

# Public Document Pack



## Environment and Urban Renewal Policy and Performance Board

Wednesday, 26 June 2019 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 Robert Gilligan	Labour
Councillor Harry Howard	Labour
Councillor Alan Lowe	Labour
Councillor Keith Morley	Labour
Councillor Paul Nolan	Labour
Councillor Joe Roberts	Labour
Councillor Christopher Rowe	Liberal Democrats
Councillor Pauline Sinnott	Labour
Councillor Angela Teeling	Labour

*Please contact Gill Ferguson on 0151 511 8059 or e-mail [gill.ferguson@halton.gov.uk](mailto:gill.ferguson@halton.gov.uk) for further information.  
The next meeting of the Board is on Wednesday, 18 September 2019*

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

**Part I**

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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 February 2019 at the Council Chamber - Town Hall, Runcorn*

Present: Councillors Woolfall (Chair), M. Bradshaw, Gilligan, Howard, A. Lowe, Morley, Joe Roberts, Sinnott and Teeling

Apologies for Absence: Councillor Fry

Absence declared on Council business: None

Officers present: G. Ferguson, T. Gibbs, S. Rimmer, J. Unsworth, P. Wright and J. Farmer

Also in attendance: One member of the press

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

*Action*

**MINUTE SILENCE**

The Board stood for a minute's silence in memory of Adrian Bratby, who had recently passed away.

**EUR25 MINUTES**

The Minutes of the meeting held on 14<sup>th</sup> November 2018 having been circulated were signed as a correct record.

**EUR26 PUBLIC QUESTION TIME**

It was confirmed that no public questions had been received.

**EUR27 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.

EUR28 PERFORMANCE MANAGEMENT REPORTS FOR QUARTER 3 OF 2018/19

The Board received a report from the Strategic Director, Enterprise, Community and Resources, which presented the Performance Monitoring Reports for Quarter 3 of 2018/19.

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.

Councillor Howard submitted the following questions and responses were provided as follows:

- Chrysalis Fund – page 23 -2.2 - Funding for Project Violet  
Where will Chrysalis get future funding from after we leave the EU

In response the Board was advised that EU funds were guaranteed until 2020/21

- Ditton Station – Page 24 -2.6 (Rail Consultants appointed); Page 30 – EEP 0SF (Feasibility Study); Page 37 – EMG (Planning Application)  
All the above all related to the possibility of Ditton Station reopening. Particularly significant in light of the reopening of the Halton Curve.  
Is there an update describing the current position?

In response, Members noted that the Feasibility Study was expected shortly. In the meantime the Council continued to work with Mersey Travel on a short term rail strategy for the region.

- Equality Objectives – the link to the annual progress report does not work.

In response, the Board was advised this had now been resolved.

- Full Time Equivalent Employees were not reported in the expenditure.

The Board noted that Employee budgets were based on full time equivalent staffing numbers of 122.

- Charging rates – Competition from Approved Inspectors charging rates that the Council cannot. What actions could be taken to redress the position described?

In response, the Board was advised that a Member of the Building Control Team would attend the next meeting to give a presentation on the Hacket Review, the collaborative work with Knowsley Council, and the initiatives being taken to redress the competition from Approved Inspectors.

In addition, the Board also discussed responsibility for funding the refilling grit bins and if Area Forum funding could be used to do so. It was noted that Area Forum funding was within the revenue budget and could be used as a 'one off' to refill grit bins.

It was agreed that a written response would be provided to Councillor Sinnot regarding an update on the contract for the provision of Guardian Services that was due to expire in May 2019.

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

## EUR29 BUSINESS PLANNING

The Board considered a report from the Strategic Director Enterprise, Community and Resources, which provided an update on the work of the Business Planning Working Party. The Working Party was established to select a small number of priority topics to be fed into department business plans for 2019-20. It was noted that the following topics/areas of focus had been selected by the Working Party:

- Opportunities to co-ordinate maintenance activity with partners;
- Improved recycling of food waste;
- Tackling fly tipping;
- Awareness of environmental fund benefits; and
- City region regeneration fund.

RESOLVED: That the Board endorse the topics to be fed into the Business Plan 2019-2020.

EUR30 RUNCORN TOWN PARK MASTERPLAN -  
PRESENTATION

The Board received a presentation from Mr Wright, Divisional Manager Open Space Services, outlining the masterplan to improve Runcorn's Town Park. In a series of planned improvements to the park, three different hubs for the park would be created; one in the North, one in the Centre and on to the South. The presentation outlined the improvements to each individual hub which included improvements to entrances, car parks and paths and general maintenance and cleaning. Members noted images of the improvements at Town Park and details on the Environmental Fund that had been used to develop the park improvements.

RESOLVED: That the presentation be noted.

EUR31 HOUSEHOLD WASTE DUTY OF CARE

The Board considered a report which set out details on householders legal "duty of care" to ensure they only give their waste to a licensed waste carrier and considered a proposed level of Fixed Penalty Notices (FPN) for any failure by a householder to comply with their legal obligations.

Under the Waste (Household Waste) Duty of Care (England and Wales) Regulations 2005, householders were required to take reasonable measures to ensure that household waste produced on their property was passed onto an authorised person. An authorised person was defined in legislation but was usually a local authority or a registered waste carrier. It was noted that a householders legal duty was set out in the Waste Duty of Care Code of Practice issued by DEFRA. Failure to comply with the legal obligations was a criminal offence and the primary circumstances where a householder would be deemed to have done so:

- Where an individual passed waste to an unauthorised waste carrier; and
- Where fly-tipped waste was traced back to an individual who was found to have failed to take reasonable steps to ensure that they had transferred the waste to an authorised waste carrier.

The Board was advised that under new regulations introduced in November 2018, an FPN could be issued as an alternative to prosecution. The FPN allowed a more proportionate approach to prosecution for a duty of care offence. Members were requested to consider if the default penalty of £200 should be retained or whether an alternative level should be set within the limits set by legislation.

With regard to the level of discount for early payment of an FPN issued for a duty of care offence. Whilst considering the discount, the Board was advised that the FPNs for littering offences applied a 25% discount if the full amount was paid within 10 days.

It was also noted that information would be provided to advise householders of their duty of care obligations in a number of ways; including information leaflets, social media, Inside Halton and by placing information on the Council's website. In addition, information would be provided to householders who were looking to use a private contractor or any other person to remove waste from their property to ensure they met their legal obligations by carrying out checks beforehand to establish that they were a genuine and reputable company or individual.

RESOLVED: That a report be presented to Executive Board recommending that the Fixed Penalty Notice for household waste 'duty of care' offences should be set at £200 with a 25% discount for early payment within 10 days of issue.

EUR32 LEAD LOCAL FLOOD AUTHORITY SECTION 19 FLOOD INVESTIGATION AND FLOOD HUB

The Board received a report which reminded Members of the Council's responsibilities as Lead Local Flood Authority (LLFA) under the Flood and Water Management Act 2010. The report also highlighted the recent flood event at A557 Watkinson Way, Widnes and the Flood Hub website resource.

RESOLVED: That the Board note

1. the Council's responsibilities as LLFA;
2. the content of the Section 19 report for Watkinson Way; and
3. the Flood Hub resource.

EUR33 ANNUAL ROAD SAFETY STATISTICS REPORT

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which gave details of road traffic collision and casualty numbers within the Borough in the year 2017.

The Board was advised that Appendix A to the report set out full details of the numbers of traffic collisions and casualties in the year 2017, and compared these figures with those from previous years. These results were very encouraging, with a decrease in casualty numbers of people slightly injured and of those killed/seriously (KSI) injured, compared to those figures for 2016. Overall Halton was one of the best performing local authorities both regionally and nationally in terms of casualty reduction in 2017.

In addition, the report highlighted the work the Road Safety Team would continue to undertake during the year with an extensive programme of education, training and publicity.

RESOLVED: That

- 1) the overall progress made on casualty reduction in Halton over the past decade be noted and welcomed; and
- 2) the 2019 programme of road safety education, training and publicity be endorsed.

*Meeting ended at 7.55 p.m.*



**REPORT TO:** Environment and Urban Renewal Policy & Performance Board

**DATE:** 26<sup>th</sup> June 2019

**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:** 26<sup>th</sup> June 2019

**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 14<sup>th</sup> MARCH 2019**

EXB112 DELIVERY AND ALLOCATIONS LOCAL PLAN; APPROVAL FOR A FORMAL PERIOD OF PUBLIC CONSULTATION PURSUANT TO REGULATION 19 OF THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND) REGULATIONS 2012 - KEY DECISION

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which sought approval to publish the Delivery and Allocations Local Plan (DALP) Submission Document.

The Board was advised that it was a statutory requirement for local authorities to produce a development plan for their area. Halton's development plan consisted of 'saved' policies from the Unitary Development Plan, the Core Strategy and the Joint Halton and Merseyside Waste Plan. It was reported that the DALP would replace the 'saved' policies previously listed.

It was proposed that the DALP Submission Documents would be published for a six week period of consultation, with a variety of supporting documents, as set out in the report. Following this, the DALP would be submitted to full Council prior to its submission to the Ministry for Housing, Communities and Local Government.

It was further noted that the DALP document was a key policy document for the future development of the Borough and the Council's investment, regeneration and economic prosperity strategies.

Reason(s) For Decision

The DALP would form part of the statutory development plan for the Borough. Legislation allowed a Council's Executive Board to approve draft plans for public consultation. Later stages would

need the approval of Full Council.

Alternative Options Considered and Rejected

The Council had a statutory duty to prepare and keep up to date a Local Plan for its area. Should the Council choose not to prepare a Local Plan, it risks being directed to do so by the secretary of State or the secretary of State may prepare a Plan on behalf of the Borough.

Implementation Date

Officers would endeavour to publish and advertise the documentation for consultation as soon as practicable after the date of the Board.

RESOLVED: That

- 1) the Delivery and Allocations Local Plan (DALP) Submission Documents be approved (subject to recommendation 2) for the purposes of a six-week period of public consultation;
- 2) minor amendments to the DALP Submission Documents, as deemed appropriate prior to publication for consultation, be agreed by the Strategic Director, Enterprise, Community and Resources in consultation with the executive Board Member for Physical Environment;
- 3) following consultation, the DALP Submission Documents, together with the results of the public consultation exercise, be reported to full Council prior to submission to the Ministry for Housing, Communities and Local Government (MHCLG) for formal Examination;
- 4) a review of the assumptions behind school place forecasts be undertaken; and
- 5) a further report be brought to the Board on the practicalities of the Council introducing a Community Infrastructure Levy.

<b>REPORT TO:</b>	Environment and Urban Renewal Policy and Performance Board
<b>DATE:</b>	26 <sup>th</sup> June 2019
<b>REPORTING OFFICER:</b>	Strategic Director Economy, Community and Resources
<b>PORTFOLIO:</b>	Resources
<b>SUBJECT:</b>	Performance Management Reports for Quarter 4 of 2018/19
<b>WARDS:</b>	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 31<sup>st</sup> March 2019.
- 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 4 – 1<sup>st</sup> January 2019 – 31<sup>st</sup> March 2019**

### 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 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

##### Castlefields

- 2.2 The Lakeside Phase 3 (45 homes by Keepmoat for open market sale) development has now commenced on site with over 40% units being sold off-plan. Construction is anticipated to complete in early summer 2019 and will provide further housing opportunities within the borough. Work continues towards taking the final phase of Council land disposal at Priory Meadow (known as Canalside within the Castlefields Masterplan) to the market in late 2019 and consultants have now been appointed to prepare a design brief.

