

Public Document Pack



Environment and Urban Renewal Policy and Performance Board

Wednesday, 26 February 2020 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 for further information.

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

Part I

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1. MINUTES	1 - 4
2. DECLARATIONS OF INTERESTS (INCLUDING PARTY WHIP DECLARATIONS)	
Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary interests, to leave the meeting during any discussion or voting on the item.	
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In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.

ENVIRONMENT AND URBAN RENEWAL POLICY AND PERFORMANCE BOARD

At a meeting of the Environment and Urban Renewal Policy and Performance Board on Wednesday, 13 November 2019 at the Council Chamber - Town Hall, Runcorn

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

Apologies for Absence: Councillor Howard

Absence declared on Council business: Councillor Keith Morley

Officers present: G. Ferguson, T. Gibbs and W. Rourke

Also in attendance: One member of the press.

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

	<i>Action</i>
<p>EUR17 MINUTES</p> <p>The Minutes of the meeting held on 18th September 2019 having been circulated were signed as a correct record.</p>	
<p>EUR18 PUBLIC QUESTION TIME</p> <p>It was confirmed that no public questions had been received.</p>	
<p>EUR19 EXECUTIVE BOARD MINUTES</p> <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>	
<p>EUR20 PERFORMANCE MANAGEMENT REPORTS FOR QUARTER 2 OF 2019/20</p> <p>The Board received a report from the Strategic Director, Enterprise, Community and Resources, which presented the Performance Monitoring Reports for Quarter 2</p>	

of 2019/20.

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

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

Arising from the discussion, a Member asked if consideration could be given to inviting Housing Associations to a future meeting of the Board. It was agreed that this would be looked into.

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

EUR21 PRESENTATION: FUTURE FUNDING OPPORTUNITIES – RUNCORN

The Board received a presentation from the Operational Director, Economy, Enterprise and Property regarding potential funding opportunities for Runcorn Town Centre. During the summer and early autumn, the Government made some announcements on potential funding opportunities which could have positive impact on Runcorn Town Centre. Although work was at an early stage of development, Members were updated on the funding criteria, bidding processes and timetable. The potential funding streams for Runcorn were as follows:

- Town Deals – up to £25m;
- Future High Street Fund - £675m pot – can bid for up to £25m for Runcorn Old Town;
- Transforming Cities Fund - £15m bid in for Runcorn Station Quarter;
- LCR Town Centre Commission Fund – CA fund of £1m allocated for Halton Lea.

It was anticipated that Vision Workshops would be held to develop a business case and delivery plan to support the bids and Ward Councillors would be invited to attend.

Further to a query, it was noted that productive

conversations had taken place with the new franchisee at Runcorn Station.

RESOLVED: That the presentation be noted and the Board welcomes work being undertaken to bid for funding to support the ongoing regeneration of Runcorn Town Centre.

EUR22 ANNUAL ROAD TRAFFIC COLLISION & CASUALTY REPORT

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which gave details of road traffic collision and casualty numbers within the Borough in the year 2018.

The Board was advised that Appendix A to the report set out full details of the numbers of traffic collisions and casualties in the year 2018, and compared these figures with those from previous years. Although the total of 30 killed or seriously injured (KSI) was slightly above the figures for 2017 (28) it was historically low compared to 10 years ago. Overall Halton, in comparison with other Authorities within the Cheshire Constabulary area was one of the better performing local authorities in 2018.

In addition, the report highlighted the work the Road Safety Team would continue to undertake during the year with an extensive programme which covered road traffic reduction schemes, road safety education, training and publicity. It was noted that the ongoing Runcorn delinking, Widnes Loops and Silver Jubilee Bridge works temporarily changed traffic flows and made it difficult to determine specific accident black spots and therefore where to effectively undertake accident remedial works.

A Member requested that if available further information on the number of fines issued by the Cheshire Camera be circulated.

RESOLVED: That

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

EUR23 VEHICLE ACCESS CROSSINGS POLICY

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which provided clear guidance on the acceptable criteria for a vehicle crossing and suggested amendments to the current policy. The reason for the additional information was the requirement to protect green highway verges, control crossing width, consider people with reduced mobility, provide sustainable drainage and protect the visual amenity of the street scene. It was proposed that a guidance leaflet for public information setting out the criteria for a vehicle crossing would be produced.

RESOLVED: That

1. the Board reviewed the criteria set out in section 4.2 of the report;
2. the policy position that access crossings should only be permitted and constructed in accordance with these criteria be endorsed; and
3. an amended and updated vehicle access crossings policy be submitted to Executive Board for approval.

Meeting ended at 7.40 p.m.

REPORT TO: Environment and Urban Renewal Policy & Performance Board

DATE: 26th February 2020

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: 26th February 2020

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 12th December 2019

TRANSPORTATION PORTFOLIO

EXB61 MERSEY GATEWAY PROJECT UPDATE

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which provided an update on the Mersey Gateway Project.

The Board was advised that the Mersey Gateway Crossings Board managed the day to day operation of the Mersey Gateway Bridge on behalf of the Council. The Board had received a progress report at its meeting on 11 April 2019 and this report now provided an update for the first six months of 2019/20.

The report provided Members with the up to date position in respect of the Construction and Finishing Works; the Operation and Maintenance update; the Economic Impact and Handback Land; Finances including Project Funding, Financial Performance and the Local User Discount and Extended Discount Schemes.

RESOLVED: That the report be noted.

EXECUTIVE BOARD MEETING ON 16th January 2020

TRANSPORTATION PORTFOLIO AND PHYSICAL ENVIRONMENT PORTFOLIO

EXB71 MAJOR SCHEMES AND FUNDING UPDATE

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which provided an update on the major projects underway in the Borough and new relevant funding opportunities.

The report set out details of the major maintenance programme on the Grade II Listed Silver Jubilee Bridge (SJB); the enhanced access into Runcorn's west coast mainline station; and a permanent junction into West Bank

and Widnes from the Mersey Gateway Bridge under formation. Members noted that the significant investment described in the report, flowed from the Council's strategic policies contained in the Local Plan, the Mersey Gateway Plus Regeneration Strategy and the Local Transport Plan.

It was reported that newly announced funds could provide Runcorn with access to up to £71m; those funds which could bring significant additional investment were detailed in the report and noted as being:-

- Town Deals;
- Future High Street Funds;
- Liverpool City Region (LCR) Combined Authority Mayoral Fund; and
- LCR Town Centre Commission Fund.

