



Executive Board
Thursday, 13 July 2023 2.00 p.m.
The Boardroom, Municipal Building

S. Young

Chief Executive

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

PART 1

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1. MINUTES	1 - 8
2. DECLARATION OF INTEREST Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary interests, to leave the meeting during any discussion or voting on the item.	
3. LEADER'S PORTFOLIO (A) URGENT DECISIONS	9 - 11

*Please contact Gill Ferguson 0151 511 8059 or
gill.ferguson@halton.gov.uk for further information.
The next meeting of the Committee is on Thursday, 14 September 2023*

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PART II	
<p>In this case the Board has a discretion to exclude the press and public and, in view of the nature of the business to be transacted, it is RECOMMENDED that under Section 100A(4) of the Local Government Act 1972, having been satisfied that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information, the press and public be excluded from the meeting for the following item(s) of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A to the Act.</p>	
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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.

EXECUTIVE BOARD

At a meeting of the Executive Board on Thursday, 15 June 2023 in the Boardroom, Municipal Building

Present: Councillors Wharton (Chair), Dennett, Harris, M. Lloyd Jones, J. Lowe, Nelson, P. Nolan, Thompson and Wright

Apologies for Absence: Councillor T. McInerney

Absence declared on Council business: None

Officers present: G. Cook, M. Reaney, E. Dawson, G. Ferguson and M. Lynch

Also in attendance: None

ITEMS DEALT WITH UNDER POWERS AND DUTIES EXERCISABLE BY THE BOARD

	<i>Action</i>
EXB1 MINUTES	
The Minutes of the meeting held on 19 May 2023, were taken as read and signed as a correct record.	
CORPORATE SERVICES PORTFOLIO	
<i>N.B. Councillor J. Lowe declared a Disclosable Other Interest in the following item of business as she has a family member employed at St Lukes Care Home.</i>	
EXB2 DIRECTORATE PERFORMANCE OVERVIEW REPORTS FOR QUARTER 4 2022 - 23	
The Board considered a report of the Executive Director – Environment and Regeneration, on progress against key objectives/milestones and performance targets for the fourth quarter period to 31 March 2023, for the People Directorate (Social Care Health); and the Enterprise, Community and Resources Directorate.	
The Board was advised that the Directorate Performance Overview Report provided a strategic summary of key issues arising from the relevant quarter for each Directorate and was aligned to Council priorities or	

functional areas. The Board noted that such information was key to the Council's performance management arrangements and Executive Board had a key role in monitoring performance and strengthening accountability. Performance Management would continue to be important in the demonstration of value for money and strengthening accountability.

RESOLVED: That the report, progress and performance information be noted.

EXB3 TRANSFORMATION PROGRAMME UPDATE

The Board considered a report of the Corporate Director: Chief Executive's Delivery Unit, which provided an update on the following progress made within the Council's Transformation Programme:

- a structure had been developed and appointed to. Further appointments would be made as projects progressed;
- projects had been set up and scoping completed. Appendix A set out a list of the projects and Appendix B set out a list of the initial savings estimated for the programme;
- reporting and governance arrangements had been agreed and a monthly report would be provided to the Board; and
- bi-monthly briefings would be provided to all Members.

The Board noted that all Members would receive bi-monthly updates on the work of the Transformation Team and update reports would also be submitted to Scrutiny Chairs' meetings. It was therefore recommended that for the near future, the Budget Working Group meetings would not be required.

RESOLVED: That the Board noted the contents of the update.

EXB4 2022/23 FINANCIAL OUTTURN POSITION

The Board considered a report from the Operational Director – Finance, advising of the Council's overall revenue net spending outturn position for the year 2022/23.

It was reported that preparation of the statutory statement of accounts for 2022/23 was nearing completion. The revenue spending position for each Department was

shown in Appendix one; which presented a summary of spending against the operational revenue budget. Appendix two provided detailed figures for each individual Department. In overall terms, the outturn position for the year showed that operational net spend was over the approved budget by £5.161m. Appendix 3 contained the Capital Programme for each Directorate as at 31 March 2023.

The outturn position was a significant improvement on the forecast overspend of £7.586m reported at the end of quarter 3. There were a number of reasons for the improved financial position; these were detailed in the report. The key budget variances for the quarter were outlined for the Board, from the following Departments:

- Children and Families Department;
- Adult Social Care Department;
- Education, Inclusion and Provision;
- ICT & Support Services; and
- Corporate and Democracy;

Members were also advised on the reasons for the reliance on agency employees over the past year and the cost to the Authority for 2022/23.

RESOLVED: That

- 1) the Council's 2022/23 outturn position as presented in the report be noted, along with the importance of early delivery of the Re-imagine Halton Transformation Programme, to help reduce future costs and provide a balanced, sustainable budget position;
- 2) the proposal to replenish Council reserve balance within the Medium Term Financial Strategy, be noted; and
- 3) consideration is given by relevant Departments to utilise external enforcement agencies to help reduce the value of outstanding debt and improve debt recover times.

ADULT SOCIAL CARE PORTFOLIO

N.B. Councillor J. Lowe declared a Disclosable Other Interest in the following item of business as she has a family member employed at St Lukes Care Home.

EXB5 DRAFT SCRUTINY REVIEW REPORT - ADULT SOCIAL CARE WORKFORCE NEEDS

The Board considered a report on the recent Scrutiny Review undertaken by the Health Policy and Performance Board (PPB). On behalf of the PPB, Councillors P. Lloyd Jones and Baker attended the meeting to present to the Board the outcomes of the Review of Adult Social Care Workforce Needs.

The Board was advised that a scrutiny topic was commissioned by the PPB in response to the continued pressures across the Adult Social Care system, in relation to recruitment and retention and considerations around opportunities for development and progression within the sector. The topic group had met on a number of occasions and as a result, the PPB had identified a set of recommendations which were set out in Section 7 of the report.

RESOLVED: That the Board note the findings of the Scrutiny Review and its recommendations.

EXB6 HALTON SENSORY SERVICE

The Board considered a report of the Executive Director – Adult Services, which sought a waiver in compliance with Procurement Standing Orders 1.14.4 (v) and 1.14.5 of Parts 2 and 3 of Procurement Standing Order to extend the Halton Sensory Service from 1 July 2023 to 30 June 2024.

It was noted that following a procurement process undertaken in 2018, a 3 year contract with the option to extend for a one plus one year period was awarded to Vision Sensory Services. In July 2022, the final available extension was awarded with the contract due to end in June 2023.

Over the pandemic, the Sensory Service continued to be provided but in a different way. It was considered that a review was required to inform the service delivery model and future commissioning. A one year extension was requested to allow the work to be undertaken.

RESOLVED: That the Board

- 1) note the contents of the report; and
- 2) approve a waiver in compliance with Procurement Standing Orders 1.14.4 (v) and 1.14.5 of Parts 2 and

Executive Director
of Adult Services

3 of Procurement Standing Orders to extend the Halton Sensory Service from 1 July 2023 to 30 June 2024.

ENVIRONMENT AND URBAN RENEWAL PORTFOLIO

EXB7 PRELIMINARY ESTIMATES FOR PASSENGER TRANSPORT CONTRACT TENDERS

The Board considered a report of the Executive Director – Environment and Regeneration, which advised that the aggregate value of the proposed passenger transport contracts through a revised Dynamic Purchasing System (DPS) was projected to be in excess of £1m.

The passenger transport DPS process was a mechanism that enabled the Council to identify transport providers who were capable of delivering the specialist nature of transport contracts on its behalf and to the standard identified in the current conditions of the contract. The current DPS would expire in August 2023 and the replacement would be required for September 2023.

RESOLVED: That

- 1) the procurement of passenger transport contracts through a revised DPS is approved; and
- 2) the Operational Director – Planning, Policy and Transportation, in consultation with the Portfolio Holder Environment and Urban Renewal, be delegated to deal with any matters relating to the procurement and operation of this contract.

Executive Director
Environment &
Regeneration

EXB8 BUS SHELTER SUPPLY, INSTALLATION AND MAINTENANCE

The Board considered a report of the Executive Director – Environment and Regeneration, which sought a waiver of Part 2 and or Part 3 of Standing Orders, for the award of a contract for the provision of bus shelter supply, installation and maintenance for an initial period of four years with the option to extend for a further two years.

The Board noted that Commutaports were the current contractor and had provided the public transport infrastructure for approximately 20 years. During this period, they had won the competitive tender process on a number of occasions, providing competitive pricing on each occasion. They had also proven to be a thoroughly professional,

reliable and punctual organisation and had demonstrated a willingness to work and make necessary adjustments to schedules to accommodate requests made by the Council.

All 301 bus shelters within Halton had been supplied and maintained by Commutaports, and approving the proposed waiver would ensure continuity and standardisation of the public transport infrastructure.

RESOLVED: That the Board

- 1) note the contents of the report; and
- 2) in compliance with Procurement Standing Order 1.14.4(v) approve a waiver of Part 2 and/or Part 3 of Standing Orders, for the direct award to Commutaports Ltd for the supply, installation and maintenance of bus shelters across the Borough, for an initial period of four years with the option to extend for a further two years; and
- 3) supports the overall process.

