

Public Document Pack



Environment and Urban Renewal Policy and Performance Board

Wednesday, 16 November 2022 6.30 p.m.
Council Chamber - Town Hall, Runcorn

S. Young

Chief Executive

BOARD MEMBERSHIP

Councillor Bill Woolfall (Chair)	Labour
Councillor Mike Fry (Vice-Chair)	Labour
Councillor Angela Ball	Labour
Councillor Dave Cargill	Labour
Councillor Sian Davidson	Conservative
Councillor Robert Gilligan	Labour
Councillor Stan Hill	Labour
Councillor Geoffrey Logan	Labour
Councillor Tony McDermott	Labour
Councillor Tom Stretch	Labour
Councillor Sharon Thornton	Labour Party

Please contact Kim Butler on 0151 511 7496 or e-mail kim.butler@halton.gov.uk for further information.

The next meeting of the Board is on Wednesday, 15 February 2023

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

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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, 21 September 2022 at the Council Chamber - Town Hall, Runcorn

Present: Councillors Woolfall (Chair), Fry (Vice-Chair), Ball, D. Cargill, Davidson, S. Hill, Logan, McDermott, Stretch, Thornton, A. Lowe, Philbin, Polhill, Thompson and Wallace

Apologies for Absence: Councillor Gilligan

Absence declared on Council business: None

Officers present: G. Ferguson, T. Gibbs, S. Burrows, G. Hazlehurst and A. Plant

Also in attendance: Councillors Jones, Harris, A. Lowe, Nelson, Philbin, Polhill, Thompson and Wallace. On behalf of Cadent - Ms Evans and Ms Sansum.

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

Action

The Committee took part in a minutes silence in honour of her late Majesty Queen Elizabeth II.

EUR12 MINUTES

The Minutes of the meeting held on 22 June 2022 having been circulated were signed as a correct record.

EUR13 PUBLIC QUESTION TIME

It was confirmed that no public questions had been received.

EUR14 EXECUTIVE BOARD MINUTES

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

RESOLVED: That the Minutes be received.

Councillor Davidson declared a disclosable other interest in the following item of business (para 3.2) as she was a

resident in the Borough where regeneration was taking place

EUR15 PERFORMANCE MANAGEMENT REPORTS FOR QUARTER 1 OF 2022/23

The Board received a report from the Operational Director – Policy, People, Performance and Efficiency, which presented the Performance Monitoring Reports for Quarter 1 of 2022/23.

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; and
- Waste and Environmental Improvement and Open Space Services.

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

Councillor Davidson declared a disclosable other interest in the following item of business as she was an employee of an academy in the Borough mentioned in the climate change action plan.

EUR16 CLIMATE CHANGE UPDATE

The Board considered a report of the Operational Director – Planning, Policy and Transport, that provided an update on activities relating to the Council's Climate Change Action Plan. The Action Plan for 2022-2027 provided a clear direction for the Council and:

- set a target to be carbon neutral by 2040 which included both short term and longer term action;
- provided an initial focus on decarbonising energy use by buildings, transport, waste and enhancing the Borough's blue/green infrastructure; and
- sought to embed climate change in Council decision making and develop partnership working as a lead into a borough wide approach to tackling climate change.

Members were advised on the action taken by the

Council to reduce its carbon emissions, the introduction of electric vehicle charging, steps taken to embed climate change into decision making, the Big Halton Forrest Project, progress on Council climate change web pages and climate change training for members and officers. In addition, the report provided information on how the Council was facilitating to help climate change projects relating to private and social housing and green growth projects in the business and public sector.

It was noted that at this stage there were elements of the plan which were difficult to cost and a careful balance would need to be struck between the Council's carbon ambitions and the requirements it had placed on it delivering its statutory responsibilities. It was clear that significant resources would be required to enable the Council to reach its 2040 objective, much of which it did not have presently at its disposal. For these reasons actions would need to be prioritised in terms of resourcing, deliverability and cost.

In addition, the Council was also part of the Liverpool City Region Hydrogen Strategy for the region. Members received a presentation from Ms Evans and Ms Sansum representatives from Cadent, who advised the Board on Cadent's HyNet North West Hydrogen Pipeline. The presentation updated Members on the project work to date and the statutory consultation process which would run from 29 September to 10 November 2022.

RESOLVED: That

1. the Board receives the update on progress towards the Corporate Climate Change Action Plan 2022-2027 to be provided at the meeting; and
2. the set of priority actions set out in Section 5.0 be endorsed.

EUR17 CONTROLS ON HOUSES OF MULTIPLE OCCUPATION (HMO)

The Board received a report of the Operational Director – Planning, Policy and Transport, which detailed the controls available to regulate Houses of Multiple Occupation (HMOs).

The Board considered information provided from Councillors regarding the problems currently being experienced by the community who lived near to HMO's in their Ward and the powers available to the Council to tackle

these issues. In addition the Board discussed the use of Article 4 Direction to remove 'permitted development rights' thereby preventing the change of use from Class C3 (dwelling house) to Class C4 (houses of multiple occupation) without planning permission.

Following consideration of the information presented the Board agreed that a Working Party would be set up to discuss the issues raised and to consider the draft policy which had been produced (Appendix 1) to set out the relevant licensing requirements and property standards for HMOs.

RESOLVED: That a Working Party be established to discuss the issues raised and to consider the draft policy which had been produced (Appendix 1) to set out the relevant licensing requirements and property standards for HMOs, with the following Membership:

Councillors S. Hill, A. Lowe, Stretch, Philbin, Thornton, Wallace and Woolfall.

Operational
Director –
Planning, Policy
and Transport

EUR18 WORKING PARTY REVIEW OF COPPICING WORKS

The Board received a report which provided Members with a progress report on the work of the Working Party that was established to review the Council's coppicing works programme. The first meeting of the Working Party took place on 12 July and Members received a presentation on what structure planting is and how the Council managed its plantations, including some of the issues the Council faced.

Following a discussion on the Council's programme for the management of structure planting and a number of matters raised by Members, it was agreed that the next step would be for a field study visit to be arranged for Members to observe previous structure planting works that had been carried out at a number of locations across the Borough. The field study would take place by the end of September 2022.

RESOLVED: That the report be received.

Meeting ended at 7.35 p.m.

REPORT TO: Environment and Urban Renewal Policy & Performance Board

DATE: 16 November 2022

REPORTING OFFICER: Operational Director, Legal and Democratic Services

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: 16 November 2022

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 20 OCTOBER 2022

ENVIRONMENT AND URBAN RENEWAL PORTFOLIO

EXB32 CONTRACTOR INVOLVEMENT IN THE EAST RUNCORN CONNECTIVITY (ERC) PROJECT

The Board considered a report from the Operational Director – Policy, Planning and Transportation, which sought approval to utilise the SCAPE framework to secure Balfour Beatty to provide contractor involvement in the development of the four schemes that comprised the East Runcorn Connectivity (ERC) project.

The full ERC scheme comprised four elements:

- A558 dualling from Pitts Heath Lane to Innovation Way;
- A56 Major Maintenance – Keckwick Lane to M56 junction 11;
- Potential loop road M56 junction 11 to A533; and
- A suite of active and sustainable travel interventions.

The Scape Framework had been used successfully for the completion of works on Silver Jubilee Bridge, Runcorn Delinking and Runcorn Station Quarter projects. The Scape had six staged as shown in Appendix 1. The report sought permission to utilise the Scape process to the end of Stage 3 (pre-construction). Once Stage 3 was complete and provided technical considerations were favourable and funding was available, a further report would be presented to the Board to seek approval to sign a 'delivery agreement' and proceed into construction.

RESOLVED: That

- 1) approval is given to procure, via the SCAPE framework, contractor input into the ERC Project, up to and including 'Pre-construction Stage'; and
- 2) delegated authority is given to the Operational Director – Planning and Transport, in consultation

Operational
Director - Policy,
Planning and
Transportation

with the Portfolio Holder Environment and Urban Renewal, to implement activities to pass the formal SCAPE gateways up to and including 'Pre-construction Stage'.

Councillor Thompson declared an interest in the following item as he is a Member of the Town Deal Board

EXB33 BRINDLEY GREEN, RUNCORN SCAPE FRAMEWORK

The Board considered a report of the Operational Director – Economy, Enterprise and Property, which provided an update on:

- the development of the High Street Connectivity project in support of the Runcorn Town Investment Plan; and
- the Inception Phase of the previously approved development of the High Street Connectivity project as per the Town Centre bid, which led to a change in scope.

The report also sought approval to utilise the SCAPE framework for the integration of the already designed Brindley Green plans with the High Street scheme to Project Order stage.

RESOLVED: That the Board approve

- 1) the use of the SCAPE framework for the integration of the already designed Brindley Green plans with the High Street scheme to Project Order stage; and
- 2) the delegation of authority to the Operational Director, Economy, Enterprise and Property to authorise the passing of the SCAPE gateways prior to this stage.

Operational Director - Economy, Enterprise & Property

EXB34 ENVIRONMENT SERVICES DYNAMIC PURCHASING SYSTEM

The Board considered a report which sought approval to proceed with a procurement process with regard to the provision of an Environment Services Dynamic Purchasing System (DPS).

The Environment Services Division currently utilised DPS to source landscape contractors to carry out

construction works in the Borough's parks, playgrounds and open spaces. The Division's existing DPS would come to an end on 31 March 2023. It was proposed that a new Environment Services DPS would be set up for an initial 4 year period.

Based upon previous expenditure it was anticipated that the total annual value of the further competition exercises tendered via the Environment Services Division DPS was likely to be up to £1.5m thus making the value of a four year contract up to £6m. This figure was above the Public Contract Regulation threshold and as such it would need to be procured in accordance with the Public Contract Regulations 2015.

RESOLVED: That approval be given for a procurement process to be undertaken with the purpose of creating an Environment Services Dynamic Purchasing System.

Operational
Director -
Community &
Environment

CLIMATE CHANGE PORTFOLIO

EXB35 HALTON SMART MICRO GRID

The Board considered a report of the Chief Executive, which sought for a waiver of compliance with part 2 and/or 3 of Procurement Standing Orders 1.14.4, to allow a direct contract award to Horizon Energy and Power to provide technical support development of the Halton Micro Grid including submitting a planning application and developing all documentation to enable design and build tenders to be invited.

The Board was advised that at a previous meeting the Board had endorsed a scheme to extend the Solar Farm on the former St Michael's Golf Course and create a micro grid connecting in the Municipal Building, Lowerhouse Lane Depot and the new Leisure Centre in Moor Lane (Minute EXB75/2021 refers).

The scheme also had the endorsement of the Liverpool City Region (LCR) Internal Investment Panel with a potential for a grant allocation of £2.5m towards the capital costs. A key condition of the Investment Panel's decision was that the Council provided an updated cost for the project to reflect current market prices.

In order to meet the condition set out by the LCR

Internal Investment Panel the Council would be required to undertake a procurement exercise and seek planning approval for the scheme. This would require specialist consultancy support in a number of areas, details of which were outlined in the report.

The Council had appointed Horizon Power and Energy to undertake consultancy work in relation to the initial solar farm project and they had provided a quote for the above scope of work for the Micro Grid Project. A benchmarking exercise of the costs submitted by Horizon Power and Energy had been undertaken against the consultancy rates on the ESPO Public Sector Procurement Framework and this had shown that the costs of the work were in line with the framework rates.

RESOLVED: Executive Board give approval that

Chief Executive

- 1) Procurement Standing Orders 2 and or 3 be waived pursuant to Standing Order 1.14.4 (non-emergency procedures – exceeding a value threshold of £100,000), 1.14.4 (iv) where compliance with Procurement Standing Orders would result in the Council having to forego a clear financial or commercial benefit); and
- 2) a contract award be made to Horizon Energy and Power as their quote demonstrates value for money against the ESPO Public Sector Procurement Framework rates and of their expertise and detailed knowledge of the Halton Micro Grid Project.

EXB36 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 items of business in accordance with Sub-Section 4 of Section 100A 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 the public interest in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following item of business, in accordance with Sub-Section 4 of Section 100A 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.

ENVIRONMENT AND URBAN RENEWAL PORTFOLIO

EXB38 SILVER JUBILEE BRIDGE LIGHTING SCHEME

The Board considered a report of the Operational Director – Policy, Planning and Transportation, which provided an update on the competitive tendering exercise that had been carried out utilising the ‘Scape Framework’ in accordance with Procurement Standing Order 1.4.1 to provide costings for a new architectural lighting scheme on Silver Jubilee Bridge.

The Board thanked Councillor S. Hill for his contribution towards this project.

RESOLVED: That

- 1) the ‘Scape Framework’ is used for fulfilling of the supply and installation of the SJB floodlighting scheme in compliance with Procurement Standing Order 1.4.1;
- 2) the tendered sum set out in section 3.4 is accepted and the capital programme amended accordingly; and
- 3) delegated powers are given to the Operational Director – Policy, Planning and Transportation in

Operational
Director - Policy,
Planning and
Transportation

conjunction with Portfolio Holder for Environment and Urban Renewal to undertake the necessary actions to deliver the proposed lighting scheme.

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	16 th November 2022
REPORTING OFFICER:	Operational Director – Policy, Planning and Transportation
PORTFOLIO:	Environment and Urban Renewal
SUBJECT:	Annual Road Traffic Collision & Casualty Report
WARD(S)	Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 To report on the latest road safety statistics released by the Department for Transport through the publication of the 2021 Comprehensive Annual Report.

2.0 RECOMMENDATION: That

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

2) the 2023/24 Programme of road safety schemes, and road safety education, training, and publicity be endorsed.

3.0 SUPPORTING INFORMATION

- 3.1 The latest figures (2021) for Halton show a further decline in casualty numbers following last year's decrease. This contrasts very favourably with the national picture, where there have been significant increases in casualties of all severities (although still below pre-pandemic levels). A summary of the data is as follows:

- Halton achieved its performance targets, as set by the Department for Transport. (A KSI reduction of 40% by 2020 (based on a 2005-09 base average) was the target outcome).
- Halton is one of the few Local Authorities to report a fall in both collisions and casualties, against a nationally picture where road casualties (all categories) increased by 11% in 2021.
- There were 148 road traffic collisions involving personal injury within Halton, 1 fewer than the year before and a continuation of the long term downward trend. These incidents resulted in 176 casualties, a 3% decrease on the 2019 figures;
- A total of 18 KSI (killed or seriously injured) is lower than the figures for 2019 (22) and continues the long-term downward trend.
- 16 of the casualties were classed as serious, and regrettably 2 people lost their lives on Halton's roads (an increase of 1 compared to 2020).