##### 3MG

- 2.3 A number of developments occurred at 3MG during the quarter 4 period including the commencement of the construction of a 107,000 square foot warehouse by Liberty and the continued delivery of the train carriage repainting contract by Alstom.
- 2.4 Consultants have also completed a Flood Risk assessment and mitigation measures for the Foundry Lane area and Officers will now be considering the findings and implications for the redevelopment of the area. In addition, a report concerning potential passenger numbers for Ditton rail Station has concluded that numbers would be low and further work to support any business case for the re-opening of the station would need to be considered.

## External Funding

### Funding Updates

- 2.5 Almost £800K of external funding was secured during quarter 4 bringing the total for 2018 – 19 to £3.1M. Existing schemes to the value of almost £21M are presently being monitored and additional training will be launched later in 2019 to upskill staff in compiling bids for future funding.

### Liverpool City Region Business Growth Programme

- 2.6 Delivery of the Business Growth Programme 1 (BGP1) was completed on 31st December 2018. The programme has engaged with 230 Halton businesses, assisting 141 businesses and creating over 50 jobs.

## Open Spaces and Waste and Environmental Improvement

### Open Space Design & Development

- 2.7 A number of large scale works began during the Quarter 4 period. Upgrades and improvements to Sunny Bank and the Weates Close open space made good progress and will be completed in the early part of 2019/20. Work also began on phase 3 of the Peel House Cemetery project which involves the laying out of the cemetery grounds. A replacement bridge was installed at an overflow point of the Sankey Canal replacing a structure that had failed.

## Highways, Transportation & Logistics and Physical Environment

### *Planning and Policy*

#### Local Plan

- 2.8 Work is continuing on the evidence base to support the Local Plan. The Executive Board have approved that the consultation on the local plan can commence in May once the evidence base documents and local plan documents are ready. Following consultation the plan will then be reported to Full Council with a recommendation for submission to the Secretary of State.

#### Planning Application Statistics

- 2.9 N.B. There are certain applications (such as tree preservation orders) that are not counted in the statutory CLG speed of processing statistics. This accounts for the difference between the figures reported below and the figures given for PPT LI 04 later in this report.

Total Applications Received: (Includes those Withdrawn and Returned) 136			
Applications Decided	129	Applications On-Hand (Undecided)	117
Pre-Applications Received	28	Pre Applications Closed	19

*Traffic Division*

Street Lighting

- 2.10 The LED street lighting conversion programme will continue in the 2019 - 20 financial year, in order to lower ongoing energy and maintenance costs. From 24th January 2019, Jones Lighting took over the street lighting maintenance within the Borough and they have been employed utilising the Sefton MBC Contract, which has also been utilised by St Helens MBC.

Emergency Planning

- 2.11 During the quarter, the Emergency Planning team successfully carried out a COMAH Off-Site Emergency Plan exercise for Runcorn Sites on 27th February 2019.

*Highway Schemes and Maintenance*

Program Update

- 2.12 Works have progressed in relation to the Watkinson Way gyratory improvements and final resurfacing works will be completed in early April. In addition the Runcorn Delinking and Demolition works commenced on 1<sup>st</sup> March 2019 and are programmed for completion in spring 2020 alongside Widnes Loops link road works which are scheduled from April 2019 until January 2020.
- 2.13 Within the Silver Jubilee Bridge Refurbishment works there are 2 remaining sections to be painted and it is expected this will be complete by summer 2020 at which time the bridge can be reopened to cyclist and pedestrians. Additional carriageway reconfiguration and cable replacement is also scheduled for July.

*Transport*

New Bus Ticketing System

- 2.14 During 2019 a new on bus ticketing system will be introduced into the borough whereby contactless payment can be made to purchase tickets. The ticket machines will be installed in both Arriva and Halton Transport buses which will provide greater flexibility for passengers.

**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**

Place Marketing for Investment ERDF Programme Extension

- 3.1 A partnership of City Region Local Authorities and Chambers of Commerce has delivered a Place Marketing for Inward Investment project for a period of three years utilising European Regional Development Fund (ERDF) Priority 3 funding. A 3 year projects extension was successfully sought by the partnership and this will now run until December 2021.

Liverpool City Region 'One Front Door'

- 3.2 The Liverpool City Region Combined Authority (CA) has been tasked with realising a Mayoral ambition to create 'One Front Door' (OFD), in other words a single portal for all investment enquiry and management and place marketing, for the City Region and work is now underway to realise this ambition during the coming months.
- 3.3 Asset Management Service Charges in Commercial Properties - the Royal Institute of Civil Surveyors (RICS) revised standards come into force 1st April 2019.
- 3.4 Whole Plan Viability Assessment Planning policy colleagues have commissioned a review of the viability impact on emerging planning policies. Once approved the review may impact on the receipt for land sales and how the Asset Management team will support colleagues in Development Control to analyse viability appraisals provided by developers.

**Highways, Transportation & Logistics and Physical Environment**

*Planning and Policy*

Planning and Development

- 3.5 Two Judicial reviews of planning decisions made by the Council have been made. One relates to the approval of a house in the conservation area in Moore (since writing this has subsequently been rejected by the court). The other judicial review relates to the approval for a waste transfer facility in Halebank.

*Traffic Division*

- 3.6 The street lighting (unmetered) electricity contract has just been renewed for a further 12 months from 1st April 2019 but the rates have increased by around 20% due to market volatility. The market is being monitored as another contract/ option to extend (OTE) will be required from 1st April 2020 but rates could increase further.

**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 2018 – 19 Directorate Business Plans.
- 4.2 Progress concerning the implementation of all high-risk mitigation measures relevant to the remit of this Board is included as Appendix 1 to this report.

**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.

5.2 The Councils 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](http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality_-_objectives_progress_report_-_April_2013.pdf)

## 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 fall within the remit of the Board.

### Development and Investment Services

#### Key Objectives / milestones

Ref	Milestones	Q4 Progress
EEP 01a	Completion of Halton Tomorrow Document - <b>July 2018</b>	
EEP 01b	Produce Local Economic Assessment – <b>September 2018</b>	
EEP 03b	Complete consultation on Astmoor Masterplan - <b>December 2018</b>	
EEP 03f	Complete Feasibility Study for Ditton Rail Station - <b>September 2018</b>	

#### Supporting Commentary




Halton Tomorrow (renamed Halton 2030) is now complete and was presented to Executive Board, Employment, Learning, Skills and Community (ELSC) Policy & Performance Board and Management Team. An additional piece of work is now being undertaken to develop an Action Plan.

Interim findings were reported to Employment, Learning, Skills & Community Policy and Performance Board in February 2018 and to the Board of Halton Chamber of Commerce and Enterprise in June 2018. The LEA now forms the basis of the Halton Tomorrow and the economic development priorities for Halton Council

To inform production of an Astmoor Masterplan a stakeholder Consultation Workshop was held on 12<sup>th</sup> December 2018 with key landlords, landowners, and representatives of the business community and Halton Chamber. The next step is working up a draft Astmoor Masterplan for publication in 2019.

The initial feasibility study for the Ditton Rail Station has been completed.

**Key Performance Indicators**


Ref	Measure	17 / 18 Actual	18 / 19 Target	Q4 Actual	Q4 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	55		N / A
EEP LI 14	Number of Businesses Supported.	658	700	220		

**Supporting Commentary**

Good progress being made to engage with the borough's business community.

Growth Hub in Halton is delivered by the Halton Growth Hub Partnership led by Halton Chamber of Commerce and Enterprise supported by Halton Borough Council. The Partnership is increasingly focused upon delivering more intensive support rather than simply brokerage to other agencies which has, in part, contributed to the number of interventions in 2018/19.

**Waste and Environmental Improvement****Key Objectives / milestones**





Ref	Milestones	Q4 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 - <b>March 2019</b> .	

**Supporting Commentary**

Activities to achieve this objective have remained on-going throughout the year. As previously reported, this has included producing information booklets to help ensure that residents are aware of the waste and recycling services provided by the Council and their requirements under the Council's waste collections Policies, community events and direct engagement with householders, and participation in the RECYCLE RIGHT campaign.

This has been developed to support the delivery of a wide scale and on-going communications and awareness raising programme that aims to deliver a targeted set of communications activities to raise awareness and improve the quality of kerbside recycling collections and reduce 'contamination'.

**Key Performance Indicators**





Ref	Measure	17 / 18 Actual	18 / 19 Target	Q4 Actual	Q4 Progress	Direction of travel
CE LI 05	Residual household waste per household.	551kgs	590kg	607kg		
CE LI 06	Household waste recycled and composted.	43.80%	44%	40%		

**Supporting Commentary**

This year we have seen a significant increase in the amount of residual waste handled. This includes both an increase in the amount of general waste presented for collection and higher levels of 'contaminated' materials in blue bins which is sent for disposal.

This is an estimated figure for Household waste recycled and composting but indications are that this target will not be met. Contributing factors to this include a significant reduction in the amount of garden waste collected, high levels of 'contaminated' materials in blue bins and an increase in the amount of residual waste handled.

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

Ref	Milestones	Q4 Progress
PPT 01	Review progress against LCR SJB maintenance strategy and deliver 2018/19 major bridge maintenance works programme <b>March 2019</b> .	
PPT 02	Deliver the 2018/19 LTP Capital Programme <b>March 2019</b>	
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) <b>September 2018</b>	

**Supporting commentary****PPT 01**

There has been some delays to several tasks within the Silver Jubilee Bridge major maintenance works programme for Year 3. A change request will be submitted to Merseytravel.

**PPT 02**

The Sustainable Transport Enhancements Package (STEP) is an integrated programme of investment in sustainable transport in the Liverpool City Region (LCR) over the six year period from 2015/16 to 2020/21.

The STEP funding has or will contribute to the following:



- STEP funded improvements to Runcorn East Station Car Park to provide additional car parking. Construction is progressing well and due for completion in April 19.
- STEP funded Astmoor Busway cycle and walking improvements. Construction is progressing well and programmed for completion Summer 2019/20.
- STEP funded improvements to RAV West to provide footpath widening. Construction programmed for commencement May 2019 for 3 months.
- STEP funded improvements to Widnes Approach Viaduct to provide reconfigured footway cycleway. Programmed for construction in May 2019 for 3 months
- STEP funded walking and cycling improvements to Runcorn Canal Tow Path. Construction commenced March 2019 and is due for Autumn 2019/20.

#### PPT 03

Footway Reconstruction Programme. Works programmed for Birkdale road, Ryder Road, Hough Green Road, Hale road, Blackburn Avenue to Lovell Terrace, and Fieldway Carriageway Resurfacing Programme.









Schemes currently programmed for 19/20 Fairfield Road(completed), Prescott Road, railway bridge to Heath Road, Runcorn road Moore, Liverpool road haunch repair, Hale road haunch repair, Clifton Islands link roads (under M56 jcn 11) have also been completed in the period. Further works are currently being prepared including carriageway reconstruction at Liverpool Road, from Chesnut Lodge junction to Heath Road, this work requires a road closure and is programmed for Summer 2019.