RESOLVED: That

- 1) project progress is noted;
- 2) funding bids are submitted with a view to securing funding for the full programme of works, enhancements and additional phases of the Runcorn Station Quarter Masterplan and wider Runcorn Vision; and
- 3) in association with Resolution 2, the Council be recommended to approve the amendment of the Capital Programme to £50m in respect of the SJB Delinking and Runcorn Station Quarter, to reflect the updated position with respect to opportunities for grant funding.

Strategic Director
- Enterprise,
Community and
Resources

PHYSICAL ENVIRONMENT PORTFOLIO

EXB74 REQUEST FOR WAIVER FOR THE ALLOCATION OF A CONTRACT TO HALTON HOUSING TRUST

The Board considered a report of the Strategic Director, People, which sought approval for the continuation of a contract with Halton Housing Trust. This referred to the management of the housing register and the housing allocations process, on behalf of Halton Borough Council.

Members were advised that, as part of the voluntary stock transfer process in 2007, Halton Borough Council opted to transfer its entire housing stock to Halton Housing Trust (HHT). In 2012, a new Choice Based Lettings Scheme – Property Pool Plus (PPP) - went live in Halton which was a sub-regional IT management scheme, operating across the other five local authorities in the Liverpool City Region (LCR) area.

It was reported that since then, the LCR had commissioned an independent review of the way in which the PPP process operated. Members noted that the aim of the review was to consider whether there was a more cost - effective approach which could deliver the same or improved outcomes for those using the service. A report on the outcome of the review was due in Spring 2020.

In requesting an extension to the current contract with HHT under Procurement Standing Orders, it was reported that as the contract with HHT would have expired before the Board meeting, the Chief Executive had used his emergency powers to authorise an extension to the existing contract for seventeen days from 31 December 2019 to 16 January 2020.

RESOLVED: That

- 1) the contents of the report be noted; and
- 2) a waiver by virtue of Procurement Standing Order 1.14.4 of Part 2 or Part 3 as appropriate, be approved for the extension of the contract with Halton Housing Trust for a further twelve months.

Strategic Director
- People

EXB76 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

- 1) whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following item of business in accordance with Section 100A (4) of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be

disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972; and

- 2) whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

RESOLVED: That as, in all the circumstances of the case, the public interest in maintaining the exemption outweighed that in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following items of business in accordance with Section 100A (4) of the Local Government Act 1972 because it was likely that, in view of the nature of the business, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972.

PHYSICAL ENVIRONMENT PORTFOLIO

EXB77 FOUNDRY LANE RESIDENTIAL

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which updated Members on the proposals for residential development at Foundry Lane, Widnes.

The report provided Members with details of the proposals, policy and financial implications for their consideration.

RESOLVED: That Executive Board

- 1) supports the principle, subject to planning and other statutory approvals, of bringing forward residential development in the Foundry Lane area, bringing back into use under-utilised brownfield sites and making better use of poor quality industrial sites;
- 2) endorses the decision taken by the Chief Executive in consultation with the Leader and the Portfolio Holders for Physical Environment and Resources to acquire the Stobart Foundry

Strategic Director
– Enterprise,
Community and
Resources

Lane site;

- 3) authorises the Operational Director for Economy, Enterprise and Property to arrange all required documentation to be completed to the satisfaction of the Operational Director, Legal and Democratic Services;
- 4) agrees to accept the offer of grant from Homes England for the purpose of preparing the sites known as Tarmac and Stobart for residential development; and
- 5) agrees to fund any shortfall in the preparatory works for the above two sites, if this exceeds the Homes England grant.

REPORT TO:	Environment and Urban Renewal Policy Performance Board (PPB)
DATE:	26 th February 2020
REPORTING OFFICER:	Strategic Director – Enterprise, Community and Resources.
PORTFOLIO:	Transportation
SUBJECT:	Highway Works Permit Scheme – Year 3 Update
WARDS:	Borough Wide

1.0 PURPOSE OF REPORT

- 1.1 The Permit Scheme went live on 14 March 2016 and this report presents the Board with the performance of the Permit Scheme in its third year of operation.
- 1.2 The aim of the Permit Scheme is to allow the Council, as a local highway authority, to coordinate both utility and local authority highways works on local roads. The purpose is to reduce the duration of these works on the local highway network to ensure the free flow of traffic and minimise disruption. Equally it is important to recognise the fundamental necessity of maintaining roads and utility infrastructure (sewers, water supply, drainage, communications, gas and electricity supply) to homes and businesses. A balance needs to be struck between the inconvenience of road works and the maintenance of critical infrastructure for the whole community.

2.0 RECOMMENDED: That

- 2.1 The board notes the third year performance for the Permit Scheme.

3.0 SUPPORTING INFORMATION

- 3.1 The Scheme is an exercise of powers conferred by Section 33A (2) of the Traffic Management Act 2004 and complies with all aspects of the Traffic Management Regulations (2007) (as amended). The Scheme applies to all streets under the control of the Highway Authority (the Mersey Gateway and M56 Motorway are not under the control of the Highway Authority).
- 3.2 Permit schemes provide an alternative to the notification system of the New Roads and Street Works Act (NRSWA) 1991. Instead of informing a street authority about its intention to carry out works in its area, a statutory undertaker has to book time on the highway by obtaining a permit for the permit authority. Under a permit scheme, the highway authority's activities undertaken by itself are also treated in exactly the same way as a statutory undertaker.
- 3.3 The specific objectives of the permit scheme include:

- Reduce occupation of the highway to benefit all users
- Obtain greater control of all activities on the public highway
- Minimise / avoid / manage delays to all road users
- Enhance co-ordination of all activities on the highway
- Achieve an improvement in air quality
- Enhance reliability of journey times
- Reduce long term damage to the highway asset

- 3.4 It is a criminal offence for a statutory undertaker, or person contracted by them to act on its behalf, to undertake specified activities in a specified street in the absence of a permit, with few exceptions.
- 3.5 If the permit authority considers that an activity promotor is failing to comply with the conditions of a permit, then it may revoke the permit. Before revocation, the permit authority will contact the activity promotor to inform them of its intention.
- 3.6 Where a statutory undertaker executes an activity without a permit, or breaches conditions on a permit, then the authority may issue a fixed penalty notice (FPN) against the statutory undertaker or prosecute (depending on the seriousness and persistence of the offence(s)).
- 3.7 The Permit Scheme requires each permit authority to maintain a register of each street covered by their permit scheme. The register should contain information about all registerable activities on those streets and forward planning information about activities and other events, which could potentially affect users of the streets.

