

Public Document Pack



Environment and Urban Renewal Policy and Performance Board

Wednesday, 21 June 2023 6.30 p.m.
Civic Suite - Town Hall, Runcorn

S. Young

Chief Executive

BOARD MEMBERSHIP

| | |
|---|-------------------|
| Councillor Bill Woolfall (Chair) | Labour |
| Councillor Peter Lloyd Jones (Vice-Chair) | Labour |
| Councillor John Abbott | Labour |
| Councillor Angela Ball | Labour |
| Councillor Noel Hutchinson | Labour |
| Councillor Kath Loftus | Labour |
| Councillor Louise Nolan | Labour |
| Councillor Mike Ryan | Labour |
| Councillor Aimee Skinner | Labour |
| Councillor Gareth Stockton | Liberal Democrats |
| Councillor Sharon Thornton | Labour |

*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, 20 September 2023

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

Part I

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

ENVIRONMENT AND URBAN RENEWAL POLICY AND PERFORMANCE BOARD

At a meeting of the Environment and Urban Renewal Policy and Performance Board on Wednesday, 15 February 2023 at the Council Chamber - Town Hall, Runcorn

Present: Councillors Woolfall (Chair), Fry (Vice-Chair), Ball, D. Cargill, Davidson, Gilligan, S. Hill, Logan, McDermott, Stretch and Thornton

Apologies for Absence: None

Absence declared on Council business: None

Officers present: S. Burrows, K. Butler, T. Gibbs, W. Rourke and J. Unsworth

Also in attendance: Councillor Thompson

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

| | <i>Action</i> |
|---|---------------|
| <p>EUR26 MINUTES</p> <p>The Minutes of the meeting held on 16 November 2022 having been circulated were signed as a correct record.</p> | |
| <p>EUR27 PUBLIC QUESTION TIME</p> <p>It was confirmed that no public questions had been received.</p> | |
| <p>EUR28 EXECUTIVE BOARD MINUTES</p> <p>The Board considered the Minutes of the meetings of the Executive Board relevant to the Environment and Urban Renewal Policy and Performance Board.</p> <p>RESOLVED: That the Minutes be noted.</p> | |
| <p>EUR29 PRESTON BROOK PETITION</p> <p>The Board considered a report of the Operational Director – Policy, Planning and Transportation, which provided information on the petition received from Preston Brook Parish Council, containing 52 signatures. The petition requested the reduction of the speed limit on both Windmill</p> | |

Lane and Chester Road from 30mph to 20 mph and the removal of the section of Chester Road that was 40mph and the removal of unnecessary industrial signage.

Members were reminded that in respect of petitions, their role was to receive a report on any petitions received by the Council relating to their respective area and/or any action taken or proposed to be taken by the Executive (or Portfolio Holder, or an Officer acting under delegated powers).

The Board noted that Cheshire Police had stated that they would not support any speed reductions on the A56 Chester Road and they would only support a speed reduction on Windmill Lane alongside a full traffic calming intervention. There has not been an injury accident on the road in question in the past 5 years, and therefore in line with the criteria in the Council's Traffic Calming Assessment Policy, this location does not meet the criteria for intervention.

The report set out the position in the Department for Transport Circular 01/2013 (Setting Local Speed Limits) which states "*it is government policy that a 30 mph speed limit should be the norm in villages*" and that the Council's approach was also consistent with the policies in Local Transport Plan 3 on 20mph Zones. The Board was reminded that they received the Annual Road Safety Report in November 2022 and this analysis did not highlight this location for intervention. Based on these reasons, there was no recommended action.

The Board also noted the reasons for retaining the industrial signage, as outlined in the report.

RESOLVED: That the requests set out in the petition not be supported for the reasons given in the report.

EUR30 WORKING PARTY REVIEW OF COPPICING WORKS

The Board received a report from the Operational Director – Community and Greenspace, which provided an update on the outcome of the Working Party Review of the Council's Coppicing Works Programme.

The report outlined that coppicing was a pruning technique where a tree or shrub was cut to ground level which resulted in regeneration of new stems from the base. Coppicing was a popular conservation practice that was an

excellent way to stimulate and increase the life of the tree, amongst other benefits including those to wildlife.

In March 2022, a Working Party was established to undertake a review of the Council's coppicing works programme. In September 2022, Members attended a field visit and visited sites to observe structure planting works that had been carried out at a number of locations across the Borough that had been subject to previous enquiries from members of the public following coppicing works.

In order to improve communication and understanding, it was a recommendation of the Working Party that a dedicated page be established on the Council's website that would provide general information and regular updates on the coppicing works.

RESOLVED: That:

- 1) the report be noted;
- 2) a dedicated page be established on the Council's website that would display:
 - i) General information on the principles of coppicing and the Council's coppicing work programme;
 - ii) Timeline photographs of plantations subject to coppicing works by Council operatives; and
 - iii) Information on plantations that would be subject to up and coming coppicing works by Council operatives.

Operational
Director -
Community &
Green Space

EUR31 UPDATE ON MERSEY GATEWAY REGENERATION

The Board considered a report of the Operational Director – Economy, Enterprise and Property which provided an update on how the construction of the Mersey Gateway had contributed to the development and delivery of the Borough's regeneration priorities.

The report outlined that a number of strategic benefits had emerged post Mersey Gateway construction including the improvements to the Silver Jubilee Bridge, funding for the regeneration of Runcorn and the Runcorn Station Quarter.

Positive feedback had also been received from businesses, for example, improvements in nimble and rapid

movement within and beyond Halton, which subsequently improved economic activity. There had also been reports of positive impacts on individuals and the labour market, particularly by supporting attracting highly skilled individuals to highly skilled vacancies and reinforcing workforce resilience with retaining those individuals in the post.

It was noted that work was ongoing to deliver the following Key Impact Areas:

- West Runcorn Employment Growth Area;
- Astmoor;
- Halton Lea;
- West Bank;
- Widnes Waterfront;
- 3MG Ditton Corridor;
- Runcorn Old Town; and
- Southern Widnes.

The report demonstrated that the Council's main policy objective was to ensure that the Mersey Gateway project was more than the construction of a bridge. Whilst there had been undoubted productivity gains and improved journey times that had resulted from the new bridge, it had served as the catalyst for wider regeneration and investment in the Borough.

RESOLVED: That the report be noted.

EUR32 REVOCATION OF HALTON'S AIR QUALITY MANAGEMENT AREAS IN WIDNES TOWN CENTRE

The Board received a report from the Director of Public Health which provided an update on proposals to revoke the current air quality management areas in Widnes Town Centre.

