

# Public Document Pack



## Environment and Urban Renewal Policy and Performance Board

Wednesday, 13 November 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, 26 February 2020*

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

**Part I**

<b>Item No.</b>	<b>Page No.</b>
<b>1. MINUTES</b>	<b>1 - 5</b>
<b>2. DECLARATIONS OF INTERESTS (INCLUDING PARTY WHIP DECLARATIONS)</b>	
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.	
<b>3. PUBLIC QUESTION TIME</b>	<b>6 - 8</b>
<b>4. EXECUTIVE BOARD MINUTES</b>	<b>9 - 15</b>
<b>5. PERFORMANCE MONITORING</b>	
(A) <b>PERFORMANCE MANAGEMENT REPORTS FOR QUARTER 2 OF 2019/20</b>	<b>16 - 37</b>
<b>6. DEVELOPMENT OF POLICY ISSUES</b>	
(A) <b>PRESENTATION: FUTURE FUNDING OPPORTUNITIES – RUNCORN</b>	<b>38 - 39</b>
(B) <b>ANNUAL ROAD TRAFFIC COLLISION &amp; CASUALTY REPORT</b>	<b>40 - 50</b>
(C) <b>VEHICLE ACCESS CROSSINGS POLICY</b>	<b>51 - 64</b>

*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, 18 September 2019 at the Council Chamber - Town Hall, Runcorn*

Present: Councillors Woolfall (Chair), Fry (Vice-Chair), Howard, A. Lowe, Morley, Nolan, Joe Roberts, Rowe, Sinnott and Teeling

Apologies for Absence: Councillor Gilligan

Absence declared on Council business: None

Officers present: G. Ferguson, T. Gibbs, A. Plant, S. Rimmer and P. Wright

Also in attendance: None

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

	<i>Action</i>
EUR9 MINUTES	
<p>The Minutes of the meeting held on 11<sup>th</sup> June 2019 having been circulated were signed as a correct record.</p>	
EUR10 PUBLIC QUESTION TIME	
<p>It was confirmed that no public questions had been received.</p>	
EUR11 EXECUTIVE BOARD MINUTES	
<p>The Board considered the Minutes of the meetings of the Executive Board relevant to the Environment and Urban Renewal Policy and Performance Board.</p> <p>RESOLVED: That the Minutes be received.</p>	
EUR12 PERFORMANCE MANAGEMENT REPORTS FOR QUARTER 1 2019/20	
<p>The Board received a report from the Strategic Director, Enterprise, Community and Resources, which presented the Performance Monitoring Reports for Quarter 1 of 2019/20.</p>	

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.

The Board noted that:

- The Local Plan consultation closed on 19<sup>th</sup> September; and
- Work was progressing on the Silver Jubilee Bridge and it was due to reopen shortly.

Arising from the discussion the Board requested:

- An update report be provided to Members' on Halton's Visitor Economy, including the work being undertaken with the Liverpool City Region; and
- The possibility of a Members seminar on the hydrogen economy be investigated.

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

### EUR13 JOINT WASTE LOCAL PLAN MONITORING REPORT 2017/18

The Joint Waste Local Plan for Merseyside and Halton (WLP) was adopted by Halton, Knowsley, Liverpool, St Helens, Sefton and Wirral Councils with effect from July 2013. The WLP Plan period was from 2013 to 2027 and formed part of Halton's adopted development plan. The production of a Monitoring Report was a statutory requirement and Local Authorities were required to publish a Monitoring Report on at least an annual basis.

A copy of the 5<sup>th</sup> Annual Waste Local Plan (WLP) Monitoring Report which covered the period 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018 had been prepared by the Merseyside Environmental Advisory Service on behalf of the six Liverpool City Region Councils (LCR) and had been previously circulated to the Board.

Members were advised that the Monitoring Report detailed that Halton had performed well and continued to improve its waste management practices. In addition, the report highlighted key developments over the 2017/18 period for the LCR and for Halton.

RESOLVED: That the report be noted.

### EUR14 HIGHWAY LED UPGRADE PROGRAMME

The Board received a report of the Strategic Director, Enterprise, Community and Resources, which provided an update on the project to upgrade highway electrical equipment to LED technology and provide energy savings.

The Board was advised that Highway electrical equipment maintenance costs were constantly rising, as were energy costs which were increasing well above inflation. The cost of energy for all the Council's highway electrical assets (including street lighting, traffic signals, illuminated signs, etc.) was approximately £1,080,000 per annum.

In order to reduce energy and maintenance costs, since 2010 all new street lights and traffic signals have had LED lanterns. Initially there was an increased cost of the equipment, but equipment costs had now reduced to equivalent levels of non-LED components. At the same time as lanterns were replaced, structural maintenance of columns was carried out, where required.

In 2015 the Council allocated capital funding to replace street lighting lanterns in residential areas with LED lanterns. At the present time around 14,000 street lights had been upgraded to LED, with circa 6,000 lights in need of upgrade.

During 2019/20 the program should see the majority of the remaining 2,000 street lights in residential areas upgraded to LED, leaving around 4,000 of the higher wattage street lights to be upgraded on the principal / main road network.

In parallel to the work to convert street lights to LED operation, similar work had been undertaken to convert traffic signals (including Puffin and Toucan crossings) to LED operation. This had been undertaken using capital allocations received from the LCR Combined Authority. Controlled crossings were now being converted and this

work should be completed by the end of the current financial year 2019/20. There was an added benefit for the Authority in completing this work now, as from 2021 the current tungsten halogen lamps would no longer be manufactured, so the Authority was prepared for this change.

It was noted that the original cost analysis calculations for street lighting conversions were based on energy prices at the time. However, above inflation energy increases would show significantly better benefit/savings and reduced payback periods.

On behalf of the Board, the Chair thanked Mr Rimmer for all the work he had carried out for the Council and the Board and wished him a long and happy retirement.

RESOLVED: That the report be noted.

#### EUR15 UPDATE ON WATER SUPPLY ISSUE, SANKEY CANAL

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which provided an update on the effect of the closure of Fiddlers Ferry Power Station on the water level in the Sankey Canal.

Since 1978 the Central Electricity Generating Board (CEGB) agreed to pump water for free in to the Canal to facilitate recreational activities and an amount of locking in and out to the river. Halton's section of the Canal, which had largely been in open water since this date relied entirely on the input from the power station (see AECOM 2016 Hydrology Report). Warrington Borough Council was in a similar situation.

It was noted that SSE had announced they would cease generating operations at the Power Station by the end of March 2020. The Station would then enter a period of decommissioning. From this point on any supplied water to the canal would be extremely unreliable and would likely cease altogether.

The Board received a presentation on the various possible alternative water supply solutions ahead of the SSE closure of Fiddlers Ferry in 2020.

RESOLVED: That the report be noted.

#### EUR16 CONTROL OF ADVERTISEMENTS

The Board received an update report on the powers

available to the Council under section 224 and 225 of the Town and Country Planning Act 1990. The powers enabled local authorities to control the placement of adverts, banners and fly posting which can on occasion cause highway safety issues and affect the amenity of an area.

Members were advised that when taking regulatory action it was also imperative that the Authority must always be prepared to follow up on enforcement action, including taking court action. The report detailed the purposes and implications of taking enforcement action under these powers.

RESOLVED: That the Board

1. identify priority areas for action; and
2. considered the implications of the approach.

*Meeting ended at 7.15 p.m.*

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

**DATE:** 13<sup>th</sup> November 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:** 13<sup>th</sup> November 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 19<sup>th</sup> SEPTEMBER 2019**

**PHYSICAL ENVIRONMENT PORTFOLIO**

**EXB33 PROCUREMENT OF SINGLE HOMELESS ACCOMMODATION SERVICES**

The Board considered a report of the Strategic Director, People, on the procurement of single homelessness short term supported accommodation.

It was reported that there were two single homelessness supported accommodation services in Halton. Creative Support currently provided support at both premises – Brennan Lodge and Halton Lodge – and the current contracts expire at differing times, albeit with options to extend in place. It was noted that there was now an opportunity to align the contracts to include both services, as currently both are managed by one service manager, with staff able to work flexibly across both services to provide consistency and flexibility.

Permission was sought to commence a tender exercise for a single homelessness short-term accommodation service. Details of the current contract values were set out in the report.

**RESOLVED:** That the commencement of a procurement exercise for single homelessness short-term supported accommodation be approved.

Strategic Director  
- Enterprise,  
Community and  
Resources

**PHYSICAL ENVIRONMENT PORTFOLIO AND COMMUNITY AND SPORT PORTFOLIO**

**EXB35 LEISURE CENTRE AT MOOR LANE**

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on the development of a leisure centre at Moor Lane, Widnes.

Members were reminded that in September 2018, the

Board had given Officers authority to explore funding sources to finance a replacement leisure centre for the current facility located at Kingsway, Widnes. Further feasibility work was undertaken by Wates, under the Scape Major Works UK framework, which ensured it was OJEU compliant.

The report set out details of three options for Members to consider. These were set out as routes which the Council could take to commission the construction of the facilities. It was noted that further information on the proposed design and use of a future leisure centre were contained in Appendix 1, attached to the report.

RESOLVED: That

- 1) Council be recommended to make a change to the Capital Programme in order to finance the development of a leisure centre at Moor Lane, Widnes;
- 2) Executive Board delegates the delivery of the project to the Operational Director, Economy, Enterprise and Property and the Operational Director, Communities, in consultation with the Portfolio Holders for Physical Environment and Community and Sport; and
- 3) the Board be provided with a further progress report in six months' time.

Strategic Director  
- Enterprise,  
Community and  
Resources

## **EXECUTIVE BOARD MEETING HELD ON 17<sup>TH</sup> OCTOBER 2019**

### **PHYSICAL ENVIRONMENT PORTFOLIO**

#### **EXB41 HALTON HOUSING TRUST - ANNUAL REPORT**

The Board received the annual report of Halton Housing Trust, which provided an update on progress in 2019.

A verbal update was provided for the Board by new Chief Executive, Liz Haworth, with Deputy Group Chief Executive, Neil McGrath and new Chair, Clive Deadman from Halton Housing Trust. They reported on progress to date in delivering some key achievements, partnerships and strategic priorities.

It was reported that some of the key organisational achievements, detailed in the report were an additional £6.4m of investment in improvements to homes and neighbourhoods; completion of 32 new homes; achieved 96.3% of collectable income; and embarked on a transformational project – ‘Customeyes’ - which would transform services to a pre-emptive approach. In addition, they had continued to actively support and contribute to a wide range of local strategic partnerships across Halton and the wider City Region.

Also noted were the organisational changes to the management structure at the Trust during 2019.

Having dealt with Members’ questions, all were thanked for attending.

RESOLVED: That the progress report be noted.

EXB42 PRACTICALITIES OF THE IMPLEMENTATION OF THE COMMUNITY INFRASTRUCTURE LEVY (CIL).

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which explained the practicalities of implementing the Community Infrastructure Levy (CIL).

At its meeting on 22 March 2019, the Board requested that a report be brought to Members on the practicalities of the Council introducing a CIL. The Board was advised that CIL was introduced by the Government in 2010. Its purpose was to generate additional funds to pay for infrastructure that was required to support new development, to show communities tangible community benefits from accepting new development.

It was reported that CIL permitted planning authorities to impose a charge on new development in their area to raise funds for local infrastructure. Those items of infrastructure permitted to be funded were set out in a pre-determined list, known since September 2019 as an ‘Infrastructure Funding Statement’. A local authority wishing to introduce a CIL had to set out a Charging Schedule which indicated the types of development where a Levy would apply, which would then be mandatory on qualifying developments. It was reported that, unlike Section 106 Agreements which were considered on a site by site basis, a CIL was non-negotiable.

The report set out details of the operation of the CIL and the potential introduction in Halton. It was noted that a Whole Plan Viability Study and review commissioned by Halton was available to view online. The scope for CIL had been reviewed and found not to be viable when all other policy requirements or asks had been met, which was a priority under Government guidance.

RESOLVED: That, given the information provided, a Community Infrastructure Levy not be introduced at this time but that the matter be reviewed if changes in the Section 106 arrangements or other economic circumstances change.

EXB43 LIVERPOOL CITY REGION SPATIAL PLANNING STATEMENT OF COMMON GROUND

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which sought approval of two documents relating to the Spatial Planning Statement of Common Ground.