Executive Director
Environment &
Regeneration

EXB9 PRELIMINARY ESTIMATES FOR THE PROVISION OF COMMERCIAL VEHICLES & PLANT COMPONENTS

The Board considered a report of the Executive Director – Environment and Regeneration, which advised that the aggregate value of the proposed contract for the provision of commercial vehicle and plant components was projected to be in excess of £1m.

The existing contract would come to an end on 8 August 2023 and it was proposed that any new contract arrangements should provide for a greater level of flexibility and allow the Council at any time, to be able to choose to place orders with other suppliers. It was proposed that the new arrangements would be for a 5 year period with the potential for up to 5 one year extensions (10 years in total), subject to satisfactory performance and pricing agreement.

RESOLVED: That

- 1) the procurement of a new contract for commercial vehicle and plant components be approved; and
- 2) the Operational Director – Planning, Policy and Transportation, in consultation with the Portfolio Holder Environment and Urban Renewal, be delegated to deal with any matters relating to

Executive Director
Environment &
Regeneration

procurement and operation of this contract.

EXB10 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

- 1) whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following item of business in accordance with Section 100A (4) of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972; and
- 2) whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

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

DEPUTY LEADER PORTFOLIO

EXB11 RUNCORN STATION QUARTER PHASE 2

The Board considered a report of the Executive Director – Environment and Regeneration, which provided an update on the Runcorn Station Quarter Masterplan. The update outlined the next steps in the programme including, feasibility studies, option development and funding requirements for Phase 2.

RESOLVED: That

Executive Director

Environment &
Regeneration

- 1) Phase 2 is noted;
- 2) approval is given for the Station Building Development project to use Utilities Regulations 2015 as required in Procurement Standing Order Regulations 1.4.2 iii;
- 3) funding bids/business cases are submitted with a view to securing funding for additional phase of the Runcorn Station Quarter Masterplan and wider Runcorn Vision; and
- 4) the Board note that funding for main design and build contract would be sought from the Sustainable Transport Fund.

MINUTES ISSUED: 20 June 2023

CALL-IN: 27 June 2023 at 5.00 pm.

Any matter decided by the Executive Board may be called in no later than 5.00pm on 27 June 2023.

Meeting ended at 2.35 p.m.

REPORT TO: Executive Board

DATE: 13 July 2023

REPORTING OFFICER: Chief Executive

PORTFOLIO: Leader

SUBJECT: Urgent Decisions

WARDS: Borough Wide

1.0 PURPOSE OF THE REPORT

1.1 To bring to the attention of Executive Board urgent decision/s taken since the last meeting.

2.0 RECOMMENDATION: That the report is noted.

3.0 SUPPORTING INFORMATION

3.1 The Council's Constitution gives authority to the Chief Executive to take urgent decision/s which are required before the next formal meeting of Executive Board.

These must be made in consultation with the Leader of the Council where practicable, and with the Operational Director – Finance and/or Operational Director – Legal and Democratic Services, where necessary. They must also be reported for information to the next practically available meeting of the Board.

3.2 More information on each can be found on the Council's website:

<http://councillors.halton.gov.uk/mgDelegatedDecisions.aspx?bcr=1>

3.3 The urgent decision/s taken since the last meeting of Executive Board:

Date Decision taken	Decision details
13 June 2023	Following receipt of £3.3M High Needs Capital Funding from the Department for Education, the Local Authority has been undertaking statutory consultation with staff/governors and the public, to expand its Special Educational Needs (SEND) provision in Halton at five schools, and also to expand its SEND provision at some schools where this provision is already offered (where statutory consultation was not required). Due to the timescales to progress/procure and complete any necessary capital works where possible, for a September opening for some of this additional provision, awaiting the July Executive Board meeting would delay commencement of works by circa 5 weeks, may prove difficult to obtain contractors at such short notice to undertake required works during the school summer

	<p>holiday period, and is likely to impact on increased costs should there be any delay in commencement. This request is to approve spend from the High Needs Capital Allocation against expansion of provision at Halton’s mainstream and special schools who have expressed an interest in expanding their SEND provision to support in-borough placements..</p>
12 June 2023	<p>To improve the recruitment and retention of Qualified Children Social Workers and reduce the reliance and cost of agency staff.</p> <p>The Halton offer was due to be implemented from the 1 April ‘23. The implementation plan was delayed due to further due diligence requirements requested by the Chief Officers in light of concerns regarding the financial effectiveness of the offer.</p> <p>A working group led by the Director Children Services involving Children’s Social Care, TDU, Finance, HR has been addressing the practicalities of the offer and approval was sought to implement the Halton Offer from 1 July 23.</p>

4.0 POLICY IMPLICATIONS

4.1 There are none other than the constitutional requirement to report urgent decisions for information.

5.0 OTHER IMPLICATIONS

5.1 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 RISK ANALYSIS

7.1 The report is for information, and there are no risk issues arising from it.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 None.

9. CLIMATE CHANGE IMPLICATIONS

9.1 There are no climate change implications.

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

10.1 No background papers were used in the preparation of this report. Further information on the decision/s taken is available from the link in Paragraph 3.2.

REPORT:	Executive Board
DATE:	13 July 2023
REPORTING OFFICER:	Chief Executive
PORTFOLIO:	Leader
SUBJECT:	Protocol for the Appointment of Honorary Aldermen/ Alderwomen
WARDS:	Borough-wide

1 PURPOSE OF REPORT

To receive a report from the Chief Executive recommending the adoption of a new Protocol for the Appointment of Honorary Aldermen/ Alderwomen.

2 RECOMMENDATION

It is recommended that the Executive Board:-

- 1. Approve the Protocol for the Appointment of Honorary Aldermen/ Alderwomen appended to this report at Appendix B (“the Protocol”);**
- 2. Make a recommendation to Council that the Protocol be adopted.**

3 SUPPORTING INFORMATION

3.1 Section 249(1) of the Local Government Act 1972 states “that a principal council may, by a resolution passed by not less than two thirds of the members voting thereon, at a meeting of the Council specially convened for the purpose with notice of the object, confer the title of Honorary Alderman on persons who have, in the opinion of the Council, rendered Eminent Services to the Council as past members of that Council but who are not then members of the Council.” There is no statutory guidance or definition of “eminent services”. This is, instead, left up to local interpretation.

3.2 The Council has conferred the title to 8 Honorary Aldermen/Alderwomen since it has had the power to do so, with the last appointment being in 2001.

3.3 The Council's current protocol is at **Appendix A**. This simply reflects the law and does not set out any criteria or process of nomination and appointment.

3.4 So that clear guidance is provided for future Honorary Aldermen/Alderwomen and a fair and transparent process is followed, it is recommended that a new protocol is devised setting out both the criteria and procedure for nomination and appointment.

3.5 A suggested new protocol is appended at **Appendix B**. This has been drafted following a comparative exercise with our neighbouring authorities and is similar in nature. It is recommended that this now be approved by the Executive Board and recommended to Council for adoption.

3.6 If Members decide not to amend the current protocol, this will make considering future nominations difficult as there are no independent criteria to assess them against and may lead to the dilution of the importance of the title.

4. POLICY IMPLICATIONS

4.1 None

5. FINANCIAL IMPLICATIONS

5.1 There are no financial implications for the introduction of a set of criteria for the purpose of conferring the title of Honorary Aldermen/Alderwomen.

6. IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 **Children and Young People in Halton**

N/A

6.2 **Employment Learning and Skills in Halton**

N/A

6.3 **A Healthy Halton**

N/A

6.4 A Safer Halton

N/A

6.5 Halton's Urban Renewal

N/A

7. RISK ANALYSIS

- 7.1 The appointment of Honorary Aldermen/ Alderwomen is discretionary and any risk to the Council is likely to be low. However, having criteria to assess nominees and a clear procedure for nomination and appointment ensures that there is a fair and transparent process and one that reflects public law principles.

8. EQUALITY AND DIVERSITY ISSUES

- 8.1 There are no equality issues arising from this report.

9. CLIMATE CHANGE IMPLICATIONS

- 9.1 There are no climate change implications.

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

None under the meaning of the Act.

APPENDIX A

HONORARY FREEDOM OF THE BOROUGH

By section 249(5) of the Local Government Act 1972 (amended by section 180 of the Local Government Planning and Land Act 1980), a Borough or City Council may admit “persons of distinction and persons who have in the opinion of the Council, rendered eminent services to the city, borough or royal borough” as Honorary Freemen.

A resolution passed by not less than two-thirds of the members voting at a specially convened meeting is required to admit the Honorary Freeman but this does not confer any rights upon them.

However, the conferring of the title of Honorary Freeman is the highest honour that a Council of a City or Borough can bestow and, in the view of many, should not be given too often. The resolution should recite the particular grounds upon which the Council have come to their decision, and details of the public services rendered by the recipient should be included.

The freedom resolution is passed at a special meeting of the Council (the last one was on 18 December 1996) and the formal presentation takes place at a special ceremony at a later date.

Honorary Freemen are invited to the following Civic Functions: -

- ❑ Mayor’s Installation
- ❑ Civic Sunday (for coffee before the Service, the Service itself and for lunch afterwards)
- ❑ Remembrance Sunday (but only to the service at The Cenotaph not to the Town Hall for coffee or lunch)
- ❑ Mayor’s Ball
- ❑ Honorary Freedom of the Borough and Honorary Aldermen of the Borough Ceremonies
- ❑ Various “one-off” events e.g. Unitary and Jubilee Celebrations

Honorary Freemen have no legal, social or royal precedence. Although, without formal precedence, it is custom and practice to place them immediately before Honorary Aldermen.