Halton's Air Quality Management Areas were declared in 2011 when routine monitoring identified exceedances of the Nitrogen Dioxide limits. This was a result of town centre congestion in Widnes and emissions from road vehicles. Since then, there had been notable improvements in traffic flows through the town centre as a result of the Mersey Gateway Bridge and the re-opening of the Silver Jubilee Bridge. Further actions included changes to sequencing of traffic lights to reduce congestion as well as improvements in vehicle emission technology which had also contributed to the reduced levels.

The Board noted the information outlined in the report

which demonstrated the improvement in air quality between 2011 to date and also the sustained improvement in air quality over the last 5 years.

Given the improvements to air quality, it was proposed to revoke the air quality management areas and approval would be sought from Executive Board. It was also suggested that a 4 week public consultation be carried out in March 2023 where the public would be invited to submit comments to a dedicated air quality mailbox. Further information would be made available on the Council's website and consultation would be publicised via media channels.

The Board would receive a further report on the outcome of the public consultation in due course.

RESOLVED: That the proposal to proceed with a public consultation be endorsed.

Director of Public Health

EUR33 HMO WORKING PARTY UPDATE

The Board received a report which provided Members with an update on the progress of the Houses of Multiple Occupation (HMO) Working Party. The last meeting took place on 14 February 2023 where the Police were in attendance.

RESOLVED: That the updated action plan, presented in Appendix 1, be endorsed.

Meeting ended at 7.10 p.m.

REPORT TO: Environment & Urban Renewal Policy & Performance Board

DATE: 21st June 2023

REPORTING OFFICER: Executive Director, Environment & Regeneration

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: 21st June 2023

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 & Urban Renewal Policy and Performance Board**EXECUTIVE BOARD MEETING HELD ON 16 MARCH 2023**

| | |
|--------------|---------------------------------------|
| EXB94 | ZERO WASTE STRATEGIC FRAMEWORK |
|--------------|---------------------------------------|

The Board received a report of the Operational Director – Community and Greenspace, which provided details on the progress in developing a Liverpool City Region Zero Waste Strategic Framework in co-ordination with partner Liverpool City Region (LCR) local authorities. The report sought approval to adopt the key principles set out in the LCR Zero Waste 2040 Strategic Framework, to minimise waste related carbon emissions through actions to prevent, reduce, recycle and re-use waste. A copy of the Strategic Framework document was attached as Appendix 1.

The Strategy would provide the strategic link between the partnership work being undertaken across the LCR to tackle waste and also the collective commitment to achieve the Halton's net zero ambitions.

RESOLVED: That the Board

- 1) approve the principles set out in the LCR Zero Waste 2040 Strategic Framework (attached as Appendix 1) to reduce waste related carbon emissions; and
- 2) approve continued partnership working with Merseyside Recycling and Waste Authority (MRWA) and the other LCR local authorities to deliver action to meet our individual and collective climate targets and objectives.

EXECUTIVE BOARD MEETING HELD ON 20 APRIL 2023

| | |
|---------------|--|
| EXB112 | CREATION OF CAFÉ FACILITY AT PICKERINGS PASTURE |
|---------------|--|

The Board considered a report of the Operational Director – Community and Greenspace that sought approval to provide a café facility at Pickerings Pasture Local Nature Reserve (LNR) which would be operated as a franchise.

The cost of the café facility was estimated to be £520,000 and it was proposed that an application would be submitted to the INEOS Environment Fund for £87,500 for a period of seven years to cover the capital financing costs.

The franchise would be on a Full Repair and Insuring (FRI) lease to avoid the Council having any ongoing revenue liabilities in respect of the building. Once completed and opened the café would generate income for the Council from the franchise rental, which could be used to offset the running costs of Pickings Pasture.

RESOLVED: That

- 1) the proposal to open a café facility at Pickering's Pasture Local Nature Reserve which would be operated as a franchise opportunity, as outlined within the report, be approved; and
- 2) Council be asked to include £520,000 within the Council's Capital Programme to fund the construction of the café facility.

| | |
|---------------------------|--|
| REPORT TO: | Environment and Urban Renewal Policy and Performance Board |
| DATE: | 21 st June 2023 |
| REPORTING OFFICER: | Executive Director – Environment & Regeneration |
| PORTFOLIO: | Environment and Urban Renewal |
| SUBJECT: | Annual Report 2022-23 |
| WARD(S) | All |

1.0 **PURPOSE OF THE REPORT**

1.1 To provide the Board with an annual summary of its work for the period 2022-23.

2.0 **RECOMMENDATION: That the Annual Report contained in Appendix 1 be endorsed.**

3.0 **SUPPORTING INFORMATION**

3.1 The primary function of the Environment and Urban Renewal Policy and Performance Board (EUR PPB) is to focus on the work of the Council (and its partners) in securing environmental improvements and urban regeneration.

3.2 During the 2022/23 Municipal Year, the Board met on four occasions and considered a number of reports, covering a diverse range of subjects pertinent to the Board's remit.

3.3 The PPB also received regular updates on service performance targets.

4.0 **POLICY IMPLICATIONS**

4.1 The Board has reviewed and recommended a substantial amount of policy changes across a range of topics in 2022/23. These policy areas are set out in Appendix 1.

5.0 **FINANCIAL IMPLICATIONS**

5.1 There are no financial implications arising from the Annual Report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children & Young People in Halton

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

6.2 Employment, Learning & Skills in Halton

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

6.3 A Healthy Halton

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

6.4 A Safer Halton

The PPB supports designing out crime and developing safer communities.

6.5 Halton's Urban Renewal

This PPB scrutinised the work undertaken in bringing forward regeneration projects, together with seeking to improve the natural environment.

7.0 RISK ANALYSIS

7.1 None.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 None.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 There are no implications for climate change arising from this report.

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

None under the meaning of the Act.

