representations about any of the trees covered by the Order. A copy of the Order will also be made available for public inspection. Following consideration of any objections and comments received, the LPA can decide whether or not to confirm the Order.

3.26 The E&UR PPB agreed that recommendations a, b and d should be implemented.

3.27 It is therefore felt that there is no longer a need for the Tree Working Group to meet but it is recommended that a report be brought to the September meeting of this Board to report on progress on implementing recommendations a, b and d. Members are asked to agree to this proposal

3.28 2016/17 Work Programme

3.29 Members are now asked to consider whether they would like the Waste Management Topic Group to continue and to confirm that the Tree Working Group should no longer meet.

3.30 It is also asked to consider whether it would like to suggest other suitable areas for scrutiny during 2016/17 and the Board is, in turn, asked to discuss these in the context of existing workloads.

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

4.0 POLICY IMPLICATIONS

4.1 None at this stage.

5.0 FINANCIAL IMPLICATIONS

5.1 None at this stage.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

There are none arising from this particular report.

6.2 Employment, Learning and Skills in Halton

There are none arising from this particular report.

6.3 A Healthy Halton

There are none arising from this particular report.

6.4 A Safer Halton

There are none arising from this particular report.

6.5 Halton's Urban Renewal

There are none arising from this particular report.

7.0 RISK ANALYSIS

7.1 There are no risks associated with this report.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 There are none arising from this particular report.

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

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

OVERVIEW AND SCRUTINY WORK PROGRAMME

Topic Selection Checklist

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

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

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	29 th June 2016
REPORTING OFFICER:	Strategic Director – Community and Resources
PORTFOLIO HOLDER:	Transportation, Leader, Economic Development, Environmental Sustainability, Physical Environment
TITLE:	Annual Report for Environment and Urban Renewal Policy and Performance Board
WARDS:	All

1.0 PURPOSE OF REPORT

- 1.1 To provide the Environment and Urban Renewal Policy and Performance Board with an annual review of the 2015-16 series of meetings and issues scrutinised.

2.0 RECOMMENDED: That the Annual Report attached is accepted.

3.0 BACKGROUND/SUPPORTING INFORMATION

- 3.1 The Environment and Urban Renewal Policy and Performance Board's primary function is to focus on the work of the Council (and its partners) in seeking to bring about the Environmental and Urban Renewal of the Borough. It is also charged with scrutinising progress against the Corporate Plan in relation to the Environment and Urban Renewal Priority.
- 3.2 During the 2015/16 Municipal Year, the Board met on five occasions and considered a number of reports on a diverse range of subjects pertinent to Halton's Environment and Urban Renewal. A summary of these reports together with a message from the Chair of the Board is attached to this report for information.
- 3.3 During the year, the PPB received regular updates on progress towards meeting its performance targets at 2015-2016 financial year-end.
- 3.4 The Board also agreed nominations of Members to sit on the Council's Public Transport Advisory Panel and the Consultation Review Panel for the 2015/2016 Municipal year.

4.0 POLICY IMPLICATIONS

- 4.1 At its meeting on the 24th June 2015, members of the Board considered topic areas for potential scrutiny during 2016/16 and confirmed their support for the

continuation of the Waste Management Topic Group and the establishment of a Trees Working Party, with membership of each as follows:

Waste Management – Councillors P. Sinnott, C. Loftus, V. Hill, G. Stockton and G. Zygadlo;

Tress – Councillors C. Loftus, P. Hignett, A. MacManus, P. Sinnott and G. Stockton.

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

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children and Young People in Halton

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

5.2 Employment, Learning and Skills in Halton

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

5.3 A Healthy Halton

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

5.4 A Safer Halton

The PPB supports designing out crime and developing safer communities.

5.5 Halton's Urban Renewal

This PPB has previously scrutinised the work of the Environment and Regeneration Specialist Strategic Partnership (E&R SSP). However, its future role in this regard needs to be considered in the light of proposed changes to the Halton Strategic Partnership and its constituent Boards.

6.0 RISK ANALYSIS

6.1 Not required for this report.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 Not required for this report.

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

- 8.1 Annual Report to the Environment and Urban Renewal Policy and Performance Board, 24th June 2016.



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

Members have played a significant role in the continued regeneration of the Borough and its environment in these particularly challenging times.

