



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

**Wednesday, 19 September 2018 6.30 p.m.
Council Chamber - Town Hall, Runcorn**

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 Marjorie Bradshaw	Conservative
Councillor Robert Gilligan	Labour
Councillor Harry Howard	Labour
Councillor Alan Lowe	Labour
Councillor Keith Morley	Labour
Councillor Paul Nolan	Labour
Councillor Joe Roberts	Labour
Councillor Pauline Sinnott	Labour
Councillor Angela Teeling	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, 14 November 2018

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

Part I

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

ENVIRONMENT AND URBAN RENEWAL POLICY AND PERFORMANCE BOARD

At a meeting of the Environment and Urban Renewal Policy and Performance Board on Wednesday, 27 June 2018 at the Council Chamber, Runcorn Town Hall

Present: Councillors Woolfall (Chair), Fry (Vice-Chair), M. Bradshaw, Howard, Joe Roberts, Sinnott and Teeling

Apologies for Absence: Councillor Gilligan, A. Lowe, Morley and Nolan

Absence declared on Council business: None

Officers present: G. Ferguson, T. Gibbs, J. Gill, S. Rimmer and J. Unsworth

Also in attendance: Councillor R. Hignett in accordance with Standing Order 33. In addition, four members of the public and one member of the press.

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

EUR1 MINUTES

The Minutes of the meeting held on 28th February 2018 having been circulated were signed as a correct record. The Chair thanked the previous Members of the Board for their contributions and welcomed the new Members of the Board. It was agreed that Councillor Teeling would be appointed to the Regeneration Working Party.

EUR2 PUBLIC QUESTION TIME

It was confirmed that no public questions had been received.

EUR3 EXECUTIVE BOARD MINUTES

The Board considered the Minutes of the meetings of the Executive Board relevant to the Environment and Urban Renewal Policy and Performance Board.

RESOLVED: That the Minutes be received.

Action

EUR4 PERFORMANCE MANAGEMENT REPORTS FOR QUARTER 3 AND 4 OF 2016/17

The Board received a report from the Strategic Director, Enterprise, Community and Resources, which presented the Performance Monitoring Reports for Quarter 3 and 4 of 2016/17.

The reports related to the following functional areas which reported to the Board and detailed progress against service objectives and milestones, and performance targets and provided information relating to key developments and emerging issues that had arisen during the period:

- Development and Investment Services;
- Highways and Transportation, Logistics and Development Services;
- Waste and Environmental Improvement and Open Space Services; and
- Housing Strategy.

Arising from the discussion, Councillor Howard requested a cost benefit analysis of the investment made by the Council at Sci-Tech Daresbury. It was agreed that this would be circulated to all Members of the Board.

Strategic Director,
Enterprise,
Community and
Resources

RESOLVED: That the third and fourth quarter performance monitoring reports be received and noted.

EUR5 ANNUAL REPORT

The Board considered a copy of the Annual Report from the Chair of the Environment and Urban Renewal Policy and Performance Board 2017/18.

The full Board met on five occasions during the year and the report set out the work carried out and recommendations made throughout the Municipal Year April 2017 to March 2018.

RESOLVED: That the Annual Report be accepted.

EUR6 PUBLIC SPACES PROTECTION ORDER - DOG CONTROL

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which detailed a proposal to introduce a new Public Spaces Protection Order (PSPO) to provide enhanced powers to tackle dog fouling and other forms of irresponsible dog

ownership. Members were requested to endorse the control measures that would be contained within the proposed PSPO. It was noted that in addition to the existing four controls which were included within the current PSPO, the following two would be added:

- Restriction on the number of dogs walked at a time; and
- Evidence of the means to pick up dog faeces.

In addition, Members were asked endorse a public consultation exercise that would be carried out as part of its introduction. The consultation would take place over a 12 week period and a report outlining the results of the exercise would be presented to Members at a future meeting.

RESOLVED: That

1. the control measure proposed to be included in a new Dog Control Public Spaces Protection Order as set out in the report be endorsed;
2. the proposed approach to public consultation as set out in the questionnaire be endorsed; and
3. a further report be presented to Members of the Board providing details of the results of the public consultation exercise.

Strategic Director,
Enterprise,
Community and
Resources

EUR7 LIVERPOOL CITY REGION HIGHWAY SAFETY INSPECTION FRAMEWORK

The Board received a report of the Strategic Director, Enterprise, Community and Resources, which sought endorsement of a proposal for the Council to adopt the Liverpool City Region Highway Safety Inspection Framework (LCR Framework). This was based on a revised UK code of practice for highways authorities, Well Managed Highway Infrastructure published by the UK Roads Liaison Group (UKRLG). Local authorities had until October 2018 to adopt the risk-based approach.

RESOLVED: That

- 1) the Board endorse the adoption of the principles set out in Liverpool City Region Highway Safety Inspection Framework which has been written to reflect the Well-Managed Highway Infrastructure Code of Practice; and

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Community and
Resources

- 2) the Board recommend the Executive Board adopt a revised Council Highways Safety Inspection Policy based on the LCR Framework.

EUR8 FIXED PENALTY NOTICES

The Board was advised that the following two new Regulations came into force on 1st April 2018:

- The Environmental Offences (Fixed Penalties) (England) Regulations 2017
- The Littering From Vehicles Outside London (Keepers: Civil Penalties) Regulations 2018

These Regulations provided local authorities with the ability to increase the Fixed Penalty Notice amounts for a range of environmental offences and also gave local authorities increased powers to tackle littering from a vehicle.

The Council's current Fixed Penalty Notice (FPN) level for the offences relating to littering, graffiti, fly posting and the distribution of printed matter was £80. Under the new regulations the Council could set a level of £150. However, it was recommended that the Council continued with the default level of £100 set by the new legislation. In addition, the Council had the discretion to offer a discount for early payment of an FPN. The Council had previously approved the time period for early payment discount as being within ten days. The amount payable for early payment in Halton was £75 and it was proposed that the Council continued with this amount and the discount period of ten days from the point of the FPN being issued.

With regard to the FPN amount that should be set for littering offences, Members' attention was drawn to the current FPN levels for dog fouling offences; which was £100, the maximum amount allowable under legislation. Therefore, it was proposed that maintaining FPN levels for a range of environmental offences at the default level of £100 would ensure that a consistent level of penalty charge was applied to both littering and dog fouling offences.

RESOLVED: That

- 1) A report be brought to a future meeting on the impact of those measures currently being undertaken to tackle littering in the Borough;
- 2) Members endorse the proposed Fixed Penalty

Strategic Director,
Enterprise,
Community and
Resources

Notice amounts and discounts for early payment as set out in the report; and,

- 3) A report be presented to the Executive Board recommending that;
 - a. The Fixed Penalty Notice amount for offences relating to littering, graffiti, fly-posting and distribution of printed matter be retained at the default amount of £100;
 - b. The Fixed Penalty Notice amount discounted for early payment be retained at the current amount of £75; and,
 - c. The time period for early payment discount is approved as being within ten days.

EUR9 PROPOSED WAITING RESTRICTION ORDER -
HOLLOWAY, RUNCORN

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which provided details of a public consultation exercise on the introduction of waiting restrictions along Holloway in Runcorn. Local residents and their ward Councillors originally raised the proposal in order to address rail commuter parking issues around Runcorn Station.

It was noted that the following options to overcome the parking issues had been considered:

- Double yellow line parking restrictions - would restrict parking for everyone at all times and this was not desirable;
- Residents permit scheme - Residents parking schemes were considered by the Board in September 2009 and were discounted as an option (a summary of the current situation was included in Appendix B). There were currently no plans to introduce Residents Only Parking schemes within Halton; and
- Waiting Restriction Order – was considered to be the most appropriate option.