ANNUAL REPORT 2022-23

ENVIRONMENT AND URBAN RENEWAL POLICY AND PERFORMANCE BOARD

| | |
|---|--|
| <p>Councillor Bill Woolfall Chairman</p> | <p>I am proud to report on progress made over the last year. The Council continues to tackle climate change, for example promoting further phases of the rollout of on-street electrical vehicle charge points, measures to reduce energy use, and additional active travel routes linking places of work, schools, and retail centres. It is very positive to be able to report that air quality in Widnes has improved to the point that the air quality management areas (AQMA) established in 2011 can be revoked. Furthermore, in total over £5 million has been invested in improving the environmental quality of Halton via the Environment Fund.</p> <p>Road safety remains a priority, Halton had achieved its performance targets as set by the Department of Transport and was one of the few Local Authorities to report a fall in both collisions and casualties, against a national picture where road casualties (all categories) increased by 11% in 2021.</p> <p>Regeneration initiatives continue at pace, and the Board monitors the impact of successful schemes. For example the Mersey Gateway Bridge, Silver Jubilee Bridge improvements, and the Runcorn Station Quarter scheme have provided productivity gains for businesses and improved journey times for all. Schemes such as these also serve as the catalyst for wider regeneration and investment in the Borough.</p> <p>As ever, I am grateful to PPB Members for their enthusiasm and valuable contributions at our meetings. The PPB plays a vital role in informing and improving the Council's policies to protect and enhance the local environment, drive forward regeneration, and ensure value for money in the delivery of the local services provided by the Council.</p> <p>The Board has covered a variety of specialist themes and topics during the last 12 months. I hope that the short summary outlined in the annual report adequately captures this work. I am delighted that the Board continues to shape and champion initiatives such as those outlined in this report.</p> |
|---|--|

MEMBERSHIP AND RESPONSIBILITIES

The Board comprised eleven Councillors:-

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

The primary function of the Environment and Urban Renewal Policy and Performance Board (EUR PPB) is to focus on enhancing the local environment and championing the urban renewal / regeneration of Halton. The Board reviews Executive Board decisions relevant to its remit, and monitors the general activities and performance of Council departments against service plans.

The Board scrutinises performance and formulates policy in relation to the following areas:

- Highways, Transportation and Logistics (including road maintenance, street, lighting, road safety, traffic management, supported bus services and flood risk management)
- Environment Services, Parks & Countryside, Cemeteries & Crematoria
- Regulatory Services
- Major Schemes
- Economic Regeneration and Business Development
- Waste Management and Waste Strategy
- Contaminated Land
- Housing Strategic Policy
- Sustainability, Climate Change and Biodiversity
- Natural Environment

REVIEW OF THE YEAR

The Board met 4 times during the Municipal Year 2022/23:

- 22 June 2022
- 21 September 2022
- 16 November 2022
- 15 February 2023

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

ENVIRONMENT

- **Air Quality Management Areas (AQMAs)**

The Board considered proposals to revoke the two AQMAs in the Borough, located in Widnes Town Centre. Halton's Air Quality Management Areas were declared in 2011 when routine monitoring identified exceedances of the Nitrogen Dioxide limits. This was a result of town centre congestion in Widnes and emissions from road vehicles. Since then, there had been notable improvements in traffic flows through the town centre as a result of the Mersey Gateway Bridge and the re-opening of the Silver Jubilee Bridge. Further actions included changes to sequencing of traffic lights to reduce congestion as well as improvements in vehicle emission technology which had also contributed to the reduced levels.

The Board noted the information outlined in the report which demonstrated the improvement in air quality between 2011 to date and also the sustained improvement in air quality over the last 5 years.

Given the improvements to air quality, it was proposed to revoke the air quality management areas and approval would be sought from Executive Board. It was also suggested that a 4 week public consultation be carried out in March 2023 where the public would be invited to submit comments to a dedicated air quality mailbox. Further information would be made available on the Council's website and consultation would be publicised via media channels. The Board would receive a further report on the outcome of the public consultation in due course.

- **Environmental Fund Update**

The fund has been in operation since 2015, and over that period has generated £5,035,120 for expenditure in Halton. A significant number of projects have received funding. Examples include improvements to open spaces across the Borough, the implementation of walking and cycling routes, pond improvements, enhancing play areas, dealing with fly tipping, refurbishment of War Memorials, and CCTV monitoring.

- **Climate Change Update**

The Board received 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 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.

As part of the Liverpool City Region Hydrogen Strategy for the region, the Board received a presentation from 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.

- **Review of Coppicing Works**

The Board considered it timely to establish a working party (WP) to look in to the procedures involved in the landscape management practice of coppicing. This is a pruning technique where a tree or shrub is cut to ground level, which results in regeneration of new stems from the base. Coppicing is a popular conservation practice and offers an excellent way to stimulate and increase the life of the tree, amongst other benefits, including those to wildlife.

The first meeting of the Working Party took place on 12 July and Members received a presentation on 'structure planting' 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 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 that had been subject to previous enquiries from members of the public following coppicing works. The field study took place in September 2022.

A dedicated page is to be established on the Council's website that would provide general information and regular updates on the planned coppicing works.

URBAN RENEWAL

- Mersey Gateway Regeneration Strategy Plus - Update

Significant strategic benefits have emerged post Mersey Gateway Bridge construction, including the improvements to the Silver Jubilee Bridge, funding for the regeneration of Runcorn, and the Runcorn Station Quarter.

Positive feedback had also been received from businesses, for example, improvements in efficient transport movement within and beyond Halton, which subsequently improved economic activity. There had also been reports of positive impacts on individuals and the labour market, particularly by supporting and attracting highly skilled individuals to highly skilled vacancies and reinforcing workforce resilience by retaining individuals in these key posts.

It was noted that work was ongoing to deliver the following Key Impact Areas:

- West Runcorn Employment Growth Area;
- Astmoor;
- Halton Lea;
- West Bank;
- Widnes Waterfront;
- 3MG Ditton Corridor;
- Runcorn Old Town; and
- Southern Widnes.

A primary Council's policy objective was to ensure that the Mersey Gateway project was more than the construction of a bridge. Alongside productivity gains and improved journey times that had resulted from the new bridge, it had also served as the catalyst for wider regeneration and investment in the Borough.

- **Houses of Multiple Occupation (HMO)**

The Board heard evidence from local Councillors regarding the problems currently being experienced in their wards arising from HMOs. Potential solutions were discussed, together with the powers available to the Council under planning and licencing legislation to tackle these issues. The use of an Article 4 Direction to remove 'permitted development rights' thereby forcing any proposal for the change of use from Class C3 (dwelling house) to Class C4 (houses of multiple occupation) to apply for planning permission was discussed. This process requires national Government to agree the Article 4 Direction.

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 away forward. The Working Party subsequently agreed an action plan which covered 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 would 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; and
- Present recommendations to the Executive Board.

TRANSPORT

A key statutory duty of the Council is ensuring that the local transport network is well maintained, safe, and efficient for all users and is adapting to respond to the climate emergency.

• **Annual Road Traffic Collision and Accident Report**

The Board received a report on the latest road safety statistics released by the Department for Transport setting out the numbers of traffic collisions and casualties in 2021 and compares these figures with those from previous years. KSI (killed or seriously injured) figures show the number of adult and child casualties decreased by 2 (total decrease of 4).

Halton had achieved its performance targets as set by the Department of Transport and was one of the few Local Authorities to report a fall in both collisions and casualties, against a national picture where road casualties (all categories) increased by 11% in 2021.