The following people are Honorary Freeman: -

- Lieutenant Colonel Burton – Officer Commanding (103rd Lancashire Artillery Volunteers Regiment)
- Honorary Freeman J H Collins
- Mr J Ellis – Officer Commanding (22nd Cheshire Regiment)
- Honorary Freeman E Gleave
- Honorary Freeman F Nyland
- Honorary Freeman G Oakes
- Honorary Freeman R Turton
- Honorary Freeman Frank Myler
- Honorary Freeman Mike Cuff
- Honorary Freeman Anthony McDermott MBE
- Honorary Freeman Dave Cargill
- Honorary Freeman Arthur Cole (posthumous)
- Honorary Freeman Robert Polhill MBE

APPENDIX B

**PROTOCOL FOR THE APPOINTMENT OF HONORARY ALDERMEN/
ALDERWOMEN**

1. Background Information

Section 249(1) of the Local Government Act 1972 gives principal councils the power to confer the title of 'Honorary Alderman' (or 'Honorary Alderwoman') on persons who have, in the opinion of the council, rendered eminent services to the council as past members of that council, but who are no longer members of the council. There is no statutory guidance or definition of "eminent services". This is, instead, a matter of local interpretation and the criteria used to select Honorary Aldermen/Alderwomen for appointment at Halton Borough Council is set out in section 4, below.

The position of Honorary Alderman/Alderwoman is non-political and the appointment must be agreed by the Council by resolution of not less than two-thirds of the members at a meeting specially convened for the purpose.

2. The Role of Honorary Alderman/Alderwoman

Honorary Aldermen/Alderwomen may attend and take part in civic ceremonies by invitation, but they will not have the right to attend meetings of the Council etc., or to receive any allowances or payments under section 173 to 176 of the Local Government Act 1972.

Whilst Honorary Aldermen/Alderwomen have no legal, social or royal precedence, they can be used to support the office of Mayor. Such people can be encouraged to attend en masse all civic ceremonial events when invited and can support the work of the Mayor's charity. Similarly, when invited, they can provide valuable support in hosting receptions and promoting civic pride. Although, without formal precedence, it is suggested that they be placed immediately after Honorary Freemen, with precedence amongst the Honorary Aldermen/Alderwomen being accorded to the number of years of service on the Council.

Honorary Aldermen/Alderwomen are invited to the following Civic Functions:-

- ❑ Mayor's Installation
- ❑ Civic Sunday (but only to the Church not to the Town Hall for coffee or lunch)
- ❑ Remembrance Sunday (but only to the service at The Cenotaph not to the Town Hall for coffee or lunch)
- ❑ Mayor's Ball

- Honorary Freedom of the Borough and Honorary Aldermen/Alderwomen of the Borough Ceremonies
- Various “one-off” events e.g. Unitary and Jubilee Celebrations

The role is an honorary one but to the public an Honorary Alderman/Alderwoman is perceived to be a representative of the Council. In taking up this role all Honorary Aldermen/Alderwomen must agree that they:-

1. are perceived to be representative of the civic element of the Council and must act in accordance with the 7 Principles of Public Life;
2. become apolitical in public; knowing that any views expressed may be interpreted as views of the Council.
3. are not to speak on behalf of the Council in any way whatsoever.

3. Nomination and Appointment

Nominations for Honorary Aldermen/Alderwomen may be made by any serving Member of the Council by way of a letter or email to the Chief Executive. The nomination must be received within two years of the nominee ceasing to be a councillor and must set out the reasons for the nomination, having regard to the criteria for appointment.

The nomination will be considered by the Executive Board and assessed against the criteria for appointment. If the criteria are met, a recommendation for appointment will be made to Council for the final decision.

A special council meeting shall be convened by the Mayor to consider the recommendation. During the meeting a Notice of Motion will be put forward to confer the title of Honorary Alderman/Alderwoman on the nominee(s) to recognise their services to the Council and the community. The Motion shall be seconded and the resolution passed by not less than two thirds of the Members present.

If the Resolution is passed, arrangements will be made by the Democratic Services Manager to order the scrolls and arrange a second special council meeting so that those being awarded the title of Honorary Aldermen/Alderwomen will be presented with:

A ‘Certificate of Conferral of the Status of Honorary Alderman/Alderwoman’ which will carry the Council’s Coat of Arms and the Common Seal of the Council, witnessed by the Mayor and the Chief Executive. The certificate will be framed for presentation.

Following the presentation, those appointed Honorary Alderman/Alderwomen will be asked to sign the ‘Roll of Honorary Aldermen/Alderwomen’.

4. Criteria for appointment

Any person nominated for the appointment of Honorary Aldermen/ Alderwomen must meet the following criteria:-

1. they are a past member of the Council;
2. they have made a significant contribution to public life;
3. they have given notable service on behalf of the Council, which has enhanced the reputation of Councillors and the Council itself;
4. they have served the Borough for 12 years or three terms or more as a Borough Councillor, or with service in another role (e.g. Metro Mayor); and
5. they are no longer seeking election to Halton Borough Council.

Any person who meets the above qualification criteria will not automatically become an Honorary Alderman/Alderwoman. The process set out in section 3 must be followed.

5. Withdrawal of title

There may be occasions where, due to the past or future behaviour of individuals who have been appointed as Honorary Aldermen/Alderwomen, the Council may wish to remove the title of Honorary Alderman/Alderwoman from an individual in order to protect the reputation of the Council.

Removal of the title of Honorary Alderman/Alderwoman will follow the same process as appointment (proposed and seconded, and then a resolution of two thirds of those present must be passed). However, it may take place at any meeting of Full Council rather than a specially convened meeting.

6. Past Appointments

The following people were Honorary Aldermen/Alderwomen: -

- The Rt Hon Lord Ashley of Stoke
- The Rt Hon Gordon Oakes
- Honorary Alderman R Eastup
- Honorary Alderman R Beswick
- Honorary Alderman S Gerrard
- Honorary Alderman J Hughes
- Honorary Alderman S Broome
- Honorary Alderman Mrs O Smith

REPORT TO:	Executive Board
DATE:	13 th July 2023
REPORTING OFFICER:	Corporate Director: Chief Executive's Delivery Unit
PORTFOLIO:	Corporate Services
SUBJECT:	Transformation Programme Update
WARDS:	Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 To provide an update on progress made within the Council's Transformation Programme.

2.0 RECOMMENDATION: That

- 2.1 Executive Board note the contents of the update.**

3.0 SUPPORTING INFORMATION

- 3.1 The first report to Executive Board on 15th June 2023 set out the context and approach to the Transformation Programme across the Council.
- 3.2 Work continues to develop the scope of projects alongside service areas with a view to supporting changes within service that are designed to optimise operations, align service provision with demand, and reduce the cost of service provision.
- 3.3 The initial programme structure has been augmented to increase capacity as projects come on stream. The schedule of projects in Appendix A has been updated to reflect this.
- 3.4 The programme methodology is now becoming embedded. It is reflective of the 'Delivery Unit' model used in Government, and subsequently in other local authorities. It balances service involvement and ownership, with project support and challenge.
- 3.5 The focus is now on applying the methodology through robust arrangements to identify and realise financial savings and service optimisation.

4.0 POLICY IMPLICATIONS

At this stage no requirement for new or amended policies has been identified.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The estimated savings for the programme are outlined in Appendix B. This is a replication of the table in the report in June 2023, but will be replicated on a monthly basis as this must remain the Council's primary focus in the current financial climate.
- 5.2 The purpose of the Transformation Programme is to achieve these savings and progress against these targets. As savings start to be tracked and realised, they will be included in this monthly Board report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

The Transformation Programme is designed to deliver activity to support the effectiveness of the Council that will cut across all priorities.

6.2 Employment, Learning and Skills in Halton

The Transformation Programme is designed to deliver activity to support the effectiveness of the Council that will cut across all priorities.

6.3 A Healthy Halton

The Transformation Programme is designed to deliver activity to support the effectiveness of the Council that will cut across all priorities.

6.4 A Safer Halton

The Transformation Programme is designed to deliver activity to support the effectiveness of the Council that will cut across all priorities.

6.5 Halton's Urban Renewal

The Transformation Programme is designed to deliver activity to support the effectiveness of the Council that will cut across all priorities.

7.0 RISK ANALYSIS

Governance arrangements will include a detailed risk register. These will be closely monitored throughout the course of each project and measures put in place to mitigate any risks arising. Any significant risks requiring

action outside of the programme will be escalated accordingly.

8.0 EQUALITY AND DIVERSITY ISSUES

Equality Impact Assessments to be undertaken for each of the projects or components of projects where specifically required.

9.0 CLIMATE CHANGE

Impacts on climate change will be considered for each of the projects where required. There are no identifiable impacts on climate change at this stage.

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

None under the meaning of the Act.