Over the last 12 months, the Board has responded to, and dealt with, a wide range of issues which demonstrates their level of commitment and positive attitude in reacting swiftly and effectively to matters that are brought before them. These, combined with the Board's experience and abilities help support a continuing improvement in the quality of life in Halton and the opportunities afforded to our communities."

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

MEMBERSHIP AND RESPONSIBILITIES

During 2015/16 the Board comprised eleven Councillors:-

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

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

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

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

REVIEW OF THE YEAR

The Board met 5 times during 2015/16. As well as considering Executive Board decisions relevant to the work of the Environment and Urban Renewal Board, agreeing the Service Plans of the relevant Departments and monitoring their general activities and performance against them, set out below are some of the main activities and issues which have come before the Board during the year.

The Board reviewed the minutes of meetings of the Executive Board and the Environment and Regeneration Special Strategic Partnership Board and considered questions from the public on relevant matters. It also received, considered reports, agreed decisions and put forward relevant actions on the following issues:

Highways and Transportation

- Nominations were agreed for Members to sit on the Council's Public Transport Advisory Panel for the 2015/16 Municipal Year. These were Councillors M Fry, K. Morley, G. Stockton, and T. McInerney.
- It was also agreed that the Chair and Vice-Chair would sit on the Consultation Review Panel as may be required from time to time.
- Objections to proposed 20 mph speed limits in various locations across the Borough. Following a public consultation 17 letters/emails were received, 16 of which were objections to proposals mainly in Palace Fields Avenue and Beechwood. The recommendations was to go ahead with the proposals except in Beechwood where it was felt there were already a wide range of initiatives in place to reduce speeding. The report, minus the proposals for Beechwood, were to be submitted to the Executive Board for consideration.

- A new Street Lighting Strategy and Policy was shared, which addressed the need to take action to minimise future growth in energy consumption. The report accompanying the strategy detailed several proposals which were all agreed and the report and strategy were endorsed and subsequently submitted to the Executive Board.
- A summary of the four year implementation programme of Integrated Transport Schemes and Interventions funded through the Integrated Transport Block was provided for information. The report was noted.
- A presentation covering the Liverpool City Region (LCR) 'Transport Plan for Growth', the LCR Long Term Rail Strategy, and new rolling stock procurement for Merseyrail was made by Cllr Liam Robinson, the Chair of Merseytravel. The Board thanked Cllr Robinson for his presentation which was noted.
- A formal consultation regarding the potential introduction of waiting restrictions in Parklands and Ash Priors, Widnes was requested.
- Public questions were received regarding the Council's road safety policy and priorities for the forthcoming year, with a separate question regarding Daresbury ward in particular. Written responses were provided in the minutes for the meeting on 25th November 2015.
- A petition from Year 5 pupils at Murdishaw West Community Primary School, Runcorn requesting the installation of pedestrian crossing facilities on Barnfield Avenue was considered. Following surveys carried out to record both the volumes of traffic and the numbers of pedestrians crossing at three locations, it was agreed to give consideration to the introduction of controlled pedestrian crossing facilities at the junction with the busway and to review existing signage and road markings.
- The annual report for Road Traffic Collision and Casualty Numbers for 2014 was brought to the Board's attention. It was disappointing to note that numbers had increased compared to previous years and achieving further reductions would prove to be extremely challenging when considered in the context of a reduction in Government grants for road safety and continued reductions in the Government Spending Review, alongside the absence of national road casualty reduction targets. The report was noted and it was agreed to continue with the programme of road traffic collision reduction schemes and road safety education, training and publicity.
- Objections to proposed waiting restrictions at both Naughton Road, Widnes and Hale Village were received. Following consideration of information supplied by officers and residents alike, it was agreed not to move forward

with the restrictions at Naughton Road, however those proposed for various roads in Hale Village would be progressed.

- Agreement was sought for approval to Chapters 1-4 of the Draft Highways Asset Management Plan which would allow further development of the remaining Chapters that would cover the Operational Plan and Procedure. The Board agreed to the endorsement of the Chapters and their submission to the Executive Board, and requested that the remaining Chapters of the HAMP be brought before the Board at the appropriate time.
- The objections to proposed 30 mph speed limit in Lunts Health Road, Widnes were noted, however, the Board supported the proposal and the recommendation was to submit to the Executive Board for resolution.