In addition, the report highlighted the work the Road Safety Team had undertaken in 2021/22 and the programme for 2022/23 which would continue to cover road traffic reduction schemes, road safety education, training and publicity as well as engaging with Cheshire Police to target effective enforcement action. Members also considered information on the following road safety initiatives:

- Community Speed Watch;
- "Smiley SiD" Speed Indicative Device/Sign (SiDs);
- Speed Camera A562;
- Gyrotory Red Light Camera;
- Mobile Speed Camera Sites;
- Collision Sites;
- Safer Active Travel;
- Education;

• **Preston Brook Petition**

Preston Brook Parish Council submitted a petition, containing 52 signatures, which requested the reduction of the speed limit on both Windmill Lane and Chester Road

from 30mph to 20 mph and the removal of the section of Chester Road that was 40mph and the removal of unnecessary industrial signage.

In respect of petitions, the Boards role is to receive a report on any petitions received by the Council relevant to their respective PPB area, and covering any action taken or proposed to be taken by the Executive (or Portfolio Holder or an Officer acting under delegated powers).

The Board noted that Cheshire Police had stated that they would not support any speed reductions on the A56, Chester Road and they would only support a speed reduction on Windmill Lane alongside a full traffic calming intervention. There has not been an injury accident on the road in question in the past 5 years, and therefore in line with the criteria in the Council's Traffic Calming Assessment Policy, this location does not meet the criteria for intervention.

The report set out the position in the Department for Transport Circular 01/2013 (Setting Local Speed Limits) which states "*it is government policy that a 30 mph speed limit should be the norm in villages*", and that the Council's approach is also consistent with the policies in Local Transport Plan 3 on 20mph Zones. The Board were reminded that they received the Annual Road Safety Report in November 2022 and that this analysis did not highlight this location for intervention. Based on these reasons, there was no recommended action in response to the petition.

DURING 2023/24 THE BOARD PLANS TO FOCUS ON:

Key themes started in 2022/23 will run on into the coming year.

- Responding to Climate Change
- Assessing the impacts of Houses of Multiple Occupation on communities
- Improving performance indicators with negative trends.

Contact Officer for the Board

Members of the public are welcome at the meetings of the Board. If you would like to know where and when meetings are to be held or if you would like any more information about the Board or its work please contact Tim Gibbs, Operational Director, Policy, Planning and Transportation Department on 0151 511 7664 or via email tim.gibbs@halton.gov.uk

| | |
|---------------------------|--|
| REPORT TO: | Environment and Urban Renewal Policy & Performance Board |
| DATE: | 21 st June 2023 |
| REPORTING OFFICER: | Corporate Director, Chief Executives Delivery Unit |
| PORTFOLIO: | Leader |
| SUBJECT: | The Big Conversation Update |
| WARD(S) | Borough wide |

1.0 PURPOSE OF THE REPORT

- 1.1 To share with the Environment and Urban Renewal Policy & Performance Board the approach to 'The Big Conversation', which is integral to formulating a new Council Corporate Plan, to take effect from April 2024.

2.0 RECOMMENDED: That

- 1) the report be noted; and
- 2) that the Environment and Urban Renewal Policy and Performance Board endorses the approach to facilitate 'The Big Conversation'.

3.1 Background

It was agreed at Management Team on 21st February 2023 and at Executive Board on 16th March 2023 that we would provide adequate opportunity for meaningful consultation and ultimately produce a Corporate Plan which is totally unique and meaningful to the people of Halton.

- 3.2 This would take the form of 'The Big Conversation' and would incorporate the opportunity for all to feedback via hard copy form, electronically or face to face, between now and the end of the year.

3.3 The Big Conversation: Reimagine Halton - we don't have all the answers!

'The Big Conversation' is all about engaging with the public so that they understand the challenges that the Council is facing.

It is an approach between the Council and everyone who lives or works in Halton to work together in order to create an improved borough in all aspects of everyday life.

3.4 Corporate Plan Survey Themes:

- Effective support for all those in need

- A strong and vibrant economy bringing prosperity to all
- Strong, safe and happy communities that can shape their future
- A Cleaner and greener environment
- Active, healthy and longer lives for all

3.5 **Survey Questions:**

- What do you think of the 5 themes?
- What can you do to help us to achieve these?
- What can the Council do to achieve these?
- Are there any other themes that you think are missing?
- Ideally, how do you want to access Council services?
- Any other comments?

Targeted engagement of different audiences, for example, Children and Young People: What would make Halton a better place for you to play, live and grow up?

3.6 **Data Analysis**

All feedback and responses will be scrutinised and evaluated. The 2 facilitators from North West Employers (used in December 2022) will then be invited back to meet with members from both Management Team and Executive Board in order to work through this, summarise accordingly and establish a number of key objectives, which in turn will form the organisation's new Corporate Plan.

3.7 **Revised Timescales:**

- January – March 2023: Update Management Team/Executive Board and also communicate with the wider audience, namely Divisional Manager's and all elected members
- May – December 2023: The Big Conversation takes place
- May – June 2023: consult HBC Workforce
- December 2023 – January 2024: analyse data and identify the key learning points/issues
- January – March 2024: compose the Corporate Plan and seek approval
- April 2024: the New Corporate Plan is launched

4.0 **POLICY IMPLICATIONS**

4.1 There are no specific policy implications at this stage; however ultimately there will be a new contemporary and relevant Halton Borough Council Corporate Plan.

5.0 **FINANCIAL IMPLICATIONS**

5.1 There is a potential financial implication around the resources required for the delivery of 'The Big Conversation' and the evaluation of the data and

qualitative content that it results in.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 The Corporate Plan is Halton Borough Council's key strategic document. This plan sets out the main vision, themes and values of the Council.

'The Big Conversation' will help to determine the Council's new set of priorities, which will be translated into the plan.

7.0 RISK ANALYSIS

7.1 The major risk is that we do nothing and roll out the same priorities as we have done in previous years. To this end the current Corporate Plan is a losing relevance and doesn't fully engage with either the workforce or the people of Halton in the contemporary environment.

7.2 The Council is serious about 'Reimaging Halton' aligned with that commitment, this is a perfect opportunity to undertake a meaningful piece of work which will engage the people of Halton and together with our workforce determine a set of new priorities, which will make a difference and take Halton forward over the next 3 – 5 years.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Equality and Diversity may well be a specific Corporate Plan priority, but if not then it will certainly underpin the Plan. An Equality Impact Assessment will be undertaken as part of the policy development process.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 At this stage there is nothing specific to highlight within the context of this report; however there is a distinct possibility that as a result of 'The Big Conversation' climate implications will form one, or a key part of one, of the Council's key priorities.

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

None under the meaning of the Act.



The Big Conversation update....



Background

The Big Conversation is all about engaging with the public so that they understand the challenges that the Council is facing.