- A total of 2 children seriously injured (CKSI) represents a decrease of 50% as compared to 4 in 2020 (as the numbers are small, percentage term comparisons can be misleading)
- There was a decrease in the number of people of all ages being slightly injured (SLI), with casualty numbers down to 158 (a decrease from 159 in 2020).
- Casualty numbers for vulnerable road users (pedestrians and cyclists) continue to fall.
- A total of 11 collisions occurred on Mersey Gateway controlled roads, resulting in 14 casualties, a small increase on 2020's figures, but still significantly lower than pre-pandemic levels (23 collisions, 28 casualties in 2019).

3.2 Appendix A sets out the numbers of traffic collisions and casualties in 2021, together with comparisons of figures for previous years. Halton's performance in relation to neighbouring Local Authorities is also presented.

3.3 Of those killed or seriously injured, both the numbers of adult and child casualties decreased by two (total decrease of four). 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 encouragingly both Adult and Child KSIs continued their downward trends.

3.4 In 2021 the country emerged from a succession of Covid pandemic lockdowns, unsurprisingly the rise in road casualty numbers almost exactly mirrored the rise in traffic levels. However, Halton is one of the few Local Authorities to report a fall in both collisions and casualties, and locally, only Knowsley MBC has come close to matching Halton's performance. Indeed, every other neighbouring Authority (both Liverpool City Region and Cheshire) has seen a rise in casualty numbers.

3.5 **National Position**

Nationally, road casualties (all categories) increased by 11% in 2021, as set out in the Department for Transport 2021 Comprehensive Annual Report on Road Casualties available via:

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2021/reported-road-casualties-great-britain-annual-report-2021>

3.6 The Department for Transport (DfT) advises that comparisons with the previous years' figures should be interpreted carefully and advise that the 2020 sharp decline in casualty numbers, whilst very welcome, corresponded with a 21% decrease in road traffic due to the Covid pandemic. Although this year's figures show an increase in casualty numbers compared to 2020, they are still below the pre-pandemic levels.

3.7 The Government's 'Strategic Framework for Road Safety' (May 2011) formed part of an EU-wide outcomes framework for measuring progress on road casualty reductions. The framework sought to deliver reductions through encouraging best practice amongst local authorities, comparing local progress with national trends. Overall, a central KSI reduction forecast of 40% by 2020 (based on a 2005-09 base average) was identified as an outcome. Halton achieved this reduction with ease and whilst the remaining EU States have signed up for a 50% reduction in KSI numbers by 2030, as

yet no explicit casualty target numbers have been set by the U.K. Government. However, Halton remains focused on making our roads as safe as possible for all road users.

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 The completion of the Runcorn delinking works and Widnes Loops, together with the Silver Jubilee Bridge re-opening have reconfigured traffic flows around the Borough, plus the Covid pandemic impact on traffic levels (a fall in 2020 and bounce back in 2021), has made comparative analysis difficult in terms of where best to target the casualty reduction works. However, there has been a noticeable modal shift towards walking and cycling and special attention has been given to small scale schemes that improve our road safety infrastructure, as well as new active travel routes linking employment areas. Collaborative working with external agencies continues to offer an effective use of resources, and the ongoing decline in casualty numbers, particularly for pedestrians and cyclists, is testament to this.

4.3 **Halton 2022/23 Programme Update**

This programme covers road traffic collision reduction schemes, road safety education, training, and publicity, as well as engaging with Cheshire Police to target effective enforcement action. Halton's Road Safety Team comprises four members of staff operating at 3.2 FTE (full time equivalent) and who also manage the School Crossing Patrol Service.

4.4 **Community Speed Watch**, a collaborative initiative with Cheshire Police, remains very popular and we now have volunteers at 25 sites across the Borough and there is a least one group in every Ward. Work continues to increase the number of volunteers.

4.5 **"Smiley" SiDs** (speed indicative device / sign) remain ever-popular with Halton residents. In addition to encouraging lower speeds they also record the approach speeds of every vehicle. This information is shared with Cheshire Police when a particular speed problem is identified. The Team currently manages almost twenty of these devices around the Borough, many of them purchased by Area Forums and Parish Councils. We also operate a number of digital signs that flash either speed limit roundel or road safety messages, should an approaching vehicle be travelling at excessive speed.

4.6 **Speed Camera A562** (Speke Road). This year the fixed speed camera on the westbound carriageway of A562 Speke Road was recommissioned after a period of non-operation. It was important to re-establish some kind of speed management at this site that had seen a fatal collision in recent years.

4.7 **Gyratory Red Light Camera**. In conjunction with the Cheshire Police and Crime Commissioner, work is ongoing to install a red light / speed on green camera at A557

Watkinson Way, a site with the highest density of collisions in the Borough. In addition to enhancing road safety it is anticipated that this device will improve traffic congestion during peak hours, raising the capacity of this strategic junction.

- 4.8 **Mobile Speed Camera Sites.** Working closely with the Cheshire Road Safety Group the Team has sought to improve existing mobile speed camera sites and add existing locations for speed enforcement. Wilmere Lane (Widnes) has seen the 'Smiley SiD' signs recording very high speeds and therefore has had an area of hard-standing constructed for the CRSG mobile camera van. Effective enforcement action will encourage safer driver behaviour.
- 4.9 **Collision Sites.** Using collision data supplied by Cheshire Police the Team has identified junctions where accident causation factors have included 'failure to Give Way' or 'failure to look properly'. Small scale schemes that make improvements (for example: cutting back vegetation; moving Give Way lines forward of parked cars; new signage; road markings etc.) have been undertaken at almost a dozen collision sites.
- 4.10 **Safer Active Travel.** In support of various policy objectives (tackling climate change, improving health and wellbeing; improving air quality; options to lower the cost of living) Halton has been undertaking a number of large-scale cycling / walking initiatives to link residential areas with employment areas. These schemes have been funded via the Liverpool City Region Combined Authority. A number of improvement works that complement the Active Travel Strategy have included new pedestrian crossings, refuge islands, new lengths of high-friction anti-skid surfacing at controlled crossing points, and ensured uncontrolled crossings remain free from parked vehicles using physical features, including bollards, and lengths of pedestrian guard railing. Speed limits have been reduced at several sites where new cycleways are being introduced. The Team continues to undertake road safety audits (RSAs) on all the Borough's major schemes, to ensure that the safety of all road users is a priority.
- 4.11 **Education.** The Team has engaged with children and adults of all ages to deliver training and education:
- The 'Show You Care, Park Elsewhere' scheme to reduce congestion and promote road safety outside schools was delivered at reported hotspots
 - Over 1600 school children in Halton have had some form of cycle training in the previous academic year.
 - 'Stepping Out' pedestrian crossing training for Year 3 pupils has been provided at almost every school
 - The Team has undertaken drink / drug driving campaigns with you adults in local colleges.
 - In-car safety training for the very young and their parents and carers has been undertaken at numerous pre-schools and nurseries
 - Community family fun days at community and children centres have proved massively popular, with additional dates being added due to demand
 - Road safety training has been provided to refugees and asylum seekers in the Borough
- 4.12 **Halton 2023/24 Programme**
- It is proposed to concentrate on interventions that enhance the safety of pedestrians and pedal cyclists (who still account for almost half of all KSIs). This

activity also supports a number of policy objectives, including encouraging modal shift.

- Collision analysis will be undertaken at sites with higher than expected collision histories. Work is then carried out at locations where improvements can be made, for example, the installation of refuge islands, improved cycleway signage and installed physical features to clear obstructive parking from pedestrian crossing points.
- Examining wet weather skidding sites. The pedestrian crossing on Cronton Lane has had anti-skid treatment applied. There are a number of other sites identified for further consideration. This work is expensive as anti-skid is costly to install, so only limited.
- Extending mobile safety camera sites with Cheshire Police. Data from Smiley SiDs provides an indication of priority roads. A new mobile camera van lay-by is being installed on Derby Road as part of the Highway's cycle improvement scheme. It is expected that several more mobile sites could be added in Halton.
- Community Speed Watch will continue to be supported through new signage and site assessments etc.
- Education. The education programme will continue as highlighted under the current programme set out above.

5.0 FINANCIAL IMPLICATIONS

5.1 There are no direct financial implication resulting from the publication of these latest figures.

5.2 Funding for road safety initiatives is now derived from a number of sources. Since 2011 'ring-fenced' grants for road safety have been removed. Consequentially this means that the road safety programme must be strictly prioritised.

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

Improving road safety can encourage people to access opportunities for work, especially via sustainable / active travel means.

6.3 A Healthy Halton

Any reduction in road casualties releases health resources 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 benefits to the environment through encouraging active travel choices.

7.0 **RISK ANALYSIS**

7.1 The 2021 DfT statistics indicate that Halton is performing well in term of road safety and collision reduction. However, a reduction in dedicated road safety resources can impact negatively 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 16 February 2022.

Report to Environment & Urban Renewal Policy & Performance Board on 18 November 2020.

Report to Environment & Urban Renewal Policy & Performance Board on 13 November 2019

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

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

Halton 2021 Traffic Collisions Review

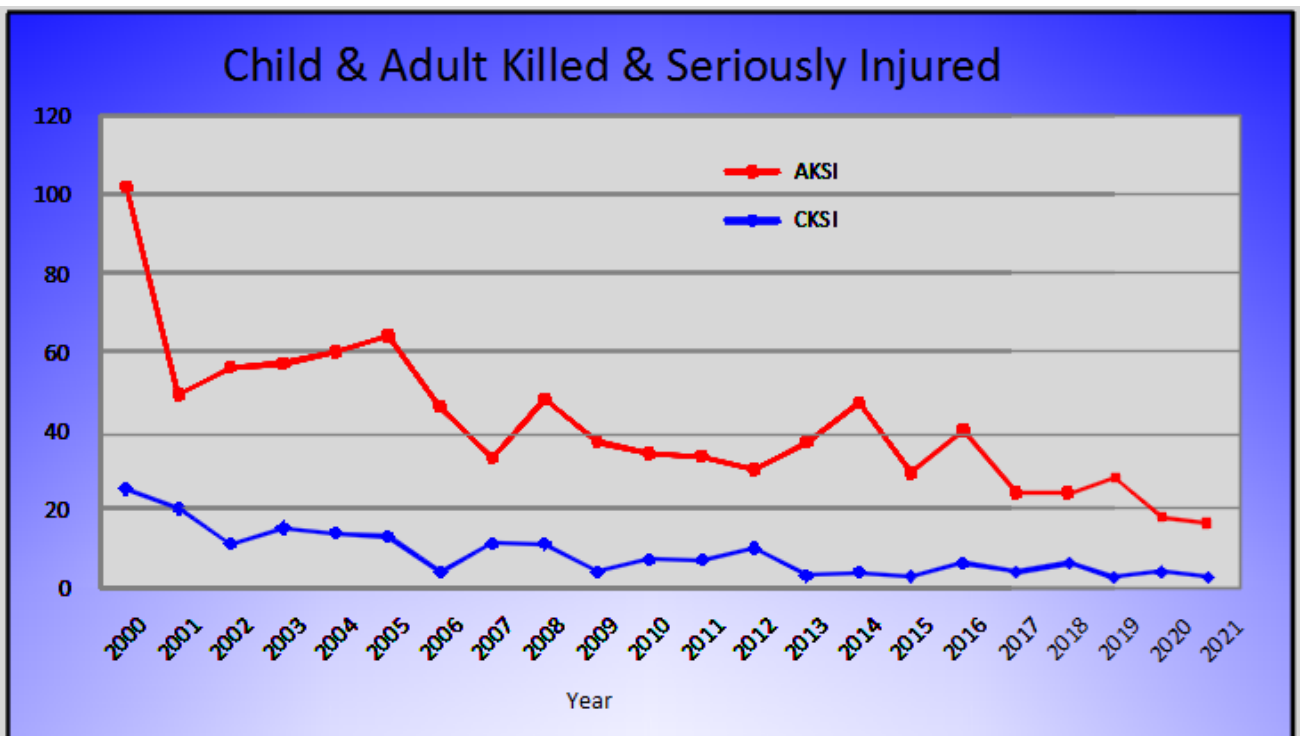
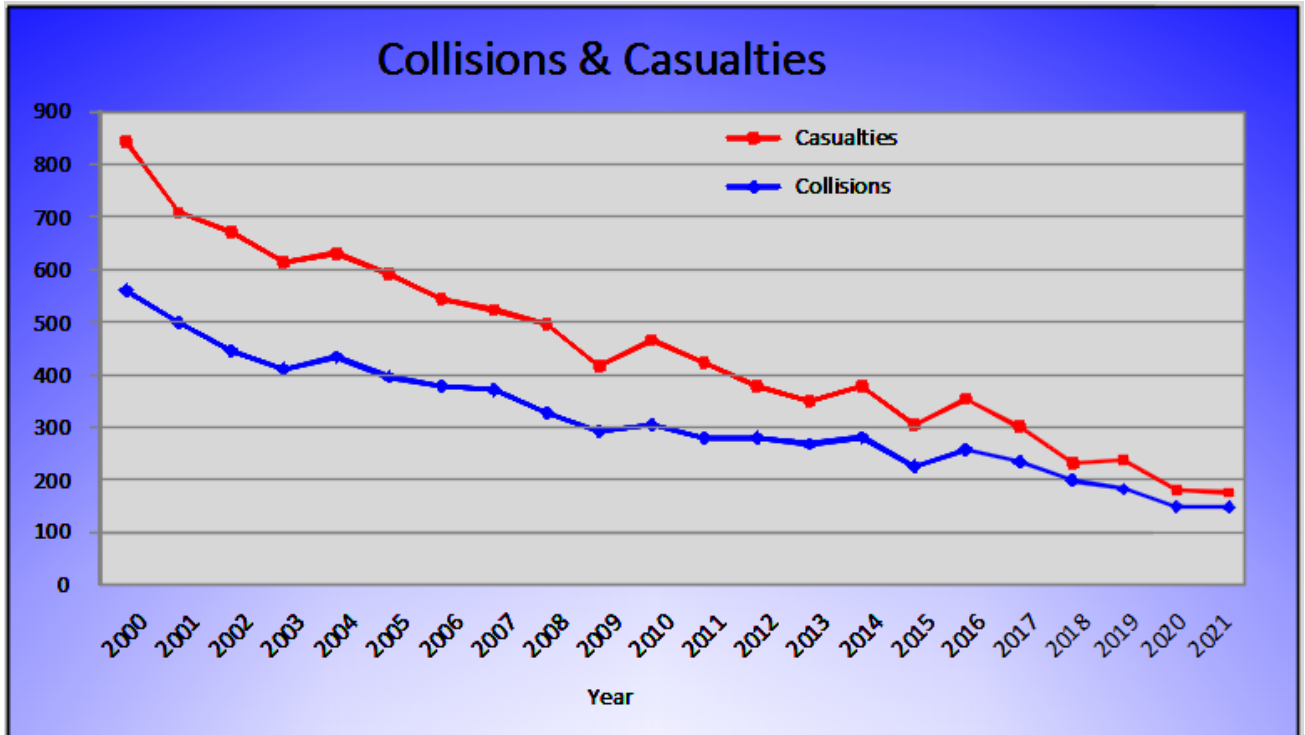
2020 saw a fall in the number of road traffic casualties in Halton, and positively that decline in casualty numbers has continued into 2021. The number of collisions fell to a record low of 158, despite traffic levels increasing, as the country emerged from lockdowns. The number of KSIs (both for adults and children) also fell to record lows, bucking the national trend.