4.0 POLICY IMPLICATIONS

- 4.1 The third year audit of the Permit Scheme has been undertaken independently by All About Holes Ltd and GK-TC to review of the operation of the scheme and to determine whether benefits achieved in previous years have been maintained.
- 4.2 The purpose of the external audit is;
1. Demonstrate a reduction in the duration of works.
 2. Demonstrate a reduction in the number of permit applications (through an increase in collaborative working)
 3. Re-evaluate the Cost Benefit Assessment (CBA) to show an economic return on the investment.
 4. Report the annual scheme benefit to all road users.

4.3 Scheme Benefits

4.4 Permit Numbers

There has been very little change in the number of permits from the previous year, as show in Table 1. Highway works have increased slightly compared with the previous year, but are still lower than the number recorded in year 1. Utility works have been more consistent over the 3 year period to date.

Table 1 Number of Permit applications

PROMOTER TYPE	Permits Yr 1 2016-17	Permits Yr 2 2017-18	Permits Yr 3 2018-19	Diff Yr 3 - Yr 2
Highway Authority Works	2,730	1,760	2,122	362
Utility Works	2,604	2,760	2,653	-107
Total	5,334	4,520	4,775	255

4.5 Duration of Works

The table below shows the duration of the permitted street work in number of days (the table is titled 'Table 6' as it is extracted from the longer audit report). The following conclusions can be drawn:

- Average works duration shows a downward trend over the first 3 years, with a 19% reduction from 3.1 days in year 1 to 2.5 days in year 3;
- The average duration of Highways works has reduced by 29% and Utility works by 18% over the same period.
- The number of days worked overall has reduced steadily year on year with a 28% reduction since the scheme was implemented.

Table 6 Average works duration

DURATION	Permits Yr 1 2016-17	Permits Yr 2 2017-18	Permits Yr 3 2018-19	Diff Yr 3 - Yr 2
Average duration (days)	3.1	2.9	2.5	-0.4
Total number of days worked	16,691	13,038	12,028	-1,010

4.6 The audit concludes that the permit scheme has reduced the number of days worked on Halton's street network by 4,663 days in the 3-year period. In addition, collaborative works phases saved a further 113 days of highway occupation.

4.7 Year 3 - Financial Benefits and Income

The financial benefit to the road user in year 3 is calculated as:

- Average monetary costs of works per day: £192.00
- Number of days saved under permit scheme: 1,765
- Monetary benefit to road users: £0.34m per annum

4.8 The cost benefit analysis (CBA) business case calculated the cost per day for each traffic management type on each street type. The financial benefit to road users of the Permit Scheme in year 3 is calculated at £0.34M per annum, a slight increase compared with year 2. This saving equates to over 6% of the overall cost of works calculated in the CBA (£5.5M per annum overall cost to road users).

4.9 This saving shows a slight increase from the previous year and equates to just under £1m benefit to the road user for the 3-year period.

4.10 Since the implementation of the permit scheme, the income generated, via the Permit & Enforcement Team, has risen steadily from £93k in 2015/16 to £413k in 2018/19 Total income generated during the permit scheme is approx. £1.2m. This income covers the costs of the permit and enforcement team and the administration of the system.

5.0 OTHER IMPLICATIONS

5.1 None.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Well maintained and free-flowing roads contribute both directly and indirectly to all of the five Council priorities. Good transport networks are fundamental to economic growth, employment, and sustainable communities.

7.0 RISK ANALYSIS

7.1 N/A

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 BACKRGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

Document	Place of Inspection	Contact Officer
Year 3 Permit Scheme Audit Report	Municipal Building	Ste Rimmer

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	26 th February 2020
REPORTING OFFICER:	Director of Public Health
PORTFOLIO:	Environmental Services
SUBJECT:	Pest Control Service - Update
WARDS:	Borough Wide

1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to provide an update on the Council's pest control service and to set out the rationale for maintaining free rat treatments for all residents.

2.0 RECOMMENDED: That

- 1) **The report be noted;**
- 2) **The Board take the opportunity to raise any comments or suggestions about the provision of pest control services in the borough; and**
- 3) **The Board supports the maintenance of free rat treatments for all Halton residents.**

3.0 SUPPORTING INFORMATION

- 3.1 The Pest Control service is part of the Environmental Health function within the Public Health Department of the People Directorate.
- 3.2 The service is currently delivered by three full time pest control operatives including a team leader. Prior to 2011 there were six full time operatives including a team leader. In 2011 three posts were subject to voluntary redundancy as part of a wider departmental restructure initiated to respond to the Council's budget position.

Over the last 12 months some temporary changes have been made to the service to cope with a temporary reduction in staff. The service has suspended chargeable treatments for nuisance pests. The free service for treating rats outdoors was also temporarily suspended to allow the service

to prioritise rat infestations inside properties. The full rat treatment service has now been restored.

- 3.3 The pest control service also provides the Council's statutory dog warden service during normal office hours. The out of hour's service is provided by an external contractor jointly procured by Halton, Liverpool, Knowsley and Sefton councils.
- 3.4 The pest control service and the provision of free rat treatments is not in itself a statutory function. However the council is under a duty by virtue of the Prevention of Damage by Pests Act 1949 to;

"take such steps as may be necessary to secure so far as practicable that their district is kept free from rats and mice".

In particular the Act requires local authorities to;

- from time to time carry out inspections as may be necessary
- to destroy rats and mice on land of which they are the occupier and keep such land so far as practicable free from rats and mice;
- to enforce the duties of owners and occupiers of land to keep their land free from rats and mice and take any action required to ensure this duty is fulfilled.

Whilst the standard of building, drainage and sanitation have improved significantly since 1949 rats are still considered a public health pest. Rats can carry and spread a number of infectious diseases and can cause damage to buildings by gnawing through wood, pipes and cables. Consequently controlling rat activity remains a public health priority.

Historically most local authorities including Halton have provided free rat treatments to residents as the most effective and efficient means of fulfilling the council's duties under the Act. This is supplemented by enforcement action where necessary in relation to private properties for example to secure the removal of rubbish accumulations or to repair defective buildings.

- 3.5 However in recent years the financial pressures faced by local authorities have caused some to introduce charges to residents. Currently within the city region Sefton, Knowsley and Wirral charge for rat treatments. However, Liverpool, St Helens and Halton have retained a free service. The neighboring Cheshire authorities also now charge for rat treatments. The prices charged and the approach to means testing the service are set out in Table 1 below.