It is an approach between the Council and those who live or work in Halton to work together in order to create an improved borough in all aspects of everyday life.

It also links to 'Reimagine Halton' which will see the Council looking in detail at what we do, how we do it and why we do it – and whether taking a different approach could be more efficient, productive or deliver a better outcome.

www.halton.gov.uk



Consultation

* Different consultation approaches will be utilised dependent on the audience – consultation tools will range from an on-line questionnaire, to iwalkers, along with attendance in person at various forums and meetings. These will also be available offline via libraries, community centres, one stop shops, etc.

* In the first instance we`ll be sending out an on-line survey.

* It is important that we provide some framing to the questions we are asking in order to manage expectations.

Consultation

- Background to the Big Conversation – creation of a web page, a user friendly place to hold some of the background information in terms of key data, statutory and discretionary responsibilities.

List of Stakeholders:

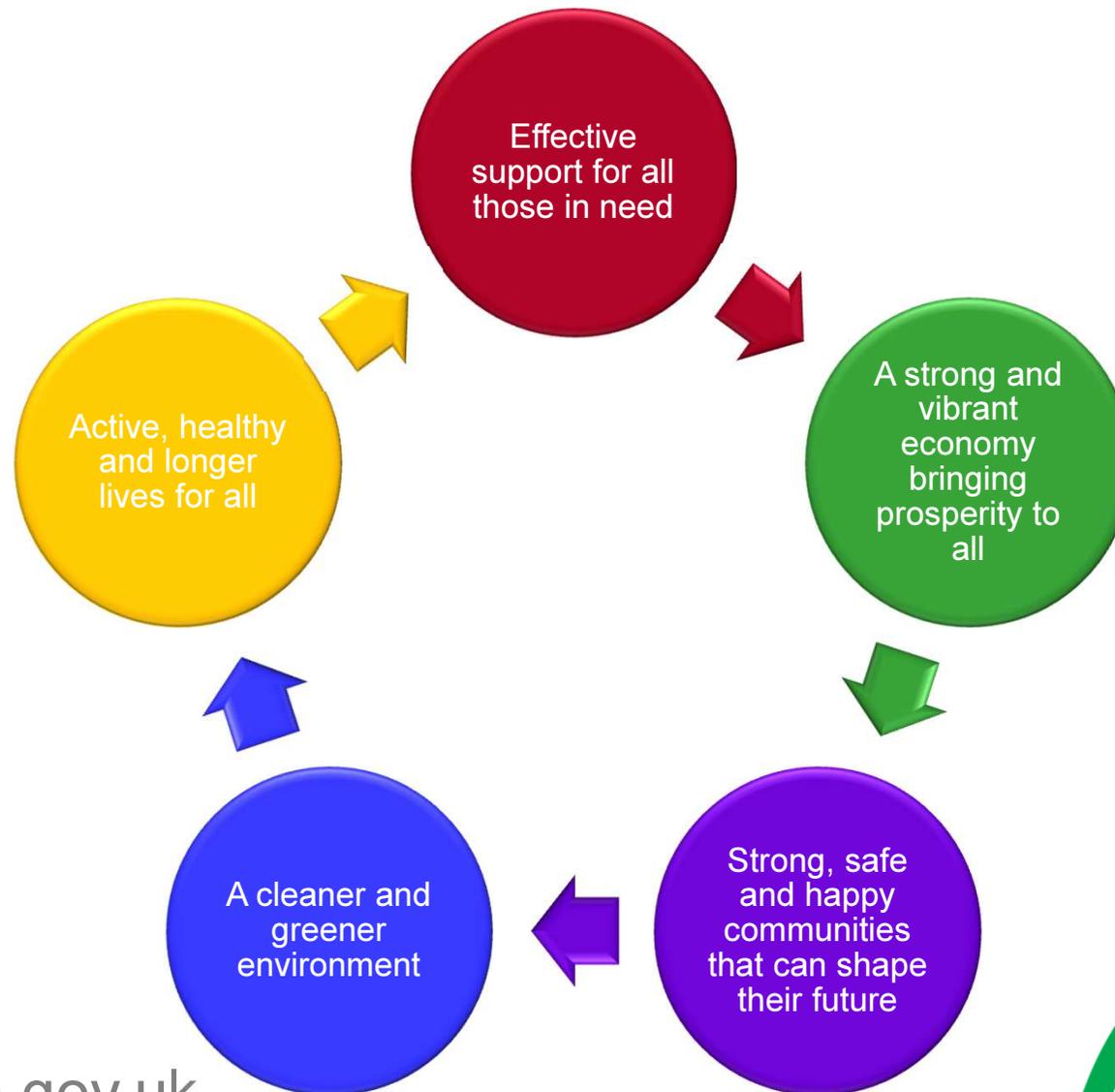
Public/customers, HBC Workforce, Elected Members, Partners, Voluntary Sector, Community Sector, Independent Sector, Businesses, Schools (Heads), Hard to Reach Groups – eg. children and young people/refugees/asylum seekers/travellers/disabled people/people with mental health/minority ethnic groups

Local Authority 'Corporate Plan' suggested themes

In order that the survey doesn't consist of a 'blank sheet' or a 'wish list', highlighting generic themes provides a starting point leading to more meaningful comments and discussion.

These were established via evidence based data from within the Council, along with an in-depth trawl of numerous existing Local Authority Corporate Plans across the country.

'Corporate Plan' Survey Themes



www.halton.gov.uk



The Survey Questions:

- What do you think of the 5 themes?
- What can you do to help us to achieve these?
- What can the Council do to achieve these?
- Are there any other themes that you think are missing?
- Ideally, how do you want to access Council services?
- Any other comments?

Targeted engagement of different audiences, eg. Children and Young People: What would make Halton a better place for you to play, live and grow up?

Publicity & Promotion

- Initially targeting HBC staff (two thirds reside within the Borough – will help to spread the word)
- Inside Halton magazine (June edition)
- Members Briefings & attendance at PPB`s
- iWalkers
- Stickers on Council vehicles eg. Bin lorries
- Constant monitoring throughout

Revised Timescales

- January – March 2023: Update Management Team/Executive Board and also communicate with the wider audience, namely Divisional Manager`s and all elected members
- May – December 2023: The Big Conversation takes place
- May – June 2023: consult HBC Workforce
- December 2023 – January 2024: analyse data and identify the key learning points/issues
- January – March 2024: compose the Corporate Plan and seek approval
- April 2024: the New Corporate Plan is launched

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 21st June 2023

REPORTING OFFICER: Director of Public Health

PORTFOLIO: Environment and Urban Renewal and Health and Wellbeing

SUBJECT: Revocation of Halton's Air Quality Management Areas in Widnes Town Centre – Result of public consultation

WARD(S) Appleton and Central & West Bank

1.0 PURPOSE OF THE REPORT

1.1 The purpose of the report is to update members on the outcome of a public consultation on the revocation of the air quality management areas in Widnes town centre

2.0 RECOMMENDED: That

- 1) **Members are invited to consider the consultation responses alongside the observations of the council's Environmental Protection Team.**
- 2) **Members endorse the proposal to revoke the air quality management areas in Widnes town centre.**
- 3) **A report be presented to the Council's Executive Board recommending that the air quality management areas in Widnes town centre are revoked**
- 4) **Members note that should the air quality management areas be revoked there will be a requirement for Halton to produce a borough wide air quality strategy.**

3.0 SUPPORTING INFORMATION

3.1 The Board received a report in February 2023 setting out the rationale for revoking the air quality management areas in Widnes Town Centre. Members agreed to proceed with a public consultation on the proposal.