All accidents that were reported to Cheshire Police and which 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 casualty numbers in Halton were in both the slight injury category (SLI) and the killed or seriously injured (KSI) categories. Most of the country has seen an upturn in collisions and casualty numbers, much of this attributed to a post-lockdown rise in traffic flows, making Halton's performance even more impressive.

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
2018	197	232	24	6	202
2019	183	239	29	2	208
2020	149	181	18	4	159
2021	148	176	16	2	158

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



2021 saw another decrease in the number of all-age casualties killed or seriously injured (KSI) in Halton, to a record low of 18. Sadly, two people lost their lives on Halton's roads in 2021, a rise from one the year previously.

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 and the dramatic changes in traffic levels associated with Covid lockdowns. Encouragingly, Halton, in comparison with other Authorities within the Cheshire Constabulary area was the best performing Local Authority.

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 31.4 to 25.8, a substantial decline. KSI totals have plateaued in recent years and influencing factors such as the new Mersey Gateway Bridge and associated road system being outside Council control; reductions in budgets and the focus on small scale marginal gains; and changes to the Police serious injury reporting system have meant that opportunities to drive significant improvements are increasingly limited. It remains to be seen if 2021's figures can be improved upon, given how low they are historically.

Children (u16s) Killed and Seriously Injured (CKSI) (*Local Indicator PPTLI 7*)

In 2021, 2 children were KSI (killed or seriously injured) in Halton, a decrease of 2 in comparison with 2020. Due to the numbers being so low, this annual total is traditionally very prone to variations, year on year. The five year rolling CSKI average (PPLTI 7) has also decreased and is now 3.6, compared with 4.4 last year. Decreases in child casualty numbers are always welcome and the focus on schools for road safety engineering and education will be maintained. On another positive note, there was a 60% reduction in children slightly injured in Halton.

Slight, All-Age Casualties (SLI) (*Local Indicator PPTLI 8*)

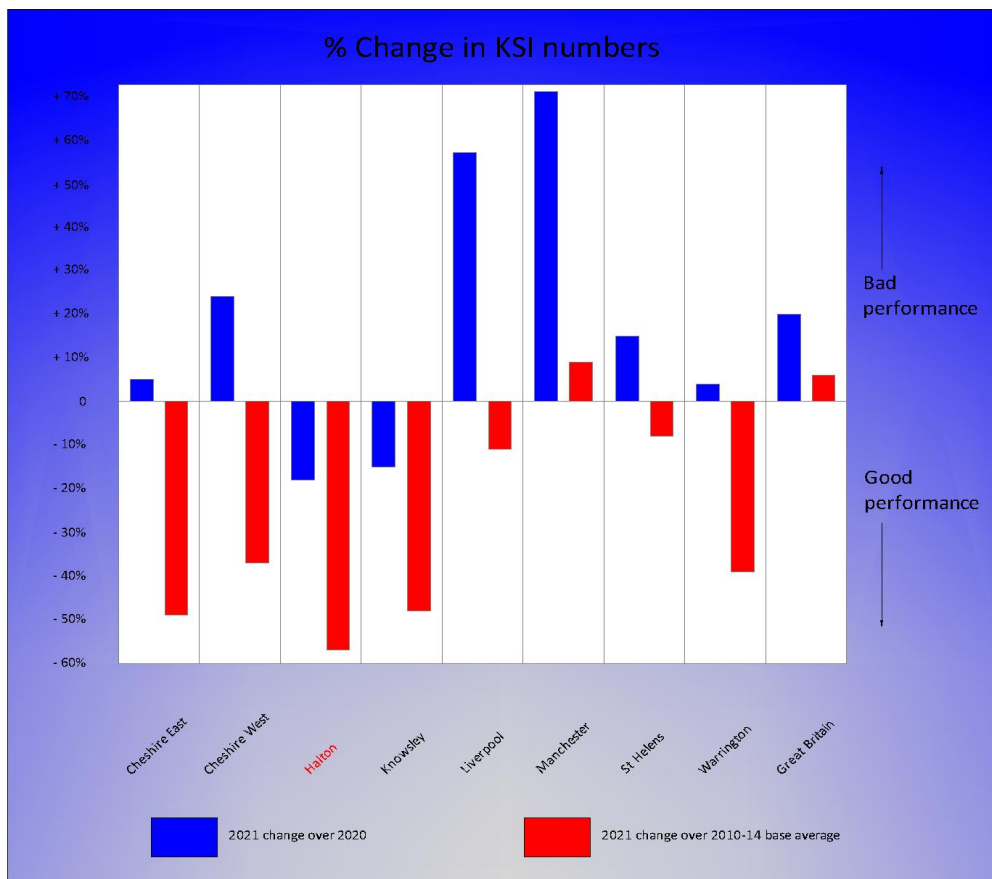
In 2020 there was a slight decrease in people of all ages slightly injured in Halton, down to 158 from 159, another record low.

Halton appears to have performed better than most Local Authorities who have mostly seen increased numbers in this category of casualty.

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 met its casualty reduction targets with ease but as yet, the Government is still to announce any fresh initiatives.

KSI	2010-2014 average	2020	2021	2021 change over 2020	2021 change over 2010-14 average
Cheshire East	232	112	118	+5%	-49%
Cheshire West & Chester	191	97	121	+24%	-37%
Halton	42	22	18	-18%	-57%
Knowsley	56	34	29	-15%	-48%
Liverpool	225	127	200	+57%	-11%
Manchester	172	110	188	+71%	+9%
St Helens	66	53	61	+15%	-8%
Warrington	96	57	59	+4%	-39%
GB	24,456	21,562	25,892	+20%	+6%



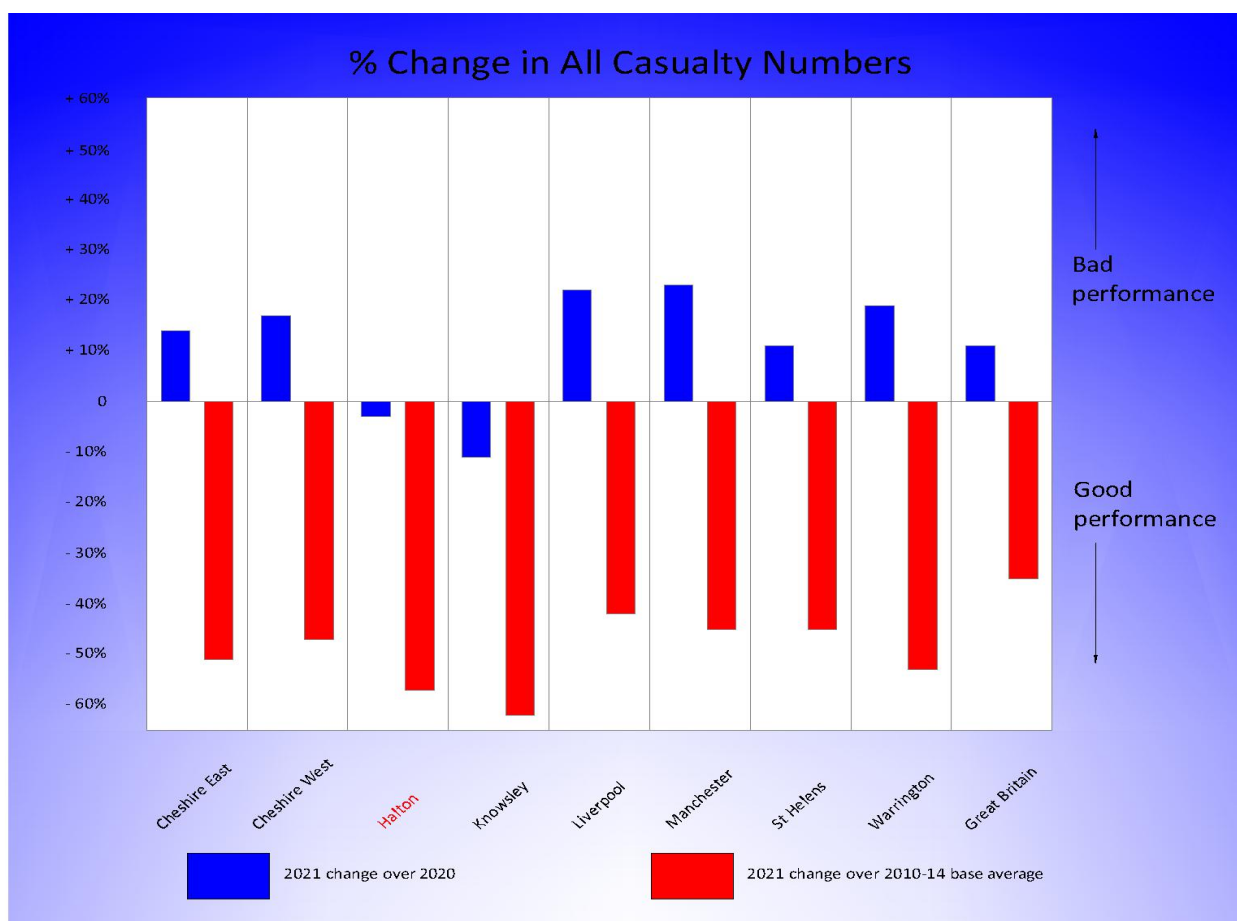
Looking at neighbouring Local Authorities, it is clear that with regards to KSI casualties, Halton is one of the most effective areas in the region in 2021. Longer-term trends paint a similar picture, and both regionally and nationally, Halton is one of the better performing Local Authorities. However, it must be noted that the ongoing changes to the reporting systems used by Police Forces since 2016 have stalled somewhat during the pandemic, making it easier to gauge the success of casualty reduction strategies of Local Authorities from different Police Constabulary areas in the past 12 months. As such, with no changes to collision reporting in any Police Constabularies last year, the collision data for 2021 is directly comparable with that of the previous year.

Looking at the table below it is apparent that Halton's performance in reducing road traffic casualty numbers is better than most of our neighbouring Local Authorities in the previous 12 months. Also, relative to the 2010-2014 base average, Halton is well above average, with only Knowsley MBC outperforming Halton.

Given the very small numbers involved, Halton's KSI casualty figures can be prone to wide percentage variations, year on year. 2017 saw a dramatic decrease in numbers that, at the time, was difficult to explain. Conversely, whilst both 2019 and 2018 saw our figures rise slightly and 2020 saw a 29% reduction in KSIs of all ages, the 18% drop in KSIs in 2021 is slightly unexpected, but nevertheless very welcome. Halton's 5-year rolling average continues its steady decline.

Looking to the future it is difficult to imagine casualty numbers, particularly KSIs, falling much further, especially as we've seen an 86% fall in KSI casualties in the past 21 years. It might be that maintaining casualty numbers at this level will be judged a success.

All casualties	2010-2014 average	2020	2021	2021 change over 2020	2021 change over 2010-14 average
Cheshire East	1495	645	738	+14%	-51%
Cheshire West & Chester	1222	550	646	+17%	-47%
Halton	397	181	176	-3%	-57%
Knowsley	450	194	172	-11%	-62%
Liverpool	1849	876	1071	+22%	-42%
Manchester	1645	735	902	+23%	-45%
St Helens	480	235	262	+11%	-45%
Warrington	821	323	385	+19%	-53%
GB	196,133	115,584	128,209	+11%	-35%



The reasons behind the continued fall in casualty numbers, in contrast to other Local Authorities, are not easy to determine. Traffic levels have risen as the country emerged from a succession of lockdowns and nationally the upturn in casualty numbers has mirrored this rise.

The changes to the strategic highway network within Halton were complete in 2020, but the fall in traffic levels on these roads has continued to make it difficult to know where best to target resources as part of a casualty reduction strategy. As a consequence of this, and with ongoing budgetary constraints, focus has moved to multiple small scale initiatives that develop pedestrian and cycle infrastructure; improve junction layouts and visibility; target speed enforcement action by Cheshire Police and generally improve signage and road marking layouts at collision hotspots.