Environmental and Regulatory Services

- Air Quality in Halton: this report contained an overview of air quality, a summary of national and local air quality monitoring, progress against National and European Air Quality legislation and provided a response to a petition for Air Monitors received in 2015. It had 4 recommendations to address the issues raised:- 1) undertake a series of public engagement events to build a greater understanding of the concerns of local people; 2) develop an active multi-agency Air Quality Forum; 3) investigate further opportunities to limit emissions and reduce NO₂; 4) develop an Air Quality Strategy. The Board recommended that the report be submitted to the Executive Board.
- There were several public questions that were brought before the Board following the above report's presentation, and all received appropriate responses (details can be found within the minutes of the 24th June 2015 meeting).
- An update on the Garden Waste Collection service was given, highlighting the changes since it was agreed to start charging for the service. It was noted that the service has had a 36% take-up from eligible households which makes the service self-financing. Board Members wanted their thanks to Officers, who had introduced and managed the scheme, recorded.
- The annual monitoring report for the Liverpool City Region Joint Waste Local Plan was noted with Halton performing well and continuing to improve its waste management procedures.
- The Tree Working Group submitted their detailed findings and recommendations to the Board. These were noted and the report was submitted to the Executive Board for its consideration.

Physical Environment and Planning

- Proposed reforms for the purpose of local plan making were reviewed in line with the review undertaken by the Planning Advisory Service in 2015, and it was agreed that recent and proposed reforms be noted.
- The scale and pace of change for the town and country planning system were highlighted as part of the Government's planning reform agenda. There were several key messages which are detailed in the report to the Board on the 9th September 2015.
- Proposed updates to the Local Development Scheme, and the Local Plan contained within it, were shared with the Board and noted.
- A summary of the Objectively Assessed Need for Housing contained within the Strategic Housing Market Assessment was shared with the Board. This Needs Assessment was commissioned jointly with St Helens and Warrington Councils and was part of the work undertaken to re-examine the appropriateness of the 3 areas (within the Mid-Mersey geography) to be identified as a Housing Market Area. It noted that there would be an anticipated shortfall for the period 2013-17 of 466 dwellings per annum, as well as an annual shortfall of 119 affordable units, across Halton.

Communities

- Consideration was given to a needs assessment for Gypsy and Travellers within Halton, which covered sites, unauthorised encampments, needs and management. The report was noted.
- An update on the Armed Forces Covenant and support given was presented. Halton is part of the pan-Cheshire Covenant which is a voluntary statement of mutual support between the civilian community and its local armed forces community.

WORK PROGRAMME FOR 2015/2016

- The Board were notified that there was an opportunity to contribute towards the Council's Business Plan for 2016/17, although it was clarified that this couldn't be finalised until budget decisions were confirmed in March 2016. It was agreed that a draft plan should be brought back to the Board.
- It was noted that, in line with an organisational restructure across the Council, there would be only one Business Plan for 2016/17.

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

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	29 June 2016
REPORTING OFFICER:	Strategic Director Community & Resources
PORTFOLIO:	Transportation
SUBJECT:	Nominations of Members to the Consultation Review Panel
WARD(S)	Borough-wide

1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of the Report is to seek approval to the Chair and Vice Chair being confirmed as the two members who represent the Board on the Consultation Review Panel.

2.0 RECOMMENDATION: That the Chair and Vice Chair of the Environment and Urban Renewal Policy and Performance Board, sit on the Consultation Review Panel as may be required from time to time.

3.0 SUPPORTING INFORMATION

- 3.1 At the start of each Municipal Year, it is necessary to nominate two members to sit as the Board's representatives on any Consultation Review Panel (CRP) that may be convened during the year. Historically, these members have been the Chair and Vice Chair of the Board.
- 3.2 The purpose of the CRP is to review responses to highway, traffic and transportation scheme public consultations, where it has not been possible to address all concerns and resolve objections to the scheme proposals. The CRP will advise the Operational Director – Policy, Planning and Transportation who, in consultation with the Executive Board Member for Transportation, shall decide upon the final scheme proposals.
- 3.3 The CRP for a particular scheme may comprise:
- Two members of the Environment and Urban Renewal Policy and Performance Board;
 - All Ward Councillors for the wards, within which the scheme is proposed to be implemented;
 - Representatives of Cheshire Police (and other Emergency Services if

relevant);

- Relevant council officers;
- Individual residents or businesses would not normally be invited onto the panel, but representatives could be invited from established residents' or traders' associations that clearly reflect the wider views of the community.