Therefore the proposal to prohibit parking for an hour on each side of Holloway during the working week (Monday – Friday) (Appendix A) was advertised on 22nd February 2018, with a four week consultation period ending on 23rd March 2018.

During the consultation period 17 objections were

received from residents. The objections were summarised in the report but the general view was that the proposal of prohibiting parking for an hour on each side of Holloway during the working week (Monday – Friday) was not workable due to the necessity for residents to move their own vehicles during the day to avoid the waiting restrictions.

In view of the objections received, the conclusion was that the restrictions should not be implemented, as although they would prevent commuter parking in the area, they would also have a disproportionate impact on local residents.

RESOLVED: That the proposal to introduce waiting restrictions on Holloway, Runcorn was not supported on the grounds of the public objections received.

Strategic Director,
Enterprise,
Community and
Resources

Meeting ended at 7.20 p.m.

REPORT TO: Environment and Urban Renewal Policy & Performance Board

DATE: 19 September 2018

REPORTING OFFICER: Strategic Director, Enterprise, Community and Resources

SUBJECT: Public Question Time

WARD(s): Borough-wide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDED: That any questions received be dealt with.

3.0 SUPPORTING INFORMATION

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

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

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

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

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

4.0 POLICY IMPLICATIONS

None.

5.0 OTHER IMPLICATIONS

None.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

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

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

6.3 **A Healthy Halton** – none.

6.4 **A Safer Halton** – none.

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

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 19th September 2018

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.

APPENDIX 1

Extract of Executive Board Minutes Relevant to the Environment and Urban Renewal Policy and Performance Board

EXECUTIVE BOARD MEETING HELD ON 14th June 2018

TRANSPORTATION PORTFOLIO

EXB9 TERM SERVICE CONTRACT FOR HIGHWAYS

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which sought approval for a one year extension to the Term Service Contract for Highway Improvement and Maintenance Services.

It was reported that the current contract provided the option to award up to four separate extensions, each for a period of one year, so long as the contractor met or exceeded the Acceptable Performance for each Key Performance Indicator (KPI). The Board noted that the contractor had achieved the Acceptable Performance level for the financial years 2017/18 and therefore were entitled to a one year extension to the contract period.

RESOLVED: That a one year extension to the Term Service Contract for Highway Improvement and Maintenance Services with Tarmac CRH Limited, be approved.

Strategic Director
- Enterprise,
Community and
Resources

PHYSICAL ENVIRONMENT PORTFOLIO

EXB14 ASTMOOR REGENERATION PROGRAMME

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, regarding the implementation of a regeneration programme for Astmoor Industrial Estate.

It was reported that in March 2017, the Board approved the Mersey Gateway Regeneration Plan *Plus* (the Plan), which had helped to prioritise resources for physical and economic regeneration of eight Regeneration Impact Areas. The Plan set out a cohesive package of development opportunities and identified key infrastructure and enabling projects needed to support the Borough's economic growth.

Astmoor Industrial Estate was one of the eight Areas and an Annual Delivery Plan had been developed to steer the development and regeneration programme for the area. This was attached to the report at Appendix A.

The report provided the Board with a detailed summary of the Strategic Context, the Vision and Objectives, the Masterplan and Delivery Strategy, the Funding Profile and the Governance and Management Structure.

RESOLVED: That

- 1) Members approve the two stages of public consultation to be undertaken, which will inform a future Masterplan and Delivery Strategy for Astmoor, as outlined in Section 3.10 of the report;
- 2) the proposed approach to a regeneration programme for Astmoor, as set out in the Annual Delivery Plan (attached to the report at Appendix A), be noted;
- 3) Members acknowledge the potential benefits from investing in Council resources to deliver a five year regeneration programme for Astmoor, as outline in Section 3.17 of the report; and
- 4) following feedback from the consultation process, a further report be presented to Executive Board, to seek formal adoption of a Masterplan and Delivery Strategy for Astmoor.

Strategic Director
- Enterprise,
Community and
Resources

EXB15 AMENDMENT TO HOUSING ALLOCATIONS POLICY

The Board considered a report of the Strategic Director, People, which sought approval to amend the Council's Housing Allocations Policy, Property Pool Plus (PPP).

The Board was advised that, as part of the Government's commitment to reduce homelessness and eliminate rough sleeping, new regulations – The Homelessness Reduction Act – had been implemented in April 2018. It was reported that as a result, local authorities would need to make policy and service changes to ensure

that they were fully equipped to deliver and comply with legal statutory duty requirements.

It was reported that it would be necessary for a full review of the Council's Housing Allocations Policy to be undertaken to address the needs of all clients, to ensure that the priority categories and criteria were compliant with national trends and legislation. The results and recommendations would be reported to the Board in Spring 2019.

RESOLVED: That

- 1) the report be noted;
- 2) subject to the unanimous agreement of the Local Authorities participating in the Sub-Regional Property Pool Plus Scheme, the Board agrees to amend the Council's Housing Allocations Policy, to include the additional sub-banding, which would ensure that additional priority is awarded to those registered under Homelessness Prevention and/or Relief, in accordance with the Homelessness Reduction Act 2017; and
- 3) the Board approves the undertaking of a policy review for the purpose of further amending the Housing Allocations Policy, to take account of provisions within the Localism Act 2012, the Homelessness Act 2017 and the Housing Allocations Code of Guidance.

Strategic Director
- People

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	19 th September 2018
REPORTING OFFICER:	Strategic Director Enterprise, Community and Resources
PORTFOLIO:	Resources
SUBJECT:	Performance Management Reports for Quarter 1 of 2018/19
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 first quarter period to 30th June 2018.
- 1.2 Key priorities for development or improvement in 2018 - 19 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 first quarter performance management reports;**
- 2) Consider the progress and performance information and raise any questions or points for clarification; and**
- 3) Highlight any areas of interest and/or concern where further information is to be reported at a future meeting of the Board.**

3.0 SUPPORTING INFORMATION

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

4.0 POLICY IMPLICATIONS

4.1 There are no policy implications associated with this report.

5.0 OTHER IMPLICATIONS

5.1 There are no other implications associated with this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

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

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

7.0 RISK ANALYSIS

7.1 Not applicable.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Not applicable.

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

Not applicable

Environment and Urban Renewal PPB – Priority Based Monitoring Report

Reporting Period: **Quarter 1 – 1st April 2018 – 30th June 2018**

1.0 Introduction

- 1.1 This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the first quarter of 2018/19 for service areas within the remit of the Environment and Urban Renewal (E&UR) Policy and Performance Board.
- 1.2 Key priorities for development or improvement in 2015-18 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment & Urban Renewal Policy & Performance Board i.e.:
- Development & Investment Services
 - Open Spaces and Waste and Environmental Improvement
 - Highways, Transportation & Logistics and Physical Environment
 - Housing Strategy
- 1.3 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 8 of this report.

2.0 Key Developments

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

Development & Investment Services

- 2.2 Planning permission granted for next phase of delivery at Sci-tech Daresbury – Project Violet (3 new office buildings, 42,000 sq ft) - and the Joint Venture has been exploring funding options for the delivery of all three buildings.
- 2.3 SkillsSpace proposals are being refined with a view to continuing with an offer on campus using the LCR SIF Skills Capital and a revised bid will be submitted in July. This will no longer be housed within Project Violet but more likely on the Science & Technology Facilities Council (STFC) campus. The Joint Venture Board has established a new Skills sub-group, formalising existing arrangements. The Skills Group will look at an ongoing skills strategy and skills brokerage delivery.
- 2.5 Castelefields Lakeside Phase 2 is now completed and Phase 3 (45 two and three bed homes by Keepmoat) commenced under licence, with good progress being made on site. Access road to Phoenix Park was upgraded in April / May. Construction expected to take 12 months to complete, with Keepmoat indicating that early buyer interest in the development has been good.
- 2.6 Alstom have relocated all the Preston workforce and activity to Widnes. Stobart are making good progress on their new Widnes Head Quarters for Stobart's Energy and Rail divisions which will open in August 2018.