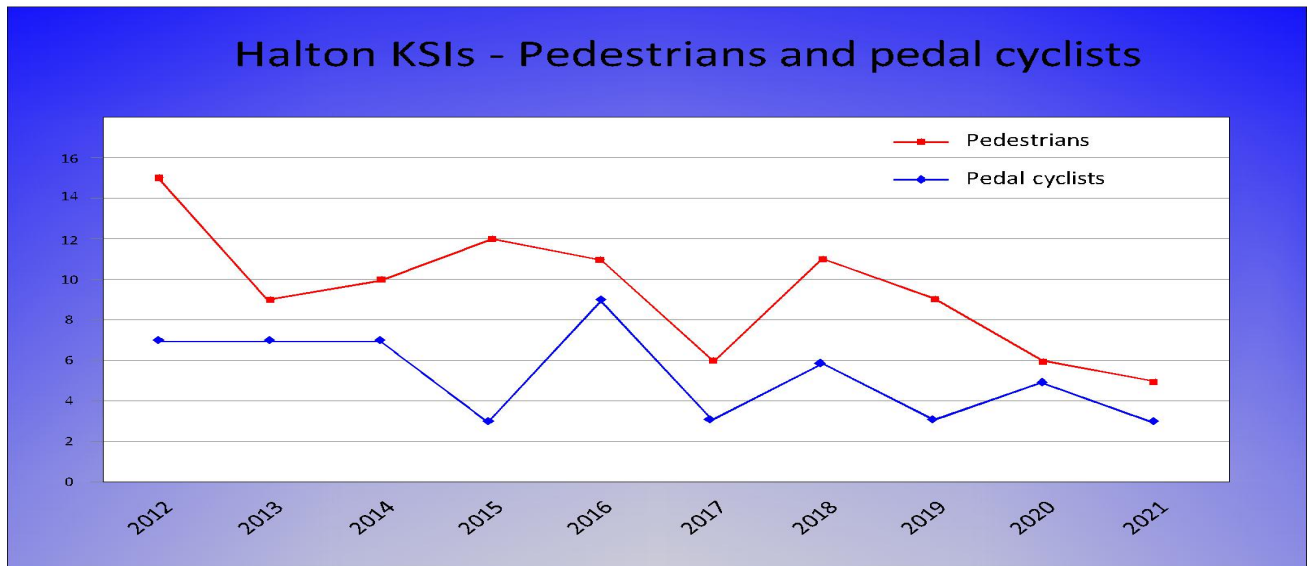
Whilst traffic flows increased in 2021, they still remain below pre-pandemic levels and this continues to make the identification of appropriate sites for road safety engineering works difficult, especially on traditionally busy commuter routes. However there are still identifiable locations where significant improvements can be achieved, but these are reducing in number and budgetary constraints mean a scaling back of engineering interventions. In addition to larger scale works, a greater number of small-scale engineering schemes have been devised to improve safety and accessibility for pedestrians and other vulnerable road users.

Given that the shift towards more sustainable transport / active travel has been given greater priority in recent years, it is vital that safe road space is given to these groups. Halton continues to work closely with Cheshire Police and Cheshire Road Safety Group to promote Community Speed Watch as well as the maintenance and upgrading of fixed and mobile speed camera sites. This year the fixed speed camera on A562 Speke Road (westbound) has been recommissioned and new mobile camera sites have been identified and associated engineering works undertaken. Work is ongoing with Cheshire Police and CRSG to install a red light / speed on green camera at A557 Watkinson Way.

The Road Safety team continues 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, they also deliver cycle training and the 'Stepping Out' pedestrian safety scheme for primary school children. A total of 1623 children in the Borough received cycle training in the academic year up to July 2022; either through Bikeability or via one to one training with the Road Safety team. The 'Show you care, park elsewhere' scheme to reduce congestion and promote road safety outside schools was delivered at a number of different hotspots, and drink / drug driving campaigns were undertaken at local colleges. This is in addition to managing the ever popular School Crossing Patrol service. The 'Summer Road Safety Activities' at local Community Centres continued into 2022 and were once again very popular. The Road Safety team also attended Children Centres' fun days to deliver road safety training and information on in-car safety and attended Crucial Crew, the two week child safety event attended by almost every Year 5 child in Halton.

Looking at casualty numbers for pedal cyclists and pedestrians over recent years it appears that this engineering and education strategy is paying dividends, as casualty numbers for both modes have fallen. In 2012, pedestrians and pedal cyclists accounted for 55% of all KSI casualties, by last year this had been reduced to 44%. It is hoped that with a number of new schemes nearing completion this should stand us in good stead, but focus should remain, especially as with such low numbers of casualties, they are prone to statistical fluctuations.

Halton KSIs – Pedestrians and pedal cyclists										
Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Pedestrians	15	9	10	12	11	6	11	9	6	5
Cyclists	7	7	7	3	9	3	6	3	5	3



From a road safety perspective it will be increasingly difficult to achieve a reduction in casualty numbers in future years whilst promoting a growth in use of cycling and walking, these are traditionally two of the most vulnerable road user groups with high casualty rates. Add to this the general move to these transport modes caused by economic necessity and there will be a tension between providing an efficient road network for motor vehicles and a safe environment for an increasingly high level of walking and cycle usage.

In 2011 the Government targeted a reduction of 40% in KSIs by 2020, relative to the baseline 2005-09 figures, something Halton achieved with ease. Indeed, Halton managed a 62% reduction during this period. Looking forward, there aren't any new road casualty reduction targets set by U.K. Government, although in 2020, the Government spoke at the World Health Organisation's Road Safety 2020 conference in Stockholm, supporting the global target of "50 by 30" in the UN road safety declaration (a 50% reduction in road traffic deaths and injuries by 2030). The 27 EU states have recently signed up to this programme but no announcement has been made by the U.K. Government regarding the adoption of these targets. Irrespective of this, Halton remains focused on delivering the safest road network possible.

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	16th November 2022
REPORTING OFFICER:	Operational Director – Policy, Planning & Transportation
PORTFOLIO:	Environment and Urban Renewal
SUBJECT:	Environmental Fund Update
WARDS:	Borough wide

1.0 PURPOSE OF THE REPORT

1.1 To update the Board on the expenditure of the Environmental Fund.

2.0 RECOMMENDATION: That the Board notes the wide range of projects that have benefited from the fund, as set out in Appendix 1.

3.0 SUPPORTING INFORMATION

3.1 Planning permission for the Runcorn Thermal Power Station (TPS) Plant was granted in September 2008. The Plant is subject to a legal agreement entered into under Section 106 of the Town and Country Planning Act 1990.

3.2 The legal agreement contains a provision that the owner of the Plant agrees to pay the Council an annual lump sum payment for every tonne of fuel received and processed. The legal agreement states:

“that the lump sum payments shall be used by the Council to fund environmental matters as may be specified from time to time by the Council within the Borough of Halton for the benefit of its residents generally and which may include measures to improve public transport, highway network improvements, travel plan monitoring, waste recycling and wider community improvements such as landscaping and nature conservation measures.”

3.3 To date, the fund has generated £5,035,120.

4.0 POLICY IMPLICATIONS

4.1 The fund provides a mechanism to advance the Council’s environmental priorities. It also adds considerable value by acting as a source of matched financing to support bids for external funding. In this way, the effectiveness of the fund can be multiplied.

4.2 The projects that have been funded are set out in Appendix 1. These interventions benefit both Runcorn and Widnes, and the Borough as a whole. Many of the environmental improvements that are funded have wide ranging benefits including health improvement, encouraging people to use their local spaces more, improving access to open space, and encouraging walking and cycling. As an example, the policy objectives of encouraging walking and cycling include: tackling climate change; improving air quality; reducing congestion improving health and well-being; improving access to employment opportunities.

5.0 OTHER IMPLICATIONS

5.1 There are no other implications arising from the subject of this report.

6.0 RISK ANALYSIS

6.1 There are no legal or financial risks that arise from the subject of this report.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 There are no equality and diversity implications arising from the subject of this report.

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

Document	Place of Inspection	Contact Officer
S.106 legal agreement	Municipal Building	Andrew Plant

Ineos Energy From Waste Expenditure as at 1/11/22			
Scheme Name	Grants Approved to 1/11/22	Funds Drawn to 1/11/22	
Runcorn Hill Park Regeneration Scheme	£135,537.00	£135,537.00	
Dukesfield Garages - clearance of fly tipping	£2,500.00	£2,500.00	
Community Payback	£193,746.00	£149,651.00	
Weston Point Layby Temporary Closure	£5,510.19	£5,510.19	
Community Garden Runcorn Town Ctre	£24,000.00	£24,000.00	
Runcorn Hill Park Walking/Running Track	£7,239.60	£7,239.60	
Air Quality Monitoring	£32,600.00	£32,600.00	
Runcorn Locks Restoration Scheme	£30,000.00	£30,000.00	
Wood Lane Pond Improvements	£17,279.33	£17,279.33	
Runcorn Town Hall/Boston Avenue Scheme	£118,159.28	£118,159.28	
Runcorn Hill Park Boundary to Highlands Road Improvements	£56,043.40	£56,043.40	
Beechwood Play Area	£37,327.16	£37,327.16	
Town Park Ski Slope and Miniature Railway Access Improvements	£130,000.00	£130,000.00	
Renewable Energy Solar Park Ditton Road	£250,000.00	£250,000.00	
Weston Point Layby Permanent Closure	£6,416.46	£6,416.46	
Town Park Rangers Team	£350,000.00	£307,276.29	
Major Routeways Team	£300,000.00	£240,000.00	
Prescot Rd Playing Fields improvements	£136,816.00	£136,816.00	
Canal Links (Silver Jubilee Bridge to Daresbury)	£40,000.00	£40,000.00	
Runcorn Mainline Station to Heath	£20,000.00	£20,000.00	
Victoria Park Glasshouse	£30,000.00	£30,000.00	
Sewer Destructor	£1,218.60	£1,218.60	
Environmental Contingency Fund	£17,090.00	£2,090.00	
Halton Lodge Play Area	£12,500.00	£12,500.00	
Widnes SUD Victoria Park North to South Route	£205,652.54	£205,652.54	
War Memorials Runcorn/Widnes/Hale	£48,958.00	£48,958.00	
Hale Lighthouse Rd Access	£15,474.00	£13,873.75	
Runcorn Station Piazza	£25,155.00	£25,155.00	
Runcorn Hill Bowling Green	£52,507.00	£51,654.25	
Barrows Green Widnes	£187,899.00	£154,630.65	
Runcorn Hill Footbridge	£21,266.00	£21,266.00	
Town Park Southern Path	£209,000.00	£190,855.40	
Rooftop Garden and Community Kitchen Garden at Halton Lea (Shopping City)	£6867.00	£6867.00	
Madeline McKenna Home	£15,165.00	£15,165.00	
Runcorn Cemetery Seafarers and Covid	£198,818.64	£128,299.57	
St Michaels GC Wildlife Garden	£97,000.00	£29,707	
Brindley Green	£3,995.00	£3,995.00	
Arley Drive Pitches	£80,669.00	£10,202.43	
Town Park Palace Fields Avenue	£330,735.00	£46,770.05	
Westfield Pre School Air Quality Monitoring	£21,400.00	£21,400.00	
CCTV Cameras - Mobile Monitoring	£50,000.00	£0.00	
Halton Micro Grid Project	£60,000	£0.00	
Upton Rocks Park Access	£91,904.50	£0.00	
Wilmere Lane Mary Twigg Walk	£35,000.00	£0.00	
Halton Air Quality (Sara Johnson Griffiths)	£40,649.00	£0.00	
Hale Park Dog Exercise Area	£28,306.50	£0.00	
Waterfront Promenade to TC Green Link Runcorn	£17,500.00	£17,500.00	
Sankey Canal Enhancement	£500,000.00	£0.00	
Litter Bin Replacement	£75,000.00	£0.00	
Halton Big Forest	£120,000.00	£0.00	
Responding to Ash die back	£70,000.00	£0.00	

Veterans Environmental Campaign	£120,000.00	£0.00	
TOTALS	£4,682,904.20	£2,784,115.95	
Ineos Energy From Waste Income as at 1/11/22			
From Ineos Mar 2015	£154,027.35		
From Ineos May 2016	£510,092.82		
From Ineos May 2017	£616,258.56		
From Ineos May 2018	£757,884.26		
From Ineos Jun 2019	£703,306.87		
From Ineos May 2020	£730,170.90		
From Ineos July 2021	£753,589.06		
From Ineos June 22	£809,790.72		
Total Income Received	£5,035,120.54		
Financial Summary			
Total Income Received	£5,035,120.54	Total Income Received	£5,035,120.54
Total Grants Approved	£4,682,904.20	Total Grants Drawdown	£2,784,115.95
Funds currently available for distribution 1/11/22	£352,216.34	Balance of fund held as at 1/11/22	£2,251,004.59

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	16th November 2022
REPORTING OFFICER:	Operational Director – Policy, Planning & Transportation
PORTFOLIO:	Environment and Urban Renewal
SUBJECT:	Houses of Multiple Occupation - Working Party Update
WARDS:	Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 To update the Board on the progress of the Houses of Multiple Occupation (HMO) Working Party.

2.0 RECOMMENDATION: That

- 1) the Board endorses the Terms of Reference of the Working Party (Appendix 1); and**
- 2) the Board notes the action plan set out in Section 5.0**

3.0 SUPPORTING INFORMATION

- 3.1 Following the discussion paper presented to the Board on 21 September, a Working Party was established to consider that paper's recommendations in more detail. The Working Party (WP) met for the first time on the 27 October 2022.
- 3.2 The WP compiled a list of issues reported by Members relating to HMOs. These issues included:
- Unlikely to know who lives in these properties one week to next, this impacts on community life
 - Poor appearance / condition of rental properties
 - Nuisances such as parties and congregations at / outside premises
 - Concern that smaller HMOs have low standards of accommodation
 - That every room in a HMO should be en-suite
 - Inadequate waste management facilities, such as bin provision
 - That there should be a voluntary registration scheme for landlords who operate private rental properties / HMOs

4.0 POLICY IMPLICATIONS

- 4.1 Members are keen to ensure that any HMOs or privately rented accommodation provide suitable standards of housing for their tenants.
- 4.2 For some issues, such as the condition of premises, antisocial behaviour, and waste management the Council has powers that can be used to tackle nuisances.
- 4.3 In relation to policy relating to acceptable standards, there is national legislation in place as set out below:
- National legislation and guidelines are followed when assessing HMO applications. The national guidance can be found here:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/925269/HMOs_and_residential_property_licensing_reforms_guidance.pdf
 - There are also mandatory conditions within schedule 4 of the Housing Act 2004:
<https://www.legislation.gov.uk/ukpga/2004/34/schedule/4>
 - There are also a number of prescribed standards set out in legislation:
<https://www.legislation.gov.uk/ukxi/2006/373/schedule/3/made>
 - HMO's also need to comply with general provisions of the Housing Health and Safety Rating Scheme.
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7853/safetyratingsystem.pdf
 - The Housing Authority has a memorandum of understanding with Cheshire Fire service in relation to enforcement of fire safety.

5.0 OTHER IMPLICATIONS

- 5.1 The Working Party agreed an action plan to cover the following:
- Undertake a borough-wide exercise to gather evidence on numbers of small HMOs to identify locations and clustering (using Council data sources)
 - Examine the level of clustering of HMOs at Frederick Street, Widnes
 - Use the West Bank area as a pilot area to test interventions
 - Identify small HMOs and private rented properties in West Bank and investigate options for discretionary (selective) licencing of private rented properties. The pilot will be used to inform options for any future borough wide scheme
 - Investigate an Article 4 Direction for West Bank to remove 'permitted development rights' preventing single dwellings

becoming small HMOs (note this does not prevent applications being made for planning permission)

- Improve the management of waste from HMOs in West Bank
- Quantify the cost of these interventions for budget purposes
- Present recommendations to the Executive Board

6.0 RISK ANALYSIS

6.1 There are no legal or financial risks arising from this report.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 There are no equality and diversity implications arising from this report.