3.4 Historically, this Panel was convened to respond primarily to public consultations relating to traffic calming scheme proposals. However, there has not been a dedicated traffic calming budget now for some years and hence traffic calming schemes have reduced accordingly. It follows that there has not been a need for this Panel to meet for a number of years, including last year and this trend is expected to continue as the likelihood of capital funding for area-wide highway improvement schemes increasing is small. Whilst there may, therefore, appear to be no need for this Panel to continue, it is still possible that there may be a need for the Panel to come together. It is proposed therefore, that the Panel be maintained with the recognition that it may effectively remain dormant.

4.0 **POLICY IMPLICATIONS**

4.1 There are no direct financial, policy, social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report

4.2 Highway, traffic and transportation improvement schemes are often developed under the Local Transport Plan implementation programme in support of the shared priorities within the Plan.

5.0 **OTHER IMPLICATIONS**

5.1 There are no other implications in relation to this report.

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

6.1 **Children & Young People in Halton**

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

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

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

6.3 **A Healthy Halton**

Schemes will often include measures to reduce reliance on the car and promote more healthy transport options such as walking and cycling. The Panel will from time to time be required to review such measures that have been included within an overall scheme design package.

6.4 **A Safer Halton**

Schemes will often include measures to improve safety of the road user

which may impact upon an individual resident's property or their own use of the highway. The Panel will from time to time be required to review such measures that have been included within an overall scheme design package.

6.5 Halton's Urban Renewal

Schemes will often include proposals designed to regenerate and improve the public open space both within and adjacent to the highway. Improving access in and around the Borough by sustainable forms of transport including public transport, walking and cycling is widely acknowledged as playing a key role in sustainable regeneration and urban renewal. The Panel will, as appropriate, be required to review such measures that have been included within an overall scheme design package.

7.0 RISK ANALYSIS

7.1 There are no risks associated with this report.

8.0 EQUALITY AND DIVERSITY ISSUES

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

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

There are no Background Papers within the meaning of the Act

REPORT TO: Environment & Urban Renewal Policy and Performance Board

DATE: 29th June 2016

REPORTING OFFICER: Strategic Director Community & Resources

PORTFOLIO: Transportation

SUBJECT: Halton Public Transport Advisory Panel – Municipal Year 2016/17.

WARDS: Borough-wide

1.0 PURPOSE OF THE REPORT

1.1 The purpose of this report is to highlight to the Board the public attendance record of meetings of the Council's Public Transport Advisory Panel in recent years and to seek the Board's endorsement to meetings of the Panel being suspended until further notice, in light also of the demands on diminishing Council resources. The report also highlights key issues discussed/raised by the Panel when it met during 2015/16.

2.0 RECOMMENDATION: That

- 1) The Board endorses the proposal to suspend future meetings of the Public Transport Advisory Panel until further notice; and**
- 2) The key issues discussed by the Panel during the Municipal Year 2015/16, as set out in Appendix One of the Report, are noted.**

3.0 SUPPORTING INFORMATION

3.1 Historically, at the start of each Municipal Year, a Chair and three other Members have been nominated to attend meetings of the Halton Public Transport Advisory Panel.

3.2 The purpose of the Halton Public Transport Advisory Panel has been to:-

- Monitor the performance of the public transport network within the Borough to ensure it meets the mobility needs of local communities;
- To make recommendations to the Environment and Urban Renewal Policy and Performance Board on future developments and improvements to the conventional local public transport network; and

- To review and comment on the effectiveness of the Council's public transport priorities.

3.3 Regrettably, attendance at meetings of the Panel by members of the public has been very poor, as evidenced by the figures below:

Date of Panel	HBC Staff	HBC Members	Bus Co. reps	Public
April 2016	4	3	3	3
Oct. 2015	4	4	4	6
April 2015	3	3	4	3
Oct. 2014	4	3	4	3
April 2014	4	3	2	3
Oct. 2013	4	3	1	3

- 3.4 Our records indicate that the regular public attendees represent the Windmill Hill Bus Users Group, Soroptimist (an organisation that works to better the lives of women and girls) and an individual member of the public. However, attendance does vary and other attendees have included Halton Open, Halton Speak Out and Halton Family Voice.
- 3.5 In light of the poor attendance record and the need to now consider more carefully the resource demands of holding meetings (in terms of officer and Member time, providing a venue, producing agendas and minutes etc.), it is suggested that meetings of the Panel be suspended until further notice.
- 3.6 Members of the public have, and will continue to have, the opportunity to raise matters of concern and/or seek information on public transport services from the Council (via its Transport Coordination Team) or from the bus operators themselves. Whilst the Panel would no longer be able to meet as a group to discuss the matters identified in 3.2 above, these or indeed any other matters relating to public transport could, if necessary, still be brought to the Board for consideration, as and when appropriate. The option would also exist to reconvene the Panel at any point in the future if there was felt to be a need, at which point Member nominations to Chair and sit on the Panel could be sought in line with previous practice.
- 3.7 It is, therefore, proposed that future meetings of the Panel be suspended until the Board agrees otherwise with public transport queries being handled as in 3.6 above.
- 3.8 A summary of the key issues discussed at the Halton Public Transport