The Board was advised that Statements of Common Ground (SoCG) were introduced in the 2018 update to the National Planning Policy Framework. Local Planning Authorities were to set out an agreed record of strategic matters between authorities together with details of how these matters would be addressed. It was reported that these new documents had to be formally endorsed on behalf of the Council, although they were not directly covered by either the Constitution or by schemes of delegation. It was noted that SoCG's did not take away or diminish the planning powers of the local planning authority; they provided the primary evidence of compliance with the duty to co-operate.

The report sought endorsement of the first two such documents prepared with, or presented by, neighbouring authorities, together with approval for subsequent documents and updates to be authorised by the Operational Director in consultation with the Portfolio holder for Physical Environment.

RESOLVED: That

- 1) The Liverpool City Region Spatial Planning Statement of Common Ground be approved, and

Strategic Director  
- Enterprise,



there is an agreement to sign the final document on behalf of Halton Borough Council;

Community and Resources

- 2) Delegate the Divisional Manager, Planning and Development, to hold the authoritative powers to agree minor wording changes to the LCR Statement of Common Ground if proposed by the other Liverpool City Region local authorities or the Combined Authority during the approval process; and
- 3) Approve the ongoing delegation of power to the Divisional Manager, Planning and Development, in consultation with the Portfolio holder for Physical Environment to approve further Statements of Common Ground, or revisions to those previously endorsed with appropriate bodies.

<b>REPORT TO:</b>	Environment and Urban Renewal Policy and Performance Board
<b>DATE:</b>	13 <sup>th</sup> November 2019
<b>REPORTING OFFICER:</b>	Strategic Director Enterprise, Community and Resources
<b>PORTFOLIO:</b>	Resources
<b>SUBJECT:</b>	Performance Management Reports for Quarter 2 of 2019/20
<b>WARDS:</b>	Boroughwide

## **1.0 PURPOSE OF REPORT**

- 1.1 To consider, and raise any questions or points of clarification, in respect of performance management for the second quarter period to 30<sup>th</sup> September 2019.
- 1.2 Key priorities for development or improvement in 2019 - 20 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 second 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 At the time at which annual business plans are developed, Directorate Risk Registers are also refreshed and updated. Progress concerning the implementation of any high risk mitigation measures, relevant to this board, are included as Appendix 1 of the performance management report for the second quarter period.

### **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

## Implementation of High Risk Mitigation Measures (Enterprise, Community and Resources) – Quarter 2 to 30<sup>th</sup> September 2019

The purpose of this report is to provide an update concerning the implementation of mitigation measures for those areas of risk which have been assessed as high within the Directorate Risk Register and are relevant to the remit of the Environment and Urban Renewal Policy and Performance Board.

### Business Area – Policy, Planning and Transportation

Assessment of current risk			Impact (Severity)	Likelihood (Probability)	Score (I x L)	
<b>ECR R17</b>	Failure to maintain and make available the Councils highway network could lead to adverse consequences for road users and others. <i>(Strategic Priority: Safer Halton / Halton's Urban Renewal)</i>		3	4	<b>12</b>	
Risk control measure(s)		Lead Officer	Timescale Review	Residual Impact	Residual Likelihood	Residual Score
R17 a	Delivery of prioritised maintenance programme	Operational Director (Highways and Transportation)	Annually	2	3	<b>6</b>
R17 b	Timely and effective use of Variable Message Signs					
R17 c	Coordination of works to minimise impact.					

#### Progress update

Halton's Highway Safety Inspection Policy Framework is in place, this is in conjunction with the Highways Asset Management Plan.

The availability of revenue budget remains problematic due to the ongoing fiscal pressures being experienced across all service areas of the Council which will inevitably have an impact upon what can be delivered. As a consequence revenue funding continues to be used in a targeted way paying particular attention to the ongoing safety of the highways infrastructure.

Variable Message Signs continue to be used regularly to help manage the flow of traffic and minimise disruption on the road network as a result of maintenance and urgent works, events and other incidents.

Highway works are managed through permits to help coordinate maintenance to highways including works by utility providers. This alleviates the congestion and disruption that can occur when such works are necessary and allows a greater degree of planned co-ordination of the wider highway network and use of alternative routes etc.

## Implementation of High Risk Mitigation Measures (Enterprise, Community and Resources) – Quarter 2 to 30<sup>th</sup> September 2019

### Business Area –Community and Environment

Assessment of current risk			Impact (Severity)	Likelihood (Probability)	Score (I x L)		
<b>ECR R35</b>	Unwillingness of public to participate in Council recycling services or comply with Council policies will result in increased costs being incurred.		4	3	12		
Risk control measure(s)			Lead Officer	Timescale Review	Residual Impact	Residual Likelihood	Residual Score
R35 a	<i>Produce a Waste Prevention Plan to set out initiatives to help reduce the amount of waste produced in Halton.</i>		Operational Director	Quarterly	4	2	8
R36 b	<i>Ensure sufficient resources are in place to deliver comprehensive community engagement, education and promotional campaigns</i>						
R37 c	<i>Work closely with officers from other Council Departments, external organisations and community groups to deliver projects to encourage residents to participate in Council waste recycling and waste reduction schemes and initiatives.</i>						
R37 d	<i>Consideration of policies and initiatives to incentivise and encourage residents to participate in Council recycling services and initiatives.</i>						

#### Progress update

The increasing cost of dealing with residual waste means that reducing the amount of waste generated in Halton and recycling as much of what is produced as possible remains a key focus. The Council employs two Community Engagement Officers who are actively involved in activities and delivering initiatives to promote waste prevention and encouraging residents to make full use of the recycling services and facilities provided by the Council. The Council is now signed up to the Liverpool City Region-wide 'Recycle Right' Campaign, which is aimed at removing any confusion over what residents can recycle and is intended to help improve the quality and level of recycling materials collected. As well as working in partnership with other regional local authorities on encouraging improved participation in recycling services, Officers work very closely with Housing Associations and community groups on numerous waste and recycling initiatives.

The review of existing waste and recycling policies, together with consideration of introducing new ones, remains on-going.

## Environment and Urban Renewal PPB – Priority Based Monitoring Report

Reporting Period: **Quarter 2 – 1<sup>st</sup> July 2019 – 30<sup>th</sup> September 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 second quarter of 2019/20 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 2019-20 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment & Urban Renewal Policy & Performance Board i.e.:
- Development & Investment Services
  - Open Spaces and Waste and Environmental Improvement
  - Highways, Transportation & Logistics and Physical Environment
  - Housing Strategy
- 1.3 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 8 of this report.

### 2.0 Key Developments

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

#### **Development & Investment / Regeneration / External Funding**

- 2.2 The Liverpool City Region Business Growth Programme Phase II commenced in January 2019.

The first phase of the programme was concerned with the competitive procurement of a panel of ten plus competent and experienced commercial entities to provide specific business support in a range of disciplines including manufacturing processes, tendering, sales and marketing, strategic business planning, ICT and financial management.

The procurement exercise concluded at the end of Quarter 1 2019 and a Business Growth Programme Project Manager was appointed in August.

Halton Borough Council is contracted to deliver:-

Output	Target
Company Receiving Support (C1)	95
Number of New Enterprises Supported (C5)	10
Jobs Created (C8)	67

2.3 Growth Hub in the Borough of Halton is delivered by Halton Growth Hub Partnership made up of Halton Borough Council and Halton Chamber of Commerce and Enterprise. Halton Chamber of Commerce and Enterprise is the lead partner and contract holder with respect to the delivery of Growth Hub locally.

In Quarter 2 the Halton element of the Liverpool City Region Growth Hub Programme assisted 83 unique companies.

2.4 In relation to Asset Management the key acquisitions and disposals during the quarter 2 period were;

- Approval of the Executive Board 19th September 2019 to the Disposal, Acquisition, Retention Strategy
- Gorse Point Widnes – completion of drawdown of part approx. 18 acres by the developer
- Acquisition of land at Crow Wood Lane Widnes for the provision of sheltered housing completed 6 Sept 2019
- Acquisition of St Patricks nursing home, Crow Wood Lane, Widnes completed 30 Sept 2019
- Acquisition of St Luke’s, nursing home, Palacefields Ave, Runcorn completed 30 Sept 2019
- Completion of land to Sandon Global, Tudor Road, Manor Park, Runcorn – disposal of land by way of building lease
- Academy Transfer of Ditton primary school, Widnes was completed in July with the academy Transfer St Michael and St Thomas, Spinney Ave, Widnes being completed in August 2019.

2.5 At Sci-Tech Daresbury the procurement of Project Violet is ongoing with some deadlines unfortunately having been missed. The interviews have been delayed but work is ongoing to achieve a start on site in the next quarter.

2.6 Onward and Riverside Housing has now appointed Avison Young to progress a delivery plan for the regeneration of Murdishaw.

2.7 In regards to 3MG Alstom have confirmed the land they require at HBC Field for future phases, which consists of 7.4 acres for development and 5 areas for rail sidings. This leaves a balance of 27 acres which can be put to market. Executive Board agreed the option in July. A new option is being drafted, expected date for completion 1 November 2019.

2.8 Liberty also completed their first speculative warehouse of 108,000 ft<sup>2</sup> in June 2019 and are now marketing it to end users.

2.9 For Astmoor a pre-application for SIF funding is being drawn up to secure funding to carry out site investigations on 6 sites, including handback land commandeered for the construction of the Mersey Gateway. This is in preparation for the marketing of the handback sites once back in HBC ownership and to guide future investors as the ground conditions. In addition dialogue is continuing with the Bridge School to identify a relocation site together with funding options.

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

2.10 Planning Application Statistics:

Total Applications Received: (Includes those Withdrawn and Returned) 160	
Applications Decided 136	Applications On-Hand (Undecided) 163
Pre-Applications Received 19	Pre Applications Closed 18

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 above and the figures given for PPT LI 01.

- 2.11 The Consultation on the Local Plan started at the end of July and ended in September. Officers are working on the responses received and will prepare a report for Council with a recommendation for submission to the Secretary of State.
- 2.12 Works will be starting on site for new office building, ancillary buildings at Inovyn following approval of the recent application. In addition an application is still being considered for the erection of 237 dwellings and 100 extra care apartments, together with car parking, landscaping, roads, bridges, footways, drainage infrastructure and another for a new local centre at Sandymoor.
- 2.13 Pre-start arrangements for the Silver Jubilee Bridge cable change works were progressed during Quarter 2. The specialist sub-contractor appointed to undertake this work has now mobilised to site and works are expected to be completed during the quarter 3 period.
- 2.14 Further to information reported to the Board in quarter 1 the highways surveys have now been completed and these have shown a deterioration of highway condition across the network. Further statistical information is provided within section 6 of this report and the Council will as far as possible continue to mitigate the effects of diminishing financial resources through a programmed approach to maintenance.
- 2.15 A number of Public Rights of Way cannot be used at present due to gating and other long-term issues and the position is to maintain current levels of access as far as possible.
- 2.16 The footpath link from Warrington Road to Watkinson Way, which is being funded by Halton Housing Trust is now nearing completion and the Runcorn De-linking and demolition works commenced in March 2019 are expected to be completed by summer 2020.

### **Open Spaces and Waste and Environmental Improvement**

- 2.17 Garden Waste Collections have been the subject of stakeholder consultation. The government has proposed that Councils should offer a free collection of garden waste. Stakeholder respondents were generally not supportive with only 20% of local authorities being in agreement. The most common concern being the financial impact upon budgets. Given the level of opposition to this proposal, the government has said that it will give further consideration to the costs and benefits before making a final decision on whether garden waste collections should be free of charge, or whether charging should be a matter for local decision making. Further information is now awaited.
- 2.18 Funding for new Government policies is a key consideration. Government has given a commitment to ensure that local authorities receive additional resource to meet any new net costs arising from its new policies—such as free garden waste and weekly food waste collections. It has indicated that this includes both up front transition costs and ongoing operational costs. However, there are no further details of how any funding schemes may work and it is therefore not possible at this stage to consider what the potential financial implications of the new government policies may have upon the Council. Further updates will be provided as clarification is given.