APPENDIX A**TRANSFORMATION PROJECTS**

Adults Directorate	Enabling greater independence and flexibility for adults
	Maximising digital technology innovations across Adult Social Care
Chief Executive's Directorate:	A strong corporate centre <i>Sub-projects now in progress are:</i> <ul style="list-style-type: none"> - Realignment of Administrative Support services - Enhanced workforce management to reduce agency costs
	Becoming an employer of choice <i>Sub-projects now in progress are:</i> <ul style="list-style-type: none"> - Optimised recruitment processes
	Simplifying the customer journey <i>Sub-projects now in progress are:</i> <ul style="list-style-type: none"> - Review and reconfiguration of customer interaction
Children's Directorate	A stable, sustainable service that is improving outcomes for children, young people and families <i>Sub-projects now in progress are:</i> <ul style="list-style-type: none"> - Implementation of an employment offer to reduce agency usage and stabilise the Children's Social Care workforce
	A clear, affordable and appropriate SEND offer
Environment & Regeneration Directorate	Maximising outcomes and opportunities <i>Sub-projects now in progress are:</i> <ul style="list-style-type: none"> - Commercial review of the Stadium
	Accelerating growth

APPENDIX B**ESTIMATED SAVINGS**

	2023/24 (£)	2024/25 (£)	2025/26 (£)
Adults / Adults with Learning Difficulties	1,034,802	4,139,208	5,174,010
Children's Services	301,959	1,207,835	1,509,793
Special Educational Needs	100,000	400,000	500,000
Accelerating Development & Growth Income & Asset Realisation	100,000	400,000	500,000
Optimised Services	463,239	1,852,957	2,316,197
Totals	2,000,000	8,000,000	10,000,000

REPORT TO:	Executive Board
DATE:	13 July 2023
REPORTING OFFICER:	Operational Director – Finance
PORTFOLIO:	Corporate Services
TITLE:	Treasury Management Annual Report 2022-23
WARDS:	Borough-wide

1.0 PURPOSE OF REPORT

- 1.1 The purpose of this report is to provide an update regarding activities undertaken on the money market as required by the Treasury Management Policy.

2.0 RECOMMENDED: That the report be noted.

3.0 SUPPORTING INFORMATION

Economic Outlook

- 3.1 The following analysis of the economic situation has been provided by Capita Asset Services, the Council's treasury management advisors. The analysis reflects the economic situation to 31 March 2023.
- 3.2 Against a backdrop of stubborn inflationary pressures, the easing of Covid restrictions in most developed economies, the Russian invasion of Ukraine, and a range of different UK Government policies, the UK interest rates have been volatile, from the Bank Rate through to 50-year gilt yields, for all of 2022/23.
- 3.3 Quarter 2 of 2022 saw UK GDP deliver growth of +0.1%, but this was quickly reversed in the third quarter, albeit some of the fall in GDP can be placed at the foot of the extra Bank Holiday in the wake of the Queen's passing. Q4 GDP was positive at 0.1%. Most recently, January saw a 0.3% increase in GDP as the number of strikes reduced compared to December.
- 3.4 Nevertheless, CPI inflation picked up to what should be a peak reading of 11.1% in October 2022. Although hopes for significant falls from this level will very much rest on the movements in the gas and electricity markets, as well as the supply-side factors impacting food prices. As of April 2023, CPI was 8.7%.

- 3.5 The UK unemployment rate fell through 2022 to a 48-year low of 3.6%, and this despite a net migration increase of around 500,000. The UK labour force shrunk by 500,000 in the year to June. Without an increase in the labour force participation rate, it is hard to see how the UK economy will be able to grow its way to prosperity.
- 3.6 The Bank Rate increased steadily throughout 2022/23, starting at 0.75% and finishing at 4.25%.
- 3.7 The economic analysts, Capital Economics, expect GDP to contract by around 0.2% in quarter 1 and forecast a recession this year involving a 1.0% fall in GDP.
- 3.8 The pound has remained resilient of late, recovering from a record low of \$1.035, on the Monday following the Truss government's "fiscal event", to \$1.23. Notwithstanding the pound's better run of late, 2023 is likely to see a housing correction of some magnitude as fixed-rate mortgages have moved above 4.5% and affordability has been squeezed despite proposed Stamp Duty cuts remaining in place.

Interest Rate Forecast

- 3.9 The following forecast has been provided by Capita Asset Services.

Link Group Interest Rate View	27.03.23											
	Jun-23	Sep-23	Dec-23	Mar-24	Jun-24	Sep-24	Dec-24	Mar-25	Jun-25	Sep-25	Dec-25	Mar-26
BANK RATE	4.50	4.50	4.25	4.00	3.50	3.25	3.00	2.75	2.75	2.50	2.50	2.50
3 month ave earnings	4.50	4.50	4.30	4.00	3.50	3.30	3.00	2.80	2.80	2.50	2.50	2.50
6 month ave earnings	4.50	4.40	4.20	3.90	3.40	3.20	2.90	2.80	2.80	2.60	2.60	2.60
12 month ave earnings	4.50	4.40	4.20	3.80	3.30	3.10	2.70	2.70	2.70	2.70	2.70	2.70
5 yr PWLB	4.10	4.10	3.90	3.80	3.70	3.60	3.50	3.40	3.30	3.20	3.20	3.10
10 yr PWLB	4.20	4.20	4.00	3.90	3.80	3.70	3.50	3.50	3.40	3.30	3.30	3.20
25 yr PWLB	4.60	4.50	4.40	4.20	4.10	4.00	3.80	3.70	3.60	3.50	3.50	3.40
50 yr PWLB	4.30	4.20	4.10	3.90	3.80	3.70	3.50	3.50	3.30	3.20	3.20	3.10

During the period of this report the bank base rate increased four times from 2.25%, to 4.25% in March 2023.

- 3.10 The borrowing rates from September 2022 to March 2023 are shown below:

Short Term Borrowing Rates

	Sep	Oct	Nov	Dec	Jan	Feb	Mar
	%	%	%	%	%	%	%
Base Rate	2.25	2.25	3.00	3.50	4.00	4.00	4.25
Call Money (Market)	2.15	2.15	2.90	3.40	3.40	3.90	4.15
1 Month (Market)	2.45	2.90	3.15	3.55	3.85	4.05	4.25
3 Month (Market)	3.80	3.40	3.50	4.00	4.05	4.30	4.45

Longer Term Borrowing Rates

	Sep	Oct	Nov	Dec	Jan	Feb	Mar
	%	%	%	%	%	%	%
1 Year (PWLB)	4.69	3.89	4.07	4.33	4.22	4.83	4.78
10 Year (PWLB)	4.95	4.42	4.06	4.61	4.26	4.66	4.35
25 Year (PWLB)	4.77	4.51	4.28	4.86	4.59	4.98	4.70

- 3.11 Market rates are based on rates provided by Reuters and PWLB rates are for new loans based on principal repayable at maturity. The rates are shown for the end of each month.

Borrowing and InvestmentsTurnover During the Period

	No of deals	Turnover £m
Short Term Borrowing	4	20
Short Term Investments	7	60

Position at Month End

	Sep £m	Oct £m	Nov £m	Dec £m	Jan £m	Feb £m	Mar £m
Total Borrowing	172	172	182	187	182	182	187
Total Investments	(121)	(117)	(122)	(123)	(107)	(96)	(92)
Call Account Balance	(6)	(11)	(11)	(6)	(11)	(11)	(10)

Investment Benchmarking October 2022 to March 2023

Benchmark	Benchmark Return %	Performance Oct - Mar %	Investment Interest Earned £000
1 day	3.15	1.65	62
1 month	3.46	-	-
3 month	3.50	-	-
6 month	4.22	3.63	782
9 month	4.62	-	-
12 month	4.74	1.56	373
Over 12 months	-	0.87	69
Property Fund	-	1.99	199
Total			1,485

- 3.12 The table above shows that the Council is under the benchmark on all investment returns received over the last six months. The reason for this is that the interest rates shown above are the average received over the period, and the Council's investments were agreed when rates were lower, this will particularly be the case for investments with a longer duration. If rates begin to drop in line with Capita estimates over the following year, the Council would be in a position to get closer to, or to over-achieve against the benchmarks in 2023/24.

Budget Monitoring

- 3.13 Due to the increase in business rates generated above that budgeted, the Council raised £1.4m in interest over the budget target in 2022/23.

Net Interest at 31st March 2023			
	Annual Budget £000	Actual £000	Variance £000
Investments	(578)	(2,025)	1,447
Borrowings	1,099	1,138	(39)
Total	521	(887)	1,408

New Long-Term Borrowing

- 3.14 The Council has not borrowed any long-term funds during this period.

Policy Guidelines

- 3.15 The Treasury Management Strategy Statement (TMSS) for 2022/23, which includes the Annual Investment Strategy, was approved by the Council on 16 February 2022. It sets out the Council's investment priorities as being:

- Security of capital;
- Liquidity; and
- Yield

3.16 The Council will also aim to achieve the optimum return (yield) on investments commensurate with proper levels of security and liquidity. In the current economic climate and the heightened credit concerns it is considered appropriate to keep the majority of investments short term and to ensure all investments are in line with credit rating methodology.

Treasury Management Indicators

3.17 It is a statutory duty for the Council to determine and keep under review the affordable borrowing limits. The Council's approved Treasury and Prudential Indicators were set out in the Treasury Management Strategy Statement and are reviewed in Appendix 1.

Debt Rescheduling

3.18 No debt rescheduling was undertaken during the quarter.

4.0 POLICY IMPLICATIONS

4.1 None.

5.0 FINANCIAL IMPLICATIONS

5.1 The financial implications are as set out in the report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 There are no direct implications, however, the revenue budget and capital programme support the delivery and achievement of all the Council's priorities.