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

None.

Houses of Multiple Occupation (HMOs) – Member Working Party (EUR PPB)

Terms of Reference

Councillor Membership:

Chair – Bill Woolfall (Birchfield)
Sharon Thornton (Halton Castle)
Stan Hill (Central & West Bank)
Ged Philbin (Appleton)
Pamela Wallace (Central & West Bank)
Tom Stretch (Norton South & Preston Brook)
Alan Lowe (Halton Lea)

HMO Definitions

A house of multiple occupation (HMO) is defined as a single dwelling occupied by a number of separate households / unrelated individuals (i.e. they do not form a single household), and who share common areas such as kitchens, bathrooms and living rooms.

The control of HMOs is split between the roles of the Local Planning Authority (planning permission) and the Housing Authority (licencing / inspections / standards).

Town Planning Acts

Under the Town & Country Planning (Use Classes) Order 1987 (as amended) a small HMO (Class C4) accommodates between 3 and 6 unrelated individuals and a large HMO (Sui Generis – outside of any use class) accommodates 7 or more unrelated individuals.

The Town and Country Planning (General Permitted Development) Order 2015 (GPDO) provides permitted development rights for the change of use of a single dwelling (Class C3) to a small HMO (Class C4) without the need to apply to the council for planning permission. The change of use of a dwelling to a larger HMO (Sui Generis) requires the submission of a planning application.

Housing Act 2004

Under the Housing Act the definition of HMO is: any 2 or more people sharing facilities such as kitchen and bathrooms but with separate bedrooms.

- Houses in multiple occupation with 5 or more residents must be licensed and comply with additional requirements including space standards and fire safety
- Smaller HMO's with less than 5 occupants do not require a license but must comply with the requirements of the Housing Health and Safety Rating Scheme.
- All houses must therefore meet the standards set out in the Housing Health and Safety Rating Scheme.
- Note that there will be some properties with 5 or 6 residents that require a HMO license but will not require planning permission.

Housing health and safety rating scheme Properties are assessed to determine that they are free of 29 hazards that may impact on the health and safety of residents.

These include

- Damp and mould
- Excessive cold
- Overcrowding
- Falls
- Electrical Safety
- Fire safety

In Halton, Environment Heath exercise the duties of the Housing Authority for HMO licencing and inspection of premises against standards. The Environmental Health Department enforce housing standards in the Private rented sector.

Remit of Working Party

Elected Members have expressed a desire to control the number of HMOs in the Borough. Members are concerned about HMOs because of perceptions that:

- HMO housing is poor quality and does not provide a satisfactory standard of living for people who rent HMO units
- HMOs can result in poor amenity for those living adjacent to HMOs, for example in terms of inadequate parking, waste / rubbish disposal, and anti-social behaviour
- HMOs can take up family housing

The Working Party (WP) has been established by the Environment and Urban Renewal PPB to examine these concerns and report to Executive Board.

The WP recognises the limitations placed upon all Councils in terms of what can be lawfully achieved through licencing and town planning controls. For example, the current national legal framework restricts the councils ability to;

- Seek a blanket moratoria on any further HMOs in the Borough
- Amend the national HMO licencing process
- Attempting to increase Standard for HMOs beyond the national standards

The consequence of attempting the above would include independent appeals against decisions, reputational harm to the Council, and a misallocation of scarce resources.

The WP will need to carefully examine the resourcing implications of any chosen intervention(s). Given the current financial position, it will prove difficult to meet additional service costs from within existing budgets.

HMO Working Party - Objectives

1. Review the concerns raised by Members about HMOs
2. Examine evidence to ascertain if evidence supports the recorded concerns
3. Using an evidence-led approach, investigate suitable interventions, for example:
 - an Article 4 direction for West Bank to remove permitted development rights preventing single dwellings becoming small HMOs (note applications can still be made for planning permission).
 - planning policy options (such as clustering, numbers in a street) to control HMOs if planning applications are made
 - discretionary licencing of smaller HMO's and other private rented properties. West Bank will be used as a pilot study of potential schemes
 - options to improve waste management collection for HMOs, West Bank in particular
4. Consider appropriate resources to deliver any selected interventions
5. Make recommendations to the Executive Board

National Standards:

- National legislation and guidelines are followed when assessing HMO applications. The national guidance can be found here:
 - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/925269/HMOs_and_residential_property_licensing_reforms_guidance.pdf
- There are also mandatory conditions within schedule 4 of the Housing Act 2004:
 - <https://www.legislation.gov.uk/ukpga/2004/34/schedule/4>
- There are also a number of prescribed standards set out in legislation:
 - <https://www.legislation.gov.uk/uksi/2006/373/schedule/3/made>
- HMO's also need to comply with general provisions of the Housing Health and Safety Rating Scheme.
 - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7853/safetyratingsystem.pdf
- The Housing Authority has a memorandum of understanding with Cheshire Fire service in relation to enforcement of fire safety.

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	16 th November 2022
REPORTING OFFICER:	Operational Director, Policy, People, Performance & Efficiency
PORTFOLIO:	Leader
SUBJECT:	Performance Management Reports for Quarter 2 of 2022/23
WARDS:	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 30th September 2022
- 1.2 Key priorities for development or improvement in 2022 - 23 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

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 quarter two 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.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 Not applicable.

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

Not applicable

Environment and Urban Renewal PPB – Priority Based Monitoring Report

Reporting Period: **Quarter 2 – 1st July 2022 to 30th September 2022**

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 2022 / 23 for those 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 2022 / 23 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
- 1.3 The emergence of the global COVID19 pandemic early in 2020 has had a significant and unavoidable impact upon Council services the full extent of which is yet to become known. The Council, along with key partner agencies, has prioritised its resources upon mitigating the serious risks to public health, the protection of vulnerable residents, and the social cohesion of the local community. In developing appropriate responses to emerging national and local priorities this situation is likely to remain the case for the foreseeable future.
- 1.4 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 7 of this report.

2.0 Key Developments

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

Economy Enterprise & Property

2.2 Regeneration Non-Town Centres

External Funding

The focus in the this quarter has been on:

Leading on the development of monitoring and claims processes for the Town Deal funding

Leading on the delivery of the remaining phase of the Celebrating Halton's Heritage programme; this was the last remaining project in Halton's Borough of Culture programme

Starting delivery of a Destination Marketing Programme for Halton which is part of an LCR SIF-funded initiative and runs until 2025

Supporting a range of community and voluntary sector organisations to secure funding, including St Berteline's Church Windmill Hill, Open 360 digital inclusion, Wat Phra Singh Temple, CHI and Youth Investment Fund bids

Supporting colleagues with a range of projects, including One Public Estate funding for housing, Levelling Up Fund and funding for the Brindley development

Leading on the development of a Halton Investment Plan for UKSPF

Developing a funding plan to sit alongside Halton Borough Council's Climate Action Plan

Statistics for the quarter include:

Funding secured – £294,500

New requests for support - 14

Bids submitted to the value of £17m

Monitoring programmes to the value of £34m

Sci-Tech Daresbury

- The JV continues to progress proposals for the next phases of delivery of the masterplan including Ultra Violet lab space and a new canal crossing at Keckwick Lane.
- STFC are progressing with a Development Plan focussing on potential expansion and future science projects on campus.

Murdishaw

- Partners continue to work together on environmental improvements across the estate.
- Onward continue to progress proposals with the community for a social enterprise or CIC to be established to run a community café in the Gorsewood. Lease discussions are ongoing.
- Onward are looking at the value engineering and cost increases in delivering the bungalow retrofit programme. Anticipated to start on site in September.

West Runcorn Employment Growth Area

- The Council continue to work with INOVYN (part of the INEOS Group) on their intention to improve and attract investment at their Runcorn site. This is part of a broader ambition to support longer term growth in green industry and jobs within West Runcorn.
- The Council continue to work with the Liverpool City Region Combined Authority and other stakeholders, to support the case to government for establishing an Liverpool City Region Freeport;
- An orientation visit by the Combined Authority Freeport Team of sites in Halton was hosted by the Council in August 2022.
- The Council are currently preparing to undertake some design, feasibility and technical survey work to provide much needed infrastructure to unlock the Port of Weston through improved surface access to the Port to make the site more attract for investment and also reduce commercial traffic within residential areas.
- This feasibility work is intended to be funded through drawdown of an initial tranche from the provisional allocation of £6.5m of capital seed funding.

Homes Energy Retrofit Programmes

- The team continue to manage a number of grant schemes to enable Halton residents, private landlords and Registered Providers access funds to improve the energy performance and decarbonise homes within the Borough. This is being delivered with grant funding secured from Department for Business, Energy & Industrial Strategy;
- Delivery of the Green Homes Grant, closed to new applications on 31st March 2022, with all improvement works to properties completed by the 31st September 2022

- This scheme saw 103 homes in Halton benefit from installation of energy saving measures, with a total investment of £914,000.00. This included 76 properties benefiting from solar panels;
- The Sustainable Warmth Fund was launched on the 27th August 2022. This grant scheme is available to eligible residents, with £4.65 Million of funding secured. There is a target to improve the energy performance of 442 homes in Halton. All works being completed by 31st March 2023;
- Interest in the new scheme has been high. The scheme has an improved expression of interest process. Availability of grant funding is being promoted to residents and private landlords through press releases, social media and participation at community events. Additionally front line social work staff have been briefed to enable the funding to be targeted to eligible households.

2.3 Regeneration Town Centres

Runcorn Town Deal

The Business cases for four projects were submitted at the beginning of August. These were The Brindley enhancement scheme, The creative and digital skills centre, the Health Hib and the Runcorn Station Quarter project. The outcome is currently unknown.

The renovation of 71 High Street, the first phase of the Digital and Creative Skills centre has now been completed.

Work is progressing, led by Amion, to complete the remaining project business cases for sign off by the Section 151 officer and submission to Government by the beginning of November.

DWF have been appointed to provide Subsidy Control advice for all the projects.

Halton Lea

The LCR town centre funding programme is drawing to a close. The Health Hub (phase 1) is the final project for completion and this is currently scheduled for opening end of October 2022.

A levelling up capital funding bid of £12m for Halton Lea was submitted to LUF during this quarter which was matched by approximately £35m of local funding. They have been some requests for further clarification in particular of subsidy control matters. It is hoped that the result of the bid will be communicated with the Council before the end of the year.

Policy Planning & Transportation

2.4 Highway & Transportation

Dukesfield Active Travel link works continuing. Procurement work continuing on a new Highway maintenance contract.

2.5 Highway Structures

The team continues to contribute towards the development of HBC schemes involving highway structures, such as RSQ (including Active Travel Link), East Runcorn Connectivity, Busway Cycle improvements and the Spike Island access bridge replacement.

Liaison with developers over new highway structures is ongoing at several sites in Sandymoor (Vistry and Homes England) and Daresbury (Redrow).

The annual programme of general inspections for HBC's highway structures was completed in September.

Contract preparation commenced in September for the SJB lighting scheme. Balvac are due to commence work on site in January. The site work will include several projects within this year's CRSTS programme. Scheme preparation for major maintenance works to be undertaken this year on the Halton Lea busway viaducts is underway with Tarmac.

2.6 Highway Development

Work continues on the teams statutory roles, including supporting development process from Local Plan to construction, in addition to supporting scheme funding and development. High numbers of large planning applications due to recent local plan adoption.

Survey results for highway condition and Public Rights of Way (PROW) are reported annually and not currently available for this financial year.

All Highways teams are commissioning/supporting business case/design work for East Runcorn Connectivity scheme (A558 dualling etc) and Runcorn Old Town improvements.

Community & Environment

2.7 Greenspace

Officers have been successful with 2 bids for funding to undertake activities to help contribute towards delivering the objectives of the Council's Big Halton Forest project, which aims to create a diverse forest by planting at least one tree per person in the borough by 2030; circa 130,000 trees.

The first was a successful bid to the DEFRA Woodland Creation Accelerator Fund which saw the Council awarded circa £150k to create 2 new jobs to help support the planning and continued implementation of the Big Halton Forest project.

The second was a successful bid to the Liverpool City Region Combined Authority Community Environment Fund which saw the Council awarded circa £30k for the planting of 5,000 trees and shrubs; which will take place in early 2023.

2.8 Recycling and Environmental Projects

School and Community Litter Pick Activities

Officers organised and supported the carrying out of a number of local community and school clean up and litter pick events. The Council provided those taking part with litter pickers, hoop sack holders, hi-visibility vests. For the schools events, each pupil received a certificate of participation.

Community Walkabouts

Officers have been involved in 2 community 'walkabouts' along with a total of 18 volunteers. The walkabouts are in joint working with local Housing Associations and other partner agencies.

Community Engagement Officers meet with relevant colleagues at an arranged location and walk around an area to discuss/make note of any issues that they find, engage with residents, door knock and report back anything that may need to be actioned.

Contamination Visits

Community Engagement Officers sent out 248 information packs to residents who presented contaminated blue bins for collection on two or more occasions. Residents were provided with a letter, Kerbside Collection Guide and Blue Bin Sticker

Officers carried out 15 second visits to residents who continued to present contaminated blue bins despite receiving first letters. These residents were given another letter containing details of accepted materials.

Community Engagement

Officers from the service carried out a summer engagement campaign where officers visited 15 locations and engaged with over 300 residents. The campaign included talking to residents about waste and recycling matters and giving out information leaflets and offering advice. These campaigns aim to help reduce confusion around what can be recycled in blue bins in order to lower contamination.

The campaign also included social media messages around recycling and what to do with extra waste during the summer holidays and these messages reached an audience of over 1,600.

Skip Schemes

The division organised and helped with the on-site management of 4 community recycling skip schemes.

The schemes were requested by Ward Councillors and funded with Area Forums monies. The schemes saw three skips on three sites within each of the relevant Wards where residents could deposit General Waste, Wood and Mixed Metals/Hard Plastics/Electrical. The skips were on site from 8am to 12pm and replaced when full. In total, residents filled 63 skips over the six locations.

Litter Pick Resource Packs

As part of the Welcome Back Fund the division secured funding that enabled the purchasing of 240 Litter Pick Resource Packs. These packs are intended to help local volunteers coordinate their programme of litter picking activities and include a litter picker, handy hoop sack holder, gloves, hi-visibility vest and black sacks.