### **3.0 Emerging Issues**

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

#### **Development & Investment / Regeneration**

- 3.2 Halton Borough Council continues to be at the forefront of the deployment of a sustainable, zero carbon, hydrogen economy in the North West and is supporting the Combined Authority and a range of industrial partners to develop a 'Zero Carbon Roadmap' which will both articulate and place into a deliverable timeframe a number of major green hydrogen production, distribution and storage schemes which have to potential to have a significant impact upon the Borough.



- 3.3 Officers are now fully engaged with the deployment of the new Liverpool City Region Growth Platform, the single entity charged with increasing inward investment and driving business growth across the City Region. They are represented on the Liverpool City Region Inward Investment Board and Place Marketing Board and will seek to raise awareness of the new funding streams associated with the Growth Platform amongst the business community in Halton as and when they become available.
- 3.4 The Council has been working closely with Homes England to try and secure grant funding towards the redevelopment of parts of Foundry Lane area for residential use. The Homes England grant will cover land remediation, flood mitigation and other preparatory works to bring the site to market.
- 3.5 The two sites currently under consideration are the Tarmac site and the former Stobart Office site. The Stobart site is still owned by Stobart and will need to be acquired by the Council if it is to be included, which will require a capital outlay by the Council. There is also a desire that other sites such as the Golden Triangle and the former Cameron's become residential areas and the Council hopes by making a start, this will provide confidence to other land owners.

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

- 3.6 Completion of the RAV deck refurbishment (LCR Task 16) has been affected by the forthcoming demolition works within the Runcorn Delinking scheme and the STEP cycleway improvements on the viaduct. Measures to mitigate delay and complete the full scope of the works in Q4 of 2019/20 are under discussion.

### **Open Spaces and Waste and Environmental Improvement**

- 3.7 In December 2018, the government published its Resources and Waste Strategy for England. A number of the government's proposals set out within the Strategy were subject to public consultation and the responses to the consultation were published in July 2019. Details of the government's proposals which will, or could, directly impact upon the Council's waste management services in the future are set out below.
- 3.8 Collection of a consistent core set of recyclable materials is featured and the Government has confirmed that it will be seeking to amend legislation to require all councils in England to collect 'at least' the following materials from 2023:
- Glass bottles and jars;
  - Paper
  - Card
  - Plastic bottles
  - Steel and aluminium tins and cans.
  - Plastic pots tubs and trays.
- 3.9 This proposal will require to Council to begin collecting plastic pots, tubs and trays. These are materials that we do not currently collect via the kerbside co-mingled recycling service. The reason for this is that, whilst there is an established and competitive market for plastic bottles, there remains no established or sustainable market for the direct sale of plastic pots, tubs and trays. Additionally, the Materials Recovery Facility (MRF), where our co-mingled blue bin materials are sent, is not designed to separate out those materials.
- 3.10 The government has said that it will also legislate to ensure that every local authority provides householders with a separate food waste collection by 2023, indicating that it will take comments received in respect of the support that local authorities would need to deliver weekly food waste collections into consideration as it develops the next steps of the proposals.

#### 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 2019 – 20 Directorate Business Plans.
- 4.2 Progress concerning the implementation of all high-risk mitigation measures relevant to the Board are 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 Council's latest annual progress report in relation to the achievement of its equality objectives is published on the Council website and is available via:









<http://www4.halton.gov.uk/Pages/councildemocracy/Equality-and-Diversity.aspx>

#### 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	Q2 Progress
EEP 02a	Launch Business Rates scheme on 1 April 2019, commencing in Astmoor	
EEP 02b	Complete the extension arrangements at HBC Field for the options/leases by April 2019	
EEP 02c	Market the remaining land at HBC Field by October 2019	
EEP 02e	(3MG Ditton Corridor) Apply for Homes England and SIF funding for abnormal ground conditions at Foundry Lane <b>by September 2019</b>	
EEP 02f	(3MG Ditton Corridor) Devise a partnership agreement to work with land owners and prospective developer at Foundry Lane <b>by December 2019</b>	
EEP 02g	Commence construction of Project Violet (Sci-Tech Daresbury) <b>by August 2019</b>	
EEP 04a	Implement Communication Strategy at Runcorn Station Quarter	
EEP 04b	Complete business case for consolidating station car parking	

Ref	Milestones	Q2 Progress
EEP 04c	Secure funding for new station square public realm	<input checked="" type="checkbox"/>

### Supporting Commentary

#### EEP 02a

Launched 1.4.19 and marketed to Astmoor businesses and landlords. Also marketed through the Astmoor BID newsletter and to developers known to have expressed interest in Astmoor. Seven requests for information packs received.

#### EEP 02b

Executive Board on 18 July 2019 agreed a report outlining the new options arrangement with Alstom. The new contract is expected to be entered into by November 2019. Marketing commenced by Savills the Council's external consultants September 2019 (advert in the Estates Gazette 21 Sept 2019).

#### EEP 02c

Executive Board on 18 July 2019 agreed a report to market HBC Field. Savills the retained agents for the site, commenced the marketing in September.

#### EEP 02e

Due Diligence is being undertaken by Homes England's consultants on a Council owned site and the site which Stobart own on Foundry Lane. If successful with the Council will purchase the Stobart site and undertake the preparatory works to bring the site to market for housing. Approximately 86 units could be accommodated across the two sites.

#### EEP 02f

All of the discussions are at different stages with the land owners. The Council is starting with Stobart as this site is vacant and the most straight forward site. However, the Council is willing to talk to all landowners to assemble as much of the site as possible for residential use.

#### EEP 02g

Project currently delayed with a start on site anticipated Q3 2019-20.

#### EEP 04a

Work is on-going





#### EEP 04b

Langtree propose to start Station car park discussions with Network Rail following the completion of a draft business case proposal.

#### EEP 04c

Work is progressing to submit a Transforming Cities funding application to LCR with a decision currently expected in March 2020.

**Key Performance Indicators**

Ref	Measure	18 / 19 Actual	19 / 20 Target	Q2 Actual	Q2 Progress	Direction of travel
EEP LI 04	Occupancy rates of commercial and investment portfolio.	99% Investment and 93% commercial	TBC	99% Investment and 93% commercial	N / A	N / A
EEP LI 05	Occupancy of Widnes Market Hall.	84%	84%	87%		
EEP LI 06	Unit Costs – office accommodation (reported annually).	£1,054	£1028	N / A	N / A	N / A
EEP LI 07	Number of companies benefitting from the Council's intensive Key Account Management Service.	55	60	56		






**Supporting Commentary**

Occupancy rates across the commercial are investment portfolio remain positive at quarter 2 and in line with expectations.

The market has taken on a number of new tenants in preceding months and this has had a sportive impact upon occupancy levels.

As a result of competing priorities the current resource dedicated to KAM has reduced and this has resulted I the number of companies receiving support largely remaining static.

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

Ref	Milestones	Q2 Progress
PPT 02	To deliver the 2019/20 LTP Capital Programme <b>March 2020</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 04	Continue to maintain the Highway Authorities statutory duties in accordance with Section 41 and 58 of the Highways Act.	
PPT 05	Consult on a revised draft Delivery and Site Allocations Local Plan (DALP)	
PPT 06	To ensure that at least one exercise is carried out each financial to test the COMAH plans <b>March 2019</b>	

**Supporting commentary**

PPT 02

in regards to STEP funded Astmoor Busway cycle and walking improvements construction has been delayed by uncharted Statutory Undertakers and is now due for completion early 2020

STEP funded improvements to RAV West to provided footpath widening is progressing and completion is now due in spring 2020

STEP funded improvements to Widnes Approach Viaduct to provide reconfigured footway cycleway is programmed for construction in August 2019 for 3 months.

Following the release of funding construction has recommenced on the STEP funded walking and cycling improvements to Runcorn Canal Tow Path.

PPT03

Works programmed for Birkdale road, Ryder Road, Hough Green Road, Hale road, Blackburn Avenue to Lovell Terrace, Fieldway Lacey Street, Alforde Street, as part of the Footway Reconstruction Programme have all been completed in the period and works are programmed to commence in spring 2020 on Bishops Way.

Works to provide full width and depth carriageway reconstruction at Liverpool Road from Chestnut Lodge junction to Heath Road, was completed as programmed

PPT 04

Review of the Highway Safety Inspection Policy and guidance has now been completed.

PPT 05






















The consultation of the Delivery and Site Allocations Local Plan commenced in July and finished in September as planned.



PPT 06

One COMAH test exercise has been completed as planned and a further exercise will take place during Quarter 4.

**Key Performance Indicators**

Ref	Measure	18 / 19 Actual	19 / 20 Target	Q2 Actual	Q2 Progress	Direction of travel
PPT LI 01	Percentage of third party compensation claims due to alleged highway / footway defects successfully defended. Annual Calculation.	N/A	TBC	Information not yet available	N / A	N / A
PPT LI 02	Net additional homes provided	597	552	See comment below	N / A	N / A
PPT LI 03	Number of affordable homes delivered (gross)	63	-		N / A	N / A

Ref	Measure	18 / 19 Actual	19 / 20 Target	Q2 Actual	Q2 Progress	Direction of travel
PPT LI 04	Processing of planning applications (%) as measured against targets for, a) 'major' applications b) 'minor' applications c) 'other' applications	100% 96% 98%	TBC TBC TBC	100% 100% 85.7%	  	  
PPT LI 05	To ensure a rolling five year supply of housing land.  (Deliverable supply (units) as a % of rolling 5 year requirement).	197 *	100%	N/A	N/A	N/A
PPT LI 06	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	37.6	N/A	36.2		
PPT LI 07	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	4.4	N/A	4.0		
PPT LI 08	No. of people slightly injured in road traffic collisions. (5 Year Av.)	277	N/A	254		
PPT LI 12	Damage to roads and pavements (% above intervention levels) repaired within 24 hours.	100%	TBC	100%		
PPT LI 15	% of network where structural maintenance should be considered: a) Principal Roads b) Non-Principal Roads c) Unclassified Roads	0.3% 1.00% 3%	2.00% 4.00% 9.00%	1.6% 2% 4%		  
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 b) Percentage of buses on time at intermediate timing points	98.55% 95.00%	98.55% 95.00%	100% 85.02%	 	 

Ref	Measure	18 / 19 Actual	19 / 20 Target	Q2 Actual	Q2 Progress	Direction of travel
PPT LI 18	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	78.00% (455 Bus Stops)	80%	78%		

### Supporting Commentary

#### PPT 01/02/03

Information concerning compensation claims are not presently available.

Information on net additional homes provided and affordable homes delivered become available in the 2020 – 21 quarter 1 period.

#### PPT 04

In respect of planning applications Compared to Quarter 2 2018/19 The outcome for Major and Minor Applications remains the same at 100%. There is a marked decline in the speed of decision for “other” applications which shows a 10% decline from 96% (Q2 2018/19) to this quarter where the figure is 85.7%.

Despite this fall all outcomes are above government target figures but further declines in “others” outcome could see the annual result fall below target.

#### PPT 06/07/08

The 5 year injury statistics are showing a downwards but relatively static trend based upon available figures supplied by Cheshire Police to the quarter 1 period end.

#### PPT 12/ 15

Repairs to damage to roads and pavements is showing a positive level of intervention. However due to budget constraints the proportion of the network where structural maintenance should be considered has risen when compared to the same period last year and programmed interventions will continue to be adopted to mitigate against this as far as possible.

#### PPT 16/18

Bus service punctuality remains positive and timings at intermediate points has shown a 3% improvement when compared to quarter 1 of this year.

### Waste and Environmental Improvement

#### Key Objectives / milestones

Ref	Milestones	Q2 Progress
CE 03a	Manage greenspace areas as per the agreed specification - <b>March 2020.</b>	
CE 04a	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 2020.</b>	
CE 04b	Undertake a review of the Council’s Waste Management Strategy and associated Policies and update as necessary - <b>March 2020.</b>	




**Supporting Commentary**

The greenspace maintenance programme continues to be delivered as planned.

During this second quarter further community engagement events were held in locations across the borough where Officers provided advice and guidance on recycling and waste prevention. It is estimated that to date this year, direct engagement has taken place with circa 1,300 people.

Policies continue to be updated as necessary taking account of government proposals as set out in its Waste and Resources Strategy.

**Key Performance Indicators**

Ref	Measure	18 / 19 Actual	19 / 20 Target	Q2 Actual	Q2 Progress	Direction of travel
CE LI 05	Residual household waste per household.	607kg	TBC	296 kgs		
CE LI 06	Household waste recycled and composted.	40%	TBC	46%		

**Supporting Commentary**

Residual waste and recycling rates both remain on target at the mid-year point.