Carriageway Surface Treatment is due to commence in mid-April 2019 at Daresbury Expressway to Central Expressway to Pitts Heath Lane roundabout, Northwich Road and Weston point slip road to Rocksavage.

#### PPT 05

During 2018, Government issued revised National Planning Policy Framework (NPPF), a new 'standard method' for calculating housing needs and interim changes to this new standard method. The housing requirement is lower than previously consulted on. This together with outstanding evidence and assessment requirements (some resulting from the last consultation) mean that the milestone has not been met. Following Executive Board approval the Council will consult on the Proposed Submission Draft of the DALP in Q2 2019/20.

### **Key Performance Indicators**

Ref	Measure	17 / 18 Actual	18 / 19 Target	Q4 Actual	Q4 Progress	Direction of travel
PPT LI 02	Net additional homes provided	369 (2017/18)	552	N/A	N/A	N/A
PPT LI 03	Number of affordable homes delivered (gross)	92 (2017/18)	138	N/A	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%	98%		
PPT LI 12	Damage to roads and pavements (% above)	100%	100%	100%		

Ref	Measure	17 / 18 Actual	18 / 19 Target	Q4 Actual	Q4 Progress	Direction of travel
	intervention levels) repaired within 24 hours.					
PPT LI 15	% of network where structural maintenance should be considered:					
	a) Principal roads	0.30%	2.00%	0.30%		
	b) Non-Principal Roads	1.00%	4.00%	1.00%		
	c) Unclassified Roads	3.46%	9.00%	3%		
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%	86.58%		

### Supporting Commentary

Net housing completions are monitored annually as at 31st March each year. 2018/19 figures should be available next quarter.

Housing completions are monitored annually as at 31st March each year. 2018/19 figures should be available next quarter.

All outcomes remain in excess of targets. For the year as a whole Major applications are at 95% against a target of 60%, Minors are 95% against a target of 80% and Others are 97% against a target of 80%.

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.

The performance of buses starting services on time continues to perform above expected and it is anticipated that it will continue to perform at this level for the rest of the year. Although the percentage of buses on time at intermediate points is down on last year's performance, operators continue to monitor the services to enable changes to improve performance. It is anticipated these changes will result in the target being met by year end.

This indicator of buses starting route on time has performed better than expected although operators have carried out scheduling work to improve the departure times from the terminus.

Although the percentage of buses on time at intermediate points has not been met the indicator has improved on last year by 1.75%. Operators continue to monitor service performance to improve intermediate timing point performance. Operators have also confirmed that traffic and roadworks are the main reasons for delays at intermediate timing points.

## 7.0 Financial Statements

## ECONOMY, ENTERPRISE &amp; PROPERTY

Revenue Budget as at 31<sup>st</sup> March 2019

	Annual Budget £'000	Actual £'000	Variance (Overspend) £'000
<b><u>Expenditure</u></b>			
Employees	4,870	4,882	(12)
Repairs & Maintenance	2,123	2,123	0
Premises	69	70	(1)
Energy & Water Costs	667	643	24
NNDR	543	541	2
Rents	377	378	(1)
Economic Regeneration Activities	20	18	2
Supplies & Services	2,132	2,112	20
Grants to Voluntary Organisations	56	56	0
Transfer to Reserves	402	402	0
<b>Total Expenditure</b>	<b>11,259</b>	<b>11,225</b>	<b>34</b>
<b><u>Income</u></b>			
Fees & Charges	-316	-318	2
Rent – Markets	-773	-763	(10)
Rent – Investment Properties	-53	-53	0
Rent – Commercial Properties	-1,166	-1,171	5
Government Grant Income	-2,449	-2,449	0
Recharges to Capital	-82	-101	19
Schools SLA Income	-502	-468	(34)
Transfer from Reserves	-1,064	-1,064	0
Rent & Other Grant Income	-302	-309	7
<b>Total Income</b>	<b>-6,707</b>	<b>-6,696</b>	<b>(11)</b>
<b>Net Operational Expenditure</b>	<b>4,552</b>	<b>4,529</b>	<b>23</b>
<b><u>Recharges</u></b>			
Premises Support Costs	1,965	1,965	0
Transport Support Costs	25	23	2
Central Support Service Costs	2,122	2,122	0
Accommodation Income	-2,396	-2,396	0
Repairs & Maintenance Income	-2,402	-2,402	0
Central Support Service Income	-2,042	-2,042	0
Asset Rental Support Costs	1,530	1,530	0
<b>Net Total Recharges</b>	<b>-1,198</b>	<b>-1,200</b>	<b>2</b>
<b>Net Department Expenditure</b>	<b>3,354</b>	<b>3,329</b>	<b>25</b>

Comments on the above figures

The outturn position shows the department marginally underspent by £0.025m against an annual budget of £3.354m.

Finance worked closely with the Department in year to ensure a balanced budget was achieved which is reflected in the above figures. Detailed work was undertaken to identify the financial resources available to support the delivery of the service and allocate resources where needed most, ensuring budget pressures were met.

Whilst effective control can be maintained over expenditure, income still remains a budget pressure as the majority of the income is externally funded and difficult to factor in with certainty.

Though the saving measures put forward by the Department for 18-19 have been met, future savings are becoming increasingly hard to find.

The significant budget variances are listed below.

The turnover of staff in the latter part of the year helped reduce the anticipated negative variance on employee costs. However, the staff turnover saving target was not achieved this year.

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

Following reconciliations by energy providers, the Council has received a number of one off refunds relating to previous years utility charges.

Every effort has been made to ensure expenditure on controllable budgets was kept to a minimum within the Department and this is reflected in the Supplies and Services budget.

The School SLA income target for the year was not achieved. Due to the increase in staffing costs, SLA charges have increased, which in turn resulted in schools choosing to use alternative providers.

Market rental actual income fell short of the budgeted target due to the open market not meeting its full capacity. Following a restructure within the Department and with focus being to promote the markets it is envisaged there will be an increase to income levels for 2019/20.

**Capital Projects as at 31<sup>st</sup> March 2019**

<b>Capital Expenditure</b>	<b>2018/19 Capital Allocation £'000</b>	<b>Actual Spend £'000</b>	<b>Total Allocation Remaining £'000</b>
3MG	399	399	0
Former Crossville Depot	440	109	331
Advertising Screen at The Hive	100	0	100
Stadium – Karalius Suite	260	246	14
Sci Tech Daresbury	382	286	96
Murdishaw Development	38	0	38
Broseley House	1,190	729	461
Equality Act Improvement Works	150	146	4
Venture Fields	41	0	41
Widnes Market Refurbishment	1,191	1,080	111
Linnets Club House	287	88	199
Solar Farm – Golf Course	100	68	32
The Croft	30	0	30
Decontamination of Land	50	51	-1
<b>Net Expenditure</b>	<b>4,658</b>	<b>3,202</b>	<b>1,456</b>

**Comments on the above figures.**

**3MG** - It's been a successful year for 3MG. Alstom have continued to secure further contracts. Stobart's opened a new Energy and Rail HQ and Liberty commenced a new speculative unit at Liberty Park.

**Former Crossville Depot** – The redevelopment of this site has been completed. Awaiting receipt of final account.

**Broseley House** – The acquisition of Broseley House was completed and will be developed along with adjoining site of the former magistrate's court and police station.

**The Croft** – The former Croft Public House had been closed and the site subject of anti-social behaviour and was visually unattractive. The sale has been agreed and to develop the site for residential use as assisted living units of accommodation.

**Venture Fields** - The initial phase of the LPW development at Venture Fields is complete. Retention monies are being withheld as there is still some excavated material on the adjacent land associated with the project to remove, as soon as this is dealt with all retention monies will be released.

**Karalius Suite** - The refurbishment of the Karalius Suite, which is now complete, has seen the room be significantly enlarged and provided with new associated facilities such as a new bar area and refurbished toilets.

**Equality Act Improvement Works** - Access improvement works have been undertaken to a number of premises including Picow Farm Depot, Ditton Library, Municipal Building and Oakmeadow. The Council have also commenced on a project to update access audits to public buildings with a view to implementing a programme of upgrade works later in the year.

**Sci-Tech Daresbury** - EZ Capital Grant is almost fully drawn down as the JV develops the Project Violet scheme. The project is currently out to tender and work is ongoing to secure the funding from Chrysalis for the delivery of the buildings.

**Widnes Market** - Final account now agreed for the roofing works; the remaining Widnes Market projects are to be prioritised within the remaining available budget for completion in the next financial year 2019/2020

**Linnets** - The final snagging items to the new build Pavilion are currently being completed; the ventilation system works are all complete; the new power supply and new water supply to the existing junior changing block are almost complete and final snagging items are being carried out

	Annual Budget £'000	Actual £'000	Variance (Overspend) £'000
<b><u>Expenditure</u></b>			
Employees	4,558	4,212	346
Other Premises	168	125	43
Contracted Services	243	322	(79)
Supplies & Services	163	276	(113)
Street Lighting	1,731	1,373	358
Highways Maintenance	2,465	2,228	237
Fleet Transport	1,318	1,102	216
Lease Car Contracts	1	5	(4)
Bus Support	649	740	(91)
Grants to Vol. Organisations	61	61	0
LCR Levy	882	882	0
NRA Levy	64	64	0
Contribution to Reserves	526	526	0
<b>Total Expenditure</b>	<b>12,829</b>	<b>11,916</b>	<b>913</b>
<b><u>Income</u></b>			
Sales	-351	-278	(73)
Planning Fees	-526	-448	(78)
Building Control Fees	-209	-206	(3)
Other Fees & Charges	-646	-895	249
Rent	-9	0	(9)
Grants & Reimbursements	-370	-413	43
Government Grant Income	-135	-135	0
Efficiency Savings	-100	-66	(34)
Schools SLAs	-43	-45	2
Capital Salaries	-317	-203	(114)
LCR Levy Reimbursement	-882	-882	0
<b>Total Income</b>	<b>-3,588</b>	<b>-3,571</b>	<b>(17)</b>
<b>Net Operational Expenditure</b>	<b>9,241</b>	<b>8,345</b>	<b>896</b>
<b><u>Recharges</u></b>			
Premises Recharges	642	642	0
Transport Recharges	771	784	(13)
Asset Charges	8,558	8,558	0
Central Recharges	1,733	1,733	0
Transport Recharge Income	-4,896	-4,722	(174)
Central Recharge Income	-866	-866	0
<b>Net Total Recharges</b>	<b>5,942</b>	<b>6,129</b>	<b>(187)</b>
<b>Net Department Expenditure</b>	<b>15,183</b>	<b>14,474</b>	<b>709</b>

**Comments on the above figures**

The outturn position shows the department underspending by £0.709m against an annual budget of £15.183m.

Employee expenditure is under budget due to staffing vacancies within the Building Control team and the Highways division. From January 2019 a shared building control service has been entered into with KMBC which will result in a reduction to the variance in 2019/20

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

Other premises related expenditure has come in under budget due to a reduction in costs for Lowerhouse Lane Depot.

Supplies and services are over budget due in the main to surveys that have needed to be conducted within the Planning division, there have also been small overspends within the rest of the department.

Street lighting has come in under budget due to a reduction in street lighting maintenance costs during the year, this is because of the introduction of the LED street light replacement programme. A new contract for street lighting energy was agreed in March 2019, costs for the next year will increase by approximately 21% over current levels.