7.0 RISK ANALYSIS

7.1 The main risks with Treasury Management are security of investment and volatility of return. To combat this, the Authority operates within a clearly defined Treasury Management Policy and annual borrowing and investment strategy, which sets out the control framework

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 None.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 None

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

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

Treasury and Prudential Indicators – 2022/23

Prudential Indicators	2021/22	2022/23	
	Full Year Actual £000	Original Estimate £000	Full Year Actual £000
Capital Expenditure	21,901	30,496	27,549
Net Financing Need for the Year <i>(Borrowing Requirement)</i>	3,254	18,397	182
Increase / (Decrease) in CFR <i>(Capital Financing Requirement)</i>	(14,817)	(193)	(10,248)
Ratio of Financing Costs to Net Revenue Stream <i>(Proportion of cost of borrowing to Council's net revenue)</i>	6.0%	6.9%	6.4%
External Debt <i>(Borrowing plus PFI and lease liabilities)</i>	537,678	525,358	540,288
Operational Boundary <i>(Limit of which external debt is not expected to exceed)</i>	559,676	552,679	552,679
Authorised Limit <i>(Limit beyond which external debt is prohibited)</i>	630,824	627,133	627,133

Upper limit for principal sums invested for longer than 1 year	31/03/2022 £000	31/03/2023 £000
Upper limit of principal sums invested for longer than 1 year	40,000	40,000
Investments in excess of 1 years outstanding at year-end'	20,700	26,700

REPORT TO:	Executive Board
DATE:	13 July 2023
REPORTING OFFICER:	Executive Director – Environment and Regeneration
PORTFOLIO:	Employment, Learning and Skills, Community and Culture.
SUBJECT:	The Brindley Theatre
WARD(S)	Borough-wide

1.0 **PURPOSE OF THE REPORT**

- 1.1 To set out the financial position of the Brindley since its opening and request Members delegate the full commercial programming of the Brindley Theatre to the Brindley Manager and Leisure Services Divisional Manager.

This matter was discussed in detail at the Employment, Learning and Skills, and Community Policy and Performance Board (ELS & C PPB), on 19th June 2023. Members of the PPB presented reasons both in favour of and against the proposal. The PPB emphasised the need to take into account the wider views of Members. After careful consideration, PPB Members agreed to submit the report to the Executive Board.

2.0 **RECOMMENDATION: That**

- 1) **the report is approved; and**
- 2) **the Board delegates the full commercial programming of the Brindley Theatre to the Brindley Manager and Leisure Services Divisional Manager in consultation with the Portfolio Holder for Employment, Learning and Skills, Community and Culture.**

3.0 **SUPPORTING INFORMATION**

- 3.1 The Brindley Theatre opened in 2004 and operated with a large subsidy from the Council, in excess of £1 million per annum.
- 3.2 By 2011 the Brindley was generating income of £477,333 with expenditure of £1,042,751 and therefore still running at a £565,418 deficit. This deficit had to be reduced if the venue was to continue to

operate.

- 3.3 In order to reduce the deficit a commercial management review was embarked upon for the Venue in 2012, with the former Chief Executive and the former Strategic Director Enterprise, Community and Resources. Instrumental to this review was an overhaul of the venues programming to a more varied and commercial programme, to be more inclusive and engaging for the local community and to provide something for everyone. Please follow the link to current programme <https://thebrindley.org.uk/> brochures will be provided at the meeting.
- 3.4 Pre Covid (2017/18) the Brindley was generating income of £1,263,659 with expenditure of £1,263,051 with a £393 deficit. The change in fortunes was directly as a result of the varied programme.
- 3.5 Through the Covid period (2019 – 2022) the venue continued to break even due to Government Grants from the Culture Recovery Fund.
- 3.6 In 2024 a large extension will commence at the venue as part of the Town Deal Fund - Reconnecting Runcorn programme. This will make the venue an aspirational cultural hub for the borough. The refurbishment will naturally require additional revenue in order to function, as the extension adds a considerable amount of new floor space. It is important therefore, to look at ways to protect the reputation that has been built through the Brindley brand as a sub-regional theatre and increase income opportunities, wherever possible.
- 3.7 The commercial programming of the venue is critical to maximising income and to maintain the venues break even position in a highly competitive and challenging marketplace. The Brindley Manager and Leisure Services Divisional Manager would resume full responsibility for the programming and when the need arises, consult the Operational Director for Community and Greenspace and the Executive Director for Environment and Regeneration.

4.0 **POLICY IMPLICATIONS**

- 4.1 The Brindley supports all the Council's priorities.

5.0 **FINANCIAL IMPLICATIONS**

- 5.1 As outlined in the report, the figures speak for themselves. Operating commercial programming has been critical to reducing the subsidy requirement from the Council. If the programming is restricted, then new subsidy will be required.

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

6.1 **Children & Young People in Halton**

The current programme provides ample opportunity for children and young people not only to come and watch performances, but to be involved in performances, which can improve confidence and raise self-esteem. We have over 90 Dance Schools who regularly use the Brindley for rehearsals and shows. In addition, the Halton Primary Arts Network schools regularly use the performance space.

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

The Brindley supports the Council's priorities from an employment learning and skills perspective as it is a key employer in the town with over one hundred staff, largely made up of casual staff with flexible hours.

6.3 **A Healthy Halton**

The venue is a social gathering place and can help reduce loneliness. The venue also has free to use spaces; the gallery and café area, with free Wi-Fi and as it becomes home to the Runcorn Old Town Library and a larger café/ restaurant area the opportunities for local people will increase and include free PC access.

6.4 **A Safer Halton**

Advice has been taken from Cheshire Police Counter Terrorism Unit for the existing Brindley and the extension, to promote a safe venue for customers and staff.

6.5 **Halton's Urban Renewal**

The theatre is an important selling point when attracting inward investors and businesses to the borough and is the key flagship project within the Reconnecting Runcorn programme.

7.0 **RISK ANALYSIS**

7.1 The most significant risk to the Brindley theatre is that to its reputation and long-term financial sustainability. We acknowledge that it is a Council run venue and it needs to compete with commercial run venues in the sub region. The Brindley's reputation can be damaged by cancelling acts and uninviting performers. The agents and promoters of shows are in a contact with each other. We want to avoid putting doubt into any agents' minds that their show could be next. If the Brindley gets tarnished as censorship venue, we will lose performers and by losing performers, we lose income.

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 The Brindley Theatre is open and fully accessible. As part of the new extensions a Changing Places facility will be installed which will not only serve the Brindley, the wider town centre.

9.0 **CLIMATE CHANGE IMPLICATIONS**

9.1 There are no direct climate change implications as part of this report. However, the Brindley extension project is including significant climate supporting measures. These were reported to Executive Board on 20 April 2023 (EXB111).

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

10.1 None under the meaning of the Act.

REPORT TO: Executive Board

DATE: 13 July 2023

REPORTING OFFICER: Executive Director – Environment and Regeneration

PORTFOLIO: Environment and Urban Renewal

SUBJECT: Transport Infrastructure Update

WARDS: Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 To update Members on the improvements being made to the Borough's transport infrastructure and network, and to seek the Board's approval for the next set of transport related projects. The last comprehensive update to the Board was provided in June 2019
- 1.2 At the present time, central government transport policy is very much focussed on tackling climate change, decarbonising the transport network, promoting public transport, and encouraging modal shift to active travel means (such as cycling and walking, as the majority of private car journeys are less than 5km in distance). Funding for schemes reflects these national government policy drivers and is distributed competitively (against other local authorities) via bidding, but success is not guaranteed.

2.0 RECOMMENDATION: That

- 1) Members approve the list of schemes in Appendix 1 to this report to be developed into deliverable schemes (including design and feasibility work, business case preparation, funding bids, and when appropriate, grant acceptance, and entry into the Council's Capital Programme);**
- 2) the Operational Director, Planning, Policy and Transport be authorised, in consultation with the Portfolio Holder for Environment and Urban Renewal, to take the necessary actions to ensure value for money through the appropriate procurement processes relating to the list of schemes (Appendix 1 and 2); and**
- 3) the Operational Director, Planning, Policy and Transport be authorised, in consultation with the Portfolio Holder for Environment and Urban Renewal, to take any other actions necessary to accept grant funding and enable timely delivery of the list of schemes (Appendix 1 and 2).**

3.0 SUPPORTING INFORMATION

- 3.1 Good transport links bring significant benefits to people, businesses, the environment, and the overall economy of the Borough. For example, good transport can: help people access jobs; help shape greener and healthier places; attract new firms and investment; and unlock new development sites for business and housing.
- 3.2 Halton has natural advantages in its geographical location and excellent transport links. The Council continues to invest in a comprehensive programme of infrastructure projects with the objective of providing safe, efficient, and effective transport systems to facilitate sustainable growth.
- 3.3 These schemes also meet the Council's wider policy objectives of reducing congestion, reducing road casualties, efficient freight movement, providing access to opportunities, improving health and well-being, air quality improvement, and tackling climate change.