Table 1 Charges for rat Treatments LCR and Cheshire LA's

Authority	Fee £	Means Tested?
Liverpool	Free	N/A
St Helens	Free	N/A
Halton	Free	N/A
Sefton	38.50	Yes – free to council tax benefit recipients
Knowsley	24.00	No
Wirral	99.00	No
Cheshire West	40.00	No
Cheshire East	50.00	Yes – reduced to £25 for benefit recipients
Warrington	85.50	No

- 3.6 Halton Currently charges to treat all other pest species including mice, wasps, ants, cockroaches, bedbugs and fleas. The council also offers chargeable services to schools and commercial customers. The current charges for these treatments are set out below in table 2.

Table 2 Halton council pest treatment charges

Pest	Domestic £ + VAT	Schools £	Commercial £ per hour plus VAT
Rats	Free	56.60	78.40
Mice	27.20	56.60	78.40
Cockroaches	27.20	56.60	78.40
Bedbugs	52.70	56.60	78.40
Wasps	42.60	56.60	78.40
Fleas	47.10	56.60	78.40
Ants	47.10	56.60	78.40

- 3.7 The number of rat complaints has risen steadily in recent years. This is likely to be due to construction activity around the borough along with a growth in the population and an increase in the number of residential properties.

The number of complaints for other pests varies considerably from year to year. In particular the number of wasp complaints is dependent on weather conditions in early spring when queen wasps are emerging from hibernation. A cold snap during this period can reduce the number of queen wasps that can go onto form viable nests.

Table 3 below and the graph in Figure 1 provide details on complaint volumes and trends over the last 10 years.

Table 3 Pest control service request volumes 2010-2019

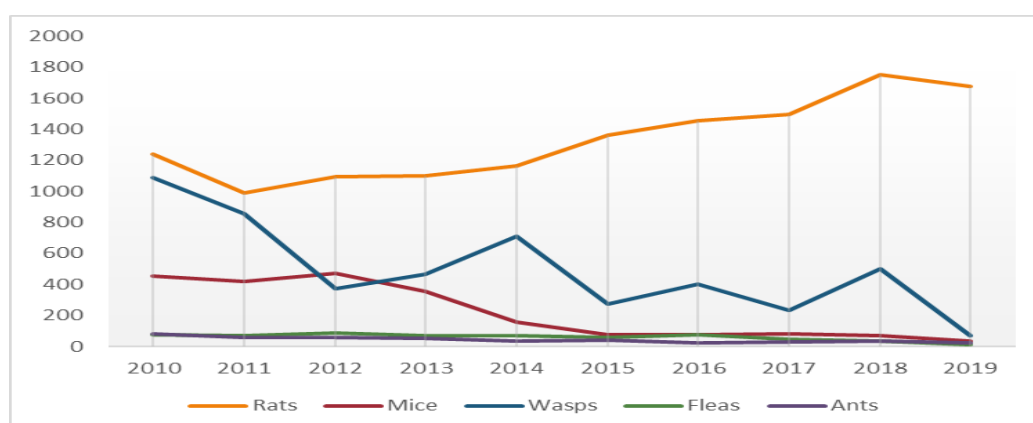
Year	Rats	Mice ¹	Wasps	Fleas	Ants
2010	1240	453	1089	77	80
2011	992	420	854	71	58
2012	1097	470	371	88	59
2013	1098	358	468	69	53
2014	1166	160	709	70	37
2015	1361	75	275	57	41
2016	1456	76	402	74	25
2017	1497	80	233	46	27
2018	1750	72	500	36	35
2019 ²	1678	35	69	12	22

Notes on table 1

1 Mice: Prior to 2015 the council offered free bait and treatments for Mice. After this point a charge was introduced and consequently demands for the service dropped significantly.

2 Chargeable requests 2019: Due to long term sickness there has been a temporary reduction in 1 full time officer within the service for much of 2019. This equates to a third of the workforce. Therefore priority was given to maintaining the free service for rats. Chargeable jobs were suspended part way through the year.

Figure 1 Pest control service request trend 2010-2019



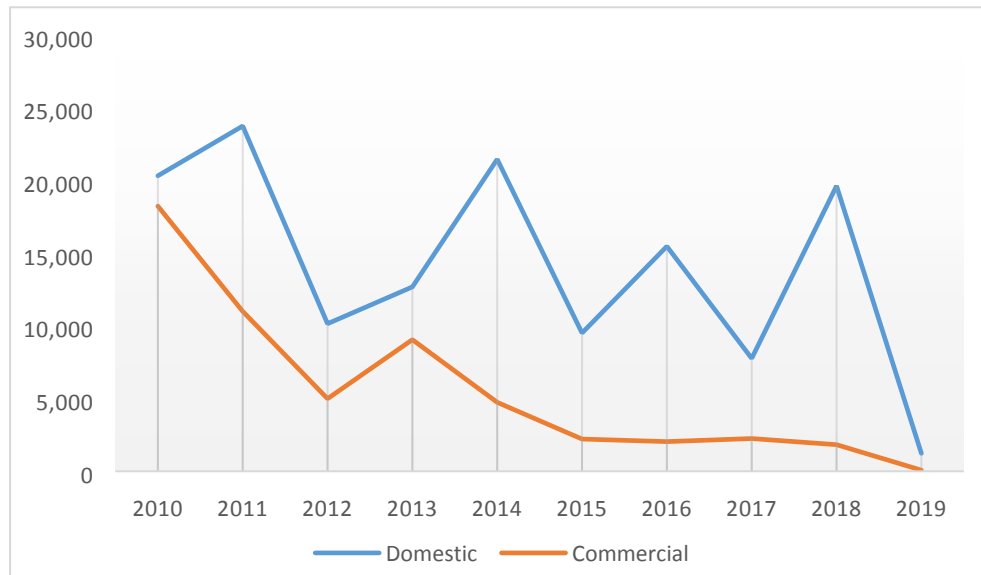
3.8 The total net budget for the pest control and dog warden service for 2019-20 is £112,200 (excluding internal support service recharges). This budget includes an income target of £25,420. However income fluctuates year to year corresponding to the number of requests received.

Therefore income is largely dependent on the weather in spring and the corresponding volume of wasp treatments carried out that year. Table 4 below details income over the last 10 years and Figure 2 shows the trend in income over the last 10 years.