3.2 In summary; The areas were declared in 2011 when traffic congestion in the town centre caused high levels of Nitrogen Dioxide. Levels of Nitrogen dioxide were measured at 49 µg/m³ against a UK legal limit of 40 µg/m³

Since then a number of developments have resulted in a significant improvement in air quality. These include improvements in vehicle emission technology and the opening of the Mersey Gateway Bridge in 2017. This resulted in reduced traffic congestion in Widnes town centre.

Levels of Nitrogen dioxide are now consistently below the UK legal limit.

There are currently 2 air quality management areas which include the Deacon Road, Albert Road and Peelhouse Lane area and the area around Milton Road and Simms Cross.

Although it is proposed that the air quality management areas will be revoked, monitoring of air quality will continue across the borough.

3.3 The public consultation ran for 3 weeks from 17th May 2023 to 7th June 2023. The consultation was promoted through the council website, social media channels and via a press release resulting in coverage in the local media. A dedicated email box was set up to receive responses. Ward members for Central and West Bank and Appleton wards were also notified of the consultation.

3.4 In total 7 responses were received. 1 respondent supported the proposal to revoke the management areas based on the rationale presented. Of the 6 responses that questioned the proposal there were two broad themes to these responses. The first is that the data used was not recent and the second theme was that the respondents still considered the levels to be high and therefore the air quality management areas should be retained.

These two points will be addressed in turn below.

For reference the consultation responses have been produced at appendix 1.

3.5 The observation that the data used for the consultation is not recent is a valid point. However this reflects the fact that the limit is an annual average based on data for a full calendar year. Each year the council submits an annual air quality status report to DEFRA. This contains the previous year's monitoring data.

So the 2022 annual status report contains the data for 2021. This was the data that was used for the February 2023 PPB report and the consultation as this was the latest data available at the time.

DEFRA have now provided the calculation guidance for the 2022 data enabling us to calculate the levels for the calendar year 2022.

This data is set out in table 1 below and demonstrates that the levels remain below the legal limit and confirms the sustained improvement in air quality in the Town centre since 2011.

Table 1. Diffusion tube monitoring data last 6 years – updated to include 2022 data.

| Diffusion Tube ID | X OS Grid Ref (Easting) | Site Type | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
|-------------------|-------------------------|-----------|------|------|------|------|------|------|
| 4 | Milton Road | Roadside | 37.0 | 35.0 | 31.3 | 25.1 | 30.1 | 30.4 |
| 5 | Milton Road | Roadside | 38.0 | 35.0 | 32.5 | 26.2 | 32.5 | 32.2 |
| 6 | Milton Road | Roadside | 32.0 | 32.0 | 26.4 | 23.7 | 29.5 | 27.3 |
| 9 | Peel House Lane | Roadside | 33.0 | 33.0 | 30.0 | 23.8 | 26.2 | 25.2 |
| 10 | Peel House Lane | Kerbside | 39.0 | 38.0 | 37.5 | 30.9 | 34.8 | 34.3 |
| 12 | Deacon Road | Roadside | 32.0 | 30.0 | 27.2 | 21.2 | 23.8 | 23.4 |
| 13 | Deacon Road | Roadside | 33.0 | 28.0 | 28.1 | 22.0 | 24.8 | 22.5 |

Limit = 40 µg/m³

- 3.6 The second theme from the consultation was that the levels are still high and therefore the air quality management areas should be maintained.

The levels of nitrogen dioxide are now consistently within UK legal limits and can no longer be considered high. There is no longer an obligation on Halton to declare an air quality management area given the current levels.

It is acknowledged that there was a considerable drop in pollution levels in 2020 during the height of the pandemic. Although levels have increased post the pandemic they have not returned to the same levels observed prior to the pandemic and are far lower than the level of 49 µg/m³ measured in 2011 when the management areas were originally declared.

It is acknowledged that pollution levels can vary significantly from year to year due to metrological conditions. Therefore DEFRA guidance to local authorities on revoking air quality management areas recommends analysing several years' worth of data to ensure any improvement is sustained. The 6 years of data set out above demonstrates a sustained improvement in air quality.

4.0 POLICY IMPLICATIONS

4.1 Given the improvements in air quality it is proposed to revoke the air quality management areas as there are no further outstanding actions required to reduce emissions to within legal limits in those areas. Monitoring in those areas will however continue. Furthermore, from 2023 the Government will require that local authorities that do not have an air quality management area must produce an air quality strategy to set out how they will proactively monitor and improve air quality in their area. These measures will mitigate the risks of revoking the air quality management areas.

4.2 The original decision to implement the air quality management areas was taken by Executive Board. It is therefore considered appropriate to seek Executive Board approval for the revocation.

4.3 There is no formal statutory consultation process to revoke the air quality management areas however government guidance suggests public consultation is good practice. This consultation has now taken place. Once the areas are revoked DEFRA will be informed via the online local air quality portal and the areas will be removed from the list of active air quality management areas.

4.4 If members endorse this proposal a report will be presented to the councils Executive Board recommending the air quality management areas in Widnes Town Centre be revoked.

5.0 FINANCIAL IMPLICATIONS

5.1 There are no financial implications associated with this report

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children & Young People in Halton

None

6.2 Employment, Learning & Skills in Halton

None

6.3 A Healthy Halton

Air quality within the air quality management areas has improved and is now within UK legal limits.

6.4 **A Safer Halton**

None

6.5 **Halton's Urban Renewal**

None

7.0 **RISK ANALYSIS**

7.1 Although it is proposed to revoke the air quality management areas monitoring of air quality will continue in those areas to ensure air quality remains within legal limits. Furthermore should the air quality management area be revoked there will be a requirement for the borough to produce an air quality strategy setting out how the council will proactively monitor and improve air quality. There are therefore no significant risks from this proposal

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 None.