4.0 POLICY IMPLICATIONS

- 4.1 Halton's adopted Local Transport Plan 3 (LTP3) sets out the statutory context for investment in infrastructure to 2025/6. In association with the 22 'Primary Transport Strategies' contained in LTP3 there are a number of major schemes and improvement projects covering road, rail, bus, cycling and walking.
- 4.2 The major schemes (identified in Chapter 10 (page 192) of the LTP3) are now complete. Chapter 11 (Implementation Options, page 200) sets out further schemes across all modes of transport. Many of these schemes have been delivered.
- 4.3 Following adoption of LTP3, there have been a number of changes to the way transport strategy and funding is administered. In 2015 the Liverpool City Region Combined Authority (LCR CA) was created. New priorities exist in the form of Transport for the North, Northern Powerhouse Rail and High Speed 2. The Combined Authority is addressing these through an emerging Local Transport Plan 4.
- 4.4 The CRSTS (City Region Sustainable Transport Settlement) is now the primary source of funding for transport interventions. Department for Transport funding is now directed to the LCR CA and redistributed to the local councils. This means that funding that was previously dedicated to Halton now forms part of a City Region investment strategy. It is therefore imperative that Halton's future transport interventions are closely scrutinised on the basis of benefits and deliverability in the context of the City Region, rather than solely at a Borough level. However, it is also imperative that schemes are developed to an advanced stage of design and appraisal to ensure funding success.

- 4.5 Appendix 1 contains the list of schemes that form Halton's 'transport pipeline'.

5.0 OTHER IMPLICATIONS

- 5.1 The Council has lead and delivered on a number of major transport interventions. Some of the highlights are set out in the paragraphs below.

5.2 Highways

The Council is responsible for the maintenance of a £2.3 billion asset in the Highway network comprising of 606 km of roads, 838 km of footway, 141 highway bridges and 85 other structures. All have to be maintained, requiring a complex annual asset management based programme (see Appendix 2).

5.3 Silver Jubilee Bridge

The SJB is having new LED architectural floodlighting installed. The SJB will have further painting work completed below the deck this year; the steelwork of the bridge requires constant maintenance to protect this listed structure and key crossing over the Mersey.

5.4 East Runcorn Connectivity

The East Runcorn Connectivity (ERC) project comprises a set of schemes to enable the Local Plan growth identified at East Runcorn including; A56 Major Maintenance, Daresbury Expressway (A558) widening; Active Travel links; Whitehouse Access Link; E-mobility; and Alternative Energy. The ERC project is in Year 3 of its business case development, with the first of the Full Business Cases (A56) to be submitted to in autumn of this year. The other business cases of the ERC are being developed. Ongoing work includes: geo-technical surveys; preliminary design, stakeholder consultation, master planning, and active travel link design. The project supports not only the growth identified in the Local Plan, and the resilience of the East Runcorn area, but also the wider borough priorities of health and well-being (active travel), transport decarbonisation (e-mobility and sustainable travel links).

5.5 Runcorn Town Deal

The Runcorn Town Centre connectivity project seeks to improve sustainable links with a section of High Street acting as an enabler to the wider town centre regeneration scheme. The scheme will deliver an improved public realm with a segregated cycle path compliant with LTN/120 guidance.

5.6 Electric Vehicle Charging Points

A second funding application has been submitted for 28 charge points (14 units) in residential areas (Ashridge Street, Beechers, Mersey Road, Runcorn, Thomas Street Car Park, Wharford Lane). This application builds on the existing public network that has already been deployed and consists of 29 on-street charges and a further 8 in public car parks and spaces.

5.7 Network Models

It is necessary to keep the Borough's highway network models up to date to allow for accurate traffic analysis to be undertaken and understand the impact of new developments and proposed infrastructure options on the operation of the network. Work to update both the Mersey Gateway traffic model, and the local element of the LCR model, are ongoing to ensure they can be used as evidence to support future scheme bids.

5.8 Traffic Management & Road Safety

Pressure to improve traffic flow, reduce energy use and improve environmental benefits has driven investment in Intelligent Transport Systems (ITS). All traffic signals have now been upgraded to LED. This provides energy and maintenance savings.

5.9 Over recent years there has been a programme to convert the lamps in the street lights to LEDs. To date, 85% of Halton's 20,000 street lights have been changed to LED. Typical overall energy savings of the schemes that have been installed to date, resulted in an energy reduction of around 70%.

5.10 In terms of road safety, the Community Speed Watch initiative is now active at 25 sites across Halton. The Council has carried out risk assessments at all sites, provided PPE and road signage, and worked closely with Cheshire Police. New mobile camera sites have been installed at a number of locations, including Wilmere Lane, Derby Road, and Moorfield Road, and the speed camera on A562 Speke Road has been recommissioned. A new speed activated 'SLOW DOWN' sign has been installed at A5080 Cronton Lane, together with improvements to carriageway at puffin crossing. In addition, new speed indication devices (SiDs) have been commissioned in response to requests.

5.11 A series of physical safety improvements have been carried out across the Borough, for example, improvements to road markings and layouts as part of a road casualty reduction programme at over 20 locations. Improvements to aid pedestrian movements at over a dozen school sites have been completed, and as a consequence, Child KSIs are at a record low. Pedestrian crossing points around Chorleys Lane roundabout (Moorfield Road), a pedestrian refuge island on Prescott Road to enhance safety for pedestrians, and junction improvements at Halton Road to improve visibility for vehicles emerging from side roads, and improvements to pedestrian crossing facilities at Windmill Hill Avenue East have all been implemented. A small road improvement scheme has been ordered for Mersey Road, West Bank. A scheme is planned for Hough Green Road (new 30mph limit, and refuge island near playing fields in response to local concerns) and Picow Farm Road. Both these sites have seen fatal collisions in recent years.

5.12 The Road Safety Team are delivering national and local road safety strategies. Engagement with schools is excellent and pop-up bollards that

keep footways clear of parked vehicles have proved both effective and popular with schools. School Crossing Patrols continue to provide an effective way to enhance safety of children at our busiest school sites and are very popular with children and parents.

5.13 During 2022-2023 there were 1550 Bikeability training sessions delivered to children aged 3 – 12. These sessions are split into: Balanceability; Learn to Ride; to Level 1; Level 2; and Level 3. The breakdown is as follows:

- 239 pre-school reception year 1 received Balanceability
- 394 Year 2 pupils received Learn to ride;
- 182 Year 3& 4 received Level 1
- 728 Year 5 & 6 pupils received Level 2 (learning to ride on the road learning emergency stop, overtaking a parked car, turning left / right out of a junction)
- 7 Year 6 pupils received Level 3 (riding on complex roads)

Cycling & Walking

5.14 Halton has approximately 74km of public rights of way (including 71km of footpath and 3km of bridleways). Appendix 2 of this report sets out the most recent schemes undertaken to extend and link this network (set out under 'sustainable transport schemes').

5.15 An interconnected cycle network now exists that allows cycle / active travel within and beyond the borough. For example the new cycleway over the SJB connects into the Trans-Pennine Trail (running east / west), and extends north to Prescott and St Helens. On the Runcorn side, there are links from SJB onto the Bridgewater Canal, and also along the busway through Astmoor. These routes connect into the bridleway at Moore and also along Keckwick Lane to join the A56 cycleway into Warrington.

5.16 Since 2020, investment has been made in the Runcorn busway to provide a car free route for cyclists that connects to key locations, such as Halton Lea, the local centres, and schools.

5.17 The new cycle link between Dukesfield and Runcorn Station opened at the end of June, providing direct access to the rail station and bus hub at RSQ, together with onward connections into the wider active travel network.

5.18 Rail

Runcorn East is having improved facilities funded by Transport for Wales, this work will include signage, ticket machines, cycle storage and improved waiting areas. Further access improvements are planned for both Hough Green and Widnes Stations, but are funding dependent.

5.19 Bus

The Combined Authority is undertaking a consultation on how buses should be run, with an option to undertake bus franchising to reform bus

services. The consultation runs until 3rd August, and further details can be found online:

- <https://www.liverpoolcityregion-ca.gov.uk/movingbusesforward/>
- <https://www.liverpoolcityregion-ca.gov.uk/movingbusesforward/consultation-events/>

5.20 The £2 fare cap remains in place for the time being, it is currently funded from the BSIP (Bus Service Improvement Plan) funding received from Government. Operators are reporting an upturn in patronage as a result of this reduced fare.

5.21 'Green Bus Routes' are in development across the City Region, these routes seek to use clean technology buses, such as hydrogen. The 79C corridor is being considered that travels to Halton. This route goes from Liverpool to Murdishaw (via Wavertree, Belle Vale, Widnes, Runcorn town centre, Halton Lea and Murdishaw). In conjunction with this, bus priority improvements are planned at a number of traffic signalled junctions to improve journey times.

5.22 A total of 30 new bus shelters were installed across the Borough during the 2022/23 financial year, and 4 bus stops were upgraded to Equalities Act 2010 standards, which includes installing higher kerbs to provide level access to board buses.

6.0 RISK ANALYSIS

6.1 Access to funding for large projects will remain a challenge. The cost of programme development to individual local authorities is increasing due to the competitive nature of funding opportunities and the level of subscription (i.e. the number of bids submitted from across the LCR). It is clear that Halton requires a 'pipeline' of schemes, with feasibility, appraisal, and business cases in place, to allow access to funding and swift delivery. Appendix 1 identifies this scheme pipeline.