- 2.7 The Catalyst Science and Discovery Centre and Museum has secured £754,000 from the Wellcome / Department for Business, Energy and Industrial Strategy Inspiring Science Fund to upgrade their provision of a science offer. In addition 27 requests for support were received this quarter with approximately 20 bids are being drafted to the value of around £11 million with 24 pipeline bids (£34M) being progressed and 8 schemes (£24M) being monitored.
- 2.8 The Halton Business Growth Programme continues to progress well. The programme has engaged with **231** businesses. To date **115** businesses have been assisted and **24** jobs created. There are currently an additional **41** businesses participating in the Halton Business Growth Programme. The Halton Business Growth Programme has until December 2018 to meet a Company Assists target of **123** and a Jobs Created target of **108**.
- 2.9 The following tables describe the performance of the Halton element of the Liverpool City Region Growth Hub Programme firstly, since its inception in October 2015 and in Quarter I 2018/19

Growth Hub Engagement	Total since October 2015	Quarter 1 18/19
Unique Company Engagements	647	52
Total Engagements	3382	121

Highways, Transportation & Logistics and Physical Environment

- 2.10 During the last quarter the Emergency Planning team assisted with four incidents including a fire, large water main burst, a suspect package and chemical spillage on the highway. Representatives from Halton attended the Major Live COMAH Exercise for Vertellus which took place in June 2018, due to the site being within Knowsley but on the border with Halton and therefore could affect residents if there was an actual incident.
- 2.11 A new Contract for the Maintenance of Intelligent Transport Systems (ITS), which includes traffic signals, variable message signs (VMS), etc. commenced on 1st April 2018 and is for an initial period of 6 years with options to extend with four 1 year extensions. Halton was the lead procurement authority for the tender, which covers all the Liverpool City Region authorities.
- 2.12 West Bank – Widnes Loops link road, and Runcorn SJB delinking at the end of Runcorn viaduct, are now moving to detailed design phase with Schemes and Maintenance with the Highway Development team taking on a regulatory role. The programme anticipates commencement of works early 2019.
- 2.13 Procurement work is progressing on replacement of small bridges and boardwalks with a composite material. Funding bids are being progressed to Liverpool City Region for a European Funding bid for ‘green’ cycle links from North West Widnes to the Silver Jubilee Bridge.
- 2.14 Work on regeneration schemes has significantly increased as delivery of the Mersey Gateway Regeneration Plan Plus gets underway. However there has been difficulty recruiting to a new temporary post created to cover this area of work.
- 2.15 Work is ongoing to prepare design and business case to deliver on EA Flood Risk funding allocation at Windmill Hill and the Council is contributing to the production of the Liverpool City Region Local Cycling and Walking Infrastructure Plan, as required by Department for Transport, which considers investment priorities over the next 10 years.

3.0 Emerging Issues

3.1 A number of emerging issues have been identified during the period that will impact upon the work of services including:-

Development & Investment Services

3.2 A partnership of City Region Local Authorities and Chambers of Commerce have delivered the 'Business Growth Programme' for a period of six years and 'Place Marketing, Inward Investment' project for a period of three years utilising ERDF Priority 3 funding. An extension to both projects was, therefore, sought by the partnership for a further three years

3.3 Both projects have been appraised by the Combined Authority (CA) and informal feedback received. Most pertinently that feedback is seeking an increase in programme outputs, typically more businesses assisted. This will require either a revision of the Halton Borough Council cost/output model, given match funding is finite, or alternatively the Council to reaffirm its commitment to the existing model, given the Halton cost model is considerably cheaper than other partners, and encourage the CA to find the increase number of outputs elsewhere.

3.4 A Bid Writing Charging Policy will be introduced from 1 September 2018 and there will be a fee for all bids written for the private sector and a sliding scale of charges for the voluntary/community sector with an exemption for any organisation that holds less than £10,000 in unrestricted funds. This approach will help to alleviate the financial pressures faced by the Council and provide a more sustainable model of delivery for the future.

Open Spaces and Waste and Environmental Improvement

3.5 A public consultation exercise commenced in July on the Council's proposals to create a new Public Spaces Protection Order (PSPO) relating to various dog control matters. The aim is to help promote responsible dog ownership throughout the borough, but also to provide officers with more powers to tackle problems dog fouling and other forms of anti-social behaviour caused by irresponsible dog owners.

3.6 As well as seeking views on its proposals to continue with some existing powers and increase the number of locations where current control measures shall apply, the Council is consulting on proposals to introduce a number of new powers. The controls that are being proposed as part of the new PSPO include;

- Dogs being excluded from defined areas of the borough
- Dogs being required to be kept on a lead at all times in defined areas of the borough
- Dog walkers being required at all times to carry with them bags as an appropriate means to clean up after their dog has fouled
- A restriction on the number of dogs that an individual can walk at any one time

The consultation will close on 28th September.

Highways, Transportation & Logistics and Physical Environment

3.7 A few working days on the SJB arch re-painting scheme have been lost to adverse weather during Q1. With poor weather experienced during the previous quarter, there are several weeks of cumulative delay to the programme. The main contractor is seeking to recover lost time through additional weekend working.

- 3.8 There have recently been complaints from residents in Runcorn and Widnes regarding noise and disturbance due to night working operations on and in the vicinity of SJB. Matters have been raised with the main contractor for the SJB arch re-painting works and the appropriate steps taken. It appears, however, that the majority of the noise was emanating from Network Rail's works on the adjacent railway viaduct.
- 3.9 Liverpool City Region (LCR) wide highways design guide and specification for new developments is in the process of being agreed for joint adoption by LCR authorities and further consideration is being given to the delivery of Flood Risk elements and impacts of Combined Authority aspirations.
- 3.10 The government is expected to issue the revised National Planning Policy Framework (NPPF) in the next Quarter. This will set out new policy measures that the Council will need to consider and take account of in Plan Making and determining applications.
- 3.11 An application is expected to be received shortly to amend a planning consent condition determined by the then Secretary of State relating to road deliveries of refuse derived fuel to the Runcorn Energy from Waste Facility in Runcorn. It is anticipated that the proposal from the site operator will be to replace the existing condition, which limits the tonnage of fuel delivered by road, with one restricting numbers of heavy goods vehicles in any 12 month period. Whilst this would increase the amount of tonnage brought in by road, it would not exceed the number of Heavy Goods Vehicle movements assessed in 2014. The application will be considered by the Development Control Committee in due course.
- 3.12 The Council has received notification of significant changes to commercial services operated in the borough. The most notable changes are that both the 79c and 82a services will be withdrawn and replaced by a new 500 service and X1 service respectively. This will mean a route change for the X1 with Castlefields no longer served by the service. The changes will also mean passengers will in some areas, need to change services to complete journeys which are currently direct.

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 2017 – 187 Directorate Business Plans.

Progress concerning the implementation any relevant high-risk mitigation measures will be reported to the various Policy and performance Boards at Quarter 2.

5.0 High Priority Equality Actions

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

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





http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality_-_objectives_progress_report_-_April_2013.pdf

6.0 Performance Overview

The following information provides a synopsis of progress for both milestones and performance indicators across the key business areas that fall within the remit of the Board.

Development and Investment Services

Key Objectives / milestones

Ref	Milestones	Q1 Progress
EEP 01	Completion of Halton Tomorrow Document - July 2018	
	Produce Local Economic Assessment – September 2018	
EEP 03	Complete consultation on Astmoor Masterplan - December 2018	
	Complete Feasibility Study for Ditton Rail Station - September 2018	

Supporting Commentary

The Halton Inward Investment prospectus is an integral part of the development of the 'Halton Tomorrow' visioning document and will provide a local accent to the Liverpool City Region prospectus detailing the specific sites and propositions that make up the 'Halton Offer'. The 'Halton Tomorrow' visioning document is now complete and details a number of outcomes (measures) to be achieved over the coming decade.