Fleet transport costs have come in under budget. Due to continuation of the fleet transport capital programme, vehicles are being replaced at optimum times for newer and more efficient models, this has led to a reduction in consumable costs like vehicle parts, tyres and fuel. Reduction in these costs has the knock on impact of recharges for front line service vehicles being less than forecast.

As in previous years, bus support costs continue to be over the allocated budget.. Existing supported routes are in place with no budget provision allocated against them. This has been reviewed as part of the 2019/20 budget setting exercise which will reduce the negative impact next year.

Sales income targets have not been achieved due to Halton Hopper ticket income and external fuel sales not meeting allocated budgets.

Planning fees have come in under budget due to a shortfall against planning applications. Building control income however was only £3,000 under achieved. This will be helped in 2019/20 due to the shared service with KMBC.

Other fees and charges income has over achieved. This is due to additional income being received in relation to Section 74 Overrun charges, inspection fees and also repairs income.

Capital salaries has not achieved its income target for the year but this has been offset by the underspend on employee costs.



## PLANNING &amp; TRANSPORTATION

Capital Projects as at 31<sup>st</sup> March 2019

Capital Expenditure	2018/19 Capital Allocation £'000	Actual Spend £'000	Total Allocation Remaining £'000
<b><u>Local Transport Plan</u></b>			
<b>Bridges &amp; Highway Maintenance</b>			
Bridge Assess, Strength & Maintenance	1,546	300	1,246
Road Maintenance	2,093	755	1,338
<b>Total Bridge &amp; Highway Maintenance</b>	<b>3,639</b>	<b>1,055</b>	<b>2,584</b>
<b>Integrated Transport</b>	<b>460</b>	<b>317</b>	<b>143</b>
<b>STEP Schemes</b>	<b>2,643</b>	<b>682</b>	<b>1,961</b>
<b>SJB MM – Arch Painting</b>	<b>6,665</b>	<b>6,246</b>	<b>419</b>
<b>SJB deck reconfiguration</b>	<b>600</b>	<b>0</b>	<b>600</b>
<b>SJB decoupling</b>	<b>9,596</b>	<b>599</b>	<b>8,997</b>
<b>KRN – Earle Rd Gyratory</b>	<b>1,150</b>	<b>913</b>	<b>237</b>
<b>Ditton Loops</b>	<b>1,000</b>	<b>675</b>	<b>325</b>
<b>Total Local Transport Plan</b>	<b>25,753</b>	<b>10,487</b>	<b>15,266</b>
<b>Halton Borough Council</b>			
Street Lighting	282	68	214
Lighting Upgrades	500	160	340
Risk Management	80	0	80
Fleet Vehicles	1,013	557	456
Travelodge / Watkinson Way footpath	130	2	128
SUD Green Cycle	0	3	(3)
<b>Total Halton Borough Council</b>	<b>2,005</b>	<b>790</b>	<b>1,215</b>
<b>Total Capital Expenditure</b>	<b>27,758</b>	<b>11,277</b>	<b>16,481</b>

Comments on the above figures.

The STEP (Sustainable Transport Enhancement Package) programme is in its fourth year and expenditure is continuing.

The SJB (Silver Jubilee Bridge) various programmes are continuing into 2019/20. Due to various weather conditions works are taking longer than originally anticipated.

KRN Earle Rd Gyratory works are still continuing and will go into 2019/20.

Works are continuing on the lighting maintenance upgrade programme.

New capital projects have started such as Travelodge / Watkinson Way and the SUD Green Cycle. These began towards the end of the year so expenditure is expected to be much higher in 2019/20.

## COMMUNITY &amp; ENVIRONMENT

Revenue Budget as at 31<sup>st</sup> March 2019

	Annual Budget £'000	Actual £'000	Variance (Overspend) £'000
<b><u>Expenditure</u></b>			
Employees	14,021	14,179	(158)
Other Premises	2,095	2,205	(110)
Supplies & Services	1,115	1,051	64
Book Fund	158	129	29
Hired & Contracted Services	1,174	1,157	17
Food Provisions	506	504	2
School Meals Food	1,980	2,105	(125)
Transport	51	134	(83)
Other Agency Costs	327	342	(15)
Waste Disposal Contracts	5,900	5,874	26
Grants to Voluntary Organisations	67	19	48
Grant to Norton Priory	172	174	(2)
Rolling Projects	20	20	0
Capital Financing	407	429	(22)
<b>Total Expenditure</b>	<b>27,993</b>	<b>28,322</b>	<b>(329)</b>
<b><u>Income</u></b>			
Sales Income	(1,829)	(1,325)	(504)
School Meals Sales	(2,368)	(2,315)	(53)
Fees & Charges Income	(6,137)	(5,460)	(677)
Rents Income	(231)	(221)	(10)
Government Grant Income	(1,198)	(1,072)	(126)
Reimbursements & Other Grant Income	(681)	(671)	(10)
Schools SLA Income	(1,347)	(1,357)	10
Internal Fees Income	(171)	(220)	49
School Meals Other Income	(254)	(240)	(14)
Catering Fees	(114)	(102)	(12)
Capital Salaries	(172)	(173)	1
Rolling Projects Income	0	(45)	45
Transfers From Reserves	(341)	(394)	53
<b>Total Income</b>	<b>(14,843)</b>	<b>(13,595)</b>	<b>(1,248)</b>
<b>Net Operational Expenditure</b>	<b>13,150</b>	<b>14,727</b>	<b>(1,577)</b>
<b><u>Recharges</u></b>			
Asset Charges	5,213	5,213	0
Central Support Services	3,665	3,665	0
HBC Support Costs Income	(421)	(421)	0
Transport Recharges	3,069	2,894	175
Premises Support	1,558	1,558	0
<b>Net Total Recharges</b>	<b>13,084</b>	<b>12,909</b>	<b>175</b>
<b>Net Department Expenditure</b>	<b>26,234</b>	<b>27,636</b>	<b>(1,402)</b>

**Comments on the above figures**

The net Department spend is £1.402 million over budget at the end of the 2018/19 financial year.

Employee spend is over budget for the year, partly due to staff saving targets for the department which are not being met in the majority of areas due to the need to maintain frontline services. Casual spend for the year was £879,000, in contrast to £635,000 at the same point last year. The largest increases in casual spend are for Leisure Centres and School Catering, where there has been considerable difficulty in recruiting permanent staff. Casual spend has also been adversely impacted by the rise in the living wage which has caused casual pay rates to increase. Agency staffing spend is also significantly higher than last year at £163,000 compared to £95,000 in 2017/18, with School Meals the main cause of this increase.

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

Premises spend was £110,000 over budget in 2018/19. Utilities costs have risen throughout the Department, with Kingsway Leisure Centre, Halton Lea Library and the Stadium all significantly over budget. Repair and maintenance costs for the Leisure Centres are significantly over budget due to the high costs of maintaining the ageing buildings. There have been some significant one-off premises costs in the Department this year, including £15,000 for concrete grave plinths at Runcorn Cemetery and £43,000 for a new plant control panel at Brookvale Leisure Centre.

Transport costs for the year are overspent by £83,000. This is due to additional Mersey Gateway toll charges being incurred across the Department. Budgets have been provided in 2019/20 to cover these additional costs.

There was an underspend of £26,000 on the new waste contract in 2018/19. Funding set aside in 2017/18 to cover estimated costs was over provided thereby creating the in-year saving.

Sales income was £504,000 short of budget in 2018/19. There was a significant underachievement on food and drink sales in Commercial Catering and the Stadium. Sales at the Stadium were negatively influenced by low attendances at Widnes Vikings games during the year. There was also no sponsorship income received for the Stadium in 2018/19. Registrar's income decreased by £37,000 from 2017/18 and was significantly short of target. Food and drink sales at The Brindley performed well and were £49,000 over the target for 2018/19.

Fees and charges income underachieved by £677,000 in 2018/19. Stadium executive box hire was £57,000 short of its target as sales decreased markedly due to Widnes Vikings' relegation from Super League. Gym membership at the Stadium underachieved by £64,000 this year due to the closure of the main gym from April 2019 and the associated reduction in membership renewals. Pitch booking fees at the Stadium also decreased this year as the pitch was replaced and therefore not in use for three months. There was no major concert at the Stadium in 2018/19 and therefore the events income target of £103,000 was not met. Fee income at the Leisure Centres underachieved by £488,000. A major reason for this was due to severe difficulties in the recruitment of swimming and fitness instructors, leading to cancelled swimming lessons and a lack of fitness classes, and should therefore be considered alongside a staffing understand of over £250,000 across the three centres.

Although many areas of the Department struggled to meet income targets, there were areas that generated increased income during 2018/19. Crematorium fees exceeded their income target by £59,000, with the introduction of the new Resident's Funeral Package proving popular. The Brindley increased their lettings and promotions income from last year, and exceeded their target by £7,000. Green waste collection fees again performed well, exceeding the forecast income by £52,000.

Government Grant income fell £126,000 short of target due to a £215,000 shortfall in income due for Universal Infants Free School Meals. Free children numbers have fallen dramatically in the last few years and this source of funding has been exacerbated by more schools converting to academies where this funding cannot be charged. This shortfall had a significant impact on the overall Schools Catering budget.

Transport recharges were lower than expected in Open Spaces and Waste Management during 2018/19 which contributed a £175,000 underspend to the Departmental outturn figure.

Income budgets have been reduced where possible as part of setting 2019/20 budgets, although based on current estimates income will continue to fall short of targets in 2019/20.

## COMMUNITY & ENVIRONMENT

### Capital Projects as at 31<sup>st</sup> March 2019

Capital Expenditure	2018/19 Capital Allocation £'000	Actual Spend £'000	Total Allocation Remaining £'000
Stadium Minor Works	50	42	8
Stadium Pitch	300	279	21
Children's Playground Equipment	57	67	(10)
Landfill Tax Credits Scheme	340	0	340
Crow Wood Park	478	218	260
Peelhouse Lane Cemetery	500	135	365
Peelhouse Lane Cemetery – Enabling Works	33	21	12
Phoenix Park	104	98	6
Runcorn Hill Park	5	-22	27
Sandymoor Playing Fields	1,032	839	193
Town Park	280	6	274
Bowling Greens	0	2	(2)
Brindley Café Extension	80	0	80
Victoria Park Glasshouses	170	0	170
Open Spaces Projects	511	468	43
Widnes & Runcorn Cemeteries – Garage & Storage	190	11	179
Litter Bins	20	20	0
<b>Net Expenditure</b>	<b>4,150</b>	<b>2,184</b>	<b>1,964</b>

#### Comments on the above figures.

**Stadium Minor Works** – New equipment has been purchased for the Stadium this year, including chairs and tables which should lead to revenue savings as these are currently being hired when needed. Equipment has also been purchased for the newly refurbished Karalius Suite in order to increase its appeal to potential hirers.

**Stadium Pitch** – It was necessary to replace the iPitch this year as the previous pitch did not meet FIFA standards for football matches. The work is mostly complete and the pitch is now in use by Widnes Vikings and Widnes FC. The contractor needs to come back on site to complete the works in the next couple of months.

**Children's Playground Equipment** – This is an ongoing project which includes spend on maintenance and improvements within the borough's playgrounds.