Local residents or groups can apply for up to 20 packs, or individual items within each pack and between April and September 29 applications were processed and the following equipment provided to volunteers;

Item	Total Provided
Litter Picker	159
Handy Sack Hoop	137
Hi Viz Vest	125
Pairs of Gloves	167
Sacks (Packs of 20)	137

2.9 Community Development

Summary of Community Development Activity and Outcomes

	Q1	Q2
Number of Groups and Projects Supported	54	56
Number of New Groups	4	7
£££ of Funding Applications Submitted	£237,749	£158,500
£££ of Funding Applications - Successful	£46,224	£327,000
Number of Volunteers Directly Supported	147	210
Number of Beneficiaries	3,511	7,795
Number of Area Forum Projects Processed	12	8
Number of CD Grant Processed	9	3

2.10 Design & Development

Major improvements to Runcorn Station frontage and piazza now open and in use. Soft landscape elements are in establishment phase. The whole area, including the station frontage, is now maintained by HBC.

Improvements to the Holt Lane entrance of Town Park and pedestrian access works from Shopping City have now been completed. The improvement works provide for easier and more direct link for pedestrians and cyclists.

'Welcome Back' (post COVID) park entrance signage to key parks and public open spaces have been installed.

Arley Woodland Park, Phase 1, boundary and entrance works have been completed.

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:-

Economy Enterprise & Property

3.2 Regeneration Non-Town Centres

Sci-Tech Daresbury – discussions ongoing regarding the land acquisition for expansion land.

External Funding

Cost of Living

The team is starting to receive a number of enquiries in relation to the cost of living crisis from organisations looking for funding for energy efficiency measures, running costs etc; We are working with our colleagues in Community Development and also the VCA to look at trends, key issues, share funding opportunities etc; The Team is also developing a cost of living funding bulletin which collates all sources of funding dedicated to alleviating the cost of living for organisations; these types of funding streams are increasingly emerging and this will be an ongoing piece of work for the Team.

Other key pieces of work

- Developing the Halton Investment Plan for UKSPF
- Developing monitoring systems for the Town Deal Programme
- Commencing commissions for the Mid Mersey Park feasibility and for the Halton Destination Marketing Programme
- Continuing to develop the Funding Plan to support Halton Borough Council's Climate Action Plan

3.3 Regeneration Town Centres

The initial project costs for the Towns Fund deal were estimated almost 2 years ago. Actual project costs have increased substantially in the last 12 months. This will need to be accommodated with each of the seven projects. The projects are likely to accommodate this in different ways. Some of the options being pursued are looking for new funding streams and a reduction in the project scope.

Policy Planning & Transportation

3.4 Highway Structures

Following repeated vandalism to a footbridge over the Runcorn Busway (at The Hove), the structure has been temporarily closed. The team is evaluating the structure's viability and options for its repair or removal.

Community & Environment

3.5 Design & Development

Emerging/up and coming schemes:

Brindley Green; All new public realm/open space creating opportunities for outdoor activities as well as a brand new approach to the remodeled Brindley Theatre building and link to town centre.

Town Park; Palacefields Avenue phase, path, drainage and access works, continuing the planned improvements set out the Town Park Masterplan Strategy.

Birchfield Gardens; Refurbishment of paths, pond and general landscape of this small but important historic open space.

4.0 High Priority Equality Actions

4.1 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.

4.2 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>

5.0 Performance Overview




5.1 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

Key Performance Indicators

Ref	Objective
EEP 02	Environment and Urban Renewal

Milestone	Progress Q2	Supporting Commentary
To prepare the Town Investment Plan Business Case(s) for Runcorn by 31st July 2022		Work is in progress. Four of the seven project business cases have been submitted. The remaining three projects have an extension to 4 th November 2022.
To prepare a Halton Lea Levelling Up Bid by July 2022		An Investment Plan for funding for Halton Lea was submitted in July 2022.
To prepare a governance structure for Halton Lea to oversee a range of programmes from stakeholders by September 2022		Work is underway to prepare a governance structure for Halton Lea and this should be in place by the end of 2022. The levelling up bid has taken priority.



Ref	Objective
EEP 03	Corporate

Milestone	Progress Q2	Supporting Commentary
Commence Construction of new Leisure Centre on site by 31st October 2022		Subject to Exec Board approval a full start on site will be late November however works have already commenced with site diversion works

Commence Construction of Extension to St Patrick's Nursing Home by 31st Dec 2022		Anticipated start on site date put back to April 2023, design development works continuing and consultation process to be undertaken
Deliver agreed programmed maintenance programme to Corporate Buildings by 31st March 2023.		Budget on track to be spent by year end
Deliver agreed programmed maintenance programme to schools by 31st March 2023.		9 out of 13 projects already delivered others to be completed prior to year end
Complete refurbishment of 71 High Street, Runcorn by 30th September 2022		Works complete.

Appendix 2: Progress Against Performance Indicators

Ref	Description	Actual 2021 / 22	Target 2022 / 23	Quarter 2 Position	Current Progress	Direction of Travel	Supporting Commentary
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EEP LI 01	Greenhouse gas (GHG) emissions indicator (Tonnes CO ₂ e).	9770 tonnes CO ₂ Actual 2020/21	9672 tonnes CO ₂ target 2021/22	9327 tonnes CO ₂ Actual 2021/22			<p>The emissions for 2021/22 were 9,327 tonnes which equated to a 4.5% overall reduction on the 2020/21 emissions.</p> <p>Emissions associated with both fleet transport and business mileage increased as was to be expected as the previous year saw significant periods of lockdown.</p> <p>Emissions associated with street lighting saw the biggest reduction from the previous year of almost 20%, and since the baseline year of 2006/7 emissions associated</p>
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							<p>with street lighting have been reduced by 81%.</p> <p>The breakdown of emissions is as follows:- School Buildings 2703t, Corporate buildings 4070t, Unmetered supply 1203t, Fleet Transport 1181t, & Business Mileage 170t.</p> <p>The target for 2022/23 has been set at 9233 tonnes CO₂e, a 1% reduction from 2021/22.</p> <p>The annual figure for this indicator is a year behind and therefore only reported in the following year, figures for 2022/23 are therefore expected to be reported in the 2nd quarter 2023/24</p>
EEP LI 02	Capital receipts	£280,000	£1.5m based on an estimate for the amount and timing of receipts as at 20/5/2021	£0			<p>Transactions underway - Linner Cottage and outbuildings and yard, Widnes; Site at Desoto Road and Queensway, Widnes (former handback land) and land Ditton Road Widnes(r/o Feralco). Treasury Management report of estimate for land receipts to be presented to the Asset Management Working Group 28 July 2022</p>
EEP LI 03	Commercial and investment portfolio – rent	Investment £44,300 Commercial £ 574,916	Investment £53,467 Commercial £663,613	Investment £31,317 Commercial £262,552			<p>Other vacant units, former Frankie and Bennies unit at the Hive. A shortfall of income is predicted</p>

	receivable against the budget to monitor receipt of income of rents and service charges.						over the year of £116,000 to exclude the income from the lease of no 29 – 31 Moor Lane, Widnes (Enterprise) which ended 14 June 2022.
EEP LI 04	Occupancy rates of commercial and investment portfolio.	100 % Investment 89% commercial	100 % Investment 90% commercial	100 % Investment 93% commercial			There are 7 vacant properties which will be on the market or where negotiations have not been concluded. Negotiations are underway with a potential tenant for no 71 High Street and the former bus depot Moor Lane Widnes.
EEP LI 05	Occupancy of Widnes Market Hall.	95%	96%	89%			Difficult trading conditions and the impact on the Market following the introduction of parking charges are having an effect 4 traders having left since April 1 st 2022.
EEP LI 06	Unit Costs – office accommodation space (reported annually).	1317sqm	1251sqm	n/a			There was a significant investment in LED lighting included in last year's figures hence they increased from the previous year. This figure can only be reported annually as such it will not be until the 1 st Q 2022/23 that updated figures will be provided.
EEP LI 07	Reduce ex traders debt at Widnes Market-target by each year	£37,919	£36,023	£32,481			Ex trader debt continues to fall with payment plans now in place for the majority of the debt.
EEP LI 07a	Customer satisfaction surveys on	New KPI	75%	85%			This is a new KPI so there are no figures for last year. Out of 27

repair & maintenance works, % rated good or excellent							returns, 23 of them were rated as either good or excellent
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Policy, Planning and Transportation

Ref	Objective
PPT 01	Local Transport Plan (LTP) Capital Programme – Deliver the LTP Capital Programmes to ensure that the transport system is maintained and developed to meets local needs.

Milestone	Progress Q2	Supporting Commentary
To deliver the 2019/30 LTP Capital Programme March 2022		<p>Sud North South Widnes final phases at Birchfield Road roundabout and Appleton Village is nearing completionl. Works progressing well on Active Travel schemes at Runcorn Busway to improve cycling links between Halton Hospital and Murdishaw centre and due for completion in Q4. Construction work due to commence to take the current LCWIP route from Runcorn Old town to Daresbury Sci Tech.</p> <p>Design work in progress for Active Travel, Murdishaw centre to Whitehouse Industrial Estate, Murdishaw Centre to Runcorn East Station and then to Halton Lea to provide dedicated cycling facilities on the Busway. Feasibility/Design works in progress for East Runcorn Connectivity, Whitehouse Access Link, and A56 carriageway Reconstruction. Runcorn Station Quarter Dukesfield Active Travel Link construction work progressing. Runcorn Town Centre at High street to improve pedestrian facilities business case being progressed.</p>

Ref	Objective
PPT 02	Highway programmed maintenance.

Milestone	Progress Q2	Supporting Commentary
Ensure continued unrestricted availability of the Highway network and to allow future maintenance to be delivered on a steady state, lifecycle planned basis.	<input checked="" type="checkbox"/>	Resurfacing scheme at Birchfield Road was completed in the period and design review and pricing under way for Ditchfield Road Everite Road junction reconstruction. Construction works underway at Bridgewater Expressway and expected to complete by the end of October. Design work progressing for footway resurfacing schemes at Kingsway, Hale Road, Frank Street, Castle Street, Sea Lane, Arkwright road. Resurfacing to Caldwell Road footways was completed in the period.





Ref	Objective
PPT 03	Highway Routine and reactive maintenance

Milestone	Progress Q2	Supporting Commentary
Continue to maintain the Highway Authorities statutory duties in accordance with Section 41 and 58 of the Highways Act.	<input checked="" type="checkbox"/>	Ongoing highway safety inspection continuing to maintain a safe and serviceable Highway. Highways safety inspection refresher training due to be undertake in November







Ref	Objective
PPT 04	Ensure that Control of Major Accident Hazards (COMAH) Plans are tested each year

Milestone	Progress Q2	Supporting Commentary
To ensure that at least one exercise is carried out each financial to test the COMAH plans March 2021	<input checked="" type="checkbox"/>	<p>Currently the authority have a statutory duty to ensure the 9 Upper Tier COMAH Sites within the Borough. The authority have a statutory duty to ensure these sites are compliant in line with the COMAH Regulations 2015. As part of these Regulations, exercises are planned as part of the 3 year COMAH Cycle.</p> <p>All 9 sites are part of the 3 year COMAH Cycle. Due to the nature and complexity of the Runcorn Site, means this site has a scheduled exercise each financial year. This means 2 of the 6 operators take part in a domino scenario to meet the compliancy of the CoMAH Regulations 2015</p> <p>No exercises took place in Quarter 2, however, a Major Live exercise is scheduled with Runcorn Site CoMAH Operators (Halton:16) early Quarter 3, of which planning commenced during Quarter 2.</p> <p>This exercise will require all Command & Control Centres to be activated and staffed. A Multi-Agency Command and Control format with specific questions and answer sessions was used, to test and validate the COMAH External Plan. A structured debrief has recently taken place, where the areas of good practice, areas of development and an action plan have been produced to form the Exercise Report. This report is a vital document in relation to the validation process and continuous improvement / learning. All arrangements including exercise scenario (taken from the Safety Report) were agreed with the Competent Authority (HSE / Environment Agency).</p>

Appendix 2: Progress Against Performance Indicators

Ref	Description	Actual 2021 / 22	Target 2022 / 23	Quarter 2 Position	Current Progress	Direction of Travel	Supporting Commentary
PPT LI 01	Percentage of third party compensation claims due to alleged highway / footway defects successfully defended. Annual Calculation.	Not available	Not available				Figures not available
PPT LI 02	Net additional homes provided	152	350	N/A	N/A	N/A	Indicator monitored annually as at 1 st April. Target is 350 p.a. (2014~37) following adoption of Delivery & Allocations Local Plan.
PPT LI 03	Number of affordable homes delivered (gross)	22	N/A	N/A	N/A	N/A	Indicator monitored annually as at 1 st April. Target is expressed as a percentage of development on qualifying sites (subject to viability).
PPT LI 04	Processing of planning applications (%) as measured against targets for,						Planning outcomes are showing a sharp decline in each of the three areas “Major, Minor and Other”. Additionally, at the end of the current Q2 there were 320 undecided applications on hand. For Q2 last year there were 183 undecided applications on hand. It is likely that when Officer numbers increase and the “backlog” is cleared then the outcomes will worsen, potentially leading to the LPA being brought under Govt “special measures”.
	‘major’ applications	100%	100%	77.7%			


	'minor' applications	100%	96%	33.3%			
	'other' applications	94.7%	98%	37%			
PPT LI 05	To ensure a rolling five year supply of housing land. Deliverable supply (units) as a % of rolling 5 year requirement.	140%	100%				Figures not currently available
PPT LI 06	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	24.8	N/A	25.4			Slight upturn in casualty numbers, although numbers are small so prone to fluctuation.
PPT LI 07	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	3.8	N/A	3.8			Figures identical to previous quarter. Numbers are historically very low.
PPT LI 08	No. of people slightly injured in road traffic collisions. (5 Year Av.)	181	N/A	177			Slight reduction continues to a record low.
PPT LI 09	No. of people slightly injured in road traffic collisions.	168	N/A	161			Reduction in numbers of people slightly injured continues.
PPT LI 10	Damage to roads and pavements (% above intervention levels) repaired within 24 hours.	100%	100%	100%			(no comments provided)
PPT LI 11	% of network where structural maintenance						Reported Annually

	<p>should be considered:</p> <p>a)Principal Roads</p> <p>b)Non-Principal Roads</p> <p>c)Unclassified Roads</p>						
PPT LI 12	<p>Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%):</p> <p>a)Percentage of buses starting route on time</p> <p>b)Percentage of buses on time at intermediate timing points</p>	<p>Data unavailable</p> <p>Data unavailable</p>	<p>99%</p> <p>95%</p>	<p>97%</p> <p>74%</p>	<p></p> <p></p>	<p></p> <p></p>	<p>Both indicators are down on the same period last year. However, operators continually monitor services to improve performance. Discussions will take place with operators to identify a solution going forward</p>
PPT LI 13	<p>% of footpaths and Public Rights of Way (PROW) which are easy to use.</p>	<p>Data unavailable</p>					<p>Data currently unavailable</p>
PPT LI 14	<p>% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)</p>	<p>78% 455</p>	<p>80%</p>	<p>83.7</p>	<p></p>	<p></p>	<p>5 Sites have now been identified and design being carried out. Completion is expected early Q4.</p>


Waste and Environmental Improvement

Key Objectives / milestones





Ref	Objective
CE 03	Manage and Maintain the Borough's green space areas so that they continue to function to their intended purpose.