This will be presented to Halton Council's Executive Board in September 2018 and will underpin the business planning and priority setting, including inward investment and economic development, for Halton Council and partners.

In order to ensure that the local business community is fully engaged with the development of a Local Economic Assessment (LEA) the Interim Report was presented to Halton Chamber of Commerce and Enterprise in June 2018 and was very well received. It has also been presented to the Halton Employment Partnership and was similarly well received. This now forms the basis of the Halton Tomorrow and the economic development priorities for Halton Council.

On 14 June 2018 approval was secured from the Executive Board for Astmoor masterplan production and associated consultation and specialist support is now being procured to assist with masterplan preparation and consultation process.

The feasibility study for Ditton Rail Station has been delayed due to capacity issues at Merseytravel and it is expected that the study will be complete by December 2018.

Key Performance Indicators





Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
EEP LI 07	Number of companies benefitting from the Council's intensive Key Account Management Service (KAM).	New Indicator for 2018/19	50	49		N / A
EEP LI 14	Number of Businesses Supported.	658	700	52		N / A

Supporting Commentary

Current KAM portfolios include; AEM, Food & Drink, Digital & Creative, Health & Life Science, Energy & Environmental, Financial & Business Services, Logistic and Foreign Owned Companies.

A notable number of businesses continue to be supported and additional details are provided within the Key Developments section of this report.

Policy, Planning and Transportation**Key Objectives / milestones**

Ref	Milestones	Q1 Progress
PPT 01	Review progress against LCR SJB maintenance strategy and deliver 2018/19 major bridge maintenance works programme March 2019 .	
PPT 02	Deliver the 2018/19 LTP Capital Programme March 2019	
PPT 03	Ensure continued unrestricted availability of the Highway network and to allow future maintenance to be delivered on a steady state, lifecycle planned basis.	
PPT 05	Consult on a revised draft Delivery and Site Allocations Local Plan (DALP) September 2018	

Supporting commentary

Activities within Year 3 of the LCR maintenance strategy are proceeding in line with the agreed schedule.

LTP construction works are due to commence in the next Quarter on Year 3 STEP programme to improve parking and access to Runcorn East Rail station, improvements to cycling and walking from Runcorn Town Centre to Widnes Town centre across a reconfigured Silver Jubilee bridge deck, improvements to Bridgewater Canal tow path from Runcorn town centre to Murdishaw and walking and cycling improvements along Astmoor Busway.













Work is ongoing on Halton's response to the new Highway Management Code of Practice, and ensuring continuous improvement on Self-Assessment for Incentive Funding, to deliver lifecycle planning and steady state maintenance. This is being done in conjunction with LCR CA. However further consideration needs to be given to long term investment in highway condition.

Footway reconstruction programme is progressing well with works programmed for Woodview, Brookdale, Caldwell Road, Crawford Ave, Maple Ave, Sandy Lane Boston Ave and Holloway.

Carriageway resurfacing works have been carried out at Mill Lane roundabout, Bridgewater Street, Greenway Road, Watkinson Way, Barkers Hollow, Bankfield Road and design works are progressing for the carriageway maintenance programme for the remainder of the year

Changes to national planning guidance and regulations look likely to require significant redrafting on the Delivery and Site Allocations Local Plan from the preceding version. This together with outstanding evidence and assessment requirements (some resulting from the last consultation) make meeting the September target highly unlikely at this stage.

Key Performance Indicators

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
PPT LI 02	Net additional homes provided	369 (2017/18)	552	369 (2017/18)	N/A	N/A
PPT LI 03	Number of affordable homes delivered (gross)	92 (2017/18)	138	92 (2017/18)	N/A	N/A
PPT LI 04	Processing of planning applications (%) as measured against targets for,					
	a) Major application	83	60	100		
	a) Minor applications	95	80	96		
	b) Other applications	96	80	95		
PPT LI 12	Damage to roads and pavements (% above intervention levels) repaired within 24 hours.	100%	100%	100%		
PPT LI 15	% of network where structural maintenance should be considered:					
	a) Principal roads	0.3%	2.00%	N/A	N/A	N/A
	b) Non-Principal Roads	1.00%	4.00%	N/A	N/A	N/A
	c) Unclassified Roads	3.46%	9.00%	N/A	N/A	N/A
PPT LI 16	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%):					
	a) Percentage of buses starting route on time	97.67%	98.55%	100%		
	b) Percentage of buses on time at intermediate timing points	84.83%	95.00%	84.31%		

Supporting Commentary

Housing completion figures are reported annually at year end.

All planning application processing measures remain above target. Due to the specific nature of planning applications being determined on a case by case basis (different sites, with different proposed developments from different applicants with different ambitions) it is difficult to achieve 100% for each category every quarter, however each outcome is significantly above target.

Repair to damage to roads and pavements remains positive and Annual structural surveys will be undertaken and collated and results reported later in the year.

In line with the Highways Asset Management Plan consideration needs to be given to further overall long term investment and highway condition. Note that this figure doesn't measure those highways which are starting to deteriorate, where works may be required to prevent failure and more costly repairs.

Buses starting routes on time continues to show positive results although some operators have advised that intermediate time arrivals have been affected by cross boundary delays.





Waste and Environmental Improvement

Key Objectives / milestones

Ref	Milestones	Q1 Progress
CE 04	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 2019 .	

This work will remain on-going throughout the year. Activities in Quarter 1 included the distribution of a 'Kerbside Recycling Guide' booklet to householders. The aim of providing this booklet was to help householders understand the full extent of materials that can be recycled through the kerbside collection service and also how items should be presented for collection. Increasing awareness of these issues will increase recycling levels, improve the quality of the recyclable materials collected and help save money by reducing disposal costs.

Key Performance Indicators

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
CE LI 05	Residual household waste per household.		590kg	141kg		
CE LI 06	Household waste recycled and composted.		44%	43%		

Supporting Commentary

The figures for waste are estimated at quarter1 but do not give cause for concern at this stage and remain consistent with current trends.

7.0 Financial Statements

ECONOMY ENTERPRISE & PROPERTY DEPARTMENT

Revenue Budget as at 30 June 2018

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance to Date (Overspend) £'000
Expenditure				
Employees	4,881	1,194	1,213	(19)
Repairs & Maintenance	2,214	607	607	0
Premises	51	9	9	0
Energy & Water Costs	668	151	149	2
NNDR	536	536	538	(2)
Rents	346	120	120	0
Economic Regeneration Activities	37	2	2	0
Supplies & Services	1,822	554	554	0
Grants To Voluntary Organisations	20	5	5	0
Agency Related	19	0	0	0
Capital Financing	74	74	74	0
Total Expenditure	10,668	3,252	3,271	(19)
Income				
Fees & Charges Income	-307	-21	-22	1
Rent – Markets	-786	-190	-188	(2)
Rent – Investment Properties	-133	-33	-33	0
Rent – Commercial Properties	-996	-67	-71	4
Government Grant Income	-2,267	-319	-319	0
Reimbursements & Other Grant Income	-70	-18	-18	0
Schools SLA Income	-504	-467	-451	(16)
Capital Salaries	-100	-12	-12	0
Transfers From Reserves	-952	-224	-224	0
Total Income	-6,115	-1,351	-1,338	(13)
Net Operational Expenditure	4,553	1,901	1,933	(32)
Recharges				
Premises Support	1,965	491	491	0
Transport	26	5	5	0
Asset Charges	4	0	0	0
Central Support Services	2,121	565	565	0
Accommodation Income	-2,396	-599	-599	0
Repairs & Maintenance Income	-2,402	-601	-601	0
Central Support Income	-2,042	-510	-510	0
Net Total Recharges	2,724	-649	-649	0
Net Department Expenditure	1,829	1,252	1,284	(32)

Comments on the above figures

Economy Enterprise & Property net spend is currently above the projected budget and this is expected to remain the case for the financial year to 31 March 2019.