**Crow Wood Park** – On site building work is now 50% complete.

**Peelhouse Lane Cemetery** – The enabling works are almost complete, with only a small number of charges left to come in. Phase 3 of the main works have recently commenced and should take approximately 16 weeks depending on weather conditions.

**Phoenix Park** – The works at Phoenix Park have now been completed, and there is a retention payment of £2,500 due to pay in 2019/20.

**Runcorn Hill Park** - The main building works are now complete and the scheme has been closed. The remaining works to be completed on the area boundaries will be included under Open Spaces Projects.

**Sandymoor Playing Fields** – The main works have now been completed and the site is under a 12 month establishment / maintenance project. There are still some invoices from the contractors which have not yet been received.

**Town Park** – Work on the Southern Pathways at the Town Park is in an early phase and it is hoped that this will go out to tender in early summer.

**Bowling Greens** – Plans are currently being drawn up for the improvement works at Runcorn Hill. The removal of the King George V Bowling Green is currently on hold awaiting the demolition of the pavilion by Property Services.




**Open Spaces Projects** – Projects completed this year include works at Wood Lane, Prescott Road and the Sankey Canal sluice. Works at the Bridgewater (Crosville) site have been completed and the area is now under a 12 month establishment / maintenance contract which will need to be funded in 2019/20. Works on the boundary at Runcorn Town Hall are almost complete, as are works at Barrows Green, with some snagging items outstanding. Works are continuing at the Runcorn Ski Slope car park and Sunnybank Park. Work is due to start on the Town Park / Phoenix Park BMX Pump Track in May 2019 as grant funding has now been secured. Design work has been completed for the Runcorn Station Piazza and the scheme is currently awaiting confirmation of funding in order to progress further. Consultant engineers are currently working on the Runcorn Locks scheme, with their report due in May.

**Widnes & Runcorn Cemeteries – Garage & Storage** - Works have commenced on site and should take approximately 10 weeks.





## 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 <b>is better</b> as compared to the same period last year.
Amber 	Indicates that performance <b>is the same</b> as compared to the same period last year.
Red 	Indicates that performance <b>is worse</b> 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 and Urban Renewal Policy and Performance Board

**DATE:** 26<sup>th</sup> June 2019

**REPORTING OFFICER:** Strategic Director – Enterprise, Community and Resources

**PORTFOLIO:** Physical Environment

**SUBJECT:** Building Control Update

**WARDS:** All Wards

## **1.0 PURPOSE OF THE REPORT**

1.1 To inform the Board of the recent changes made to building control regulation following the Hackitt Review.

2.0 **RECOMMENDATION: That the presentation is received by the Board to explain the implications of the Government's Implementation Plan**

## **3.0 SUPPORTING INFORMATION**

3.1 The Grenfell Tower disaster occurred on the 14 June 2017. The Independent Review of Building Regulations and Fire Safety was announced by government in July 2017 following that tragedy and was led by Dame Judith Hackitt.

3.2 The final Hackitt Report was published in May 2018, and the Government published its Implementation Plan in December 2018. This also led to a new version of 'Approved Document B', under the Building Regulations, dealing with Fire Safety.

## **4.0 POLICY IMPLICATIONS**

4.1 Dame Hackitt concluded that the ability for duty holders (contractors / building owners) to choose their own regulator (approved inspectors) must stop and regulators must be able to enforce as regulators.

4.2 The key implications are as follows:

- Significant technical regulatory changes introduced with virtually no transition period

- Only local authority building control will be able to regulate higher risk residential buildings
- There will be no choice of regulator
- The new Joint Competent Authority (JCA) will combine regulators (Local Authority Building Control, Fire and Rescue Authorities, Health and Safety Executive) – similar to the Safety at Sports Grounds approach.
- The regulatory framework and enforcement will be strengthened and will be more onerous
- Those directing regulatory services will have the responsibility to ensure competence and that resources match demand. This means validating surveyors and ensuring resilience.
- Records must be consistent, detailed and secure.

## **5.0 FINANCIAL IMPLICATIONS**

5.1 No immediate financial implications as the response to these regulatory changes will be met from existing budgets.

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

There are no direct implications for the priorities given below as these are national changes.

**6.1 Children & Young People in Halton**

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

**6.3 A Healthy Halton**

**6.4 A Safer Halton**

**6.5 Halton's Urban Renewal**

## **7.0 RISK ANALYSIS**

7.1 The main risk arises from a more complex legal framework and responsibilities. For example local authority senior managers overseeing commissioning new buildings, refurbishment and maintenance will have duty holder responsibilities – potentially with a similar weight to corporate manslaughter and Construction, Design and Management (CDM) Regulations in health & safety.

7.2 Potential for legal action against local authorities. Murphy vs Brentwood may not protect local authorities because it applies to economic loss not life loss.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 This report has no direct implications for equality and diversity issues.



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

Document	Place of Inspection	Contact Officer
Hackitt Review <a href="https://www.gov.uk/government/collections/independent-review-of-building-regulations-and-fire-safety-hackitt-review">https://www.gov.uk/government/collections/independent-review-of-building-regulations-and-fire-safety-hackitt-review</a>	Online	Tim Gibbs
Building a Safer Future: Implementation Plan <a href="https://www.gov.uk/government/publications/building-a-safer-future-an-implementation-plan">https://www.gov.uk/government/publications/building-a-safer-future-an-implementation-plan</a>	Online	Tim Gibbs
Building Regulations Approved Document B <a href="https://www.gov.uk/government/publications/fire-safety-approved-document-b">https://www.gov.uk/government/publications/fire-safety-approved-document-b</a>	Online	Tim Gibbs

**REPORT TO:** Environment and Urban Renewal Policy and Performance Board

**DATE:** 26 June 2019

**REPORTING OFFICER:** Strategic Director – Enterprise, Community and Resources

**PORTFOLIO:** Physical Environment

**SUBJECT:** Local Cycling and Walking Investment Plan (LCWIP)

**WARDS:** All Wards

## **1.0 PURPOSE OF THE REPORT**

- 1.1 This report will provide the Environmental and Urban Renewal PPB with an overview of the national Cycling and Walking Investment Strategy.
- 1.2 These schemes will extend the existing network across the borough, providing linkages between routes, and provide access to opportunities for both work and leisure. The schemes meet the wider policy objectives of reducing congestion, reducing road casualties, improving health and well-being, air quality improvement, and tackling climate change.

## **2.0 RECOMMENDATION: That:**

- i) The content of this report is noted;
- ii) A publicity campaign is undertaken to raise awareness of the active travel network available in the Borough.

## **3.0 SUPPORTING INFORMATION**

- 3.1 The Department for Transport ran a public consultation on the draft Cycling and Walking Investment Strategy between 27th March and 23rd May 2016. The Government's ambition for walking and cycling in England is to double cycling activity by 2025 and each year reduce the rate of cyclists killed or seriously injured on English roads. The strategy also aims to reverse the decline in walking that has been seen over the last few years. The national LCWIP has been developed to encourage cycling and walking to be the natural choices for shorter journeys in every community.

The Government has requested that strategies be developed on a more localised level to encourage cycling or walking to be normalised and become a real option for those shorter journeys (1-5 miles). By recognising travel corridors where there is a real opportunity to change travel behaviours and by introducing Local Cycling and Walking Investment Plans to improve sustainable links, which consider and address issues of perceived safety, accessibility and associated barriers to increasing cycling and walking for leisure and utility purposes.

### Liverpool City Region LCWIP

- 3.2 It was agreed by the Liverpool City Region in spring last year that it would develop its own LCWIP. The plan supports a number of Transport Strategies from the Halton Local Transport Plan 3, and the LCR's Local Journeys Strategy. The LCWIP will help deliver some of the Mayoral priorities to reduce transport emissions, and improve the Health of the region by providing new and improved cycle and walking corridors to encourage residents and visitors to the City Region to make more sustainable travel choices.

The formalisation of a Liverpool City Region Cycle and Walking Infrastructure plan will consolidate and enhance support for future funding applications to Central Government, and other opportunities currently unavailable to the Liverpool City Region.

All districts have been asked to submit schemes to the LCWIP delivery programme, where they will be put through a scoring matrix. The scoring matrix will look at elements such as predicted employment and housing growth, air quality issues, accessibility etc.

This programme will be recommended to the Combined Authority and a prioritised LCWIP delivery schedule will be formally adopted and allocated devolved funding.

### Halton

Halton has been working closely with Merseytravel to develop the LCWIP into a delivery plan of schemes. Halton has two schemes in the top ten list, Daresbury Links and Runcorn Busway. Daresbury Links is in the top three and Sustrans (a charitable organisation that promotes cycling and walking) have already been commissioned to look at scheme to assess the route to ensure the optimum route is provided. These schemes are currently being evaluated by the Combine Authority as part of a wider Transforming Cities Fund bid.

#### **4.0 POLICY IMPLICATIONS**

4.1 The LCWIP supports Halton's Local Transport Plan 3, and the priorities of the emerging LCR Mayoral Transport Strategy.

#### **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 expected that the introduction of the LCWIP will benefit the Children and Young people by improving sustainable, affordable access to places of interest whilst connecting communities.

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

The LCWIP will support a well-connected Halton by reducing barriers to accessing employment and training, by providing safe sustainable links to current and future opportunities.

##### **6.3 A Healthy Halton**

The LCWIP acts as enabler to Halton residents to access the variety of open spaces and parks available without the use of motorised vehicles. The delivery of the LCWIP will provide greater opportunity to walk or cycle those shorter journeys which are currently taken by car. A reduction in short car journeys will help reduce congestion and help improve air quality.

##### **6.4 A Safer Halton**

The LCWIP will support an inclusive design guide which will ensure that new infrastructure is appropriately designed, which will discourage crime and create a safer Halton.

##### **6.5 Halton's Urban Renewal**

The LCWIP supports a number of policies within the emerging Delivery and Allocations plan with the aim to deliver sustainable links and creating well connected communities..

**7.0 RISK ANALYSIS**

7.1 The risks to this strategy are relatively low, politically all parties support a greener, sustainable and healthier country. The risk will evolve from commitment to funding these initiatives in the long term.

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 The introduction of the LCWIP is inclusive and is all encompassing.

<b>REPORT TO:</b>	Environment and Urban Renewal Policy Performance Board (PPB)
<b>DATE:</b>	26 <sup>th</sup> June 2019
<b>REPORTING OFFICER:</b>	Strategic Director Enterprise, Community and Resources
<b>PORTFOLIO:</b>	Physical Environment
<b>SUBJECT:</b>	Regeneration Working Party Final Report
<b>WARD(S)</b>	Borough-wide

## 1.0 **PURPOSE OF THE REPORT**

1.1 The purpose of this report is to provide a final report on the work of the Regeneration Working Party. The report proposes that the PPB is updated annually on Regeneration Projects through the delivery of a Member regeneration workshop. Video clips which depict the borough's major regeneration projects will also be presented at the meeting.

## 2.0 **RECOMMENDATION: That:**

- i) **Members welcome the work completed by the Regeneration Working Party;**
- ii) **Members agree to the establishment of a Member annual regeneration workshop**

## 3.0 **SUPPORTING INFORMATION**

3.1 In September 2017, the Operational Director, Economy, Enterprise and Property provided a presentation on the development of the Mersey Gateway Regeneration Plan (plus) document. The document identifies a number of 'Key Impact Areas' and regeneration opportunities that will arise following the completion of the Mersey Gateway project and the future 'hand back' of land that is no longer required.