6.2 Scheme development requires a range of unique skills in the form of engineering design, cost assessment and quantity surveying, land acquisition knowledge, contract management, niche appraisals (Webtag), funding and bid formulation. In-house staff no longer have all the required skills and consultants are relied upon to provide bespoke input. This has implications for time and cost in programme development.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 Transport networks should be ubiquitous and open for everyone. Each scheme is appraised separately to ensure it provides equality of access for all users.

8.0 CLIMATE CHANGE IMPLICATIONS

- 8.1 Investment in public transport and active travel is fundamental to tackling climate change. A significant amount of carbon emissions and air pollution arises from the use of internal combustion engines (ICE) as a travel choice. Many of these journeys are over short distances (less than 5km). The initiatives set out in this report ensure that people in Halton have a realistic choice in the way they travel, and that alternatives to the private ICE car are available.

9.0 FINANCIAL IMPLICATIONS

The report provides an overview of existing and future transport infrastructure projects. Further details on the proposed financing of future pipeline projects will be presented to the Executive Board as projects are developed.

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

Document	Place of Inspection	Contact Officer
LTP3 (Adopted) https://www3.halton.gov.uk/Pages/councildemocracy/TransportPolicy.aspx	Municipal Building	Alasdair Cross
LTP4 (Emerging) https://www.liverpoolcityregion-ca.gov.uk/what-we-do/transport/ltp-4-consultation/	Municipal Building	Alasdair Cross

APPENDIX 1 - FUTURE TRANSPORT NETWORK PIPELINE

NAME OF SCHEME	BENEFITS	DESCRIPTION
Runcorn Station Building	Improved public transport interchange; catalyst for area regeneration	Following the completion of Phase 1, Phase 2 seeks to provide a new Station building subject to securing funding which will provide new ticketing, waiting, rest room and kiosk facilities.
Wilmere Lane Slips (Highways England)	Address current congestion issues	Seeks to explore options to alleviate congestion at the M62 J7 area
Hough Green and Widnes Stations	Safe and compliant access to the stations. Encourages use.	The east bound platform at Hough Green station is only accessible via a steep flight of steps. For disabled users alighting here, the only way off the platform is across the lines. Widnes station is accessed on the east bound platform by a bridge and a non-compliant ramp, the ramp is currently too steep for use by wheelchair users and does not have any rest areas
Spike Island Access Bridge	Maintenance and improvement	Mersey Gateway funded replacement of old timber bridge. Scheme will provide access for maintenance vehicles to Spike Island, together with improved access for pedestrians and cyclists and additional connection to the Trans-Pennine Trail.
Ditton / Halebank Road Bridge	Improved access	As recognised in the LTP3, this scheme seeks options to improve traffic movements in this area, to support inclusive growth through improved access to job opportunities, as well as helping to sustain existing residential communities. Options must compliment the Halton Curve and potential reopening of Ditton Station to improve connectivity in the 3MG / Ditton / wider 'Speke Approaches' growth corridor.
Daresbury A558 Dualling	Reducing congestion; improving access to Enterprise Zone & development sites in the East Runcorn.	As recognised in the LTP3 The Daresbury Expressway (A558) is single carriageway from Pitts Heath Lane to Innovation Way, this scheme proposes to investigate the options into dualling this section to complete the network.
Whitehouse Enabling Infrastructure	East Runcorn Opportunities; reducing	Feasibility work to understand future options to service the Whitehouse Industrial Estate and route HGV traffic away from Preston Brook Village.

	traffic impacts e.g. HGV routes	
Local Cycling and Walking Infrastructure Plan – LCWIP	Development of Local Cycle Walking Infrastructure Plan	It is a requirement for Halton to establish its own LCWIP which will identify and prioritise a future programme for active travel (cycling and walking) across the borough. This strategy will provide the blueprint for future cycle and walking investment which is LTN/120 compliant.
Local Cycling and Walking Infrastructure Plan – LCWIP	Car free routes; health promotion; improved connectivity; sustainable transport; access to employment and housing areas	The first phase of work has already been completed.
Runcorn Busway		The scheme addresses challenges for cyclists to access areas of employment across Runcorn into Daresbury. The challenge is to have as much of the route traffic free as possible and for the large part this is achievable.
Runcorn Employment Links		Improved cycle and walking facilities between Runcorn Stations, Runcorn Town Centre and Runcorn Shopping City, Halton Brow and other key destinations
Widnes Town Centre links		To improve sustainable links around Widnes Town Centre to local neighbourhoods.
3MG Employment links		Cycling and walking improvements to complement Halton Curve and potential for reopening Ditton Station e.g. Ditton Bridge to Newstead Road. Improves the sustainability and connectivity of the 3MG Ditton Corridor and wider 'Speke Approaches' growth corridor - supporting more balanced growth by improving access to job opportunities as well as helping to sustain and grow residential communities.
Trans-Pennine Trail		Surface upgrade and route improvements to this national coast to coast cycle route
North Widnes Active Travel Links		Improved sustainable travel routes and links in the north Widnes area

Electric Vehicle Infrastructure	Reduced emissions, reducing health inequalities, climate change	Local Electric Vehicle Charging Strategy which will identify and prioritise a future EV charging network across the borough. This work will support any future funding applications to deliver a network of EV chargers across the Borough. Delivery and installation of charge points in accordance with the EV Strategy.
Decarbonising Council Fleet	Reduced emissions, reducing health inequalities	Where appropriate changing fleet vehicles to EV / Hybrid to reduce carbon footprint of Council owned vehicles
Halton Bus Routes	Car free routes; health promotion; improved connectivity, addressing transport inequalities, Supporting growth.	Implementation of green bus corridors Introduce the final and missing part of the network which would include Manor Park, Sandymoor and Daresbury (East Runcorn). -Introduction of bus gates -prioritised routes -improved bus waiting areas -realtime information
Park and Ride Facilities	Car free routes; health promotion; improved connectivity, addressing transport inequalities, Supporting growth.	Reducing reliance on car for inter district travel. Explore potential locations within Halton.
Borough wide Transport Network Maintenance & Improvement Schemes / Funding	Protection and improvement of existing network assets and new connections to the network	Under current funding arrangements, the Dept for Transport and Combined Authority distribute funding to individual local authorities for the maintenance and improvement of the transport network. An example is the Local Transport Capital Funding Block (Pot Hole Fund), whereby funding is provided for pot hole repairs. The timing and value of these funds can vary, however it is imperative that funding is invested in the network as soon as practically possible. It is therefore expedient to have delegated authority to accept and spend grant funding of this nature.
Safety Cameras	Improved road safety	Installation of a new red light / speed on green camera on Widnes Gyratory to improve safety and junction capacity by preventing red light jumping leading to vehicles blocking lanes for other traffic. Capital funding is provided by the Police and Crime Commissioner. Replacement of the vandalised camera on Speke Road with smart pole mounted equipment

APPENDIX 2 – Current Schemes

MAJOR SCHEMES

Category	Scheme	Construction	Fund	Value
Rail	Runcorn East Station Improvements	Jun-Oct 23	Transport for Wales	
Improvements to be made include signage, ticket machines, cycle storage and improved waiting areas				
Rail	Runcorn Station Quarter Phase 2	Ongoing	CRSTS	£15m
The 2 nd phase of the RSQ project will now look to transform the station building, develop an Enterprise hub for Creative and Digital businesses.				

Category	Scheme	Construction	Fund	Value
Silver Jubilee Bridge	Floodlighting & Maintenance:	Mar-Jul 2023	MGCB / CRSTS	£1.3m
Installation and commissioning of the new lighting system is due to be completed by July 2023.				
Silver Jubilee Bridge	Deck steelwork	Sept 2023	CRSTS	£2.276m
SJB deck steelwork maintenance painting L12-L18 (CRSTS) – Scape Feasibility Report estimate £2.276m, planned site start September 2023				
Structures	Refurbishment	2023/24	CRSTS	£250k
Halton Lea busway viaducts refurbishment and joint replacement (CRSTS) – working estimate £250k, construction 2023/24.				

Category	Scheme	Construction	Fund	Value
Widnes Loops	West Bank Waterloo Rd Slip			
Permanent junction into West Bank substantially complete. Awaiting for land compulsory purchase to complete the left turn slip road on to Waterloo Road.				
Bridge Replacement	A533 / M56 overbridge, Preston Brook	Completed	National Highways	
New road bridge over the M56 and demolition of the old bridge				

SUSTAINABLE TRAVEL SCHEMES

Category	Scheme	Construction	Fund	Value
ST	Dukesfield / RSQ Station Link	Completed June 23	CR STS	
Improved walking and cycling link connecting to Waterloo Bridge and bus hub				
ST	Busway Halton Lea to Murdishaw	Completed June 23	Active Travel Fund Tranche 2 (ATF2)	£2.13m
Includes school streets funding dropped crossing improvements on routes approaching schools				
ST	Busway Murdishaw to Whitehouse and Norton	2023/24	Active Travel Fund Tranche 3 (ATF3)	£3m
ST	Busway Norton-Castlefields/Halton Lea	In Design	CR STS	
Busway Norton-Castlefields/Halton Lea from April 2024. Design currently underway using development funding. Construction due to start in Spring 2024 subject to funding being secured.				