Employee budgets are based on full time equivalent staffing numbers of 122.

The negative variance on employee costs at Quarter 1 is due to staff turnover saving targets not being met as a result of the low number of vacancies held within the Department. Where possible, vacancies will not be filled in year and agency staff will be kept to a minimum and only used in mandatory areas.

Commercial properties held by the Council are fully occupied and this is reflected in the income to date. Quarter 1 shows we have over achieved on rental income and this is profiled to continue in year.

School SLA income is unlikely to be achieved this financial year. The increase in staffing costs means the SLA charges have increased, which in turn meant that schools are choosing to use alternative services.

Every effort will be made to ensure that expenditure on controllable budgets is kept to a minimum within the financial year.

Capital Projects as at 30 June 2018

	2018-19 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
3MG	499	23	23	476
Sci Tech Daresbury – EZ Grant	382	0	0	382
Solar Panel Golf Course	1,278	16	16	1,262
Decontamination of Land	50	0	0	50
Former Crossville Depot	440	0	0	440
Advertising Screen at The Hive	100	0	0	100
Venture Fields	41	0	0	41
Widnes Market Refurbishment	1,191	265	265	926
Equality Act Improvement Works	150	0	0	150
Linnets Club House	287	2	2	285
Kingsway House Moves	200	0	0	200
Broseley House	1,190	711	711	479
The Croft	30	0	0	30
Total	5,838	1,017	1,017	4,821

Comments on the above figures.

Widnes Market Refurbishment - Electrical works are now complete on site. Re-roofing and internal works are still ongoing and should be completed this Financial Year.

Broseley House - Purchase of the property has been finalised. Works to make the building safe and secure are taking place. Resurfacing of the carpark outside the building is complete.

Solar Panel Golf Course – Planning permission was approved in May allowing the Council to procure a Technical Consultant to provide advice on the project.

Policy, Planning and Transportation

Revenue Budget as at 30 June 2018

	Annual Budget	Budget To Date	Actual To Date	Variance to Date
	£'000	£'000	£'000	(Overspend) £'000
<u>Expenditure</u>				
Employees	4,510	1,090	1,068	22
Other Premises	168	65	52	13
Contracted Services	209	10	16	(6)
Supplies & Services	157	24	15	9
Street Lighting	1,718	222	221	1
Highways Maintenance	2,446	272	278	(6)
Fleet Transport	1,413	204	201	3
Lease Car Contracts	1	0	3	(3)
Bus Support	649	118	118	0
Finance Charges	145	18	0	18
Contribution to Reserves	872	0	0	0
Grants to Vol. Organisations	61	29	29	0
LCR Levy	882	882	882	0
NRA Levy	64	64	64	0
Total Expenditure	13,295	2,998	2,947	51
<u>Income</u>				
Sales	-351	-75	-68	(7)
Planning Fees	-526	-148	-138	(10)
Building Control Fees	-209	-34	-24	(10)
Other Fees & Charges	-646	-168	-184	16
Rent	-8	-2	0	(2)
Grants & Reimbursements	-195	-105	-111	6
Government Grant Income	-126	-6	-6	0
Efficiency Savings	-68	0	0	0
Schools SLAs	-43	-43	-44	1
Capital Salaries	-317	0	0	0
LCR Levy Reimbursement	-882	-882	-882	0
Transfers from Reserves	-606	0	0	0
Total Income	-3,977	-1,463	-1,457	(6)
Net Operational Expenditure	9,318	1,535	1,490	45
<u>Recharges</u>				
Premises Recharges	642	161	161	0
Transport Recharges	771	182	182	0
Asset Charges	539	0	0	0
Central Recharges	1,732	433	433	0
Transport Recharge Income	-4,896	-897	-942	45
Central Recharge Income	-867	-199	-199	0
Net Total Recharges	-2,079	-320	-365	45
Net Department Expenditure	7,239	1,215	1,125	90

Comments on the above figures

In overall terms revenue spending at the end of quarter 1 is £90,000 under budget, due to a number of expenditure and income budget areas.

Employee budgets are based on full time equivalent staffing numbers of 113.

Employee costs are currently £22,000 under budget profile. This is due to savings being made on a number of vacancies within the department. Some of the vacancies are expected to be filled in the coming months. However if not appointed to, the current underspend will continue to increase beyond this level.

Supplies and services is currently underspent by £9,000 due to tighter controls from managers within the department.

Street lighting expenditure is expected to be marginally within budget by the end of the year due to the continued introduction of the LED street light replacement programme combined with lower energy costs. Savings that are being generated within this area are being used to fund the LED replacement programme.

Both planning and building control income is off to a slow start for the year, it is anticipated at this stage that both income streams are not likely to achieve their income target for the year. As the year progresses a better analysis of the figures can take place.

Transport recharge income is over target due to increased costs within client transport and the meals on wheels area being passed on to the relevant departments, as these departments are recharged on an actual basis.

At this stage of the year it is anticipated that overall spend will be under the Departmental budget at the financial year-end.

Capital Projects as at 30 June 2018

Capital Expenditure	2018/19 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
<u>Local Transport Plan</u>				
Bridges & Highway Maintenance				
Bridge Assess, Strength & Maintenance	1,546	144	144	1,402
Road Maintenance	2,093	140	140	1,953
Total Bridge & Highway Maintenance	3,639	284	284	3,355
Integrated Transport	460	98	98	362
STEP Schemes	2,643	2	2	2,641
SJB MM – Arch Painting	6,665	1,075	1,075	5,590
SJB deck reconfiguration	600	0	0	600
SJB decoupling	9,596	56	56	9,540
KRN – Earle Rd Gyratory	830	76	76	754
Ditton Loops	1,000	0	0	1,000
Total Local Transport Plan	25,433	1,591	1,591	23,842
Halton Borough Council				
Street Lighting	282	0	0	282
Lighting Upgrades	500	0	0	500
Risk Management	170	0	0	170
Fleet Vehicles	1,513	434	434	1,079
Total Halton Borough Council	2,465	434	434	2,031
Total Capital Expenditure	27,898	2,025	2,025	25,873

Comments on the above figures.

The fourth year of the STEP (Sustainable Transport Enhancement Package) programme has begun with grant allocations being agreed by the LCR.

The SJB MM (Silver Jubilee Bridge Major Maintenance) arch painting programme is continuing.

Works are continuing for the lighting upgrade programme.

Whilst spend on PPT capital projects appears low in quarter 1 this is expected to pick up throughout the year and capital allocations are in the main expected to be fully spent by year end.