Milestone	Progress Q2	Supporting Commentary
Manage greenspace areas as per the agreed specification - March 2023.		Despite on-going challenges the Open Space Service was able to deliver all works within the Council's agreed specification for green space management.

Ref	Objective
CE 04	Implementation of actions to ensure that the Council achieves its waste related targets and objectives.

Milestone	Progress Q2	Supporting Commentary
Continue to deliver communications and awareness raising initiatives to ensure that participation with the Council's recycling services is maximised and that residents comply with the requirements of the Council's Household Waste Collection Policy - March 2023.		<p>Activities to meet this objective remained on-going throughout the year.</p> <p>As per the Key Developments section of the report, a number of waste and environmental related activities took place in this last quarter which involved the community engagement activity and the delivery of promotional leaflets to householders that included messages regarding the use of the Council's kerbside waste and recycling services.</p>

Appendix 2: Progress Against Performance Indicators

Ref	Description	Actual 2021/22	Target 2022/23	Quarter 2	Current Progress	Direction of Travel	Supporting Commentary
CE LI 05	Residual household waste per household.	607kg	610kg	318kg			This is an estimated figure but it does show that household waste levels are slightly lower than in Q2 in the previous year.
CE LI 06	Household waste recycled and composted.	40%	40%	40.9%			This is an estimated figure but it does show that recycling levels are slightly higher than in Q2 in the previous year.

Appendix 3: Major Planning Applications Determined

REFVAL	PROPOSAL	ADDRESS	DECSN	DATEDECISS
20/00607/FUL	Proposed erection of 26 light flexible industrial units (Use Classes E(g) and B8) with associated landscaping, parking and access at	Land To North Of Junction Of Warrington Road And Domino Court Runcorn Cheshire	PER	29/09/2022
21/00628/FUL	Proposed development of a local district centre to include: Retail units 1& 2: Display or retail sale of goods, other than hot food, Use Class E(a) and/or Restaurants and Cafes, Use Class E(b); Retail units 3 & 4: Takeaways, Use class Sui Generis - hot food takeaways; Retail unit 5: Veterinary Practice, Use Class E(e). Elderly living facilities for the over 55's in the form of: an apartment block providing 20no. one bed flats and 24no. two bed flats, and 5no two bed bungalows - all Use Class C3(a) Dwelling houses; together with ancillary development including cycle stores for 20no cycles, and landscaping etc at	Land Bounded By Pitts Heath Lane And Otterburn Street Sandymoor Runcorn Cheshire	PER	12/08/2022
22/00004/FUL	Proposed development of a two storey special education needs and disability school (SEND) (use class F), as well as hard and soft landscaping, multi use games area (MUGA) and sports pitches, creation of on-site car parking and creation of new vehicular access at	Land At Naylor Road Widnes WA8 OBS	PER	04/07/2022

REFVAL	PROPOSAL	ADDRESS	DECSN	DATEDECISS
22/00015/FUL	Proposed residential development of 20 apartments, with associated public open space, landscaping and access at	Site Of Former Panorama Hotel Castle Road Runcorn Cheshire WA7 2AU	PER	10/08/2022
22/00034/REM	Application for the approval of reserved matters (access, appearance, landscaping, layout and scale) of planning permission 20/00337/OUTEIA for the erection of 108no. dwelling houses and associated works at	Land Adjacent To Red Brow Lane Warrington WA4 4BB	PER	28/07/2022
22/00177/S73	Application under Section 73 of the Town and Country Planning Act to amend condition 2 of permission 21/00356/FUL (Proposed industrial development comprising two warehouse buildings with B2 and B8 Use Classes and ancillary E(g)(i) Office space, including service yards, car parking, landscaping and associated access infrastructure) to amend plans as listed in order to increase GIA areas and to amend the site plan at	Shell Green Bennetts Lane Widnes Cheshire WA8 0GW	PER	11/08/2022
22/00200/S73	Application under Section 73 of the Town and Country Planning Act 1990 to vary Condition 7 of planning permission 21/00015/S73 (Application under Section 73 of the Town and Country Planning Act 1990 to vary Condition 16 of planning permission 05/00912/FUL to read as follows; The use of the building shall not exceed 6,819 sq.m. gross and shall only be used for the following categories of goods: DIY goods and materials, gardening goods and equipment; carpets, floor coverings, lighting, furniture, and home furnishings; electrical goods and domestic appliances; homewares including glass and china goods; toys; arts and craft supplies; office equipment; goods for outdoor recreational use including camping and caravanning equipment; motor parts and accessories; pet products; clothing, footwear and equipment for the garden and work; and seasonal items such as Christmas decorations. No more than 350 sq.m. net shall be used for the sale of food and drink products including confectionery for consumption off the premises, additionally up to 150 sq.m. of the gross floor area within the unit can be used as an ancillary cafe, the cafe shall not operate independently of the shop) to increase the area for the sale of food and drink to no more than 600 sqm net, introduce a new element being no more than 200 sq.m. net shall be used for the sale of toiletries and remove the Cafe element, all as detailed within the application at	Widnes Trade Park Dennis Road Widnes WA8 0GU	PER	08/07/2022
22/00269/S73	Application under Section 73 of the Town and Country Planning Act to amend condition 13 of planning permission 21/00498/FUL [Proposed erection of industrial/storage building for use class B2 / B8	Bowman Works Gorse Lane Widnes	PER	11/08/2022

REFVAL	PROPOSAL	ADDRESS	DECSN	DATEDECISS
	purposes, parking and servicing areas, bunds, fencing, landscaping, ancillary works and retrospective permission for the retention of previously installed bunds] to read "By 28 February 2023 full details of the existing and proposed site levels (including the proposed car parking and service areas), above ordnance datum, shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved levels" at	Cheshire WA8 0YZ		
22/00278/S73	Application under Section 73 of the Town and Country Planning Act to vary condition numbers 2, 7, 8, 13 and 17 of planning permission 20/00536/FUL [Proposed employment development comprising 13 units totalling 2545 sq metres to provide E(g) ,B2 & B8 uses] to amend the approved scheme to consolidate and reduce the original approved floorspace across Units 1 to 5 (Blocks A and B), into a single revised Unit 3 (revised Block B) at	Land To The West Of Junction Between Hardwick Road And Astmoor Road Runcorn Cheshire	PER	03/08/2022

7.0 Financial Statements

ECONOMY ENTERPRISE & PROPERTY DEPARTMENT

Revenue Operational Budget as at 30th September 2022

	Annual Budget	Budget to Date	Actual	Variance (Overspend)	Forecast Outturn
	£'000	£'000	£'000	£'000	£'000
Expenditure					
Employee Related Expenditure	5,159	2,529	2,609	(80)	60
Proposed Pay Award 2022/23	220	0	0	0	0
Repairs & Maintenance	2,306	1,216	1,216	0	0
Premises	92	90	90	0	0
Energy & Water Costs	919	284	387	(103)	(207)
NNDR	533	533	535	(2)	(2)
Rents	179	102	99	3	5
Economic Regeneration Activities	37	0	0	0	0
Security	485	211	211	0	0
Supplies & Services	494	398	398	0	6
Supplies & Services - Grant	1,192	415	415	0	0
Grants to Voluntary Organisations	113	72	72	0	0
Capital Finance	30	30	30	0	0
Transfer to Reserves	254	127	127	0	0
Total Expenditure	12,013	6,007	6,189	(182)	(138)
Income					
Fees & Charges Income	-864	-144	-144	0	0
Rent - Commercial Properties	-842	-297	-235	(62)	(124)
Rent - Investment Properties	-53	-31	-31	0	0
Rent - Markets	-797	-391	-382	(9)	(18)
Government Grant	-690	-412	-412	0	0
Reimbursements & Other Grant Income	-1,451	-351	-351	0	0
Schools SLA Income	-410	-381	-345	(36)	(36)
Recharges to Capital	-237	-36	-36	0	0
Transfer from Reserves	-1,717	-1,174	-1,277	103	207
Total Income	-7,061	-3,217	-3,213	(4)	29
Net Operational Expenditure	4,952	2,790	2,976	(186)	(109)
Recharges					
Premises Support	1,474	737	737	0	0
Transport Support	27	13	13	0	0
Central Support	2,082	1,041	1,041	0	0
Asset Rental Support	4	0	0	0	0
Recharge Income	-6,258	-3,129	-3,129	0	0
Net Total Recharges	-2,671	-1,338	-1,338	0	0
Net Departmental Expenditure	2,281	1,452	1,638	(186)	(109)

Comments on the above figures

To date the Department is reporting net spend to be over the approved budget by £0.186m. The longer term forecast through to the end of the year estimates net spend will be above the budget by £0.109m.

By carefully monitoring the accounts, the department is utilising grant/external funding where possible to try and relieve the pressure on the core Council budget. This is reflected in employee expenses this quarter where various projects have been identified and staff time has been charged accordingly. All vacancies in the department have been put on hold to help achieve the staff turnover saving target of £0.099m.

The 2022/23 pay award has yet to be agreed but the additional cost to the department over and above the approved budget is forecast at £0.220m. The cost of which will be funded from Council reserves. This figure being based on 184 full time equivalent staff, although some of these will be grant funded.

Due to the ongoing rise in utility bills, expenditure for energy and water costs are projected to be over budget at the end of the financial year. Latest forecasts show an increase of 207% increase in Gas Costs and 64% electricity costs and this is reflected in the forecast. Increase in forecast energy costs will be met through Council reserves.

As the economy looks to recover from the impact of the coronavirus pandemic the financial challenges of commercial property rent present a significant financial challenge. As the working from home environment continues there is less need for office accommodation. The savings put forward to provide additional office space for external agencies at Rutland House will not be achieved this financial year.

In previous year's repairs and maintenance expenditure has been under budget to help the Department achieve an overall balanced position. An assessment has been carried out on forecast spend for the current year and the maintenance programme is showing the budget will be utilised in full.

The School Cleaning Service Level Agreement (SLA) is not covering its costs this financial year due to the need to employ agency staff in order to cover sickness and leave. A review of SLA charges will be undertaken ahead of the next financial year.

The department is projecting to under achieve on market rental income targets this financial year. During the last few months the occupancy rate has dropped to 92%. This may be linked to the introduction of customers having to pay for parking outside the market. There is a slight improvement on quarter 1 projections due to one off events held on a Sunday.

ECONOMY ENTERPRISE & PROPERTY DEPARTMENT

Capital Projects as at 30 September 22

	2022-23 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
	£'000	£'000	£'000	£'000
Expenditure				
3MG	164	6	6	158
Property Improvements	213	169	169	44
Equality Act Improvement Works	300	34	34	266
Widnes Market Refurbishment	6	6	6	0
Broseley House	21	7	7	14
Woodend - Former Unit 10 Catalyst Trade Park	500	21	21	479
Solar Farm Extension	11	0	0	11
Murdishaw Redevelopment	31	0	0	31
Foundry Lane Residential Area	2,117	932	932	1,185
Astmoor Regeneration	14	10	10	4
Kingsway Learning Centre Improved Facilities	36	0	0	36
St Paul Mews	500	500	515	(15)
Halton Lea TCF	388	353	353	35
Runcorn Town Centre Redevelopment	2,089	959	959	1,130
Runcorn Station Building Development	530	77	77	453
Total	6,920	3,074	3,089	3,831

3MG - Spend will be back-ended in the financial year, the largest of which is HBC field where the completion has been put back to Feb 2023. A more comprehensive forecast will be presented at the end of quarter three."

Property Improvements- All the budget will be spent by year end. There are a number of projects against this code including Reroofing the Fitness suite at the Stadium, lift replacement at Kingsway Learning Centre, and reroofing 73 High Street. There will also likely be some roofing works done at the Municipal Building against this budget.

Equality Act Budget- There are a number of access type schemes using the equality act budget this year so the department is anticipating the budget will be fully spent at year end.

Widnes Market Refurbishment - All Capital works have now been completed and all retentions paid

Broseley House - All works are complete on site, the only outstanding payment is the retention monies of circa £5,000 due in December 2022.

Woodend Unit 10 Catalyst Trade Park - No further spend is likely until the last remaining tenant vacates the property then the department will progress with demolition work.

Solar Farm Extension - It has now been operational for 2 years. No major issues have been identified. The system is performing in line with expectations in terms of energy produced and income.

Murdishaw - Work is ongoing to develop proposals for a community garden in the outdoor space at Murdishaw Community Centre. Funding is allocated to the project as match funding with a potential Awards for All bid to be submitted in the next quarter. Environmental Improvements are ongoing in partnership with Onward and Riverside Housing.

Foundry Lane – There has been a delay in finalising the Development Agreement due to summer holiday leave commitments. The land will be transferred to the developer very soon. It is anticipated that the allocation will be spent in full this financial year.

Kingsway Learning Centre Improvement Works – Majority of the refurbishment works completed; redecoration works to the meeting rooms to be carried out.

St Paul Mews - No further spend is likely until the last remaining tenant vacates the property then the department will progress with the demolition work.

Halton Town Centre Fund - This LCR funded programme is now complete

Runcorn Town Centre Redevelopment - Options reports for the seven Towns Fund projects are now complete. Business Cases for four of the projects were submitted early August. The remaining business cases will be submitted at the beginning of November.