ST	Widnes Town Centre	Mar 24	Active Travel Fund Tranche 4 (ATF4)	£120k
Improvement to footway widths on North Albert Road				
ST	Design Work		Capability Revenue Fund or Capability and Ambition fund (tranche 2)	
Design work on further improvements to seek funding under ATF or CR STS: Capability Revenue - Wilmere Lane Birchfield Gardens to borough boundary Capability revenue - Norton-Murdishaw-Whitehouse detailed design Monitoring equipment Halton LCWIP North Widnes Active Travel Links design development				
ST	PROW Bridge/Structure/Boardwalk renewals	2022-2023	Various	£200k+
Renewal of Small bridges and boardwalk structures on public rights of way network using state of the art composite materials to ensure longer life and less future intervention				

OTHER SCHEMES

Category	Scheme	Construction	Fund	Value
Elec Vehicles	EV Chargers	2024	Grant	
A funding application has been submitted for 28 charge points (14 units) in residential areas (Ashridge Street, Beechers, Mersey Road, Runcorn, Thomas Street Car Park, Wharford Lane).				
Junction Improvement	Northwich Road, Murdishaw		HBC	
Investigatory works including feasibility scheme design to relieve congestion at peak times at Murdishaw Avenue				
Flood Risk	Programme		HBC	
<ul style="list-style-type: none"> • S19 Flood and Water Management Act 2010 investigations • Flood Risk Assessments related to planning applications • Local Flood Risk Management Strategy review • Preliminary Flood Risk Assessment review • SAB development Suds supplemental planning document. • Keckwick Brook outfall responsibilities mapping. • Bowers Brook access improvements to enable screen cleaning • Eastgate Lane ditch flood alleviation. • Glastonbury close Parkland surface water alleviation • A558 Daresbury Expressway underpass raised walkway • Reservoir Act inspections and maintenance 				

Planned Maintenance: Carriageway Resurfacing Programme 23/24:

(HMB & Revenue) (Note that the planned maintenance programme is weather / contractor capacity / funding dependent and the need to undertake priority scheme such as emergency repair can require change to programme)

Carriageway Resurfacing Locations:

- Prescot Road - railway bridge to Heath Road
- Penn Lane Runcorn
- Victoria Road Widnes
- Caldwell Road Widnes

Preventative Maintenance Locations:

Weston Point Expressway, Ditton Junction. Silver Jubilee Bridge approaches, Halegate Road, Latham Avenue

Planned Maintenance: Footway Reconstruction Programme

South Lane, Picow Street Runcorn, Castlefields Ave East Runcorn, Lapwing Grove Runcorn, Stone Barn Lane Runcorn, Stockham Close / Stockham Lane, Poplar Close Runcorn, Castlefields Avenue North Runcorn, Derby Road, WIDNES, Palace Fields Avenue, RUNCORN, Castlefields Avenue East, RUNCORN Ashbourne Avenue Estate, RUNCORN, Grangemoor, RUNCORN, Ridgeway, RUNCORN Mayfair Grove, WIDNES, Halton Brook Avenue Runcorn, Mond Rd Widnes, Astmoor Rd Runcorn, Castlefields Ave South Runcorn, St Michaels Rd Widnes, Manor Rd Widnes, Fiddler Ferry Rd, Bridgewater Expressway, Slip on from Palacefields, Clifton Interchange, Cronton Lane, Dans Rd

Preventative Maintenance:

Liverpool Road, Leigh Avenue, Highfield Road, Ditchfield Road, Liverpool Road, Brookvale, Beechwood.

Section 278

Section 278 of the Highways Act 1980 allows a developer to carry out works to the public highway. This is generally where planning permission has been granted for a development that requires improvements to, or changes to, public highways. This works require agreement and monitoring by the Highways Authority.

Daresbury Redrow A558
Daresbury Redrow A56
Manor Farm Road
Picow Farm Road
Derby Road

Section 38

Section 38 of the Highways Act 1980 allows a developer to offer new roads within a development site for adoption by the Highway Authority. This requires a legal agreement and monitoring by the Highway Authority. Current sites include:

- Sandymoor Bloor / Vistry
- Derby Road
- Warrington Road
- Daresbury Park
- Halton Road
- Tanhouse Lane

REPORT TO: Executive Board

DATE: 13 July 2023

REPORTING OFFICER: Executive Director Environment and Regeneration

SUBJECT: Halton Micro Grid

WARDS: Borough-wide

1.0 PURPOSE OF THE REPORT

To propose that the Council proceeds with a procurement process in respect of the provision of a Halton Micro Grid.

2.0 RECOMMENDATIONS: That;

- (i) The intention to undertake a procurement exercise via The Chest with the purpose of securing a Design, Build, Operate and Maintenance Contract for the implementation of the Halton Micro Grid, be approved;**
- (ii) Council be asked to include the £11m total estimated cost of the Halton Micro Grid scheme within the capital programme, to be funded as outlined in section 5 below.**

3.0 SUPPORTING INFORMATION

- 3.1 The Halton Micro Grid seeks to increase the size of the existing Solar Farm on the former St Michael's Golf Course by installing a combination of additional rooftop and solar farm solar PV generation schemes. This would aim to bring the total installed capacity to 5.1MW and would be achieved by extending the existing Solar Farm by 2.95MW and installing an additional 900kw of roof top solar.
- 3.2 The extension will be supported by a battery storage scheme in order to maximise the use of solar PV power overnight, support the use of heat pumps at the new Leisure Centre, and provide an Electrical vehicle charging infrastructure at Lowerhouse Lane Depot to enable electrification of the fleet.
- 3.3 The tender will invite bids from Engineering, procurement, and construction (EPC) contractors to support the Design, Build and Maintenance of the project.
- 3.4 It is anticipated that the value of the contracts in total is likely to be in the region of £11m, with a contract for maintenance of £ 1.9m over the 30 year lifetime of the project.

- 3.5 This figure is above the Public Contract Regulations 2015 threshold value and will be tendered accordingly. The open procedure will be used whereby expressions of interest are first obtained and then assessed.
- 3.6 The tender submissions will be evaluated on both price and quality; this being on a 30% price, 70% quality ratio and the most economically advantageous tender will be reported to this Board.
- 3.7 The cost of the works will be met from prudential borrowing and a grant of £2.5m from the Liverpool City Region Combined Authority.
- 3.8 A projected cash-flow illustration on the basis a £2.5m grant contribution indicated that the Council would break even, with the Council capital and interest for the funding borrowed repaid by the revenue stream from the electricity generated.
- 3.9 The project will fund a number of capital investments and deliver long term revenue benefits to the Council as follows:
 - The project caps electricity prices to the Council at 2.5% p.a. increase for the renewable component of supply for 30 years. If market energy prices rose by 4% annually over the lifetime of the project, the net revenue benefits to the Council are in the region of £2.5m.
 - A £460K contribution to the Leisure Centre heat pumps.
 - The £454K funding for electric charging infrastructure at the Lowerhouse Lane depot.
 - De-carbonisation benefits. The connected buildings would use 67% of the energy generated, amounting to 115,190,000kwh green electricity produced over 30 years. This equates to 26,839 tonnes of carbon dioxide savings over the lifetime of the projects.
- 3.10 On receipt of the tenders a full business case will be developed and reported to the Board for approval.

4.0 POLICY IMPLICATIONS

- 4.1 Nationally, the Government has set a target for the UK to reduce its Carbon Emission in the period 2028-2032 to 57pc below 1990 levels. The Council also set its own reduction targets and these are currently being met. The Council has also recently declared a Climate Emergency, which calls for the Council to produce and use more renewable energy in its buildings. This scheme will help contribute to further reductions and support the Council's ambitions.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The project would require approximately £8.5m of funding by the Council, as match funding to the £2.5m grant which is being sought from the LCR Combined Authority Single Investment Fund. The annual capital financing costs of the Council's borrowing, would be fully funded from the income received from the electricity generated. The net financial benefits of the scheme to the Council, are set out in section 3 above.

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

The Scheme will bring back into use a Council asset that has been unused for some years and is unsuitable for major development. It will contribute to the Council's targets to reduce carbon emissions and will demonstrate local leadership in promoting locally generated renewable energy, removing the reliance on traditional fossil-based fuels.

The project will also act as a demonstrator project for the Liverpool City Region (LCR) and could provide a model to be replicated across the LCR on differing scales.

7.0 RISK ANALYSIS

- 7.1 A risk register for the scheme would be developed that puts in place control measures to mitigate against the main risks. The initial risk is the development costs should the project not proceed.

8.0 CLIMATE CHANGE IMPLICATIONS

- 8.1 The connected buildings would use 67% of the energy generated, amounting to 115,190,000kwh green electricity produced over 30 years. This equates to 26,839 tonnes of carbon dioxide savings over the lifetime of the projects. This will significantly reduced the Council's CO2 and help meets its ambitions to be net zero by 2040 as set out in the Council's Climate Change Action Plan.

9.0 EQUALITY AND DIVERSITY ISSUES

9.1 None.

10.0 REASON FOR THE DECISION

10.1 To seek approval for the procurement of a Halton Micro Grid.

11.0 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

11.1 It is proposed to invite bids from Engineering, procurement, and construction (EPC) contractors to support the Design, Build and Maintenance of the project, which will provide alternative options from which the preferred solution will be identified.

12.0 IMPLEMENTATION DATE

12.1 01 August 2023.

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

There are none under the meaning of the Act.

By virtue of paragraph(s) 2,3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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