3.2 At the request of the Chair, a Regeneration Working Group has been established to advise and inform Members regarding regeneration projects as they emerge and or develop, and importantly gain Members' views on these projects. The Terms of Reference for this Group are contained in Appendix 1.

3.3 The Working Party comprising Councillors Woolfall, Fry, Nolan, Morley, Sinnott, Wall and Zygadllo, has met on several occasions. The group considered the following Key Impact Areas:

- Runcorn and Runcorn Station Quarter
- The Widnes Waterfront
- Astmoor Business Park
- 3MG Ditton Corridor
- West Runcorn Employment Growth Area
- Halton Lea and the Healthy New Town

Further information on the remaining impact areas of West Bank and Southern Widnes Impact Area will be presented in due course.

A presentation has been provided by the Lead Regeneration Officer for each of the above areas. Each presentation outlined the proposed objectives and intended outcomes resulting from the potential development of each area. The presentations have emphasised the dynamic nature of regeneration and that proposals would need to be worked up in more detail over time.

### Runcorn/Runcorn Station Quarter

#### **Starting Point**

Members welcomed the development of a Vision document for Runcorn and acknowledged that the station quarter provided a potential catalyst for the regeneration of the wider town centre.

Members were hopeful that capital funding could be allocated to support de-linking work whilst the Silver Jubilee Bridge was closed and considered the various options for delivering improvements to the road links to and from the station.

Members supported the development of a Masterplan for the area given that the arrival at Runcorn station did not encourage visitors to venture beyond the station. A Ward Councillor for the area asked to be kept involved as the Masterplan emerged and it would be useful to provide a separate briefing for the other Ward Councillors. References were made to, at the very least, improvements to signage and pedestrian links to the town centre. The management of car parking was discussed. Members referred to the need for a long-term strategy which balanced the needs of rail users locally who travelled into Liverpool for work, whilst avoiding any negative impact on residential zones in Runcorn Town Centre.

There was also a discussion regarding the complexity of land ownerships in the area. There were also topographical issues to consider.

Overall, Members were content that the Council was taking a long-term and strategic view of the area.

#### **Further Progress since the Working Party has met**

Planning permission has been granted and work has commenced on the demolition of unwanted road infrastructure in and around the station.

Preparatory work has commenced in advance of the creation of a new junction to provide better access to the station.

Positive discussions have been taking place with the Combined Authority to seek funding for some elements of the wider scheme including improved sustainable transport links.

A design for a Piazza in front of the station has been developed and costed up. A short DVD illustrating how this will look in the future will be shared with the PPB.

Discussions have been taking place with Network Rail in respect of their landholdings.

### 3MG Ditton Corridor

#### **Starting Point**

Members expressed concern over the existing road access to the train station and the former castaway site. They said it was completely inadequate. Officers explained that with the sale of the part of the former castaway site, road access had been secured from Newstead Road and that there was a longer term ambition to improve the road junction from Speke Road to Hale Road and provide better connectivity.

Members said the area around the Golden Triangle and Cameron's site continues to be an eyesore. However, they said there were small businesses operating from the area and if the use were to change, this would need to be managed and relocations offered.

Members said there had been a lot of commercial traffic accessing and egressing from Stobart through Foundry Lane over the years, which has caused nuisance. Officers explained that the Council has worked with Stobart to secure this as an emergency access going forward and that the Desoto Road would be the main access and egress point for new developments.

Members said there was a lot of opposition to new housing on the greenbelt and one Councillor asked for their objection to any housing on the greenbelt to be recorded.

#### **Further Progress since the working party has met**

#### **Proposed Re-Opening of Ditton Station**



**‘Catchment and Passenger Demand’ modelling** has been undertaken. This has considered different scenarios based on an opening of the station in 2021, taking into account Local Growth plan growth and other Liverpool City Region wide growth in the future.

The findings:

The demand figures calculated for Ditton Station are low compared with other local stations, largely due to the limited local catchment and the presence of other stations in the area with overlapping catchments (particularly Hough Green).

The following could be considered to strengthen the likely economic case and should therefore be included in future feasibility work:

- The provision of 2 trains per hour as a minimum;
- Adequate parking provision that is priced to attract park and ride users;
- Working to deliver and even accelerate the local development proposals based on the arrival of the station;
- The provision of a relatively low-cost station (recent examples of basic 2-platform new stations have been delivered for approximately £8m to 10m);
- Consideration of which service(s) to stop to minimise the impact on existing passengers; and
- Discussions with bus operators on how to best serve the new station.

Next steps:

As development work progresses the assumptions and calculations developed for this study can be refined to give a more accurate picture of the likely economic case for the station. This will also need to be supplemented by wider feasibility work, including operational and engineering elements, to give an indication of the likely capital and operating costs.

The tasks for this will include:

- Option development around the station location and design (including technical feasibility)
- An operational review to understand if the station can realistically be served, by which operator(s), and the wider impact this may have on the network (including rolling stock requirements)
- Cost estimates for delivering the new station
- An early indication of the benefits (largely user benefits at this stage) and the expected Value for Money (VfM) case
- Other constraints and impacts and how they can be mitigated (e.g. on the highway network)
- A comprehensive risk register for the scheme
- An investigation into potential funding sources and delivery models
- Stakeholder engagement to inform the study and to gauge the

level of support across the industry

Merseytravel have submitted a request to the Combined Authority to fund this next piece of work. In the event that the CA cannot fund then there will be a discussion between HBC and Merseytravel as without this next piece of work we will not be able to conclude if the re-opening of the station is viable.

### **Foundry Lane Residential**

The Council has aspirations to bring forward underutilised employment areas in Halebank for Housing. These areas include the former Cameron's site, the Golden Triangle, the Tarmac site and other land holdings to the north of Foundry Lane. We know from the Barrett's development there will be issues around flooding, remediation and raising the ground level. PPB members also asked Officers at the meeting in January 2018 to ensure that existing businesses were offered alternative accommodation.

The Council commissioned a '**Flood Risk and Development Feasibility Study**' to consider the entire area proposed for housing to ascertain if the flood risks could be mitigated. The study considered various scenarios for development.

The findings:

From the latest EA flood zone mapping the site was deemed to be at risk from both fluvial and tidal sources, these being from Ditton Brook and the Mersey Estuary respectively. This risk has been further interrogated through recent and approved EA modelling on both of these watercourses.

There are flood defences in place along Ditton Brook although these are graded at a poor or very poor condition and as such cannot be effectively relied upon to protect the development site from flooding. Flood risk, both fluvial and tidal, appears to stem from the bank and/or defences failing around a culvert that passes underneath the railway; north of the site at the top of Harrison Street. Flooding begins here with flow paths moving down Hale Road and through the site.

Land raising options focusing upon raising areas of the sites out of flood risk whilst lowering areas both internally as a sensitivity test and outside the site so as to provide compensatory storage due to the fluvial risk that has been modelled.

Next steps:

Future recommendations of this feasibility study would suggest:

- Consultation with EA on acceptable tidal boundary influences upon flood risk, i.e. a 1% AEP or 50% AEP boundary.
- Consultation regarding land ownership at the development.
- Consideration of changing land use, i.e. a focus on mixed use or industrial.

- Consideration of combined land raising and stilled development where appropriate to be supported by further modelling.
- Accurate potential of developable ground levels as a result of contaminated land issues in the site location.

**Concept Design** is underway to develop a comprehensive housing layout for the area, incorporating the existing internal road arrangements within the Barratt's site (which currently reach dead ends). This indicative layout will be ready in Summer 2019. Opportunities may present themselves during 2019 for land acquisitions. Stobart have vacated their site on Foundry Lane and are preparing this for sale and the Bridge Timber site on Foundry Lane is also up for sale. We are currently taking advice on values. A meeting took place with Homes England to request support in bringing forward Foundry Lane Residential and we are currently exploring options with them.

### **Alstom**

Alstom have now relocated the Preston facility to Widnes, this completed in July 2018. Only 60 people transferred out of a possible 200, all 60 jobs have are now safeguarded. In addition Alstom have created 139 new jobs at Widnes, since opening the facility in July 2017. Alstom are continually bidding for new contracts and submitted a bid for the HS2 contract on 5 June 2019 and are waiting on announcements from Government. Executive Board agreed to extend Alstom's option over a further 17 acres of the site, which now expires on 30 June 2019. Alstom are hoping to commence the conversion of Hydrogen trains at Widnes in 2021 are currently undertaking feasibility work. The Council has commenced new discussions with Alstom regarding their land requirements going forward.

### **Liberty Park**

Liberty Park is a 25 acre site, remediated in 2017 and is a Development by Stoford and Liberty. The site has planning consent for 478,000 sqft of B1,B2,B8 warehousing. Unit 1 - 107,000 sq. ft. a speculative build, is under construction and due for completion July 2019. Liberty had a marketing launch in February 2019 on site and invited agents from across the region. Liberty are also constructing the road to Ditton Station as part of their road, to allow road across from the West, therefore avoiding the local roads to the East. Once the first unit is let or sold, Liberty intend to commence the construction of the second unit.

### **Viking Park**

Stobart Group have built a new headquarters for the group and energy division at Viking Park.

The construction of the 20,000 sq. ft. facility was completed in August 2018. The Staff relocated from the Foundry Lane facility into the new office in September 2018.

Stobart have undertaken a selection process for a land remediation project at the site and worked with the Council, advertising the opportunity on the Chest to encourage local businesses.

### West Runcorn

#### **Starting Point**

Members said the existing road to the Port of Weston was no longer suitable for commercial traffic as it passes close to residential properties and causes a nuisance. Officers explained that the plans for this area were at a very early stage and that alternative access were to be considered. Also, that in the past Inovyn had agreed that commercial traffic could use its new road and gain access over the canal, thus minimising the impact on the residential roads.

#### **Further Progress since the Working Party has met**

Over the last few months work has continued to develop West Runcorn in terms of the submission of major planning applications, studies about land ownership, transport and opening up access to the ports and allied developments with pertinence to this improvement area.

#### **Planning Applications**

The two major planning applications received over the last 18 months are from INOVYN and Vynova at the heart of the chemicals cluster. INOVYN (among a number of transitional planning applications) have submitted an application for 100,000 sq. ft. head office (Runcorn) with all administrative functions brought together literally under one roof. Given the dated and “industrial nature of the buildings in the area this will act as the catalyst for the aesthetic renaissance of the improvement area. This will be a flagship development.

The second major application relates to the transition in operations of Vynova by introducing state of the art plant, machinery and operations within the same footprint currently utilised.

#### **Land Tenure Study**

A land tenure study was carried out to identify who owns the land in the area in order to better inform future plans and assist with the land assembly process, where appropriate. INOVYN, Stobarts and Peel are the major landowners in the area this study provides us

with a strong understanding.

## **Transport Study**

A transport study has been commissioned. The aim of the project is to make the most of the potential opportunities created by large port sites in West Runcorn, with direct access to the Manchester Ship Canal and situated close to the existing rail sidings and major highway routes. This brief has been prepared to investigate how the port sites might be developed with associated development of the highway network and the local rail network including improvement of the existing railway sidings and freight loading terminal situated adjacent to Picow Farm Road, south of where it crosses over the A557.