COMMUNITY & ENVIRONMENT DEPARTMENT

Revenue Budget as at 30 June 2018

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance to Date (Overspend) £'000
<u>Expenditure</u>				
Employees	13,887	3,467	3,574	(107)
Other Premises	2,016	763	771	(8)
Supplies & Services	1,508	363	364	(1)
Book Fund	160	48	43	5
Hired & Contracted Services	1,002	152	172	(20)
Food Provisions	512	106	115	(9)
School Meals Food	1,980	403	406	(3)
Transport	55	23	20	3
Other Agency Costs	381	141	136	5
Waste Disposal Contracts	5,900	1,550	1,550	0
Grants To Voluntary Organisations	67	14	2	12
Grant To Norton Priory	172	86	87	(1)
Rolling Projects	0	6	6	0
Capital Financing	88	11	11	0
Total Expenditure	27,728	7,133	7,257	(124)
<u>Income</u>				
Sales Income	-2,056	-499	-460	(39)
School Meals Sales	-2,368	-446	-437	(9)
Fees & Charges Income	-6,153	-1,780	-1,639	(141)
Rents Income	-225	-86	-72	(14)
Government Grant Income	-1,198	-53	-2	(51)
Reimbursements & Other Grant Income	-671	-99	-97	(2)
Schools SLA Income	-76	-76	-76	0
Internal Fees Income	-171	-43	-35	(8)
School Meals Other Income	-1,526	-7	-10	3
Capital Salaries	-123	0	0	0
Rolling Projects Income	0	-40	-45	5
Transfers From Reserves	-11	-11	-11	0
Total Income	-14,578	-3,140	-2,884	(256)
Net Operational Expenditure	13,150	3,993	4,373	(380)
<u>Recharges</u>				
Premises Support	1,558	389	389	0
Transport Recharges	3,069	663	663	0
Departmental Support Services	9	0	0	0
Central Support Services	3,655	978	978	0
Asset Charges	93	0	0	0
HBC Support Costs Income	-421	-223	-223	0
Net Total Recharges	7,963	1,807	1,807	0
Net Department Expenditure	21,113	5,800	6,180	(380)

Comments on the above figures

The net Department budget is £380,000 over budget profile at the end of the first quarter of the 2018/19 financial year.

Employee budgets are based on full time equivalent staffing numbers of 477.

Employee spend is over the budget profile for the quarter with the department failing to achieve the staff turnover savings target of £120,680 for the period April to June. Casual usage across the Department is £68,544 over the profiled budget to date. Agency spend is over £17,000 higher than what it was at the same stage last year, mainly within the school meals and open spaces areas.

In setting the 18/19 budget some income targets were reduced where possible to reflect the issues in achieving set targets. Despite this, pressures continue in the current year and along with staffing represent the biggest budget concerns for the Department.

There are large underachievement's against targets on leisure centre income due to cancelled classes as vacancies cannot be filled. Other areas where income targets are not being achieved include catering, event income, sponsorship income and architect fees within the Open Spaces division.

Government Grant income has recently been dealt a blow due to a large reduction in income due for School Free Meals. Free children numbers appear to have fallen dramatically in the last few years and the pressure on this source of funding has been exacerbated by more academies and also a further school leaving the service to take up an external provider.

Hired and Contracted services is currently over budget by £20,000 mainly due to increased match day spend at the Stadium and additional crematorium spend for mercury abatement.

Rental income could be a concern with Liverpool and Everton ladies not currently allowed to play at the Stadium under FIFA regulations. It is hoped this can be addressed with the laying of the new pitch at the stadium but this is some months off from happening and stands to impact on future rental income.

Based on current demand and estimated income streams it is forecast the department will be approximately overspent by £1.6m at the end of the year.

Capital Projects as at 30 June 2018

	2017-18 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
Stadium Minor Works	50	13	13	37
Stadium Pitch	300	0	0	300
Stadium – Karalius Suite reconfiguration	200	0	0	200
Brindley Cafe Extension	80	6	6	74
Children's Playground Equipment	61	0	-2	63
Landfill Tax Credit Schemes	340	0	0	340
Upton Improvements	13	0	0	13
The Glen Play Area	41	0	0	41
Runcorn Hill Park	5	3	3	2
Crow Wood Park Play Area	478	3	3	475
Open Spaces Schemes	611	41	41	570
Peelhouse Lane Cemetery	500	0	0	500
Peelhouse Lane Cemetery - Enabling Works	33	0	0	33
Pheonix Park	100	0	0	100
Victoria Park Glass House	170	0	0	170
Sandymoor Playing Fields	1,032	72	72	960
Widnes & Runcorn Cemeteries - garage & storage	190	0	0	190
Litter Bins	20	0	0	20
Total	4,224	138	136	4,088

Comments on the above figures.

Works at Peelhouse Lane cemetery were delayed due to bad weather earlier in the year. The 2nd phase was due to start in July 2018.




Work at Crow Wood Park is due to commence at the end of July 2018.

Work at Pheonix Park commenced on site in June 2018.





8.0 Application of Symbols

Symbols are used in the following manner:

Progress Symbols

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

Direction of Travel Indicator

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

REPORT TO: Environment & Urban Renewal Policy and Performance Board

DATE: 19th September 2018

REPORTING OFFICER: Strategic Director – Enterprise, Community & Resources

PORTFOLIOS: Physical Environment

SUBJECT: Environmental Improvement Initiatives

WARD(S): Borough-wide

1. PURPOSE OF REPORT

- 1.1 To provide Members with a presentation on measures being taken to help tackle incidents of environmental crime; such as littering and fly-tipping.

2. RECOMMENDATION: That Members of the Board receive and comment upon the presentation.

3. SUPPORTING INFORMATION

- 3.1 At their meeting of 27th June 2018, Members of the Board received a report on Fixed Penalty Notices. Arising from the discussion on that report it was agreed that information on measures being undertaken to tackle littering in the Borough would be presented to a future meeting of the Board. Resulting from this, Members will receive a presentation from the Divisional Manager – Waste & Environmental Improvement, which will also include measures being taken to tackle other incidents of environmental crime, such as fly-tipping.

4. POLICY IMPLICATIONS

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

5. OTHER/FINANCIAL IMPLICATIONS

- 5.1 There are no financial or other implications arising from this report.

6. IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

No direct impact

6.2 Employment, Learning and Skills in Halton

No direct impact

6.3 A Healthy Halton

By reducing the number of incidents of fly-tipping and improving cleanliness standards, the Council will be making a positive contribution towards improving the local environment and the appearance of the borough, which shall in turn have an overall beneficial effect on health and wellbeing.

6.4 A Safer Halton

The Council's efforts to improve environmental standards and reduce environmental crime will have a positive impact upon the Safer Halton Priority.

6.5 Halton's Urban Renewal

Overall environmental benefits will make the borough a more attractive location for investment.

7. RISK ANALYSIS

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

8. EQUALITY AND DIVERSITY ISSUES

8.1 There are no equality or diversity issues as a result of this report.

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

9.1 There are no background papers within the meaning of the Act.

REPORT TO:	Environment & Urban Renewal Policy Performance Board
DATE:	19 th September 2018
REPORTING OFFICER:	Strategic Director, Enterprise, Community and Resources
PORTFOLIO:	Physical Environment
SUBJECT:	Liverpool City Region Single Investment Fund (SIF)
WARD(S)	Borough-wide

1.0 **PURPOSE OF THE REPORT**

1.1 The purpose of this report is to advise the PPB on the development of a pipeline of projects, (regeneration, housing open spaces and transport), which will inform future bids for external funding. The report also provides further details on the publication of a Strategic Investment Fund Strategy for the Liverpool City Region and provides an update on the proposed relaunch of Single Investment Fund (SIF).

2.0 **RECOMMENDATION: That**

- 1. the Board endorses the approach being taken to access SIF, and other City Region and national funding;**
- 2. the Board notes that a list of short, medium and long-term project priorities is being developed that are based upon the Mersey Gateway Regeneration Strategy; and**
- 3. the Board supports the submission of projects for SIF as outlined in Sections 3.8 - 3.11 of this report.**

3.0 **SUPPORTING INFORMATION**

3.1 The Combined Authority established a Single Investment Fund (SIF) to manage a number of funding streams following the devolution agreement in 2015. A funding prospectus was developed and partners across the City Region were invited to submit proposals in line with Her Majesty's Treasury Green Book Appraisal principles (i.e. projects needed to submit an Outline Business Case (OBC) and Full Business Case (FBC) to be successful. The funding tends to support transport; regeneration; business support; skills and housing projects.