9.0 **CLIMATE CHANGE IMPLICATIONS**

9.1 Although there are no direct climate change implications from this proposal there is an accepted link between fossil fuel emissions and climate change. The demonstrated improvements in air quality within the air quality management areas can be attributed to reduced vehicle emissions in these areas.

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

None under the meaning of the Act.

Appendix 1

Consultation responses

1 The table of information you have published does show a decline in readings, however the latest information you have published in this article is not very recent and shows a stepped increase over all roadside readings. Do you not think that with this stepped increase it would be prudent to also publish the latter information for latter years and also take a spot check and publish this to show the readings are still down at an acceptable level rather than publishing old data which makes it look better than it possibly is?

2 I think that revocation is the right move. The air quality is massively improved. The air quality index supports this move with sustained good quality stats. Traffic flows are massively improved now with the new roadways and the Mersey Gateway achieving a 90% diversion of traffic that passes through the borough away from the town centres. Traffic passing through from other boroughs now bypasses the AQM sites entirely.

3 Despite some reduction in emissions, emissions are still considerably high in some areas and close to the legal limit. As well as the fact that Covid seemed to stunt the impact of the action plan over the last few years as after Covid many of the numbers went back up to around the same or sometimes higher than what they were pre-Covid. Because of this I don't think it would be sensible to remove the plans just yet, particularly until progress is back to be sustained as it would be too easy at this point for numbers to go back to the levels they were.

4 The figures may be under 40 but they are still high. The measures should be kept in place for a further ten years

5 Hello, Looking at the breakdown of the data on https://www.airqualityengland.co.uk/site/graphing?site_id=WID2 is looks like almost 6 months of data is missing for nitrogen dioxide measurements. I know this isn't an office Halton website so it might just be them not having the data. Also the reports still look high for nitrogen dioxide?
Thanks

6 Any management of air quality is a positive step for the council and as such I support keeping the management in place plus the recorded levels are subject to wind and seasonality

7 Having spoken with neighbours who go to Widnes we would like to see the rover tong (SIC) and controls stay in place

| | |
|---------------------------|---|
| REPORT TO: | Environment and Urban Renewal Policy and Performance Board |
| DATE: | 21th June 2023 |
| REPORTING OFFICER: | Executive Director - Environment & Regeneration |
| PORTFOLIO: | Environment and Urban Renewal |
| SUBJECT: | HMO - 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) Action Plan, endorsed by the Board at the February meeting.

2.0 RECOMMENDATION: That

2.1 The Board notes the progress against the action plan (Appendix 1)

3.0 SUPPORTING INFORMATION

3.1 A discussion paper was presented to the Board on 21 September 2022, with a Working Party established to consider those recommendations in more detail.

3.2 The Working Party (WP) met for the first time on the 27 October, a second time on the 19 December, and most recently on the 14 February 2023. An Action Plan was endorsed at the PPB on 15 February.

3.3 The preparation and adoption of formal planning policies and licencing controls must follow processes set out in legislation. The timescales for navigating these statutory procedures will be dependent on both available staff resources and the completion of the evidence report that is described below.

4.0 POLICY IMPLICATIONS

4.1 Members wish to ensure that any HMOs or privately rented accommodation provide suitable standards of housing for their tenants.

4.2 In regard to certain issues, like the condition of premises, antisocial behaviour, and management of domestic refuse, the Council has existing powers that can be used to tackle persistent nuisances.

4.3 At the last meeting, the PPB has recommended the following activity:

- Implementation of an Article 4 Direction in areas where there are concentrations of existing HMOs. This would have the effect of removing

'Permitted Development Rights' for automatic changes of use from a single dwelling into a small HMO. Such changes of use would then require the grant of planning permission.

- Adopting a Supplementary Planning Document (SPD) on HMOs to introduce explicit planning controls on: concentration of HMOs; restricting sandwiching of properties by HMOs; restricting three or more adjacent HMOs; explicitly incorporate property standards; introduce explicit criteria to protect the amenity of neighbours.
- Investigate options for selective licencing or additional licencing requirements for HMOs and private rental properties.
- Adopting a Halton Council 'Property Standards for HMOs' policy.

4.4 In terms of the last point, a report is being prepared for submission to the Council's Executive Board recommending the adoption of the HMO Licensing Requirements and Property Standards document that has been endorsed by the PPB.

4.5 The other recommendations rely upon having an evidence base to justify the need for policy intervention. A specification has been drafted to procure evidence collation, analysis, and production of a stock condition and impacts report. The evidence document will investigate and assess the following factors across the borough:

- Accurate information on the current levels of private rental sector properties and tenure change over time by ward.
- Accurate information on the current level of unlicensed smaller HMO's (3-4 Occupants) by ward
- Levels of serious hazards that might amount to a Category 1 hazard or high scoring category 2 hazard (HHSRS) across the private rented sector by ward.
- Ward level information on housing related stressors, including antisocial behaviour (ASB), crime, deprivation, and population changes including migration linked to the private rented sector in general and houses in multiple occupation specifically.
- A detailed survey of properties within the West Bank area to identify the number of private rental properties and the number of smaller and unlicensed HMO's. The survey should identify tenure, property type e.g self contained flat, HMO, the number of unrelated occupants who do not form the same household, the number of bedrooms and details of the landlord and letting agent.

4.6 Meta Street and ORS have now been commissioned to undertake the commission described above, and as set out in Tasks 3, 4, 7, 8 and 9 of the Action Plan (Appendix 1).

5.0 OTHER IMPLICATIONS

5.1 The formal adoption and implementation of the recommended policies will require additional staff resources.

5.2 Formal policy adoption is undertaken by Executive Board. The PPB Board's recommendations will need to be presented to Executive Board in due course.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children & Young People in Halton

None

6.2 Employment, Learning & 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 There are no legal or financial risks arising from this report.

8.0 EQUALITY AND DIVERSITY ISSUES

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

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 There are no implications for climate change arising from this report.

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

None under the meaning of the Act.