Table 4 pest control income

Year	Domestic £	Commercial £	Total £
2010	20,331	18,243	38,574
2011	23,757	11,004	34,761
2012	10,155	4,996	15,151
2013	12,686	9,056	21,741
2014	21,465	4,745	26,210
2015	9,516	2,219	11,735
2016	15,477	2,043	17,520
2017	7,769	2,254	10,023
2018	19,633	1,832	21,464
2019	1,236	79	1,315

Figure 2 Pest control income trends 2010 to 2019



- 3.9 The table and figure above show the annual fluctuation in income achieved for domestic pest treatments. As previously, stated chargeable requests were suspended for most of 2019 due to a temporary reduction in staff. However the data for previous years demonstrates the unpredictable nature of income received. There has also been a downward trend in commercial income received. This corresponds to the reduction in the number of staff within the team in 2011 which resulted in domestic treatments being prioritised over commercial work.
- 3.10 Whilst the income received from chargeable services helps to reduce the net budget this income is unpredictable and does not provide a reliable basis to enable the service to become self-funding.
- 3.11 In recent months some members have suggested that a charge should be introduced for all rat treatments to help subsidise the service further and make it more sustainable over the longer term. However other members have expressed concern that the council may consider withdrawing free rat treatments.

Section 4 below will examine the policy implications around charging and set out the rationale for maintaining free rat treatments.

4.0 POLICY IMPLICATIONS

- 4.1 Firstly it is necessary to examine the potential income that may be achieved if a charge was introduced.

The average number of complaints received over the last 5 years is 1550. The treatment regime and pesticides used to control rats are comparable to those used for mice and so based on current fees a charge of £27.20 + vat would be appropriate. This would potentially realise net income of £42,160 based on the current level of requests. However it is considered very unlikely that this level of demand would be maintained if a charge were introduced.

- 4.2 The experience of other authorities who have introduced a charge suggests that the volume of requests received will drop considerably once a charge is introduced. Neighbouring local authorities who have introduced a charge experienced a drop in reports of rats by around 50%. It is considered likely that Halton would see a similar reduction in requests. Indeed such a reduction was observed when free mouse treatments were stopped in 2015 (see table 3 above). This would cause the projected income to fall to around £21,000.

- 4.3 The introduction of a charge is likely to disproportionately impact low income groups. If members were to consider introducing a charge it is likely some form of means test may be considered. This would further reduce the projected income. The council no longer administers all means tested benefits it is therefore difficult to fully establish the numbers of households in receipt of a means tested benefit. However it is known that 17% of older people age over 65 are in receipt of pension credit. Another reliable proxy measure is children living in low income households. This figure was 20% for Halton in 2016 (latest data from HMRC). This includes children living in families in receipt of out of work benefits or tax credits where their reported income is less than 60% median income. Therefore around 20% of households may be exempt from or subject to a lesser charge for pest treatments.

Therefore projected income based on the proposed fee could fall to £16,800.

- 4.4 There are also hidden costs associated with the introduction of a charge. It will take considerably longer for the contact centre to process requests which are subject to a charge or where evidence in support of a means test exemption is required. Whilst the facility is available for the public to request a pest treatment and make a payment online many people still prefer to contact the council by phone to request a service. Most benefits are now administered online by the Department for Work and Pensions with limited paperwork issued to claimants. Therefore evidence of receipt of benefits must be provided in person. This will increase demands on the Council's direct link offices and makes it more difficult for those in receipt of benefits to access the service.

The introduction of a charge is also likely to take up more management time responding to requests for refunds and complaints about the service received.

- 4.5 Further concerns about introducing a charge are;

- Rat activity is likely to increase. The experience from other authorities who have introduced a charge is that the number of requests decreases by around 50%. This means less rat treatments will be carried out leading to an overall increase in rat activity.
- Many people who experience rat activity on their property, particularly if the activity is outdoors, view the activity as a wider environmental problem caused by conditions beyond their own property. They will therefore be reluctant to pay for something they don't perceive to be their responsibility. Consequently they won't report the problem.

- The experience from other local authorities who have introduced a charge suggests that members of the public delay reporting rats until the problem has got out of hand and is affecting a wider area. This is likely to require the input of the Environmental Protection Team to take action against the landowners to enforce the provisions of the Prevention of Damage by Pests Act 1949. Such action is costly and time consuming and represents a further hidden cost to a charging regime.
 - The information received through requests for free treatments enables the Environmental Health team to locate trends across the Borough. This helps to identify areas where there may be wider environmental issues such as refuse accumulations, nuisance properties or defective drainage which is causing the increase in activity. A reduction in notifications means the Environmental Health team may be slower to identify and respond to these issues.
 - The council needs to place bait in secure locations so that it cannot be tampered with by children or animals. Therefore the council do not place bait on open land or public areas. If a member of the public complains of rats in their area we offer to place bait in their garden or yard as it is a secure location and provides a means to treat the wider area around the property. If households refuse to pay for a treatment because they believe the problem is a wider environmental problem the council will have access to fewer secure areas to place the bait. Because the service is currently free householders are happy for pest control to visit and place bait on their property as a means of treating the wider area.
- 4.6 The professional opinion of the Environmental Health Department is that introducing a charge for rat treatments is counterproductive. Whilst this would significantly reduce demand for the service and make service volumes more manageable, it would have the unintended consequence of increasing rat activity in the borough by reducing the number of proactive rat treatments that are carried out.

It is the view of the Environmental Health Department that control of the rat population is a wider environmental concern that is best addressed collectively through a universal service rather than on an individual basis by providing a service only to those or willing or able to pay for it.

5.0 FINANCIAL IMPLICATIONS

Should a charge be implemented it is projected an income of £16,800 would be achieved. However there would be significant hidden costs associated with administering a charging regime and dealing the consequences of increased rat activity through more costly legal means.

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

Rats are a public health pest and are known to carry a number of infectious diseases. An introduction of a charge is likely to lead to a reduction in reports made to the council and treatments carried out. This will lead to an increase in rat activity.

6.4 A Safer Halton

Pest activity can cause damage to buildings and is a factor in determining the fitness of residential accommodation for human habitation. An introduction of a charge is likely to lead to a reduction in reports made to the council and treatments carried out. This will lead to an increase in rat activity.

6.5 Halton's Urban Renewal

An increase in rat activity is likely to adversely affect the public's perception of the area where they live.

7.0 RISK ANALYSIS

The relatively modest income that would be realised by introducing a charge is outweighed by the environmental and public health costs of an increase in rat activity caused by a reduction in pest treatments.