PLANNING, PROVISION & TRANSPORTATION DEPARTMENT**Revenue Operational Budget as at 30 September 2022**

	Annual Budget	Budget to Date	Actual	Variance (Overspend)	Forecast Outturn
	£'000	£'000	£'000	£'000	£'000
Expenditure					
Employees	5,017	2,338	2,285	53	233
Proposed Pay Award 2022/23	131	0	0	0	0
Efficiency Savings	-100	0	0	0	0
Premises	174	89	72	17	39
Hired & Contracted Services	313	152	152	0	(2)
Supplies & Services	204	202	262	(60)	(121)
Street Lighting	2,516	361	361	0	0
Highways Maintenance - Routine & Reactive	1,618	375	513	(138)	(276)
Highways Maintenance - Programmed Works	1,513	721	670	51	102
Fleet Transport	1,383	705	745	(41)	(81)
Bus Support - Halton Hopper Tickets	50	6	6	0	0
Bus Support	498	281	238	43	86
Grants to Voluntary Organisations	31	31	31	0	0
NRA Levy	69	69	70	(1)	0
LCR Levy	882	441	441	0	0
Contribution to Reserves	407	0	0	0	0
Total Expenditure	14,706	5,770	5,846	(76)	(20)
Income					
Sales & Rent Income	-93	-42	-26	(16)	(32)
Planning Fees	-563	-424	-655	231	462
Building Control Fees	-224	-127	-143	16	31
Other Fees & Charges	-927	-492	-500	8	16
Grants & Reimbursements	-239	-154	-154	0	0
Government Grant Income	-125	-64	-64	0	0
Halton Hopper Income	-50	-5	-5	0	0
School SLA's	-46	-45	-43	(2)	(3)
Recharge to Capital	-317	-89	-11	(78)	(156)
LCR Levy Reimbursement	-882	-441	-441	0	0
Contribution from Reserves	-690	-559	-559	0	0
Total Income	-4,156	-2,442	-2,601	160	318
Net Operational Expenditure	10,550	3,329	3,245	84	298
Recharges					
Premises Recharges	534	267	267	0	0
Transport Recharges	661	321	336	(15)	(25)
Asset Charges	1,099	0	0	0	0
Central Recharges	1,581	791	791	0	0
Transport Recharge Income	-4,496	-2,207	-2,254	47	94
Central Recharge Income	-871	-436	-436	0	0
Net Total Recharges	-1,492	-1,264	-1,296	32	69
Net Departmental Expenditure	9,058	2,065	1,949	116	367

Comments on the above figures

Department net spend is £0.116m below the budget to date at Q2 and forecast to be £0.367m below the approved budget at financial year-end.

Budget holders have been working closely with the Finance Officer to try to ensure a balanced budget is achieved. Wherever possible capital expenditure has been prioritised in order to relieve pressure on the revenue budgets.

Employee spend is projected to be under budget this financial year due to a number of vacancies across the whole department, in particular the Highways and Traffic divisions. Vacant posts are currently being held prior to a restructure. Across the department, there are 96.5fte's and of these, 14.4fte's are currently vacant, including a Divisional Manager post.

The 2022/23 pay award has yet to be agreed but the additional cost to the department over and above the approved budget is forecast at £0.131m. The cost of which will be funded from Council reserves.

Supplies and services are projected to be over budget due to survey costs and plans that have been required in the Planning division. Halton also has a contract with MEAS (Merseyside Environmental Advisory Service) which is hosted by Sefton LA. This is used to provide Halton with advice in relation to ecology, waste, environmental impact assessments and local plans. To have this advice internally would cost Halton more than the contract, but at the moment, it is significantly over the allocated budget. Legal fees are also currently projected to be over budget due to external legal advice needing to be procured in relation to judicial reviews where decisions have been challenged.

The street lighting contract has seen an increase of 103% for a two year fixed term ending March 2024. In order to help reduce running costs, lights are being turned off 12am – 6am on some routes and over 80% of HBC owned street lighting stock of around 20,500 columns have been upgraded to LED. There remains a capital street lighting upgrade programme in place and the remaining upgrades will be taking place this year, finishing off in the next financial year. It is forecast street lighting energy costs for the year will be £0.791m over the original budget, contingency budget will be used to fund this cost.

Highways maintenance budgets are currently projected to be over budget. However, this is liable to change and will be monitored closely throughout the year, with capital being utilised where appropriate. The report is broken down into routine and reactive schemes and also programmed works so the various areas can be looked at in more detail.

Fleet transport costs are projected to be over budget this financial year. This is mostly due to a large increase in the purchase of parts and the time it takes to receive an order, this in turn then has an impact on the costs recharged out to other services within the authority.

Bus support costs are projected to be under budget by the end of the financial year. This is being monitored closely and contracts that were previously held by Halton Transport and were put in place urgently, are due to be reviewed.

Mersey Gateway has also provided funding for some routes to take the pressure off the budget. Sales income is projected to be under the budget target by the end of the financial year due to a decrease in income generated at Lowerhouse Lane Depot for external fuel sales. This is being closely monitored.

Planning income is expected to come in higher than anticipated. This is mainly due to a number of high income one-off planning schemes, the level of income is not expected to be repeated in future years.

The recharge of salaries to capital schemes is unlikely to achieve its income target this financial year due to a lack of traditional capital projects, and therefore there is less opportunity to capitalise. There is a relationship between the under achievement of income and the lack of staff within the Highways division which means staff are not available to do works on capital schemes

Capital Projects as at 30 September 2022

	2022-23 Capital Allocatio n £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
<u>Local Transport Plan</u>				
Total Bridge & Highway Maintenance	2,448	471	471	1,977
Integrated Transport	1,553	332	332	1,221
CRSTS (City Region Sustainable Travel Settlement)	3,306	628	628	2,678
SJB MM – Arch Painting	321	0	0	321
SJB – Decoupling	325	325	325	0
EATF Runcorn Busway	1,546	564	564	982
East Runcorn Connectivity	1,500	326	326	1,174
Total Local Transport Plan	10,999	2,646	2,646	8,353
Halton Borough Council Schemes				
Street Lighting	853	139	139	714
Lighting Upgrades	530	52	52	478
Silver Jubilee Bridge - Lighting	469	1	1	468
Risk Management	495	23	23	472
Fleet Vehicles	2,500	452	452	2,048
SUD Green Cycle	349	349	349	0
Widnes Loops	13	13	13	0
LCWIP (Local Cycling & Walking Infrastructure Plan) / Dukesfield	1,089	1,089	1,089	0
Total Halton Borough Council Schemes	6,298	2,118	2,118	4,180
Total Capital Expenditure	17,297	4,764	4,764	12,533

Comments on the above figures.

Works are continuing for the lighting upgrade programme.

Funding has been agreed from LCR in relation to LCWIP Daresbury and Dukesfield however the grant funding agreements have not been received at this time, they are expected in the next few weeks.

The Runcorn Station Quarter works are almost completed and this is reflected in the low level of expenditure in Q1 and Q2. Spend on capital projects is following the normal profile of expenditure being low in the first quarters and then increasing from Q3 onwards. This is expected to continue this financial year.

COMMUNITY & ENVIRONMENT**Revenue Budget as at 30 September 2022**

	Annual Budget £'000	Budget to Date £'000	Actual £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	15,412	7,300	6,966	334	303
Proposed Pay Award 2022/23	640	0	0	0	0
Premises	2,543	1,272	1,317	(45)	(90)
Supplies & Services	1,398	750	800	(50)	(100)
Hired & Contracted Services	890	44	156	(112)	(225)
Book Fund	140	108	93	15	30
Food Provisions	404	817	801	16	32
School Meals Food	1,872	925	721	204	409
Miscellaneous Transport Costs	115	47	49	(2)	(3)
Other Agency Costs	156	92	69	23	(51)
Other Expenditure	0	2	5	(3)	(5)
Waste Disposal Contracts	6,538	3,269	3,268	1	2
Grants to Voluntary Organisations	67	16	41	(25)	48
Grant to Norton Priory	172	172	174	(2)	(1)
Rolling Projects	0	10	20	(10)	(20)
Capital Financing	0	4	4	0	0
Total Expenditure	30,347	14,828	14,484	344	329
Income					
Sales Income	-1,309	-678	-608	(70)	(141)
School Meals Income	-4,958	-2,275	-2,086	(189)	(378)
Fees & Charges Income	-5,546	-3,318	-3,298	(20)	(41)
Rental Income	-205	-75	-75	0	0
Government Grant Income	-359	-500	-664	164	329
Reimbursements & Other Grant Income	-597	-214	-149	(65)	(130)
Catering Fees	-88	-44	-45	1	2
Internal Fees Income	-247	-30	-38	8	16
Capital Salaries	-173	-46	-46	0	0
Transfers From Reserves	-742	-26	-24	(2)	0
Total Income	-14,224	-7,206	-7,033	(173)	(343)
Net Operational Expenditure	16,123	7,622	7,451	171	(14)
Recharges					
Premises Support	1,496	748	748	0	0
Transport	2,324	1,144	1,196	(52)	(104)
Central Support	4,449	2,225	2,225	0	0
Asset Rental Support	146	0	0	0	0
HBC Support Costs Income	-511	-255	-255	0	0
Net Total Recharges	7,904	3,862	3,914	(52)	(104)
Net Departmental Expenditure	24,027	11,484	11,365	119	(118)

Comments on the above figures

The net department spend is £0.119m under budget at the end of Quarter 2 with the estimated net spend for the year being forecast at £0.118m over the approved budget.

Net employee spend is below the budget to date by £0.303m, due to the number of vacancies within the department resulting from delays and difficulty in recruitment.

The 2022/23 pay award has yet to be agreed but the additional cost to the department over and above the approved budget is forecast at £0.640m. The cost of which will be funded from Council reserves. This figure being based on 425 full time equivalent staff.

Premises costs are £0.045m over budget at the end of Quarter 2. Savings were identified at Q1 due to NNDR bills remaining the same as in previous years, however, the forecast outturn position is currently projected to be £0.090m over budget due to significant increases in both electricity and gas costs. This has impacted all of the sites managed by the Department, especially at Leisure Centres. Runcorn swimming pool has closed but premises costs will continue while the building remains under Council control.

Additional premises costs are expected for Brookvale Leisure Centre and Halton Lea Library. A £0.020m feasibility study (Brookvale) and £0.030m building works (remove Café and re-instate as library) have not been budgeted for.

Spend on Supplies and Services is currently £0.050m over budget and spend on Hired Services is £0.112m over budget. This includes £0.050m domestic violence contribution to Sanctuary Scheme, £0.025m cemetery and crematory re-saleable spend which is offset by income from Sanctum Vaults purchases, £0.020m for the decommissioning of a temporary cremator, and £0.043m equipment including £0.008m/month for container hire. Some of this spend will be offset by Government Grant income where possible.

Invoices for 2021/22 waste disposal contracts are still to be received, expected during the next quarter. Whilst costs were estimated at financial year-end, any variance in the actual cost when invoices are received will impact on this year's financial position.

No invoices have yet been received for the waste disposal contracts in 2021/22. Estimated expenditure is therefore calculated based on the average cost per tonne in 2020/21 plus estimated additional tonnage in the current year. Any changes to these costs could have a large impact on the Department's outturn position.

The cancellation of certain events, such as the Vintage Rally means that the associated income targets will not be achieved, while some costs for these events have already been incurred.

Transport recharges are expected to be higher than budgeted due to fuel and other cost increases resulting in a forecast net overspend against budget at year-end of £0.104m.

Capital Projects as at 30 September 2022

Project Title	2022/23 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
Stadium Minor Works	37	10	9	28
Halton Leisure Centre (Moor Lane)	6,296	950	938	5,358
Brookvale Pitch Refurbishment	70	40	38	32
Stadium decarbonisation scheme	0	0	117	(117)
Open Spaces Schemes	450	130	128	322
Children's Playground Equipment	80	5	2	78
Upton Improvements	13	0	0	13
Crow Wood Park Play Area	39	10	10	29
Landfill Tax Credit Schemes	340	0	0	340
Runcorn Town Park	256	110	110	146
Widnes Crem - Replacement Cremator	200	200	234	(34)
Spike Island / Wigg Island	60	0	0	60
Litter Bins	20	0	0	20
Totals	7,861	1,455	1,586	6,275

Comments on the above figures**Moor Lane Leisure Centre**

The estimated cost of the new leisure centre has increased significantly due to the current levels of inflation, scarcity of materials etc. A report has been issued to the Executive Board detailing the increased costs and a decision is imminent. It is likely that the decision will be to continue with the project as there are wider implications for the regeneration of the whole Kingsway area. The draft report indicates the increased annual revenue cost of borrowing from £1m to £2m given the construction cost and interest rate rises.

Brookvale Pitch Refurbishment

The scheme is now complete. There is a retention payment that may be held until Quarter 4 (% of Football Foundation funding grant is held until all conditions met/discharged) but the remaining spend will be in the current financial year.

Stadium Decarbonisation Scheme

Grant-funded project to reduce the DCBL Stadium's carbon footprint. This involved replacing the gas boilers with air source heat pumps and installing LED lighting and additional installation. The scheme is currently over budget by £0.117m, the cost of which will have to be funded through capital receipt reserves or increased borrowing.

Open Spaces

This covers spending on a variety of externally funded projects, including Arley Drive/Halton Housing Trust and Fairfield History projects.

Children's Playground Equipment

This is an ongoing project which includes spend on improvements within the Borough's playgrounds.

Crow Wood Park

Project to include replacement park building and upgrade to paths. The main contract for new park building has ended but a small amount of work to the building is required and will be done separately along with a small landscape contract to complete paths. This is still delayed due to team workload. Possibly will run to end of 2022/23.

Landfill Tax Credits Schemes

Currently used to support improvements for a rolling programme of existing playgrounds/open space schemes across the Borough. There are no projects currently identified and minimal spend if any against this code is anticipated in 2022/23.

Runcorn Town Park

Project to renew park infrastructure. Works from INEOS funding 2021/22 has not yet completely spent. The works are behind schedule due workload/capacity issues within D&D Team due to RSQ project taking priority. For 2022/23 there will be another major INEOS funding bid to continue the infrastructure replacement works, Bid has not yet been submitted but it is anticipated that next phase will carry over to 2023/24 assuming bid is successful.

Widnes Crematorium replacement Cremator

Installation works on site are progressing to programme. The new unit commissioned and fully operational with staff trained to us new systems. The final cost is £0.234m (increase due to a change of supplier plus some small additional works to the building in order to accommodate the new unit).




Wigg/Spike Island Recovery Works

Projects are at the commencement stage. The extent of works and exact split for works contracts is being assessed.




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