Separate proposals to cover the port improvements, rail access improvements, highway access improvements and an explanation of how they work together. The final outcome of the commission will include a detailed final report with summary pages and recommendations and financial breakdowns referring to plans within the appendices.

## **Hydrogen**

The Regeneration Team has successfully bid for Single Investment Fund development funding to further test the feasibility of using and storing hydrogen.

A very successful Hydrogen Conference with positive TV coverage was held on 5<sup>th</sup> June at the Heath Business and Technical Park. A presentation is being given to the Employment Learning and Skills PPB which provides further detail, but in summary, the event brought together the key organisations which are fundamental to developing and delivering Hydrogen as an alternative clean energy source.

## Widnes Waterfront

### **Starting Point**

The presentation was well received and supportive of the current approach however one Member raised an issue regarding the type of tenure on the Routledge site.

It was noted that this would be a matter to be considered as part of the housing planning application. The site is not within Council's ownership. There was also a discussion about the number of residential units to be provided and were a full planning application be submitted, that the number of units will be considerably less than initial numbers which were based on a pre-2008 housing boom and demand for apartment developments.

### **Further Progress since the Working Party has met**

A planning application has been received to develop the former Routledge site for housing.

The remediation of the Gorse Point site (former Bayer site) has now been completed. A new access road has been created. The Council continues to work with the developer, Marshalls, to attract an end user to the site.

On Johnsons Lane, completed sales and sites under offer total 12.32 acres and are expected to generate capital receipts of £1.82 million. There is one remaining plot of 4.95 acres which is currently in negotiation. Once this is complete, all the land will have been sold, which is a significant achievement.

### Astmoor

#### **Starting Point**

Compared to the wider employment offer in East Runcorn, Astmoor Industrial Estate has underperformed for a number of years, largely due in part to a concentration of dated commercial premises, compounded by a poorly defined public realm and layout. Astmoor struggles to meet modern industrial and business needs but does benefit from being a designated Business Improvement District (BID).

The construction of the Mersey Gateway Crossing, was made possible through the acquisition and clearance of a central area of Astmoor, and the relocation of a number of businesses. Approximately seven hectares of residual project land will be handed back to the Council in the coming months following completion of the Mersey Gateway. Working in partnership with, and complementing the Astmoor BID, 5 key objectives guide the single Masterplan and Delivery Strategy:

#### Objectives:

1. A connected Estate
2. Meeting the demands of modern business
3. Improve the image and profile of Astmoor
4. A safe and attractive environment
5. Business led and inclusive growth

Intended Outputs:

1. An uplift in business rate receipts of £2million per year
2. Almost 1million sq. ft. of additional commercial floor space
3. 2,000 new jobs and safeguarding many more
4. £2.52million capital land receipt

Members were broadly content with the 'direction of travel' at Astmoor, acknowledging that the area presented a real opportunity to generate some future business rates uplift.

Some aspects of the future development of the area were dependent upon the outcome of the Business Improvement District vote. This was completed at the end of February 2018.

### **Further Progress since the Working Party has met**

#### **1. BID Ballot 31<sup>st</sup> March 2018**

BID status was renewed for a further five years in March 2018 by a vote of businesses and landlords.

The successful ballot secured additional private investment of £750,000 for Astmoor for the period April 2018 up to March 2023, and secured a communication and engagement path that might not otherwise exist.

#### **2. Appointment of Consultants**

In November 2018, a consortium of consultants was appointed by the Council to deliver a single 5 year Masterplan and Delivery Strategy.

#### **3. Initial Stakeholder Consultation**

At the MG Working Party Stakeholder Workshop on 12 December 2018 the Council presented its Vision & Objectives for the regeneration of Astmoor. More structured presentations were made to Executive Board Members, the Astmoor BID Executive Board, and the Astmoor BID Landlords Subgroup comprising four of Astmoor's key landlords.

#### **4. Baseline Report**

In February 2019 BDP completed and presented a draft Masterplan report to the Council's Regeneration Team for comment, including draft 'Concept Statements' for the 5 handback sites.

#### **5. Masterplan Consultation Events**

In March 2019, 2 drop in consultations events were held that

presented the Masterplan proposals via 5 detailed Information Boards to existing businesses on Astmoor and residents of the adjoining Wards. BDP also presented the proposals at the Astmoor BID AGM. In addition, a questionnaire was available at each of the consultation events, and remained online for a period of four weeks.

## **6. Discretionary Business Rate Relief Scheme**

On 1 April 2019 the pilot Discretionary Rate Relief Scheme was launched. Expressions of interest are being sought from businesses/developers and landlords that are undertaking developments which complement the Halton Plus Regeneration Plan, and who may be eligible for discretionary business rate relief. The scheme is limited to a period of 5 years, 2019 - 2024 and will principally seek to boost private sector investment in high quality commercial buildings.

## **7. Handback Land**

Expressions of interest are being requested and collated by Property Services. Only one site at Goddard Road has been returned to the Council, but the remainder is expected to be returned by the end of Summer 2019. Discussions are ongoing with Property Services as to how the land will be marketed and disposed of.

## **8. Busway**

In 2018 Highways secured grant funding of £1.5million to upgrade the Busway. This includes widening of the footpaths, a cycle way, improved landscaping, repositioning of new bus shelters and new traffic lights at each of the junctions where the busway crosses access roads. Completion expected July 2019.

## **9. Masterplan and Delivery Strategy**

BDP are currently working on the Preferred Masterplan and Draft Delivery Report, a draft Masterplan was submitted at the end of May 2019. A Delivery Workshop for HBC and invited stakeholders will follow.

## **10. Inclusive Growth**

The BID, already promotes upskilling of the Astmoor workforce as well as encouraging several health initiatives. This will continue with support from HEP, along with the Council's Health Improvement team. The BID will lead on estate wide programmes by promoting a 'Healthy Astmoor', that will include mental health awareness, smoking cessation, health checks for the over 40s and the appointment of Workplace Health Champions. In partnership with the Council this will be expanded to include health checks for the under 40s, musculoskeletal masterclasses, guided walks at lunchtime and outside break areas.



## Halton Lea Healthy New Town

### **Starting Point**

Members had received a presentation regarding the designation of Halton Lea as one of 10 areas nationally to be named a Healthy New Town. It was reported that compared with other areas nationally, which were 'new' Brownfield or Greenfield sites Halton's proposals focused on the regeneration of an existing area. The area had a number of strengths on which to draw, but some of the assets were not being maximised. Members were advised that some of the principles that had been used in other areas such as Castlefields could be applied but it would be important to focus on 'people' and health matters in tandem with the physical transformation of the area. It was reported that minimal funding had been made available and, therefore, the programme had initially started slowly. Nevertheless, the designation had served to strengthen relationships between health and regeneration professionals. Some funding had been received to prepare a Master Plan for the area, which would serve a framework for a longer-term vision for the area, but would also guide investment decisions. Members commented on the need to include wards in adjoining areas as part of the development and the need to ensure that any investment did not compromise the quality of the environment for local residents. Members felt that the area had the key ingredients needed to support a vibrant area but they needed bringing together in a coordinated way. It was important to ensure that the Hospital Health and Well-being campus linked to the regeneration of the wider area.

### **Further Progress since the Working Party has met**

Approval was received from the Council's Executive Board to submit an Expression of Interest, for Halton Lea, to the Combined Authority for the Liverpool City Region's Town Centres' Commission. Submissions are currently being assessed but the focus is on supporting community schemes which increase footfall within town centres.

Based in premises adjacent to the marketing suite at Runcorn Shopping City, a Youth Zone has been established in partnership with Runcorn Shopping City, Cheshire Police, Halton Borough Council, Riverside College and several Third Sector group. Private sector companies have proactively supported the initiative by providing and fitting electrical and heating equipment to bring back into use underused space.

Following completion of the Masterplan last year, a delivery plan is being prepared which will be used to prioritise schemes, undertake

a Cost Benefit Analysis, and identify potential matching funding sources. There is also a review of the governance structures in respect of schemes in and around the Halton Lea area. There are a number of interlinked projects being developed and it is suggested that working groups and reporting arrangements will need to be streamlined accordingly. Recommendations will be presented to the Members Implementation Group for consideration

## **NEXT STEPS**

- 3.4 Members will appreciate that the development of major regeneration projects does not happen overnight. This can be a dynamic and fast changing environment, where some schemes may be accelerated depending upon commercial opportunities, and it is important that Members are made aware of any developments. Subsequently, it is proposed that a Member annual Regeneration Workshop is provided, the purpose of which would be to share and update Members on various projects, but would also provide an opportunity to gather Members' views on schemes as they are developed.

## **4.0 POLICY IMPLICATIONS**

- 4.1 There are no immediate policy implications arising from this report.

## **5.0 OTHER/FINANCIAL IMPLICATIONS**

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

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

### **6.1 Children & Young People in Halton**

The Mersey Gateway Regeneration Plan Plus document emphasise that regeneration goes beyond the construction of buildings and transforming places but should seek to add value for our local communities; we work with our schools and college to boost the qualifications and skills of our young people, but will drive the growth of apprenticeships to boost the local economy

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

During the next 10 years a number of sites contained in the Mersey Gateway Regeneration Plan Plus document will be unlocked, leading to further job creation in the borough. The regeneration team will work with colleagues in Employment Learning and Skills to support local people in benefitting from these opportunities.

**6.3 A Healthy Halton**

The Mersey Gateway Regeneration Plan Plus document identifies Halton Lea Healthy New Town as a key priority. However, the Plan also promotes green routes and an emphasis on clean and healthy access routes to the borough's major employment sites

**6.4 A Safer Halton**

The Mersey Gateway Regeneration Plan Plus document will promote the quality of the environment and will ensure that security by design is factored into any future development opportunities

**6.5 Halton's Urban Renewal**

The Mersey Gateway Regeneration Plan seeks to bring back into use approximately 20 hectares of residual project land.

**7.0 RISK ANALYSIS**

7.1 There are no immediate risks outlined in this report.

**8.0 EQUALITY AND DIVERSITY**

8.1 There are no equality and diversity issues in this report.

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

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
None		

<b>REPORT TO:</b>	Policy and Performance Board
<b>DATE:</b>	26 June 2019
<b>REPORTING OFFICER:</b>	Strategic Director Enterprise, Community & Resources
<b>PORTFOLIO:</b>	Transportation, Leader, Economic Development, Physical Environment, Environmental Services
<b>SUBJECT:</b>	Annual Report
<b>WARDS:</b>	All

## **1.0 PURPOSE OF THE REPORT**

- 1.1 To provide the Environment and Urban Renewal Policy and Performance Board with an annual overview of the 2018-19 series of meetings and issues scrutinised by the Board.

## **2.0 RECOMMENDATION:**

**That the Annual Report is accepted.**

## **3.0 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 Improvement and Regeneration 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 2018/19 Municipal Year, the Board met on four 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 2018-2019 financial year-end.

## **4.0 POLICY IMPLICATIONS**

4.1 None.

## **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**

The work of the PPB supports future generations in Halton by ensuring a clean and safe environment.

### **6.2 Employment, Learning and Skills in Halton**

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

### **6.3 A Healthy Halton**

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

### **6.4 A Safer Halton**

The PPB supports designing out crime and developing safer communities.