- 3.2 A recent review of the existing SIF process has identified a number of areas for improvement, ranging from limited capacity within the CA's Programme Management Team, to projects failing to provide enough information to satisfy the assessment process. The review has also concluded that existing projects within the project pipeline should be revisited to determine whether they can actually be delivered and or can meet the appraisal criteria.
- 3.3 The CA has now appointed a specialist development team to oversee the SIF process.
- 3.4 The CA team has produced a Strategic Investment Fund Strategy. A large proportion of the document is similar in content to the previous prospectus. However, there are some changes in approach:
- A greater emphasis will be placed on commissioning projects, rather than the bulk of the resources being allocated on a competitive basis.
 - An improved dialogue between the programme team and the project sponsor will be introduced prior to any submission of a proposal. This should hopefully reduce the amount of time wasted in administering projects that are 'non-starters'.
 - There will be a greater focus on projects meeting inclusive growth criteria, which will probably be linked to a wider Strategic Fit criterion.
 - Projects that cut across a number of themes will be supported. The previous approach did not actively encourage this.
- 3.5 It is also worth noting that SIF will be regarded as a 'recyclable fund', and, therefore, projects may be funded by a loan only, a combination of loan and grant, and in certain instances, grant.
- 3.6 It is probable that a relaunch of the Single Investment Fund will take place in October, as it now seems likely that some projects will drop out of the project pipeline described above and, therefore, there will be an opportunity to recycle resources and invite new proposals.
- 3.7 A dialogue has commenced with the CA Investment Team to outline Halton's priorities and the Investment Team has visited Halton and to share further specific details and information on potential projects.
- 3.8 As a result, officers in Regeneration, Open Spaces and Transport have been working collaboratively to update the list of prioritised schemes which are based on the priorities identified in the Mersey Gateway Regeneration Plan Plus document, as well as schemes that accord with Halton's sustainable transport priorities. Apart from SIF and Transformation Funding, there are Challenge Funds being announced as part of the delivery of the Government's Industrial Strategy which will be relevant to some of Halton's project pipeline. Further details will be provided at the meeting.

- 3.9 Most funding providers require the development of an Outline Business Case and then a Full Business Case. This can be both time consuming and costly, and not all of Halton's schemes will be sufficiently developed to be able to access external funding. Some schemes will require 'feasibility funding' to translate a project concept into a fully worked up scheme.
- 3.10 Lead Officers for the respective Mersey Gateway Key Impact Areas have undertaken a desk top assessment to determine whether their respective project areas will be eligible for SIF, for example,
- Strategic Fit e.g. links to LCR Growth Strategy;
 - Project Outputs (need to be aligned to economic growth priorities in the Investment Strategy);
 - Finance – availability of match funding;
 - Deliverability
- 3.11 As a result of this exercise, Halton has several projects that have the potential to meet the SIF assessment criteria. The scheme list also includes private sector-led projects where the Council has been playing a supporting role.

4.0 **POLICY IMPLICATIONS**

- 4.1 Clearly, there will be other projects which the Council might wish to support, but do not meet the SIF core criteria, but might be better suited to other funding programmes.

5.0 **OTHER/FINANCIAL IMPLICATIONS**

- 5.1 The Council has already identified a 'development fund', which will be used to undertake feasibility work aimed at ensuring Halton's projects meet the requirements of an Outline Business Case and or Full Business Case.

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

- 6.1 The project pipeline positively supports all the Council priorities.

7.0 **RISK ANALYSIS**

- 7.1 No immediate risks have been identified.

8.0 **EQUALITY AND DIVERSITY ISSUES**

- 8.1 There are no equality and diversity issues arising from this proposal.

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

Document	Place of Inspection	Contact Officer
Strategic Investment Fund Strategy	5 th Floor Municipal Building	W Rourke

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 19th September 2018

REPORTING OFFICER: Strategic Director – Enterprise, Community and Resources

PORTFOLIO: Physical Environment

SUBJECT: Revised National Planning Policy Framework

WARDS: All Wards

1.0 PURPOSE OF THE REPORT

- 1.1 The National Planning Policy Framework (NPPF) was originally published in 2012. The Government published a revised NPPF in July 2018. This report provides a brief overview of the main changes of the Revised NPPF and implications for Halton.
- 1.2 The policies contained within the NPPF are ‘material considerations’ to be taken into account in determining planning applications from the date of publication, 24th July 2018. The Planning Acts state that applications for planning permission should be determined in accordance with Local Plan policies and ‘material considerations’.
- 1.3 Transitional provisions in paragraph 214 of the revised NPPF make it clear that the policies in the 2012 NPPF will continue to apply for the purpose of examining Local Plans where those plans are submitted on or before 24th January 2019. Where such plans are withdrawn or otherwise do not proceed to become part of the development plan the policies contained in the new NPPF will apply to a subsequent plan produced.

2.0 RECOMMENDATION: That

- 1. the content of this report is noted; and**
- 2. the importance of the revised NPPF in the Local Plan process and local planning decisions is recognised**

3.0 SUPPORTING INFORMATION

3.1 The final version of the revised National Planning Policy Framework (NPPF) was published on 24th July 2018. The key part of the new NPPF which continues to be of utmost importance to the development industry is the presumption in favour of sustainable development (Para 11) and in particular the “titled balance” in Para 11(d) (previously Para 14). Whilst no longer a “golden thread” for plan-making and decision making, this will remain the key battleground where planning permission is sought on unallocated sites or for which the development plan supports a refusal of planning permission.

3.2 Naturally, wider implications and potential impacts of the new policies will become clearer over time, especially where the meaning of some policies becomes the subject of legal challenge.

Greenbelt

3.3 There have been minor changes to Green Belt policies. Para 136 regarding exceptional circumstances for amendments to Green Belt boundaries refers to these being fully evidenced and justified. New Para 137 specifies that to justify the existence of exceptional circumstances a Local Planning Authority (LPA) should be able to demonstrate that it has examined all other reasonable options for meeting its identified need for development.

Viability

3.4 Paragraph 57 confirms the Government’s approach will now be that planning applications that comply with up to date Local Plan policies requiring planning obligations (Section 106 agreements) should be automatically assumed viable. It is up to the applicant to justify a need for viability assessment at the application stage.

3.5 All viability assessments (including those at the plan-making stage) should reflect the recommended approach in Planning Practice Guidance (PPG), including standardised inputs. The PPG does, however, include flexibility for an exemption to making viability assessments publically available, but any request for exemption must satisfy the local planning authority that the information provided will be commercially sensitive. Applicants must reach an agreement with local planning authorities on the publication of viability evidence prior to application submission to ensure there is no risk of sensitive material being leaked. The revised PPG sections repeatedly make it clear that the price paid for land is not a relevant justification for failing to accord with relevant policies in development plans. It is therefore no surprise that the PPG supports the use of existing use value plus a landowner premium to define the benchmark land value for viability assessments.

- 3.6 Paragraph 34 on development contributions sets out circumstances when further viability assessment may be required in determining individual applications. This is justified in Paragraph 57, the NPPF puts the burden on applicants to demonstrate whether circumstances justify the need for a viability assessment at application stage. It is the decision maker's assessment with regards to the circumstances of the case.

Appropriate Assessment – Protection of Habitats

- 3.7 Following the recent case of *People Over Wind and Sweetman v Coillte Teoranta (C-323/17)* this has become a major issue for both plan making and decision making, should the proposal be in the vicinity of a protected European site. Where an application is submitted within the vicinity of a Source Protection Area (SPA) (the Mersey Estuary is a SPA). The applicant can no longer propose mitigation measures at the screening stage of an appropriate assessment. This means that more appropriate assessments may be required in the future as fewer schemes can claim development impacts are “screened out”. The implications of these are costs of doing appropriate assessment and the time for these to be undertaken.

- 3.8 Paragraph 177 of the revised NPPF states that the ‘presumption in favour of sustainable development’ within the new NPPF does not apply where development requiring appropriate assessment because of its potential impact on a habitat site. In short this means that those schemes which require appropriate assessment following the above court ruling cannot now benefit from the ‘tilted balance’ test set out in paragraph 11(d).