Advisory Panel, during 2015/16, is shown in Appendix 1.

4.0 POLICY IMPLICATIONS

4.1 None

5.0 FINANCIAL IMPLICATIONS

5.1 None

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

It is widely recognised that good quality and affordable public transport services can help to improve access to key facilities for children and young people within the Borough. The proposal to suspend the Panel would mean that it, as a group, would not meet to review progress on these matters or comment on emerging initiatives but work on them would still continue and matters could be brought to the Board for consideration as necessary.

6.2 Employment, Learning and Skills in Halton

Halton Borough Council and its partners continue to provide a wide range of accessible and affordable public transport services within the Borough aimed at improving access to key employment, learning and training facilities.

6.3 A Healthy Halton

Improving access to health care facilities is acknowledged as a key priority in Halton.

6.4 A Safer Halton

No direct implications.

6.5 Halton's Urban Renewal

Improving access to key regeneration areas by sustainable forms of transport, including public transport, walking and cycling, is widely acknowledged as playing a key role in sustainable regeneration and urban renewal. The Council will continue to work with its partners and utilise funding at its disposal to continue to provide these forms of transport where possible.

7.0 RISK ANALYSIS

7.1 The risk of suspending the Public Transport Advisory Panel is that members of the public would no longer be able to meet with Members, officers and public transport operators to discuss matter of concern or to learn of any proposed changes to the network or of new initiatives etc. However, attendance records show that very few members of the public actually turn up for these meetings. The public will still be able

contact the Council or the public transport operators directly if they need any information about services or proposed changes to them. If necessary, the Panel could be reconvened at a future date if the Board feel it is necessary.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Good quality and affordable public transport services can play a key role in ensuring all sections of the community can access a wide range of facilities.

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

9.1 There are no background documents under the meaning of this Act.

Appendix One

Summary of the key Issues discussed at the Halton Public Transport Advisory Panel – Municipal Year 2015/16.

Two meetings were held during 2015/16 Municipal Year, as follows:

- Wednesday 22nd April 2015 at Civic Suite, Runcorn Town Hall
- Wednesday 21st October 2015 at Civic Suite, Runcorn Town Hall

LOCAL BUS SERVICE CHANGES

The Panel was updated at both meetings on changes to the local bus network during the period leading up to each meeting. This included an update on registrations received for: cancellations of services; the introduction of new bus services; and alterations to existing services; and as applied to both commercially operated and supported bus services. Changes are generally either route and/or timetable changes or because of a requirement to re-tender.

INFRASTRUCTURE UPDATE

The Panel was notified of improvements carried out to public transport infrastructure and information, including:

- the addition and replacement of bus shelters at locations around the borough and the bus shelter re-paint programme.
- the improvement and investment in infrastructure and waiting facilities (cleanliness/seating, etc.) including at bus stops and interchange points.
- details around the upgrades to bus stops to accessible standard including locations, numbers of stops upgraded and percentage of stops at accessible standard.
- timetable information, detailing information updates, replacement information due to damage/vandalism and changes on the website, etc.

CONCESSIONARY AND TICKETING

The Panel was updated at both meetings on the continuation of the Cheshire Concessionary Scheme along with any proposed amendments to any of the scheme elements. Updates were also provided on sales of the Halton Hopper range of tickets including weekly, monthly and student passes. Finally, the panel were notified of the introduction of MyTicket

from September 2015, which is a young person's day ticket that can be used on bus services across Merseyside for a flat fare of £2.00.

TRAFFIC DELAYS AND DISRUPTION

Verbal updates were provided at both meetings on the programme of works in connection with the new Mersey Crossing with those in attendance being reminded that bus services would be disrupted as a result and to expect delays when travelling around the borough generally.