### **6.5 Halton's Urban Renewal**

This PPB has previously scrutinised the work undertaken in bringing forward regeneration projects. The Mersey Gateway Plus Regeneration Strategy is one such example.

## **7.0 RISK ANALYSIS**

**N/A**

## **8.0 EQUALITY AND DIVERSITY ISSUES**

**N/A**

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

**Document**

**Place of Inspection**

**Contact Officer**

**N/A**

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

**ANNUAL REPORT 2018/19**

**FOREWORD**

This is my fifth year as Chair of the Environment and Urban Renewal Policy Performance Board PPB.

I'm grateful to PPB Members for their valuable contributions at meetings and in working parties. The quality of the discussions is always impressive and ensures that the PPB not only plays a role in informing and improving the Council's policies and procedures, but also helps with the design and delivery of the services we provide to our residents, employees and businesses in the borough.

One of the highlights during 2018/19 has been the scrutiny topic group which provides proactive input into the Council's future regeneration projects and priorities.

The role and remit of the PPB is wide ranging and we have covered a variety of specialist themes and topics during the last 12 months. I hope that the short summary outlined in this annual report adequately reflects this.

I am looking forward to the varied agenda of the new scrutiny year.

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

**MEMBERSHIP AND RESPONSIBILITIES**

The Board comprised eleven Councillors:-

Councillor Bill Woolfall (Chairman)  
Councillor Mike Fry (Vice-Chairman)  
Councillor Marjorie Bradshaw  
Councillor Robert Gilligan  
Councillor Harry Howard  
Councillor Alan Lowe  
Councillor Keith Morley  
Councillor Paul Nolan  
Councillor Joe Roberts  
Councillor Pauline Sinnott  
Councillor Angela Teeling

The Environment and Urban Renewal Policy and Performance Board seeks to further 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 4 times during the Municipal Year 2018/19. The Board's work programme covered the scrutiny of relevant Executive Board decisions relevant to the Board's business, agreeing the Service Plans of the relevant Departments, together with monitoring performance against these Service Plans.

Some of the main activities and issues which have come before the Board during the year are set out below.

### **Public Spaces Protection Order – Dog Control**

A new Public Spaces Protection Order (PSPO) was proposed 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.

### **Liverpool City Region Highway Safety Inspection Framework**

The Board endorsed a proposal for the Council to adopt the Liverpool City Region Highway Safety Inspection 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). The Board recommend the Executive Board adopt a revised Council Highways Safety Inspection Policy based on the LCR Framework.

### **Fixed Penalty Notices**

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

- The Environmental Offences (Fixed Penalties) (England) Regs. 2017
- The Littering From Vehicles Outside London (Civil Penalties) Regs. 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.

The Board 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.

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.

#### **Holloway, Runcorn – Proposed Waiting Restriction Order**

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

The Board determined that the proposal to introduce waiting restrictions on Holloway, Runcorn should not supported on the grounds of the public objections received.

### **Environmental Improvement Initiatives**

A presentation was given by the Divisional Manager - Waste & Environmental Improvement, who outlined to Members the measures being taken to help tackle incidents of environmental crime; such as littering and fly-tipping. Members noted the structure of the Environmental Improvement Team, their role and enforcement activity undertaken, environmental crime prevention methods and the varying levels of enforcement.

Additionally, the presentation provided the Board with examples of education awareness work carried out by the Team, the number of reported litter, dog fouling and fly tipping incidents and the enforcement action taken and the future use of Community Protection Notices by the Team.

### **Liverpool City Region Single Investment Fund (SIF)**

The Board received a report which provided details on the publication of a Strategic Investment Fund Strategy for the Liverpool City Region Combined Authority (CA) and provided an update on the proposed relaunch of Single Investment Fund (SIF).

A recent review of the existing SIF process had 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 had also concluded that existing projects within the project pipeline should be revisited to determine whether they could actually be delivered and or could meet the appraisal criteria.

The CA had now appointed a specialist development team to oversee the SIF process. The team had produced a SIF strategy document and the report highlighted details of the changes in approach within the new document.

It was noted that SIF would now be regarded as a recyclable fund, therefore projects may be funded by a loan only, a combination of loan and grant and in certain instances, grant.

Officers from Halton had met with the CA Investment Team to outline Halton's priorities and the Investment Team had visited Halton to share further specific details and information on potential projects. As a result Officers had been working to update the list of prioritised schemes which were 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, the Government would be announcing Challenge Funds as part of the delivery of the Government's Industrial Strategy, these would be relevant to some of Halton's project pipeline.

### **Revised National Planning Policy Framework**

The Board considered a report which provided a brief overview of the main changes included within the revised National Planning Policy Framework (NPPF) which was published by the Government in July 2018. The key part of the new NPPF was the presumption in favour of sustainable development 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 would remain the key battleground where planning permission was sought on unallocated sites or for which the development plan supported a refusal of planning permission. Full details of the changes within the revised Policy in respect of the following areas, were outlined in the report:

- Greenbelt;
- Viability;
- Appropriate assessment – protection of habitats;
- Standard methodology;
- Small and medium sites;
- Affordable housing;
- Design;
- Heritage
- Town centres;
- Land assembly;
- Strategic and non strategic policies; and
- Transition.

### **Runcorn Regeneration Update: Delinking and Station Access**

A report was presented which provided an update on the planned programmes that see the completion of the Silver Jubilee Bridge (SJB) maintenance works, deconstruction of SJB access road infrastructure in Runcorn ('delinking') and the delivery of enhanced access to enable the Runcorn Station area vision. Work at 'Widnes Loops' would be undertaken consecutively with the delinking works in Runcorn. The presentation provided a detailed outline of the works to be undertaken, together with a timetable for completion.

### **Statement of Community Involvement (SCI) S018 Local Development Document**

The Board considered a report which provided an update on the review of the Statement of Community Involvement (SCI), a town planning process document. The SCI set out how Councils would engage local communities and other interested parties in producing their Local Plan and determining planning applications.

As with other Local Development Documents, Government required that SCI's should be reviewed, at least every 5 years and the last SCI was adopted in 2013. The SCI would also be updated to include a number of legislative changes to the way that planning documents were prepared.

The Board discussed and received clarification on how Neighbourhood Plans are prepared by a qualifying body and submitted for approval and approved submission of the SCI to Executive Board for adoption.

### **Government Consultation on Shale Gas**

A report to the Board advised on the Council's response to the Government's consultations on changes to the regulation of Shale Gas exploitation. Two consultations had been undertaken by two separate Government Departments. Members noted that permitted development rights (Parliament had already granted an England wide consent for this activity) for mining and minerals exploration and this covers boreholes, seismic surveys and excavations for minerals exploration.

As the consultation closed on 25th October 2018, it was not possible to report the responses to the Board prior to the consultation closing. Therefore. Members considered a copy of the respective responses submitted. It was noted that the Council had submitted objections to both consultations.

Arising from the discussion the Board requested that consideration should be given to arrange a seminar for all Members to discuss the implications around Shale Gas exploitation.

### **Runcorn Town Park Masterplan - Presentation**

The Board received a presentation from the Divisional Manager Open Space Services, outlining the masterplan to improve Runcorn's Town Park. In a series of planned improvements to the park, three different hubs for the park would be created; one in the North, one in the Centre and on to the South. The presentation outlined the improvements to each individual hub which included improvements to entrances, car parks and paths and general maintenance and cleaning. Members noted images of the improvements at Town Park and details on the Environmental Fund that had been used to develop the park improvements.

### **Household Waste Duty of Care**

The Board considered a report which set out details on householders legal "duty of care" to ensure they only give their waste to a licensed waste carrier and considered

a proposed level of Fixed Penalty Notices (FPN) for any failure by a householder to comply with their legal obligations.

Under the Waste (Household Waste) Duty of Care (England and Wales) Regulations 2005, householders were required to take reasonable measures to ensure that household waste produced on their property was passed onto an authorised person. An authorised person was defined in legislation but was usually a local authority or a registered waste carrier. It was noted that a householders legal duty was set out in the Waste Duty of Care Code of Practice issued by DEFRA. Failure to comply with the legal obligations was a criminal offence and the primary circumstances where a householder would be deemed to have done so:

- Where an individual passed waste to an unauthorised waste carrier; and
- Where fly-tipped waste was traced back to an individual who was found to have failed to take reasonable steps to ensure that they had transferred the waste to an authorised waste carrier.

The Board was advised that under new regulations introduced in November 2018, an FPN could be issued as an alternative to prosecution. The FPN allowed a more proportionate approach to prosecution for a duty of care offence. Members considered if the default penalty of £200 should be retained or whether an alternative level should be set within the limits set by legislation.

With regard to the level of discount for early payment of an FPN issued for a duty of care offence. Whilst considering the discount, the Board was advised that the FPNs for littering offences applied a 25% discount if the full amount was paid within 10 days.

It was also noted that information would be provided to advise householders of their duty of care obligations in a number of ways; including information leaflets, social media, Inside Halton and by placing information on the Council's website. In addition, information would be provided to householders who were looking to use a private contractor or any other person to remove waste from their property to ensure they met their legal obligations by carrying out checks beforehand to establish that they were a genuine and reputable company or individual.

### **Lead Local Flood Authority Section 19 Flood Investigation and Flood Hub**

The Board received a report which reminded Members of the Council's responsibilities as Lead Local Flood Authority (LLFA) under the Flood and Water Management Act 2010. The report also highlighted the recent flood event at A557 Watkinson Way, Widnes and the Flood Hub website resource.

### **Annual Road Safety Statistics Report**

The Board considered a report which gave details of road traffic collision and casualty numbers within the Borough in the year 2017.

The Board was advised that Appendix A to the report set out full details of the numbers of traffic collisions and casualties in the year 2017, and compared these figures with those from previous years. These results were very encouraging, with a decrease in casualty numbers of people slightly injured and of those killed/seriously (KSI) injured, compared to those figures for 2016. Overall Halton was one of the best performing local authorities both regionally and nationally in terms of casualty reduction in 2017.

In addition, the report highlighted the work the Road Safety Team would continue to undertake during the year with an extensive programme of education, training and publicity.

### **Regeneration Projects and Priorities Working Party**

The Board established a Working Party to review the Regeneration Plan. This comprises projects that facilitate the development of a steady pipeline of regeneration and development opportunities over a 10-15 year period.

The Working Party has enabled Members to contribute to the design and development of future development regeneration schemes, with particular regard to the opportunities that would arise following the completion of the Mersey Gateway and handback of land that was no longer required for this project.

The Working Party has met on several occasions and has considered the following key impact areas and has provided initial comments on each to date. In particular:

- Runcorn/Runcorn Station Quarter;
- The Widnes Waterfront;
- Astmoor Business Park;
- Ditton Corridor; and
- West Runcorn Employment Growth Area.
- Halton Lea Healthy New Town;

A final report will be prepared for the meeting in June 2019.

### **Business Planning**

A Business Planning Working Party was established to select a small number of priority topics to be fed into department business plans for 2019-20. It was noted that the following topics/areas of focus had been selected by the Working Party:

- Opportunities to co-ordinate maintenance activity with partners;
- Improved recycling of food waste;
- Tackling fly tipping;
- Awareness of environmental fund benefits; and
- City region regeneration fund.

### **Contact Person for this Committee**

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 Tim Gibbs, Operational Director 0151 511 7664.