## 7.0 Financial Statements

### ECONOMY ENTERPRISE & PROPERTY DEPARTMENT

Revenue Budget as at 30 September 2019

	Annual Budget £'000	Budget To Date £'000	Actual £'000	Variance (overspend) £'000	Forecast Outturn Position £'000
<b><u>Expenditure</u></b>					
Employees	4,522	2,326	2,293	33	65
Repairs & Maintenance	2,137	1,059	936	123	246
Premises	63	53	53	0	(1)
Energy & Water Costs	683	275	278	(3)	(7)
NNDR	530	524	532	(8)	(6)
Rents	301	173	173	0	0
Economic Regeneration Activities	34	5	4	1	2
Supplies & Services	1,643	874	877	(3)	(7)
Grants To Voluntary Organisations	58	25	25	0	0
Transfer to Reserves	217	117	117	0	0
<b>Total Expenditure</b>	<b>10,188</b>	<b>5,431</b>	<b>5,288</b>	<b>143</b>	<b>292</b>
<b><u>Income</u></b>					
Fees & Charges Income	-348	-185	-185	0	0
Rent – Commercial Properties	-1,106	-436	-394	(42)	(84)
Rent – Investment Properties	-44	-21	-21	0	0
Rent – Markets	-771	-378	-373	(5)	(9)
Government Grant Income	-1,691	-400	-400	0	0
Reimbursements & Other Grant Income	-212	-129	-127	(2)	(4)
Schools SLA Income	-512	-485	-478	(7)	(13)
Capital Salaries	-113	-90	-90	0	0
Transfers From Reserves	-940	-592	-592	0	0
<b>Total Income</b>	<b>-5,737</b>	<b>-2,716</b>	<b>-2,660</b>	<b>(56)</b>	<b>(110)</b>
<b>Net Operational Expenditure</b>	<b>4,451</b>	<b>2,715</b>	<b>2,628</b>	<b>87</b>	<b>182</b>
<b><u>Recharges</u></b>					
Premises Support	1,868	934	934	0	0
Transport	28	14	14	0	0
Asset Charges	4	0	0	0	0
Central Support Services	1,975	1,003	1,003	0	0
HBC Support Income	-6,560	-3,185	-3,185	0	0
<b>Net Total Recharges</b>	<b>-2,685</b>	<b>-1,234</b>	<b>-1,234</b>	<b>0</b>	<b>0</b>
<b>Net Department Expenditure</b>	<b>1,766</b>	<b>1,481</b>	<b>1,394</b>	<b>87</b>	<b>182</b>

**Comments on the above figures**

Finance has worked closely with Departmental colleagues to update the projections to try and achieve a balanced budget. The department continues to identify financial resources available to support the delivery of the service and allocate resources where needed most, whilst ensuring budget pressures are met.

The repairs and maintenance budget is forecast to be under budget, due to the works for new office accommodation at the Stadium being funded from capital.

Whilst the department can maintain effective control over expenditure, income still remains a budget pressure as majority of the income is externally funded and difficult to project.

Budgeted employee spend is based on full time equivalent staffing numbers of 127.

Due to a number of properties becoming vacant and some subsequently being disposed, rental income has reduced this financial year, causing budget pressures. Operating costs continue to be incurred where commercial properties become vacant.

School SLA income will not be achieved again this financial year. Although the department has increased the SLA charges for 19/20, 100% of the costs are not being recovered because of the need to use causal/agency staff to cover sickness/leave in delivering the service. A review of SLA charges will be undertaken ahead of the next financial year.

The Department has put a hold on all vacancies within the various service areas to ensure the staff turnover saving target is met and also help reduce the negative variance within the income budgets.

The 19/20 savings target put forward by the Department has been achieved in year and every effort will be made to ensure that expenditure on controllable budgets is kept to a minimum within the financial year.

The outturn forecast is currently projecting an under spend at 31 March 2020 in the region of £182k.

**Capital Projects as at 30 September 2019**

	2019-20 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
3MG	126	40	40	<b>86</b>
Sci-Tech Daresbury – EZ Grant	96	40	40	<b>56</b>
Solar Panel Golf Course	1,209	21	21	<b>1,188</b>
Murdishaw Redevelopment	38	0	0	<b>38</b>
Venture Fields	41	0	0	<b>41</b>
Former Crossville Depot	127	127	127	<b>0</b>
Linnets Club House	50	32	32	<b>18</b>
Advertising Screen at The Hive	100	0	0	<b>100</b>
Equality Act Improvement Works	300	198	198	<b>102</b>
Widnes Market Refurbishment	100	32	32	<b>68</b>
Broseley House	15	12	12	<b>3</b>
Kingsway House Moves	464	119	119	<b>345</b>
The Croft	30	0	0	<b>30</b>
Moor Lane Depot	247	4	4	<b>243</b>
Manor Park	37	0	0	<b>37</b>
<b>Total</b>	<b>2,980</b>	<b>625</b>	<b>625</b>	<b>2,355</b>

**Comments on the above figures.**

**Sci-Tech Daresbury EZ Grant** – The remaining draw down for the project is being progressed by the Joint Venture. The project is currently out to tender with a contract award expected in September. Final draw down is expected in Quarter 3.

**Solar Panel Golf Course** – A main design, build, install and maintenance contractor has now been awarded and a final design has been agreed. Construction is likely to start on site during November with a view to complete and connect by March 2020.

**Linnets Club House** – All works completed to the junior block, new water and electrical supply works completed and the generator has been removed from site. All works to the new Linnets changing pavilion and ventilation system completed (retentions and final payments still to be made).

**Widnes Market Refurb** – Re-roofing works (including internal decoration works) complete; the remaining Widnes Market projects are currently being reviewed and prioritised in line with the remaining budget.

**Murdishaw Regeneration** – The department is exploring options for Council investment into projects which will further the masterplan. Currently costing up bus stops on Barnfield Way, new signage and improvement to the community centre. Will also cost further highways improvements to local centre.

## Policy, Planning &amp; Transportation Department

Revenue Budget as at 30 September 2019

	Annual Budget £'000	Budget To Date £'000	Actual £'000	Variance (overspend) £'000	Forecast Outturn Position £'000
<b><u>Expenditure</u></b>					
Employees	4,663	2,341	2,172	169	338
Premises	169	103	77	26	53
Contracted Services	186	49	181	(132)	(263)
Supplies & Services	162	74	147	(73)	(145)
Street Lighting	1,583	437	432	5	12
Highways Maintenance	2,495	1,134	1,110	24	47
Fleet Transport	1,332	583	479	104	208
Halton Hopper Tickets	193	73	73	0	0
Bus Support	519	178	178	0	0
Finance Charges	16	4	4	0	0
Grants to Voluntary Organisations	61	30	30	0	0
LCR Levy	882	441	441	0	0
NRA Levy	66	66	65	1	1
Contribution to Reserves	432	20	0	20	41
<b>Total Expenditure</b>	<b>12,759</b>	<b>5,533</b>	<b>5,389</b>	<b>144</b>	<b>292</b>
<b><u>Income</u></b>					
Sales	-121	-80	-81	1	2
Planning Fees	-546	-333	-331	(2)	(5)
Building Control Fees	-213	-101	-88	(13)	(27)
Fees & Charges	-746	-407	-451	44	89
Grants & Reimbursements	-127	1	-55	56	112
Government Grant Income	-10	-12	-17	5	10
Halton Hopper Income	-203	-87	-87	0	0
Efficiency Savings	-68	-14	0	(14)	(28)
School SLA's	-44	-43	-43	0	0
Capital Salaries	-317	-67	-13	(54)	(109)
LCR Levy Reimbursement	-882	-441	-441	0	0
<b>Total Income</b>	<b>-3,277</b>	<b>-1,584</b>	<b>-1,607</b>	<b>23</b>	<b>44</b>
<b>Net Operational Expenditure</b>	<b>9,482</b>	<b>3,949</b>	<b>3,782</b>	<b>167</b>	<b>336</b>
<b><u>Recharges</u></b>					
Premises Recharges	542	271	271	0	0
Transport Recharges	688	339	332	7	14
Asset Charges	1,036	0	0	0	0
Central Support Services	1,643	824	824	0	0
Transport Recharge Income	-4,296	-2,134	-2,160	26	52
Support Service Income	-650	-325	-325	0	0
<b>Net Total Recharges</b>	<b>-1,037</b>	<b>-1,025</b>	<b>-1,058</b>	<b>33</b>	<b>66</b>
<b>Net Department Expenditure</b>	<b>8,445</b>	<b>2,924</b>	<b>2,724</b>	<b>200</b>	<b>402</b>

**Comments on the above figures**

In overall terms revenue spending at the end of quarter 2 is under the profiled budget to date.

Employees are projected to be largely under budget this financial year due to various vacancies across the whole department, in particular the Highways and Traffic divisions. Vacant posts are currently being held and not advertised in a bid to make further savings.

Budgeted employee spend is based on full time equivalent staffing numbers of 96.4.

Premises related expenditure is projected to come in under budget due to a reduction in running costs for Lowerhouse Lane Depot.

Contracted services and supplies and services budgets are projected to be over budget due to survey costs and plans that have been required in both the Planning and Highways Division.

Street Lighting will be under budget due to a reduction in street lighting maintenance costs expected throughout the year as the street lighting upgrade progresses. It is worth noting that electricity rates have increased by 20% from 18/19 to the 19/20 financial year.

Highways Maintenance budgets are showing as under budget by the end of the financial year due to the capitalisation of works wherever possible.

Fleet Transport costs are currently under the profiled budget for the year to date. This is mostly due to fleet being replaced for newer models that are much more efficient and this has led to a reduction in consumables such as vehicle parts, tyres and fuel. This in turn then has an impact on the costs recharged out to other services within the Council.

Fees and charges income is currently over achieving due to additional income being received in relation to Section 74 overrun charge's, inspection fees and repairs income.

Capital salaries is not projected to meet its income target as in previous financial years.

Every effort is being made by budget holders to keep expenditure at a minimum and budgets are being monitored at the highest level across the various divisions.

Based on current projections it is forecast the Department's net spend will be below the available budget by £0.402m.

**Capital Projects as at 30 September 2019**

	2019-20 Capital Allocation £'000	Allocation to Date £'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	2,457	1,037	1,037	1,420
Road Maintenance	3,410	2,004	2,004	1,406
<b>Total Bridge &amp; Highway Maintenance</b>	<b>5,867</b>	<b>3,041</b>	<b>3,041</b>	<b>2,826</b>
<b>Integrated Transport</b>				
	618	200	200	418
<b>STEP Schemes</b>				
	2,013	1,218	1,218	795
<b>SJB MM – Arch Painting</b>	3,526	1,876	1,876	1,650
<b>SJB – Deck Reconfiguration</b>	600	0	0	600
<b>SJB – Decoupling</b>	5,705	2,315	2,315	3,390
<b>KRN – Earle Rd Gyratory</b>	238	3	3	235
<b>Widnes Loops</b>	4,553	188	188	4,365
<b>Total Local Transport Plan</b>	<b>23,120</b>	<b>8,841</b>	<b>8,841</b>	<b>14,279</b>
<b>Halton Borough Council Schemes</b>				
Street Lighting	415	9	9	406
Lighting Upgrades	1,340	100	100	1,240
Risk Management	377	39	39	338
Fleet Vehicles	1,471	457	457	1,014
Travelodge / Watkinson Way footpath	128	0	0	128
SUD Green Cycle	245	9	9	236
<b>Total Halton Borough Council Schemes</b>	<b>3,976</b>	<b>614</b>	<b>614</b>	<b>3,362</b>
<b>Total Capital Expenditure</b>	<b>27,096</b>	<b>9,455</b>	<b>9,455</b>	<b>17,641</b>

**Comments on the above figures.**

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




The SJB MM (Silver Jubilee Bridge Major Maintenance) arch painting programme is continuing although it has been delayed due to various unforeseen circumstances such as bad weather.

Works are continuing for the lighting upgrade programme. A larger amount of expenditure is expected in Q3 and Q4. Spend on capital projects has picked up in Q2 and it is expected to continue in later quarters of the financial year.