PASSENGER TRANSPORT SERVICES

The Panel received updates on a range of issues including:

- Contract re-tendering, the re-planning of services and the outcome of a major tender exercise involving all passenger transport contracts for of Children's and Adults services.
- Fleet replacement programme, notifying the panel that one large 14 seat minibus with multiple wheelchair spaces and two small 10 seat minibuses with a single wheelchair space were to be replaced.
- In-house fleet vehicle advertising, detailing that vehicle advertisements were present on several vehicles including initiatives for the CCG (urgent care centre promotion) and the Police (anti burglary campaign).
- Provision of training being delivered to in-house staff, school teachers and staff and other local authorities including, MiDAS (Minibus Driver Assessment), Adapted PATS (Passenger Assistant Training) and Independent Travel Training (Train the Trainer) courses.
- as a consequence of introducing new software updates on the Passenger and Vehicle Booking System were provided.
- Accessible Transport Services, providing an update on door-to-door transport services provided by Halton Community Transport, including passenger numbers using the Dial-A-Ride daytime and evening service.

BID UPDATES

The Panel received updates and progress reports on several funding bids including:

- Local Sustainable Transport Fund (LSTF)/ Regional Growth Fund including an outcome on the work delivered during the bid period, with particular reference to the Daresbury Sci-Tech local Enterprise Zone and the on-going benefits.

- Clean Bus Technology Fund, a DfT initiative (co-ordinated locally by Merseytravel) providing grants of up to £500,000 to local authorities to support the upgrade of buses with technology (using innovative pollution reducing technology) to reduce emissions in areas of poor air quality.
- ULEV Fleet Readiness Project detailing that this scheme will provide funding to lease eligible ultra-low emission vehicles over a 24 month period where 75% of the lease costs will be met. The scheme will also provide funding to install recharging infrastructure. It was reported that Merseytravel is co-ordinating this bid on behalf of the city region which is are expected to receive 20 fully electric vehicles, with Halton receiving two.
- Ultra Low Emission Taxi Scheme, it was explained that this further electric vehicle fund is aimed at taxis of which only purpose-built taxis are eligible. The scheme offers a total of £20 million over five years commencing September 2015 for vehicles, infrastructure and R&D. The vehicle element is a taxi top-up grant i.e. the difference between a standard vehicle and the electric equivalent. The taxi must qualify for the plug-in car grant as an ultra- low emission vehicle. The aim is to increase the uptake of ultra-low emission taxis and private hire vehicles, to improve air quality in urban areas (carbon reduction).

OTHER PUBLIC TRANSPORT UPDATES

The Panel was presented with reports and updates relating to various other transport related matters including:

- Schemes funded through the Integrated Transport Block for 2015/16, including details on expenditure and noting that the settlement figure for the year had reduced from £1.020m in 2014/15 to £908k. Schemes included measures to assist buses, walking, cycling.
- National Survey on passenger satisfaction with local bus services with the main findings being:
 - 9 out of 10 (92%) of 47,000 passengers surveyed were satisfied with the quality of service
 - Value for money, the provision of quality information and helpful drivers were felt to be the most important factors to users
 - The highest scores achieved were in York, Norfolk, Suffolk, Merseyside (90%)
- One North, reporting that an interim report had been submitted to the Chancellor in March 2015 detailing plans for a Transport for the North strategy which involved potential £15 billion investment for a Northern Powerhouse. The final report (the Northern Transport Strategy Spring 2016 Report) was submitted to the Chancellor in March 2016.

- DVSA changes including abolishment of tax discs, discontinuation of driving licence paper counterpart and the introduction of 'Lite' vehicles into the minibus market.

- A Route One 'Cuts hit England's routes' report showed that there had been a fall in the number of bus journeys taken in England of 27 million and fares had risen by 3.3%. This was linked with, and believed to be a consequence of, funding cuts from central government resulting in local authorities needing to withdraw support for bus services, and introduce cuts to concessionary travel reimbursement and Bus Services Operators Grant (BSOG).

- An Air Quality Consultation which was launched on 12th September 2015 to seek views from local and transport authorities, businesses and members of the public on what local and national action could be taken to improve air quality. Options for local authorities to consider included:

- networks of electric car charging points
- introducing low emission buses and taxis or converting fleets
- upgrading cycling infrastructure
- introducing or expanding park and ride schemes.

- Bus Services Bill, it was reported that the Government was developing proposals to deliver practical measures that will benefit the bus sector nationally and is considering funding reforms. It was stated that the main aim was to support a thriving local bus market with the passenger at its centre.