8.0 EQUALITY AND DIVERSITY ISSUES

The introduction of a charge without an associated means test would disadvantage low income households. Providing the proof required to satisfy the means test may act as a further barrier to accessing the service. Areas with a high number of low income households are likely to

see an increase in rat activity due to the reduced number of treatments in those areas.

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

None under the meaning of the Act.

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 26 February 2020

REPORTING OFFICER: Strategic Director – Enterprise, Community and Resources

PORTFOLIO: Transportation

SUBJECT: Local Cycling and Walking Investment Plan (LCWIP)

WARDS: All Wards

1.0 PURPOSE OF THE REPORT

- 1.1 This report provides an update on the progress of the Liverpool City Region Combined Authority (LCRCA) Local Cycling and Walking Investment Plan (LCWIP). The Board last received an update at its meeting in June 2019.
- 1.2 The LCRCA LCWIP has been developed locally within the LCR and links with the national Cycling and Walking Investment Strategy.

2.0 RECOMMENDATION: That:

- i) The content of this report is noted;
- ii) The 'Bike Life' launch on the 4 March 2020 (at the Brindley, Runcorn) is welcomed as a prestigious event to publicise the active travel network (paragraph 3.14 – 3.16).

3.0 SUPPORTING INFORMATION

- 3.1 Promoting active travel, health and wellbeing, tackling climate change, improving air quality, tackling congestion, and access to employment opportunities are all major policy objectives within Halton's strategic plans. The function of the LCWIP is to invest in infrastructure to deliver these objectives.
- 3.2 The Department for Transport (DfT) Cycling and Walking Investment Strategy (CWIS) was set out in 2017. The Government's ambition for walking and cycling in England is to double cycling activity by 2025, and each year reduce the rate of cyclists killed or seriously injured on English roads. The

strategy also aims to reverse the decline in walking that has been seen over the last few years and encourage cycling and walking to be the natural choices for shorter journeys in every community.

- 3.3 The Government promoted LCWIP development at a local level to encourage cycling and walking to become favoured options for shorter journeys of 1 to 5 miles. By identifying travel corridors where there is an opportunity to change travel behaviours and address issues relating to safety, accessibility, and routing, the overarching aim of the LCWIP is to increase cycling and walking take up for leisure and travel.
- 3.4 DfT have released a progress update on the national Cycling and Walking Investment Strategy (CWIS) in February 2020. This is the first report to Parliament on the progress made towards achieving the aims, targets, objectives and actions set out in the strategy, focusing on the period 2016 to 2019.
- 3.5 The CWIS set out a 4-year action plan outlining key short-term interventions to support delivery of the aims and targets. Of the 26 actions outlined in the CWIS, around half are substantively completed and many of the remaining actions are long-term interventions that will continue until the end of 2020/21, such as the Access Fund, Bikeability, Cycle Rail and third sector behaviour change initiatives and the development of Local Cycling and Walking Infrastructure Plans (LCWIP).
- 3.6 Announcements are awaited from central government on an expected £1bn (over 5 years) national cycling budget allocation that is likely to be targeted at those areas that have high quality plans for cycling and walking developed through the LCWIP. Halton will be well placed to benefit from this funding if it becomes available.

Liverpool City Region LCWIP

- 3.7 The Liverpool City Region LCWIP was approved by the Combined Authority on 4th October 2019. It was developed through the Active Travel Group comprising representatives from the six LCR districts, as well as Merseytravel and the Combined Authority. The document is available for viewing on the Active Travel page of the CA website:
<https://www.liverpoolcityregion-ca.gov.uk/activetravel/>
- 3.8 The LCWIP identifies a network of strategic routes across the city region. These focus on key origin to destination routes that will be used by commuters and people cycling and walking as transport. The routes will be designed to offer a safe and convenient alternative route. The routes have

been prioritised into a programme based on elements such as predicted employment and housing growth, air quality issues and accessibility.

- 3.9 The LCWIP supports a number of policies from the Local Transport Plan 3, and the LCR's Local Journeys Strategy. The LCWIP will deliver some of the Mayoral priorities to reduce transport emissions, and improve the health of the region by providing new and improved cycle and walking corridors to encourage residents and visitors to the City Region to make more sustainable travel choices.
- 3.10 The first phase of the LCWIP programme involves seven routes across the LCR (Green Travel Corridors, Sustainable Urban Development). This scheme is funded by a mixture of European Regional Development Funding (ERDF), Transforming Cities Funding (TCF) and local authority funding. In Halton, this will deliver a green corridor which will include a new cycle way connecting Sandy Lane in North Widnes linking via Victoria Park, the town centre, to the Silver Jubilee Bridge. A planting scheme which will introduce over 20 new trees, attracting insects and nesting birds to the Town Centre area, whilst also improving crossing points for cyclist and pedestrians around Victoria Park, Appleton area.
- 3.11 The second phase of the LCWIP involves two strategic corridors of significant length to provide a full origin to destination journey. One of these routes is Runcorn to Daresbury (more details below) and the other route is in Wirral (Birkenhead to New Brighton). These two routes are currently being designed by consultant Project Centre Ltd, with a view to being funded through TCF LCRCA funding (TCF projects are due for full completion by March 2023).
- 3.12 In December 2019 The Project Centre were appointed to produce the detailed design for the first of the LCWIP schemes being taken forward. The route links into newly improved and newly constructed cycling and walking schemes along the busway and the Bridgewater canal in Runcorn and connects into works proposed for the Runcorn Station Quarter. The ambition is to provide a comprehensive network of walking and cycling routes which are, where possible, segregated from vehicular traffic, attractive and commodious. The first of these connects the town centre (and ultimately the station quarter) from the junction of Leiria Way and High Street onto Sci-Tech Daresbury via Astmoor and Manor Park.
- 3.13 The Project Centre have carried out a number of site visits to ensure that a segregated cycle route can be constructed which compliments the existing infrastructure yet encourages safe and direct access to employment. This will allow the opportunity for employers to recruit and employ talent from a

wider pool of applicants who perhaps live in nearby towns and cities and do not have access to a car.