## 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.

<b>REPORT TO:</b>	Environment and Urban Renewal Policy Performance Board (PPB)
<b>DATE:</b>	13 November 2019
<b>REPORTING OFFICER:</b>	Strategic Director – Enterprise, Community and Resources.
<b>PORTFOLIO:</b>	Economic Development
<b>SUBJECT:</b>	Presentation: Future Funding Opportunities – Runcorn
<b>WARDS:</b>	All

## **1.0 PURPOSE AND CONTENT OF REPORT**

- 1.1 To receive a presentation from the Operational Director, Economy, Enterprise and Property regarding potential funding opportunities for Runcorn Town Centre.

## **2.0 RECOMMENDED: That the Board notes the presentation and welcomes work being undertaken to bid for funding to support the ongoing regeneration of Runcorn Town Centre.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 During the summer and early autumn, the Government made some announcements on potential funding opportunities which could have a positive impact on Runcorn town centre.
- 3.2 Although work is at an early stage of development, it is anticipated that the Operational Director will update Members on the funding criteria, bidding processes and timetable.

## **4.0 POLICY IMPLICATIONS**

None

## **5.0 OTHER IMPLICATIONS**

None

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

- 6.1 Runcorn Town Centre is designated as one of Halton's Key Impact areas and major regeneration priorities as outlined in the Mersey Gateway Regeneration Plan (Plus) document.



**7.0 RISK ANALYSIS**

7.1 None identified.

**8.0 EQUALITY AND DIVERSITY ISSUES**

9.1 There are no Equality and Diversity implications arising as a result of the proposed.

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

None under the meaning of the Act.

<b>REPORT TO:</b>	Environment and Urban Renewal Policy and Performance Board
<b>DATE:</b>	13 November 2019
<b>REPORTING OFFICER:</b>	Strategic Director - Enterprise, Community & Resources
<b>PORTFOLIO:</b>	Transportation
<b>SUBJECT:</b>	Annual Road Traffic Collision & Casualty Report
<b>WARD(S)</b>	Boroughwide

### 1.0 PURPOSE OF THE REPORT

1.1 To report on the latest road traffic collision and casualty numbers within the Borough.

### 2.0 RECOMMENDATION: That

**1) The overall progress made on casualty reduction in Halton over the past decade, be noted; and**

**2) The programme of road traffic collision reduction schemes, road safety education, training, and publicity be endorsed.**

### 3.0 SUPPORTING INFORMATION

3.1 The latest figures (2018) for Halton are encouraging. A summary of the data is as follows:

- There were 197 road traffic collisions involving personal injury within Halton, a continuation of the long term downward trend. These incidents resulted in 232 casualties, a 23% decrease on the 2017 figures;
- A total of 30 killed or seriously injured (KSI) is slightly above the figures for 2017 (28), but is still historically low when compared to 10 years ago;
- 28 of the casualties were classed as serious, with 2 fatalities (the same number as in 2017)
- A total of 6 child serious injury (CKSI) represents an increase of 50% (comparable to 4 in 2017).
- The numbers of people of all ages being slightly injured (SLI) fell dramatically to 202 (275 in 2017).
- Halton remains on course to achieve its performance targets.

3.2 Appendix A sets out the numbers of traffic collisions and casualties in 2018, together with comparisons of figures for previous years. There is a notable reduction in the number of people slightly injured (SLI), as compared to 2017 with the numbers killed or seriously injured (KSI) increasing slightly.

3.3 For the KSI total, the number of adults stayed the same as for 2017 but the numbers of child casualties increased by 2. However due to the low numbers recorded annually in Halton, this number does fluctuate from year to year. A 5-year rolling average for casualty numbers is a more effective way to judge relative performance, and whilst Adult KSIs reflected a downwards trend, the average for child KSIs grew slightly.

3.4 Overall, looking at the data and in terms of casualty reduction in 2018, Halton was one of the best performing Local Authorities, both regionally and nationally.

### 3.5 **National Position**

Nationally, road casualties decreased by 6% in 2018, as set out in the Department for Transport 2018 Comprehensive Annual Report on Road Casualties available via:

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-main-results-2018>

3.6 The Department for Transport (DfT) still advises that comparisons with previous years' figures should be interpreted carefully. Changes in the systems used for casualty reporting by the Police are ongoing. Police forces are being encouraged to adopt one of two new collision recording systems designed to tackle a perceived under-reporting of injury collisions and the severity.

3.7 The Government's 'Strategic Framework for Road Safety' (May 2011) has an outcomes framework for measuring progress on road casualty reductions. The framework seeks to deliver reductions through encouraging best practice amongst local authorities, and comparing local progress with national trends. Overall, a central KSI reduction forecast of 40% by 2020 (based on a 2005-09 base average) is identified as an outcome. However no specific targets are set. The only other countries in the EU without targets in their road safety strategies are Luxembourg and Malta.

## 4.0 **POLICY IMPLICATIONS**

4.1 The work on casualty reductions is consistent with the policies and approaches incorporated in the Liverpool City Region's Transport Plan for Growth and Halton's Local Transport Plan 3 (2011 – 2025). Halton continues to participate in the Merseyside and Cheshire Road Safety Partnerships to share best practice and collaborate beyond administrative boundaries.

4.2 It must be remembered that the ongoing Runcorn delinking, Widnes Loops, and Silver Jubilee Bridge works temporarily change traffic flows and can make it difficult to determine specific accident black spots, and therefore where to effectively undertake accident remedial works.

### 4.3 **Halton's 2020 Programme**

This programme covers road traffic collision reduction schemes, road safety education, training, and publicity.

4.4 Whilst the ongoing major works (delinking / SJB) have made identifying appropriate sites for road safety engineering works more difficult, there are still a number of

locations where significant improvements can be achieved. In addition to larger scale works, a number of small-scale engineering schemes have been devised to improve safety and accessibility for pedestrians and other vulnerable road users (particularly around schools). The Council will continue to liaise closely with Cheshire Police to targeted speed enforcement. The use of the speed indicator device signs continues to be an effective means of gathering information on speeding issues, given that they record the speed of every vehicle approaching them. Two sites have been identified in Halton for the next phase of the Cheshire Road Safety Group red light / speed on green camera programme and possible sites for average speed cameras are currently being identified.

- 4.5 The Road Safety team will continue to engage with a number of different road users through an extensive programme of education, training and publicity. As well as running the Junior Safety Officer scheme in almost every school in the Borough, Road Safety once again hosted Crucial Crew with a number of agencies, both internal and external to Halton, where approximately 1600 Year 5 children attended the awareness scheme promoting personal safety. Furthermore, in 2020 the Road Safety team will be delivering additional education, training and publicity initiatives including Drink Drive campaigns, business driver safety seminars, cycle training, Child Safety Week and the 'Show you care park elsewhere' campaign to tackle congestion and safety issues at school start / finish times, in addition to managing the School Crossing Patrol service.

## 5.0 FINANCIAL IMPLICATIONS

- 5.1 There are no direct financial implication resulting from the publication of these latest figures.
- 5.2 Funding for casualty reduction work is derived from a number of sources. Since 2011, capital and revenue grants allocated for Road Safety have been reduced. This has led to a reduction in road safety education, training and publicity together with staff resources. This means that the road safety programme must now be prioritised to where the largest potential accident savings can be achieved.

## 6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

### 6.1 Children & Young People in Halton

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

### 6.2 Employment, Learning & Skills in Halton

There are no direct implications on this priority. However, improving road safety does encourage people to access opportunities for work, especially via sustainable travel means.

### 6.3 A Healthy Halton

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

### 6.4 A Safer Halton

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

**6.5 Halton's Urban Renewal**

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

**7.0 RISK ANALYSIS**

7.1 It is possible that reductions in road safety resources may impact on road safety and associated road collision statistics.

**8.0 EQUALITY AND DIVERSITY ISSUES**

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

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

9.1 Report to Environment & Urban Renewal Policy & Performance Board on 27 February 2019;

Report to Environment & Urban Renewal Policy & Performance Board on 15 November 2017;

Report to Environment & Urban Renewal Policy & Performance Board on 16 November 2016.

## Halton 2018 Traffic Collisions Review

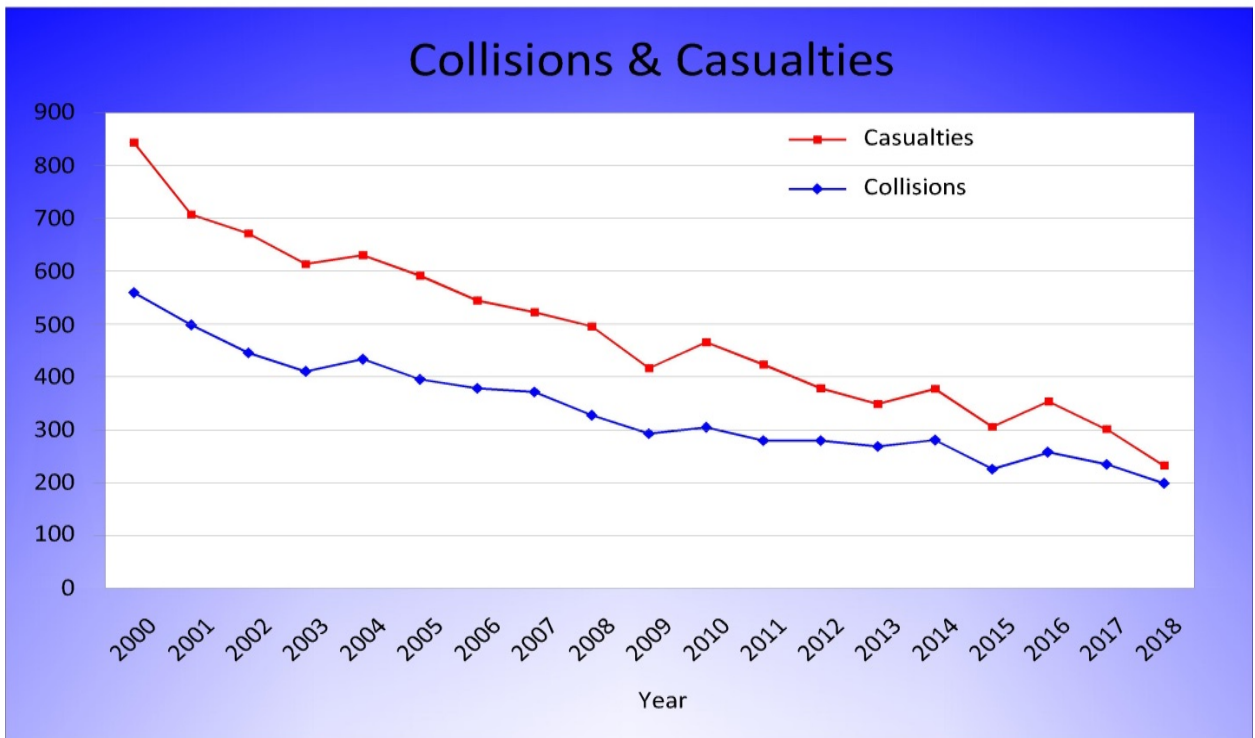
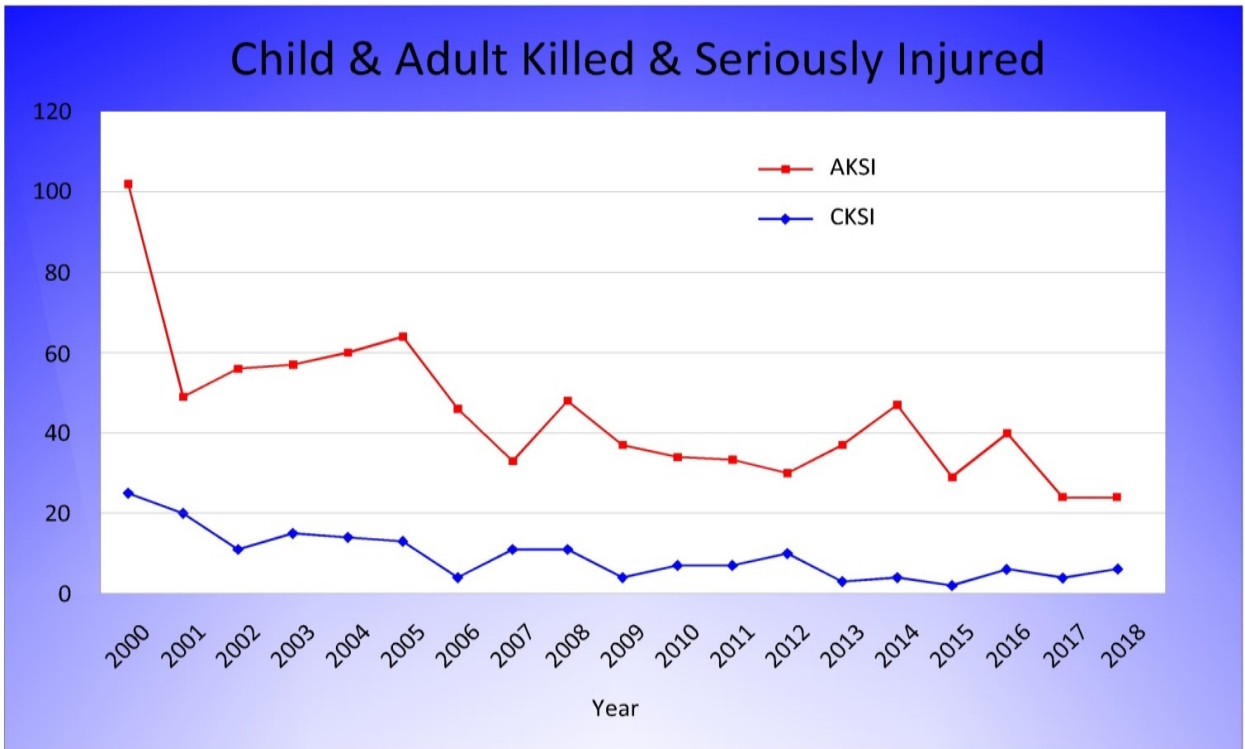
## Appendix A