Standard Methodology

- 3.9 The Standardised Methodology to assess housing needs and the Housing Delivery Test are two of the most anticipated changes to housing policy that the Government is bringing forward, and they are reflected in the revised NPPF and Planning Practice Guidance (PPG). Strategic Polices for Halton will be informed through using a local housing need assessment, conducted using the standard method reflecting demographic trends and market signals. The Government have indicated that the local housing need figure shall be based on new household projection figures which are expected in September 2018. Following the publication of household figures, the Government could adjust the method in order to ensure that it is consistent with meeting the goal of 300,000 homes per year by the mid 2020's, this amendment would be through a further revised PPG.

Small and Medium sites

- 3.10 The NPPF requires that LPA's accommodate at least 10% of their housing requirement on small and medium sized sites (up to 1ha) through their development plans and brownfield land register. The 10% target may not be

achievable in all circumstances; in this case the local plan policies should detail strong reasons that make the 10% target unachievable.

Affordable Housing

- 3.11 The most noticeable revision to the definition of affordable housing is within Annex 2 of the revised NPPF. This widens the definition of affordable housing to include starter homes, discounted market sale housing and other affordable routes to home ownership. The definition of social rent has also been included within the definition of affordable housing, in line with secondary legislation. Pursuant to paragraph 62 and footnote 27 of the new NPPF where a need for affordable housing is identified by local planning authorities they now should specify the type of affordable housing required by applying the definition of Annex 2 in the Framework.
- 3.12 Paragraph 64 of the new NPPF sets out an expectation that at least 10% of homes on major development (as defined in Annex 2 of the new NPPF) should be available for affordable homeownership as part of the overall housing contribution on the site.
- 3.13 Applicants looking to develop sites should be advised to consider whether their existing section 106 agreements provide flexibility to agree an alternative form of affordable housing provision to take into account the new wider Annex 2 definition or whether they can otherwise form an argument that existing section 106 agreements should be revisited to alter type of affordable housing provision. This may help ensure viability of residential schemes, or indeed allow local planning authorities to provide a wider range of affordable housing options to meet local needs.

Design

- 3.14 The revised NPPF gives a new centrality to design policies, as they are considered instrumental in delivering new homes. Chapter 12 'Achieving well-designed places' is where this renewed rhetoric is translated into policy. Paragraph 124 specifies that 'being clear about design expectations, and how these will be tested, is essential' for achieving sustainable development. Effective engagement e.g. with local communities (including through workshops), the use of 'local design standards or style guides', and the refusal of permissions for developments of poor design are some of the ways the revised NPPF aims to achieve this objective. Crucially, para 130 requires local planning authorities (LPAs) to make sure that the quality of approved developments does not materially diminish 'between permission and completion, as a result of changes being made to the permitted schemes'.

Heritage

- 3.15 The Council is now expected to maintain or have access to a historic environment record in accordance with Para 187 of the NPPF, this is to provide an evidence base to predict the likelihood that currently unidentified heritage assets maybe discovered in the future.
- 3.16 Revised NPPF has also made changes to the way in which the impact of proposed development on the significance of designated heritage assets is assessed. Para 193 states that great weight should be given to the assets conservation irrespective of any potential harm amounting to substantial harm, total loss or less than substantial harm to its significance. Where a development proposal would leave to a less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing the optimum viable use.

Town Centres

- 3.17 Revised NPPF now recognises that diversification of town centres is key to the long term vitality and viability in order to respond to changes in retail and leisure. Planning polices will be required to clarify the range of uses permitted in town centres and primary shopping areas as part of a positive strategy for town centres.

Land Assembly

- 3.18 In order to achieve the housing targets set by the LPA through the standard methodology Para 119 of the revised NPPF details powers that LPA's can use to facilitate land assembly, including using compulsory purchase powers.

Strategic and Non-Strategic Policies

- 3.19 Revised NPPF clearly distinguishes between strategic policies (looking over 15 years) and non-strategic polices (those which are non-strategic such as car parking, contaminated land etc.)

Transition

- 3.20 With regards to Development Control/Management the policies contained within the revised NPPF are material considerations to be taken into account in determining planning applications from the day of its publication, 24th July 2018.
- 3.21 The transitional provisions in paragraph 214 of the new NPPF make it clear that policies in the 2012 NPPF will continue to apply for the purpose of examining plans where those plans are submitted on or before 24 January 2019. Where such plans are withdrawn or otherwise do not proceed to

become part of the development plan the policies contained in the new NPPF will apply to a subsequent plan produced.

4.0 POLICY IMPLICATIONS

4.1 The NPPF and accompanying PPG set out the Governments planning policies for England and how these should be applied by developers, applicants for planning permission, and Local Planning Authorities (LPA). It provides a framework within which locally prepared plans for housing and other development can be produced.

4.2 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in preparing the development plan (aka Local Plan), and is a material consideration in any planning decision. Planning policies and decisions must also reflect relevant international obligations and statutory requirements (such as European Habitats Regulations).

5.0 FINANCIAL IMPLICATIONS

5.1 No immediate financial implications as the report is for information only.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children & Young People in Halton

It is likely that the Revised NPPF through the standard methodology will provide a minimum housing figure for the Borough guiding an increase in the number of homes and people within Halton. Liaison with appropriate bodies is being undertaken as this is likely to have potential implications for Commissioning and School Place Planning in the future and therefore already form a part of the Halton's Local Plan discussions.

6.2 Employment, Learning & Skills in Halton

The revised NPPF encourages a clear economic vision and strategy which positively and proactively encourages sustainable economic growth.

6.3 A Healthy Halton

The revised NPPF and associated guidance provides mechanisms in order to establish the required number of homes over the plan period in Halton. Depending upon the numbers calculated there is the potential for implications for the provision of health services and leisure facilities. This will be dealt with through continued liaison with the appropriate bodies.

6.4 A Safer Halton

The NPPF includes policies to ensure that new developments are appropriately designed, which will ultimately discourage crime and create a safer Halton.

6.5 Halton's Urban Renewal

The revised NPPF provides direction for the plan making process and the formulation of the policies within the Local Plan that is used at a local level for decision making on planning applications. The NPPF is also a significant material consideration in the determination of planning applications. This will impact on the delivery of housing employment, protection of open spaces and ensuring a high standard of development across the Borough.

7.0 RISK ANALYSIS

7.1 The main risks include further changes to Government policy, regulations and legislation. For example changes to the standard methodology post September 2018 house hold projections in Planning Practice Guidance that may supersede previous work commissioned by the Council. Changing national policy, set out in NPPF and PPG, represents a key risk to Halton's Local Plan timetable and the programme to replace the Unitary Development Plan with the Delivery and Allocations Local Plan (DALP).

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 The Revised National Planning Policy Framework is national planning guidance and this document is for information only.

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

Document	Place of Inspection	Contact Officer
The Town and Country Planning (Local Planning) (England) Regulations 2012 (and any subsequent amendments)	Municipal Building, Widnes	Alasdair Cross
National Planning Policy Framework (2012)	Municipal Building, Widnes	Alasdair Cross
Revised National Planning Policy Framework (July 2018)	Municipal Building, Widnes	Alasdair Cross
Halton Core Strategy Local Plan (2013)	Municipal Building, Widnes	Alasdair Cross
Executive Board report [9th January 2014] Delivery and Allocations Local Plan Scoping Consultation	Municipal Building, Widnes	Alasdair Cross
Executive Board report [10th December 2015] Revised Delivery and Allocations Local Plan (DALP) Scoping Report	Municipal Building, Widnes	Alasdair Cross

Delivery and Allocations Local Plan Publication Document (January 2018)	Municipal Building, Widnes	Alasdair Cross