Bike Life Launch

- 3.14 Picking up on second recommendation from the previous LCWIP PPB report (June 2019), the Borough is proud to be hosting the Sustrans Bike Life Report launch on the 4 March 2020. Liverpool City Region is the first Combined Authority to be included in the Sustrans Bike Life project. The North West launch for Bike Life will take place in Halton (at the Brindley Theatre in Runcorn), due to the cycling and walking improvements going on and planned in the Borough.
- 3.15 Bike Life is the UK's largest independent survey of attitudes to cycling. Inspired by the Copenhagen Bicycle Account, Bike Life is an assessment of city cycling development, including infrastructure, travel behaviour, satisfaction, the impact of cycling, and new initiatives. The project has been engaged across major cities including Manchester, Glasgow and Bristol in previous years. The Liverpool City Region is included in the report for the first time this year.
- 3.16 Simon O'Brien has now been appointed as the Cycling and Walking Commissioner for the Liverpool City Region. His role is to promote and support the advancement of cycling and walking across the city region and he will be meeting with Halton's Transportation Portfolio Holder to discuss the cycling and walking agenda for Halton.

4.0 POLICY IMPLICATIONS

- 4.1 The LCWIP delivers policy objectives contained in Halton's Local Transport Plan 3, Halton's statutory Development Plan, and the priorities of the emerging LCR Mayoral Transport Strategy.

5.0 FINANCIAL IMPLICATIONS

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

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children & Young People in Halton

The LCWIP will benefit the children and young people by improving sustainable, affordable access to places of interest whilst connecting communities.

6.2 Employment, Learning & Skills in Halton

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

6.3 A Healthy Halton

The LCWIP acts as enabler for Halton residents to engage in active travel to promote health and well-being and access the variety of open spaces and parks without the use of motorised vehicles. The delivery of the LCWIP will provide greater opportunities to walk or cycle on those shorter journeys which are currently taken by car. A reduction in short car journeys will help reduce congestion and help improve air quality.

6.4 A Safer Halton

The LCWIP will support an inclusive design guide which will ensure that new infrastructure is appropriately designed to provide safe travel routes.

6.5 Halton’s Urban Renewal

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

7.0 RISK ANALYSIS

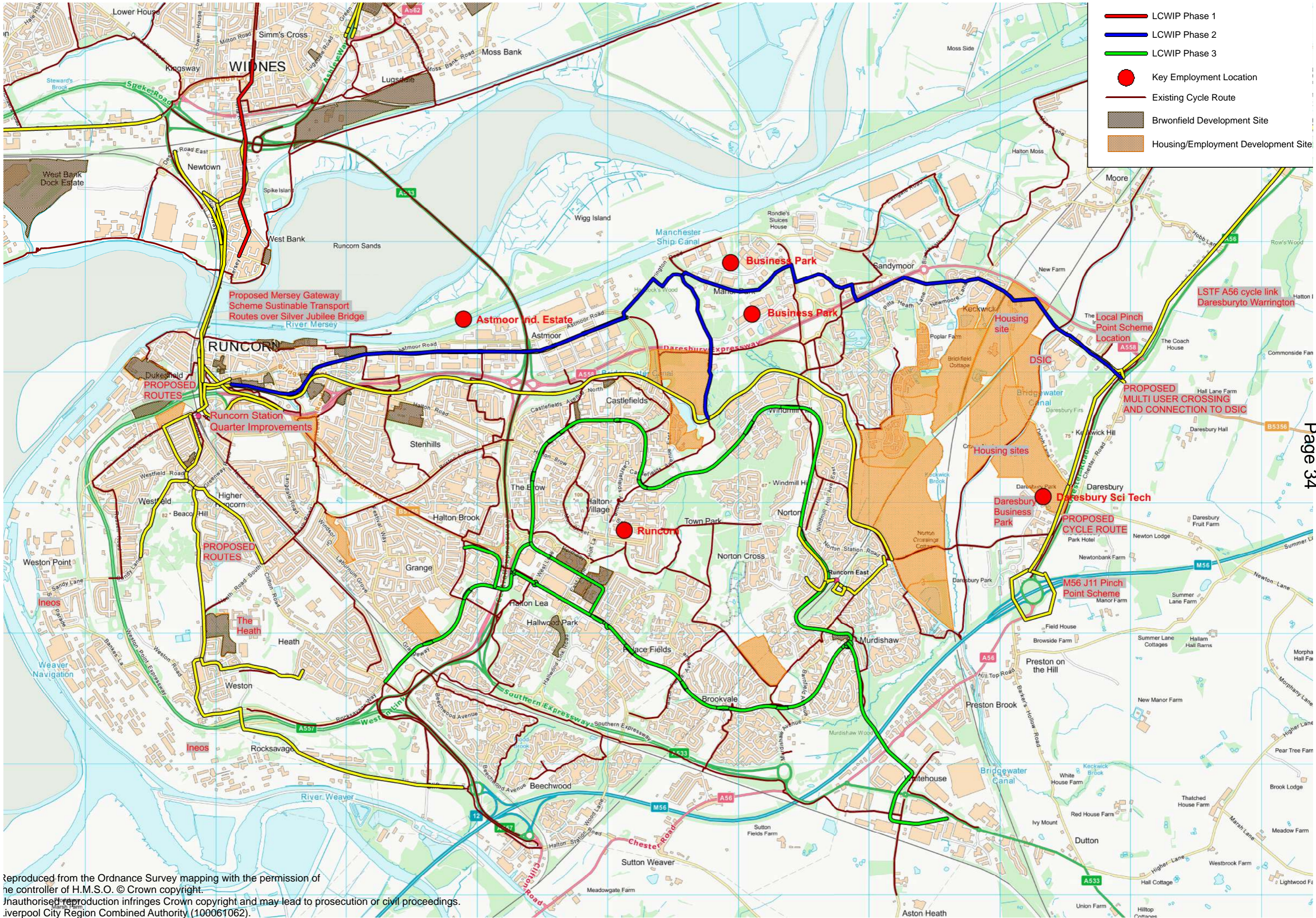
7.1 The risks to this strategy are relatively low, politically all parties support a greener, sustainable and healthier country. The risk will evolve from commitment to funding these initiatives in the long term.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 The introduction of the LCWIP has no negative impacts on protected characteristics, seeks to be inclusive, and promotes community cohesion through enhanced connectivity.