2018 saw a substantial decrease in the number of road traffic collisions and casualties in Halton, where a remarkable 23% fall in personal injury numbers was achieved. This compared very favourably with the average nationally of 6%. Looking at the figures, there were 197 collisions in the Borough, resulting in 232 casualties: the lowest level on record.

All accidents that were reported to Cheshire Police and that occurred within the adopted highway in Halton involving at least one motor vehicle, horse rider or cyclist, and where at least one person was injured, are included in this Review. Collisions that occur on private land (or driveways) and car parks are not included in the statistics. Likewise, accidents that do not result in personal injuries are also excluded.

The decrease in numbers achieved in Halton were exclusively in the slight injury category (SLI) as the number of adults and children killed or seriously injured either remained static (AKSIs) or increased slightly (CKSIs). It remains to be seen if this reductions in those slightly injured are part of a wider trend, or more likely due to a combination of factors unique to Halton.

Year	Collisions	All casualties	Adult Deaths / Serious Injuries (AKSIs)	Child Deaths / Serious Injuries (CKSIs)	Slight Injuries All Ages (SLI)
2000	558	842	105	25	712
2001	497	706	49	20	637
2002	444	670	56	11	603
2003	409	612	57	17	538
2004	432	629	60	14	555
2005	394	590	64	13	513
2006	377	543	46	4	493
2007	370	521	33	11	477
2008	326	494	48	11	435
2009	291	415	37	4	374
2010	303	464	34	7	423
2011	278	422	33	7	382
2012	278	377	30	10	337
2013	267	347	37	3	307
2014	279	376	47	4	325
2015	224	304	30	2	272
2016	258	354	40	6	308
2017	243	303	24	4	275
<b>2018</b>	<b>197</b>	<b>232</b>	<b>24</b>	<b>6</b>	<b>202</b>



## Local Indicators

### **Killed and Seriously Injured, All Ages (KSI) (*Local Indicator PPTLI 6*)**

2018 saw a slight increase in the number of all-age casualties killed or seriously injured (KSI) in Halton, to a total of 30. Sadly, two people lost their lives on Halton's roads in 2018, however this number of fatalities is very small, especially when compared with historic data.

As in previous years the DfT once again advises that comparisons with previous years' figures should be interpreted with caution, given that there have been changes in the systems used for severity reporting by police forces. Halton, in comparison with other Authorities within the Cheshire Constabulary area was one of the better performing Local Authorities.

Given the small numbers involved and their inherent volatility, it is more advantageous to use a rolling average, taken over a number of years. The five year rolling average (PPTLI 6) actually dropped from 39.4 to 37.4. Influencing factors include the new Mersey Gateway Bridge complex and motorway system being outside Council control, reductions in budgets, and changes to the Police serious injury reporting system all limit opportunities to drive improvements.

### **Children (U16s) Killed and Seriously Injured (CKSI) (*Local Indicator PPTLI7*)**

In 2018, 6 children were killed or seriously injured in Halton, an increase from 4 in 2017. Due to the numbers being so low, this annual total is traditionally very prone to variations, year on year. The five year rolling CKSI average (PPTLI 7) has increased and is now 4.4, compared with 3.8 last year. However whilst any increase causes concern, and to put this into perspective, 10 years ago the rolling 5 year average for CKSIs was 10.6.

### **Slight, All-Age Casualties (SLI) (*Local Indicator PPTLI8*)**

In 2018 there was a 27% decrease in people slightly injured in Halton, easily improving upon last year's impressive 10% reduction.

Halton compares very favourably with the situation nationally, where an 8% reduction has been achieved.

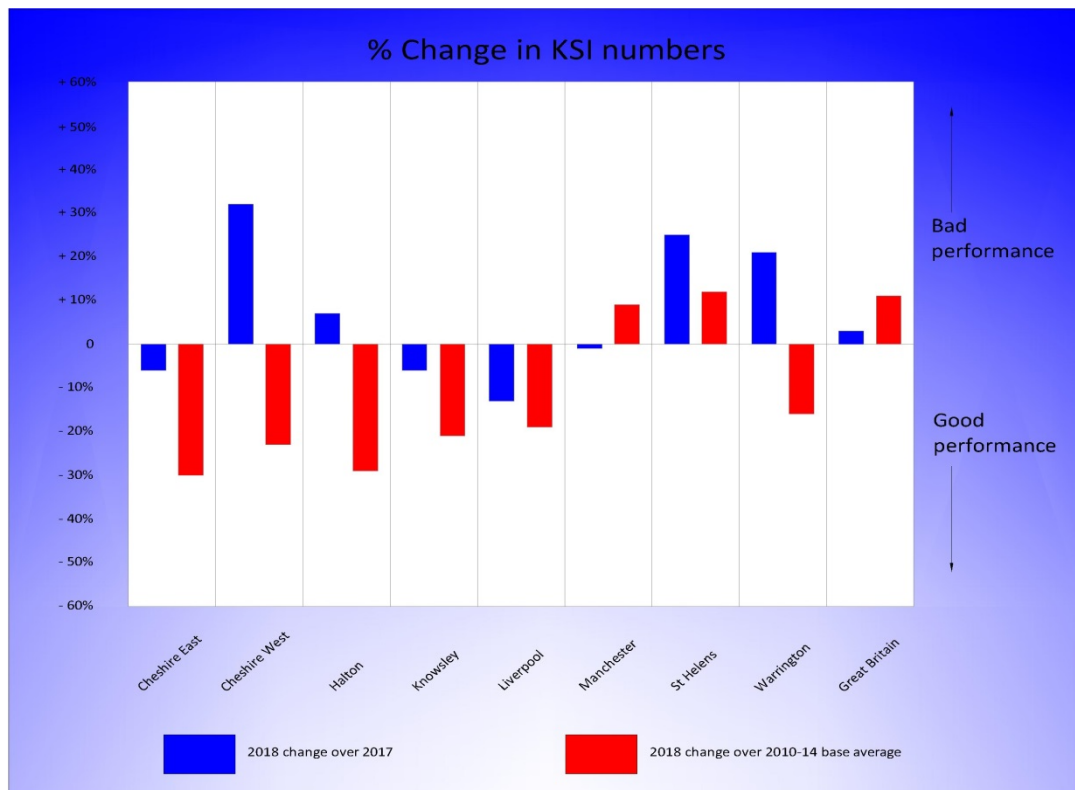


## Strategic Framework for Road Safety

In 2011 the Government set out a strategy for Road Safety that set out an outcomes framework designed to help Local Government, local organisations and citizens to monitor progress towards improving road safety and decreasing the number of fatalities and seriously injured casualties.

The framework included six key indicators relating to road deaths. These were intended to measure the key outcomes of the strategy, but in Halton, given the low number of fatalities, and the consequent fluctuations, it was proposed to use KSI rates instead. Halton's performance in reducing KSI casualties, relative to our neighbours, can now be compared:

KSI	2010-2014 average	2017	2018	2018 change over 2017	2018 change over 2010-14 average
Cheshire East	232	173	163	-6%	-30%
Cheshire West & Chester	191	112	148	+32%	-23%
<b>Halton</b>	<b>42</b>	<b>28</b>	<b>30</b>	<b>+7%</b>	<b>-29%</b>
Knowsley	56	47	44	-6%	-21%
Liverpool	225	210	183	-13%	-19%
Manchester	172	189	188	-1%	+9%
St Helens	66	59	74	+25%	+12%
Warrington	96	67	81	+21%	-16%
GB	24,456	26,624	27,295	+3%	+11%



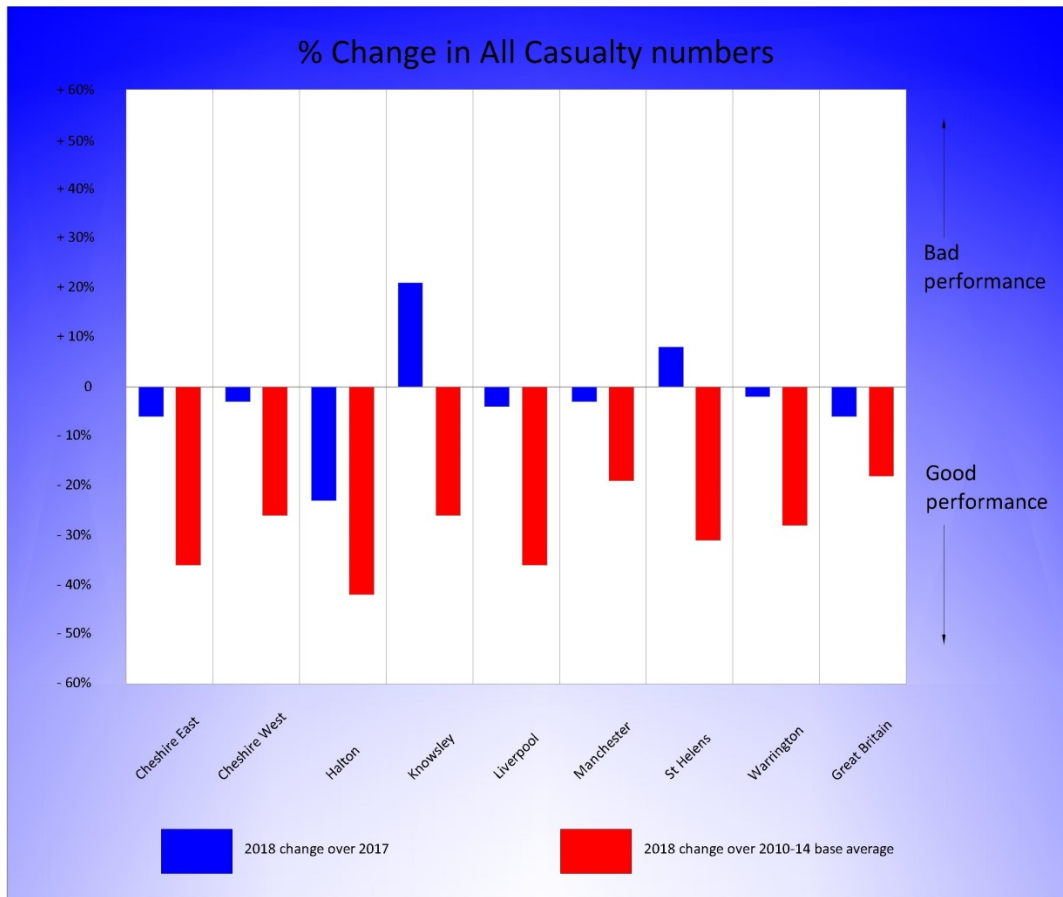
Looking at neighbouring Local Authorities, it is clear that with regards to KSI casualties, Halton is one of the better performing areas in the region. However, given the changes to the reporting systems used by Police Forces since 2016, it is difficult to gauge the success of casualty reduction strategies of Local Authorities from different Police Constabulary areas.