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

Document	Place of Inspection	Contact Officer
Halton LCWIP	Municipal Building	Iain Dignall
LCR CA LCWIP	Mann Island	Barbara Wade



- LCWIP Phase 1
- LCWIP Phase 2
- LCWIP Phase 3
- Key Employment Location
- Existing Cycle Route
- Brwonfield Development Site
- Housing/Employment Development Site

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REPORT TO:	Environment and Urban Renewal Policy Performance Board (PPB)
DATE:	26 th February 2020
REPORTING OFFICER:	Strategic Director – Enterprise, Community and Resources.
PORTFOLIO:	Transportation
SUBJECT:	Traffic Regulation Orders
WARDS:	Borough Wide

1.0 PURPOSE OF REPORT

- 1.1 This report updates the Board on the consolidation of non-moving Traffic Regulation Orders (note that speed limit orders have already been consolidated). This covers features such as yellow lines, clear way designations etc.
- 1.2 A Traffic Regulation Order (TRO) is a legal tool which allows a local authority to restrict, regulate, or prevent the use of any named road. The most common use of TROs is to impose restrictions, such as speed limits and one way streets.

2.0 RECOMMENDED: That

1. The Board notes the progress on the consolidation of the non-moving Traffic Regulation Orders (TROs).
2. The Board are asked to review and comment on the most pressing TROs to be progressed, once the consolidation Orders for Runcorn and Widnes are made (paragraph 4.4).

3.0 SUPPORTING INFORMATION

- 3.1 The Road Traffic Regulation Act 1984 imposes a duty on local authorities to exercise their traffic regulation powers to secure the safe passage of all traffic, including walkers, horse riders, cyclists, and motor and horse-drawn vehicles.
- 3.2 The consolidation of speed limit orders has already been undertaken. Those orders have now been defined by maps, rather than textual description. This work has been welcomed by the Police as it makes prosecution straight forward, due to the accuracy of the records held.
- 3.3 Work is now being under taken across the entire Borough to ensure that all road markings displayed on the streets correspond with the records held for

those orders. This ensures that all orders remain enforceable with a very high degree of confidence.

- 3.4 Detailed inspections and surveys of every road in the Borough were undertaken to see how the signs and road markings for the existing TROs correspond with the existing paper orders. This work was initially carried out in Widnes, before moving to Runcorn in autumn 2019.
- 3.5 The Widnes surveys revealed some anomalies, the majority of which highlighted errors, such as: where signage did not match road markings; signs or road markings did not correspond with the existing TRO; or where the condition of signs and markings were found to be in such poor repair the TRO would be unenforceable. The Traffic Management Team has been addressing these anomalies and has carried out 80% of the remedial work on the Widnes anomalies.
- 3.6 The initial Runcorn site surveys have recently been completed. Results of the Runcorn site work is currently being transferred onto a mapping database and details of variances in signage and road markings will be published. As with Widnes, the anomalies found in Runcorn will need to be addressed prior to any consolidation Order being made.
- 3.7 It is anticipated that moving to a map-based system for TROs will make future Orders simpler to process and will have the following benefits: a variation Order is all that is required; it will be easier to undertake more complex area-wide TROs; and statutory consultations will not require written schedules and multiple small-scale plans, as the consultation documents will be easy to read and based on digital map-based articles.

4.0 POLICY IMPLICATIONS

- 4.1 The approach taken on Traffic Regulation Orders (TROs) is consistent with the policies and approaches incorporated in Halton's Local Transport Plan and Liverpool City Region's Transport Plan for Growth.
- 4.2 Streamlining the TRO process and reforming the way consultations are carried out in Halton meets the recommendations laid out in the Department for Transport's Traffic Signs Regulations and General Directions (2016).
- 4.3 The number of individual TROs being actioned has been limited due to the focus on progressing the Runcorn and Widnes consolidation Orders described above, together with team capacity reducing to three staff, as a result of the Council's ongoing response to Government grant reductions. A backlog of individual TROs exists (paragraph 4.4). Priority for TRO requests is given to those Orders that would most improve road safety or ease congestion at critical bottlenecks in the road network.
- 4.4 Once the consolidation Order for Widnes is made it is proposed to undertake the following series of TRO activities:

- a) Runcorn Consolidation Order (resolution of any anomalies prior to the Order being made, equivalent to the work described for Widnes in paragraph 3.5).
- b) Widnes South. The existing Orders for the area of Widnes between Ashley Way and Lugsdale Road are no longer appropriate and remain from when the Market and Widnes Station were located here. There are waiting and loading restrictions on roads that are now highly residential and these do limit on-street parking amenity in an area that is now much quieter than it used to be. Easing on-street parking restrictions will create much more parking amenity for householders, but waiting restrictions at junctions and access points will be retained for safety.
- c) Fairfield Road / Appleton Village. Intervention to deal with congestion during peak hours and provide junction protection. Precise scheme needs to be developed.
- d) Albert Road junctions with Edwin Street and William Street. Small lengths of junction protection yellow lines required as vehicles are parking here making it increasingly difficult for vehicles emerging from side roads to see properly.
- e) Berry Road (south side). Waiting restrictions required from Hale Road junction to beyond tight bend (cars are parking on both sides making access to properties difficult). Intervention based on multiple complaints from residents and Councillors.
- f) Cornubia Road, near junction with Tan House Lane. Complaints that cars parked on both sides of the road near the junction are making it difficult for HGVs to gain access.
- g) Moorfield Road, outside Sports and Social Club. Park on Moorfield Road can compromise visibility for cars emerging from the car park and for the School Crossing Patrol who operates here. Complaints received about parking congestion. Restrictions would only be introduced on the western side of the road where there are no frontages.
- h) Ditton Road, west of Moor Lane interchange. Complaints about HGVs parking up on the footway and causing damage.
- i) Hough Green Road (junctions with Afton, Arley Drive, Bechers, Downside). Complaints about cars parking right up to the junctions, especially during pick-up and drop-off times at the local schools. Several collisions reported at these junctions and junction protection is required to improve visibility for emerging vehicles.
- j) Moor Lane, adjacent to McDonalds. In the evening cars are parked up both sides and vehicles queueing for the drive-through often make this road impassable for vehicles trying to access Smith Road and Egypt Street. Intervention in the form of 'no waiting at any time' proposed on McDonalds side only (no impact on on-street parking amenity for houses opposite).

- k) Daresbury Village in vicinity of school, additional yellow lines to prevent long stretches of parked cars restricting road width and making bus navigation difficult. Requested by Arriva following difficulties navigating through village.

5.0 OTHER IMPLICATIONS

- 5.1 None.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

- 6.1 Well maintained and free-flowing roads contribute both directly and indirectly to all of the five Council priorities. Good transport networks are fundamental to economic growth, employment, and sustainable communities.

7.0 RISK ANALYSIS

- 7.1 N/A

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

Document	Place of Inspection	Contact Officer
Traffic Regulation Orders	Municipal Building	Ian Saxby