At Manchester City Council and at other Local Authorities within the TfGM area, improvements in the reporting of collisions by Greater Manchester Police (GMP) have resulted in uniform rises in both casualty and accident rates across the area. There have also been changes in the way Merseyside Police report and record road traffic collisions, but these have produced variations in changes in KSI numbers. Both Liverpool City Council and Knowsley MBC have seen dramatic falls in casualty numbers, but in neighbouring St Helens, the opposite is true, with a steep rise in KSIs.

Within Cheshire, the reporting methods for road traffic collisions have not been subjected to the same level of systemic change as other Police Forces, but there have been minor modifications in recent years, making it difficult to determine how effective, or otherwise, the casualty reduction strategy has been. As with the Merseyside Police area, 2018 has seen large disparities between Local Authorities in the Cheshire Constabulary area, with only Cheshire East seeing a fall in KSI casualty numbers.

Given the recent changes and lack of uniformity in the reporting systems for KSIs, examining the numbers for all casualties probably gives a better indication of the relative performance for different Local Authorities within the region. From looking at the table below it is apparent that Halton's performance in reducing road traffic casualty numbers is better than all of our neighbouring Local Authorities, some by a wide margin. In the previous 12 months no other Local Authority comes close to matching the fall in road traffic casualties achieved in Halton. Relative to the 2010-2014 base average, only Cheshire East and Liverpool City Council came close to matching Halton's reduction in 2018.

All casualties	2010-2014 average	2017	2018	2018 change over 2017	2018 change over 2010-14 average
Cheshire East	1495	1101	950	-6%	-36%
Cheshire West & Chester	1222	919	891	-3%	-27%
<b>Halton</b>	<b>397</b>	<b>303</b>	<b>232</b>	<b>-23%</b>	<b>-42%</b>
Knowsley	450	271	328	+21%	-27%
Liverpool	1849	1231	1178	-4%	-36%
Manchester	1645	1379	1339	-3%	-19%
St Helens	480	307	331	+8%	-31%
Warrington	821	603	590	-2%	-28%
GB	196,133	170,993	160,378	-6%	-18%



As stated previously, given the very small numbers involved, Halton's KSI casualty figures are prone to wide percentage variations, year on year. 2017 saw a dramatic decrease in numbers that, at the time, was difficult to explain. Conversely, 2018 saw our figures rise slightly, although the 5-year rolling average continues to fall and the numbers are historically low.

The reasons behind the dramatic fall in numbers for both collisions and the resulting casualties can be difficult to pin point. The impact of the Mersey Gateway works on collision and casualty numbers may have played a part. Despite a couple of junctions where the collision numbers are slightly higher than expected, the Mersey Gateway road network is undoubtedly a lot safer than the one it replaced. Indeed, looking at the Mersey Gateway road network, there have been 19 recorded injury collisions between Junction 12 M56 and A562 Speke Road in 2018. To put that in perspective, in 2014, prior to Mersey Gateway works commencing, and when all traffic used the Silver Jubilee Bridge, there were 31 recorded injury collisions between Speke Road and the M56.

Despite the reductions in resources due to austerity, Halton was still able to undertake a number of successful road safety initiatives, targeting a wide variety of at-risk road users in 2018. In addition, the Traffic Management Team undertook a number of accident remedial schemes. Traffic flows through the Borough are still changing with the Silver Jubilee Bridge closed, making it difficult to identify locations where engineering interventions will have the greatest impact on casualty reduction.

The Government has targeted a reduction of 40% in KSIs by 2020, relative to the baseline 2005-09 figures, something Halton is well on course to achieving and surpassing.

<b>REPORT TO:</b>	Environment & Urban Renewal Policy and Performance Board
<b>DATE:</b>	13 November 2019
<b>REPORTING OFFICER:</b>	Strategic Director, Enterprise, Community and Resources
<b>PORTFOLIO:</b>	Transportation
<b>SUBJECT:</b>	Vehicle Access Crossings Policy
<b>WARDS:</b>	Borough wide

## **1.0 PURPOSE OF THE REPORT**

- 1.1 The purpose of this report is to provide clear guidance on the acceptable criteria for a vehicle crossings and suggest amendments to the current policy. The reason for the additional information is the requirement to protect green highway verges, control crossing widths, consider people with reduced mobility, provide sustainable drainage, and protect the visual amenity of the street scene.

## **2.0 RECOMMENDATION: That**

- 1) The Board reviews the criteria set out in section 4.2;**
- 2) The Board endorses the policy position that access crossings should only be permitted and constructed in accordance with these criteria; and**
- 3) An amended and updated vehicle access crossings policy be submitted to Executive Board for approval.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 The Council's access crossing policy was adopted by the Executive Board on 4 November 2010. In allowing vehicles to cross the footway to access their property the Council seeks to ensure this does not reduce green amenity, sustainable drainage, loss of on street parking, or impede the safety of the partially sighted and wheelchair users with long lengths of dropped kerbing and steeper gradients.
- 3.2 A number of improvements are suggested for the assessment criteria in the existing policy, 'Proposed Policy for Vehicle Access Crossings over footways and verges 2010'.

- 3.3 Only those access crossings which comply with the requirements set out in section 4.2 should be permitted. It is intended to produce a guidance leaflet for public information and this is attached in Appendix 1.

#### **4.0 POLICY IMPLICATIONS**

##### **4.1 Proposed Criteria**

Decisions on the acceptability of access crossing points (whether by application or following complaints / enforcement) are based on the assessment of a number of factors.

- 4.2 It is proposed that the following criteria are used to assess the highway safety and protection of the highway asset of any access proposed:

1. Dimensions of parking area:

A large car must be able to fit within the curtilage of the property without overhanging public areas (to avoid causing hazard to pedestrians or cyclists, or obstruct access to buried services. At least 4.8m length between the back of the pavement or property boundary (the face of any wall, fence or hedge for example) and the front of applicants building and 2.4m minimum width; or at least 6m length where parking area is in front of a garage or door where adequate means of escape needs to be provided, like a front or back door, escape window etc. The maximum allowable width of a single vehicle access crossing is 6.4m (2 transition kerbs and 5 dropped kerbs).

2. Visibility:

There must be sufficient visibility when exiting and entering the driveway in accordance with appropriate highway standards. These take the form of visibility splays and stopping sight distances, which vary depending on type and speed limit of road.

3. Minimum distances:

The vehicle access crossing should usually be situated a minimum of 1.8m from the end of any curve radius leading into or out of a junction, whilst still complying with visibility criteria. However, there may be exceptions on lightly trafficked estate roads, providing that road safety is not compromised;

4. On-road parking:

Where parallel parking against the kerb is in practice on a road, this should not preclude an access crossing, and an appropriate number of marked bays may need to be removed. It may also be necessary to install an 'H bar' marking to deter obstruction of the access where there are no marked bays or loading restrictions. However, perpendicular parking bays are usually privately owned, and access crossings behind these will generally not be permitted, except where a single landowner is involved.

5. Grassed verges:

Requests to cross large expanses of grass amenity areas will be refused. This is due to the negative impact on the street scene, the impact on highway drainage and the potential to introduce an unsafe environment for children that may use the area for recreation.
6. Highway Safety:

Any application for the construction of a vehicle access crossing may be refused on the grounds of highway and pedestrian safety. Situations where manoeuvring onto or off the highway may be hazardous include (list not exhaustive):

  - a. Onto a section of road where traffic speeds are high;
  - b. On the approach to traffic signal junctions where regular queuing takes place;
  - c. Onto a roundabout;
  - d. Within the zig-zag markings of pedestrian crossings;
  - e. Immediately adjacent to pedestrian refuges, traffic islands which would prevent a vehicle turning in excess of 90 degrees in a single manoeuvre;
  - f. At bus stops where use of a crossing could conflict with passengers waiting or make it difficult for disabled passengers to board or alight a bus
  - g. In the immediate vicinity of a junction.
7. Planning Permission

In some cases planning permission is required to create access crossings. The main criteria to be taken into consideration when assessing whether planning permission is required for an access crossing are as follows:

  - Planning permission is required to create an opening onto a highway that is a classified road (i.e. a road which has a number in the national road system, starting M, A, B or C). The type and speed limit of certain roads (together with the highway safety criteria above) may mean that they are unsuitable for a private access crossing.
  - If the area of the new hard surface within the property exceeds 5m<sup>2</sup> , then planning permission will be required where the new hard surface is not porous or does not drain to a soakaway within the property boundary.
  - Note that other factors are taken into consideration when assessing a planning application for an access crossing on a classified road, for example visual amenity as well as highway safety.

## **5.0 FINANCIAL IMPLICATIONS**

The construction of vehicle crossings over the highway are paid either in full or by direct debit payment by the applicant to the Council.

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

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

The policy results in a clear process for providing vehicle access crossings, creating a safer environment for all, including children and young people.

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

There are no direct impacts, but improvements and protection of the footway and cycleway networks are likely to encourage walking and cycling, which has positive benefits for accessing employment and education.

### **6.3 A Healthy Halton**

There are no direct impacts, but improvements in the quality of the footway and cycleway networks are likely to encourage walking and cycling, which has positive benefits for health.

### **6.4 A Safer Halton**

The policy ensures the needs of pedestrians, the less able, partially sighted people, and those with prams etc are taken into account. For example:

- Keeping kerb height differentials for the partially sighted and young children.
- Ensuring the crossfall of footways is not too steep and uneven for wheelchair, people with reduced mobility and motorised chair users.

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

The policy provides a clearer approach to constructing new crossings, protecting visual amenity by removing damaged footways and the 'trend' towards over wide access crossings for single households which result in poor footways for pedestrians, and loss of on street parking and neighbour disputes. It will assist in keeping the street scene and protection of the highway asset. It will also ensure that surface water drainage within new urban development is dealt with in a sustainable manner. The criteria to protect excessive loss of green amenity verge protects both the environment and street scene.

## **7.0 RISK ANALYSIS**

There is an existing financial risk to the Council as many customers pay by instalments which may prevent the Council receiving full payment. However payments are low and most applicants work with the Council to complete payment.



## **8.0 EQUALITY AND DIVERSITY ISSUES**

There are no direct implications but improvements in the quality of the footway network and overall impact on the general public needs to be factored into the decision to approve a crossing. The criteria laid out for vehicle crossings in this report will benefit the elderly, people with reduced mobility , small children, those with prams, wheelchairs etc.

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

None.



## Vehicle Crossing Guidance

### Contents

1. Is there enough space in your garden?
2. Separate entrance and exit
3. Laybys
4. Grass amenity areas
5. Distance from road junction
6. Visibility requirements
7. Road safety requirements
8. Shared access and permitted widths
9. Drainage
10. Lamp columns and street furniture
11. Tree and root protection calculation
12. Gates
13. Freeholder
14. Refusal and Responsibility

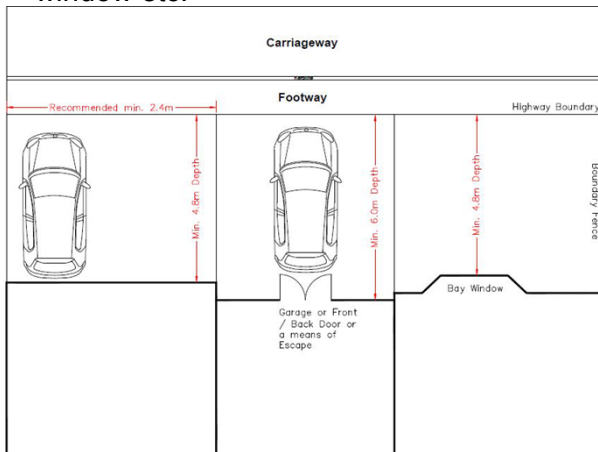
## Vehicle Crossing Guidance and Self-Assessment

Before submitting your application you are advised to check your proposal against the following criteria:

### 1. Is there enough space in your garden?

In order to ensure that the full width of pavement is available for pedestrians and that there is no risk of other vehicles coming into conflict with your parked car, no part of a vehicle parked within your property should overhang, or be positioned on the highway. An application will not be permitted where multiple small manoeuvres on the footway are necessary to access your hardstanding. The vehicle access crossing to the highway should not be used as an additional parking space, and is for crossing into a private driveway only. The information below sets out the minimum allowable criteria for the private driveway area. This takes account of the probability of homeowners having different sized vehicles over time and removes the risk of future vehicles overhanging the pavement.

- At least 4.8m long between the back of the pavement or property boundary and front of your building and 2.4m minimum width.
- Or at least 6m long where the parking area is in front of a garage or door where adequate means of escape needs to be provided, like front/back door, escape window etc.



## **2. Separate entrance and exit**

In order to maintain as much on-street parking as possible, a second access in urban and sub-urban areas (this includes access from an adjacent road at the side or back of the property) is highly likely to be refused unless significant safety or community benefit can be identified (unless existing parking restrictions mean no loss of on street parking will result). In rural areas, a request will be assessed on its own merits with consideration given to existing and future on-street parking pressures. If you would like to request an extension to an existing crossing (maximum of 6.4m width in total), or to move a crossing to an alternative location this can be assessed.

## **3. Laybys**

Halton Borough Council do not permit the construction of vehicle accesses into parking laybys or dedicated parking areas. This is to ensure that existing designated residents and visitor parking is maintained for all on a first come, first serve basis. An exception to this may be when there are already parking restrictions in the layby that would prevent parking from taking place. In these cases please contact Halton Borough Council Highways to discuss. It may also be possible to have access over the taper of the layby, again this will require discussion with the Highway Department.

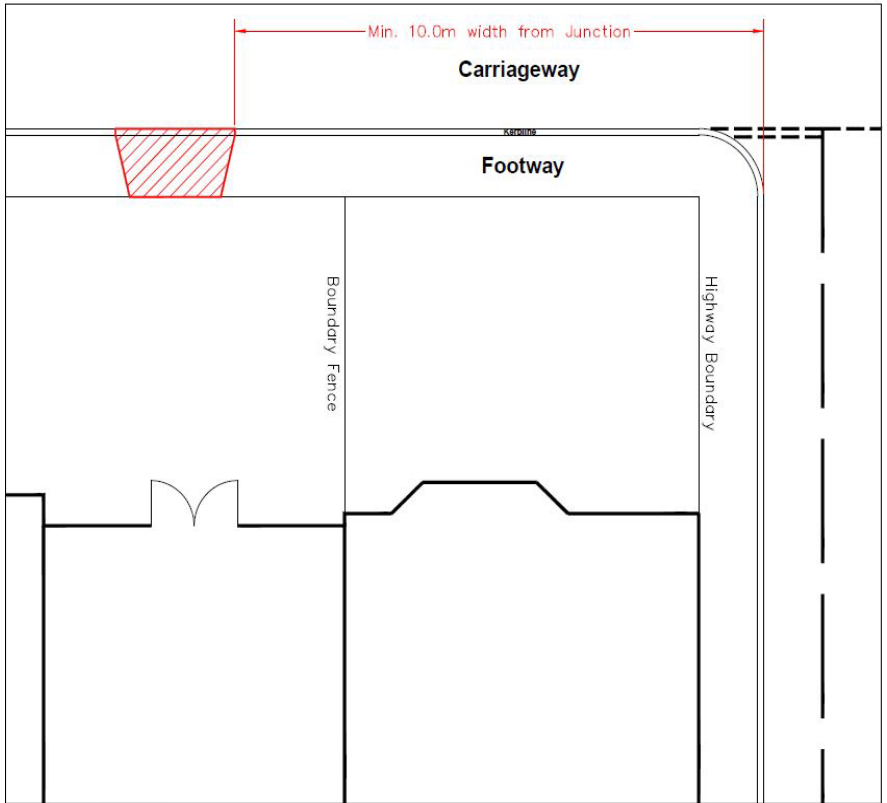
## **4. Grass amenity areas**

It is likely that requests to cross large expanses of grass amenity areas will be refused. This is due to negative impact on the street scene, the impact on highway drainage and potential to introduce an unsafe environment for children that may use the area for recreation.

## **5. Distance from road junctions**

If the location of the proposed crossing is closer than 10m to a road junction it would create a serious hazard and the application will be refused. This dimension is increased to 15m on major roads and near busy junctions.

If the property is situated directly on the junction of two roads, it will generally be safer to situate the access on the minor, side road. Accordingly you may be asked to amend your proposals to comply with this requirement.



## 6. Visibility requirements

Will you be able to see pedestrians and vehicles clearly enough to drive out of the driveway without causing danger to yourself or other road users?

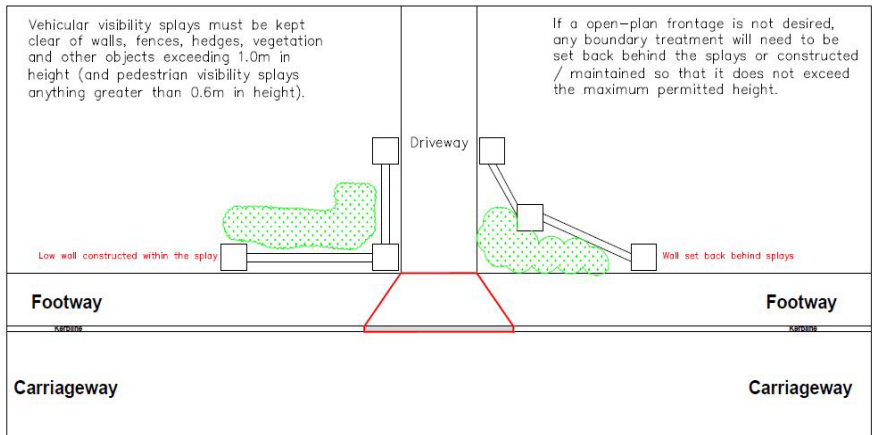
Probably the most important contribution to road safety is the provision of adequate visibility. Adequate visibility enables road users to see a potential hazard in time to slow down or stop comfortably before reaching it.

The application will be refused if the crossing does not meet visibility requirements set within published industry standards.

Halton Borough Council considers each request on its own merits and in conjunction with the vehicle access crossing policy and this guidance.

Consideration will be given to the driver's line of vision in both the vertical and horizontal planes.

In order to determine the exact level of visibility required, a site inspection will be needed. The diagram below provides further information.



## 7. Road safety requirements

Any application for the construction of a vehicle access crossing may be refused on the grounds of highway and pedestrian safety. Situations where manoeuvring onto or off the highway may be hazardous include:

- Onto a section of road where traffic speeds are high;
- On the approach to traffic signal junctions where regular queuing takes place;
- Onto a roundabout;
- Within the zig-zag markings of pedestrian crossings;

- Immediately adjacent to pedestrian refuges, traffic islands which would prevent a vehicle turning in excess of 90 degrees in a single manoeuvre;
- At bus stops where use of a crossing could conflict with passengers waiting or make it difficult for disabled passengers to board or alight a bus
- In the immediate vicinity of a junction.

The above list is indicative, but not exhaustive.

## **8. Shared access and permitted widths**

Where the occupiers of two adjacent properties share a driveway and wish to build a double width crossing to serve the two sites, one occupier should act on behalf of both parties. The maximum allowable width of any one access at any one location is 6.4m (2 transition kerbs and 5 dropped kerbs).

## **9. Drainage**

The parking area within your property must be built so that water does not drain from it across the highway. Suitable drainage must be provided within the boundaries of your property. Please note that if you are proposing to construct a hard standing in excess of 5 square metres, you should again liaise with the local planning authority as this may require planning permission.

Additional information and guidance can be found at the link below:

<https://www.gov.uk/government/publications/permitted-development-rights-for-householders-technical-guidance>

## **10. Lamp columns and street furniture**

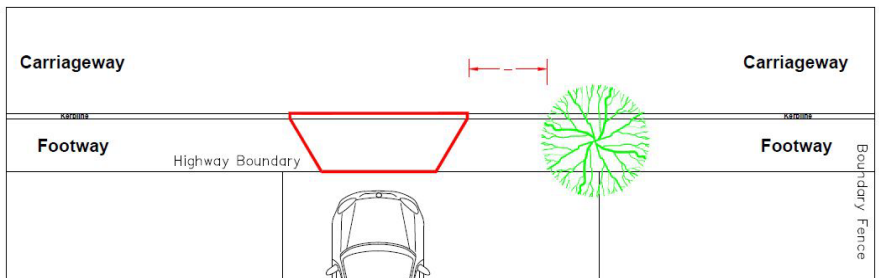
All street furniture, lamp columns and utility plant needs to be situated at least 1.0m from the location of the top of the ramped

kerb of the proposed vehicle access crossing. Any street furniture, lamp columns and utility plant within 1.0m must be relocated at the expense of the applicant. It is the responsibility of the applicant to liaise with the necessary parties to organise the moving of any utility plant or other street furniture.

## 11. Trees and Root Protection

Applications requiring the removal of a healthy, well established highway tree are likely to be refused.

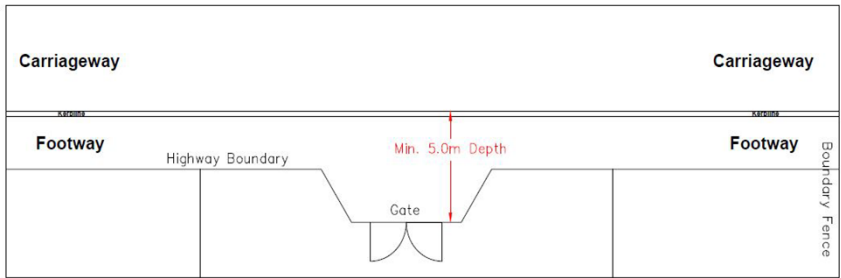
To avoid damage to the tree roots or rooting environment, a minimum root protection area needs to be left undisturbed around each tree. This figure can be calculated by multiplying the trunk diameter by 12, and then measuring from the trunk across the proposed vehicle access construction. Where this is not possible, an officer will need to assess the site before approval can be given.



## 12. Gates

If gates are to be fitted across the vehicle entrance to your property they must not open outwards across the highway. Additionally, on busy roads they must be set back at least 5m from the edge of the carriageway to allow the driver to park clear of the highway whilst opening the gates. Sufficient space must exist within the site for the gates to close.





### 13. Are you the owner of the property or do you have their consent?

If you are not the freehold owner of the property, you will need to obtain the permission of the owner for the construction to be undertaken before Halton Borough Council will consider your application.

### 14. Refusal and your Responsibility

- Most applications are successful; however if your proposed crossing puts other road users at risk or seriously interferes with the free flow of traffic on a busy road, it may be turned down. Notwithstanding the guidelines above, in certain circumstances it will be necessary for the Council, as Highway Authority, to refuse to allow the construction of a vehicle access crossing to your property. In these circumstances you will be informed in writing of the reason why permission has been refused.

Reasons for refusal may include:

- Planning grounds
- Land ownership objections
- Local parking implications
- Safety implications

The Council's decision as to whether the application will be approved or refused is final. An appeal will not be considered due to parking conditions in your area or where you feel that an

access has already been built in your road or elsewhere does not comply with the current criteria for approval and should not have been approved. The presence of historic substandard accesses cannot be accepted as mitigation.

The policy of the Highway Authority in relation to minimum driveway depths has changed over time. This may mean that properties in your road have a vehicle access crossing that does not comply with the criteria set out in this document and appears in all respects to be very similar to your own proposals. Nevertheless, you will need to comply with the standards set out here and the fact that someone else may have a shorter parking space will not be taken into account when assessing your proposals.

Your Responsibility:

The applicant will be solely responsible for all planning permissions that may be required. Consultation with the Local Planning Authority must be made before any works commence. There are a number of scenarios whereby planning permission may be required as follows:-

- Access is onto the classified road network
- The access is for anything other than a single dwelling
- Where no buildings are present on the land
- Conservation areas
- The property is listed
- Your private hardstanding is in excess of 5sqm and impermeable.

Halton requests that the applicant provides evidence that they have consulted with any neighbours that may be affected by the relocation of street furniture nearer to their property.

The applicant will be solely responsible for ensuring that there are no restrictive covenants preventing access over land between the boundary of the property and the carriageway edge.