APPENDIX 1 - HMO WORKING PARTY ACTION PLAN

| Ref | Task | Progress | Complete |
|---|--|---|-------------------------------------|
| 1 | Review the concerns raised by Members about HMOs | Complete – discussed at Working Party on 27 October 22 and included in PPB report of 16 November 22 | <input checked="" type="checkbox"/> |
| 2 | Internal review of Council systems to identify HMOs. Note that small HMOs (4 persons or less) do not require licencing / planning. | Review concluded that door to door enquiry necessary to find small HMOs. | <input checked="" type="checkbox"/> |
| Commission External Evidence | | | |
| 3 | Specify and commission an external research company to report on: <ul style="list-style-type: none"> • Current levels of private rented sector (PRS) properties and tenure change over time. • Information on the number of Houses in Multiple Occupation (HMOs) as a subset of the PRS. • Levels of serious hazards that might amount to a Category 1 hazard (HHSRS). • Other housing related stressors, including antisocial behaviour (ASB), service demand, population and deprivation linked to the PRS. • Assist the council to make policy decisions, including the possible introduction of property licensing schemes under Part 2 and Part 3 of Housing Act 2004. • Undertake door to door surveys in West Bank (River Mersey up to Waterloo Road) and Fredrick Street to identify private rental properties and small HMOs (4 persons or less that do not require planning permission or HMO licences) • Examine the level of clustering of HMOs at Frederick Street, Widnes • Identify small HMOs and private rented properties in West Bank | Specification drafted Procurement / commissioning of research during Feb 23 | <input checked="" type="checkbox"/> |
| 4 | Bid into the Environment Fund with a view to funding the above research | Application for funding being drafted | |
| Investigate Policy Interventions | | | |
| 5 | Draft and circulate a Planning Policy Scenario test the effectiveness of the policy in specific circumstances (such as Derby Rd, Cholmondeley Street). (Note that a planning policy is required to go through a statutory planning process and public consultation before it can be adopted and given weight in planning decisions). | Complete – policy circulated 19 Dec 2022 <ul style="list-style-type: none"> • WP to decide if suitable for adoption as HMO Supplementary Planning Document by Exec Board | <input checked="" type="checkbox"/> |

| | | | |
|---|---|--|-------------------------------------|
| 6 | Draft and circulate a Halton Council 'Property Standards for HMOs' document | Complete – document circulated 21 Sept 2022 <ul style="list-style-type: none"> WP to decide if document suitable for adoption by Exec Board | <input checked="" type="checkbox"/> |
| 7 | Investigate 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). | Awaiting external evidence report to support approach Will need public consultation Will need Exec Board approval Will need Secretary of State Consultation Will need resourcing | |
| 8 | Investigate Additional Licencing of smaller HMO's and other private rented properties. West Bank will be used as a pilot study of potential schemes | Awaiting evidence to support approach Will need Exec Board approval Will need public consultation Additional staff resources to undertake inspections | |
| 9 | Investigate options for Selective Licencing of private rented properties. The pilot will be used to inform options for any future borough wide scheme | Awaiting evidence to support approach. Will need Secretary of State Consultation (over 20% of Borough) | |
| 10 | Encourage the issuing of community protection warnings (CPW) / notices (CPN) to tackle persistent behaviour that is detrimental to the community | Matter raised with the Council's Enforcement Team who have advised that CPWs and CPNs will be issued to tenants and landlords in circumstances where there is evidence of any such persistent detrimental behaviour. | <input checked="" type="checkbox"/> |
| Other Interventions | | | |
| 11 | To ensure that waste management collections and receptacle provision are appropriate for HMOs, West Bank in particular, and take into account the number of individuals residing at each HMO. | Implemented and to be kept under review | <input checked="" type="checkbox"/> |
| 12 | Members to consider a Council Motion on HMOs to provide policy direction or propose adoption of 'Property Standards for HMOs' Document in conjunction with Action 5. | Under consideration | <input checked="" type="checkbox"/> |
| 13 | Invite Inspector Thomas Hall of Widnes Local Police Unit (LPU) to the next WP to discuss Police response to ASB arising from HMOs (Police records are a primary source of evidence to demonstrate ASB is linked to HMOs). | Invite sent and Police attendance confirmed for 14 Feb 23 | <input checked="" type="checkbox"/> |
| Resources | | | |
| 14 | Consider appropriate resources to deliver any selected interventions | | |
| Recommendations of Working Party | | | |
| 15 | Report Working Party Recommendations (including necessary resources and timescales) to Executive Board | | |

| | |
|---------------------------|---|
| REPORT TO: | Environment and Urban Renewal Policy and Performance Board |
| DATE: | 21st June 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.
- 1.2 At the present time, central Government 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). The funding that the Council has access to reflects these national Government policy drivers.

2.0 RECOMMENDATION: That

- a) **Members note the report and endorse the list of schemes set out in Appendix 1 and Appendix 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 CR STS (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 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 is leading 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 footpath, 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 will open 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 The implications for climate change are set out within the report.

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

| Document | Place of Inspection | Contact Officer |
|---|---------------------|-----------------|
| LTP3 https://www3.halton.gov.uk/Pages/councildemocracy/TransportPolicy.aspx | Municipal Building | Alasdair Cross |
| LTP4 under development not available yet | Municipal Building | Alasdair Cross |

APPENDIX 1 - FUTURE TRANSPORT PIPELINE SCHEMES

| NAME OF SCHEME | BENEFITS | DESCRIPTION |
|--|---|--|
| Runcorn Station Building | Improved public transport interchange; catalyst for area regeneration | <p>This scheme provides the following:</p> <ul style="list-style-type: none"> • A new piazza space to replace the station forecourt, comprising a safe, and welcoming open space to greet travellers. Combining quality materials and circulation spaces, with seating areas in a green planted setting. The proposed design will be flexible enough to provide small ancillary developments such as a coffee bar/meeting hub, and legible access guiding visitors towards Runcorn town centre and the Brindley. • Bus interchange facilities rationalising the 3 current bus stop locations into one central location close to Waterloo Bridge. Facilities to include shelters, seating and real-time information (in both the station and shelters) in a style consistent with the piazza space. • Improved walking and cycling connectivity between the station and town centre and surrounding residential areas, and also linking into the newly refurbished Silver Jubilee Bridge. • Improved cross canal bridge connecting the Station Quarter to the Brindley Theatre and Town Centre. |
| Wilmere Lane Slips Highways England | Address current congestion issues | Part of a Highways England scheme to relieve congestion at the M62 J7 |
| 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 |
| Replacement Rail Bridge | Improved access | This point is often congested, and with predicted growth across all sectors, this pinch point may constrain the potential of this key area. The provision of a new bridge over the railway will alleviate this problem, supporting inclusive growth through improved access to job opportunities, as well as |

| | | |
|--|---|--|
| Ditton / Halebank | | helping to sustain existing residential communities. Complements the Halton Curve and potential reopening of Ditton Station to improve connectivity in the 3MG / Ditton / wider 'Speke Approaches' growth corridor. This scheme maximises the opportunity for the Ditton/Halebank area. |
| 3MG Employment links | Encourages sustainable transport & access TO employment and housing areas | Cycling and walking improvements Halton Curve and potential for reopening Ditton Station 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. |
| Daresbury A558 Dualling | Reducing congestion; improving access to Enterprise Zone & development sites in the East Runcorn. | The A558 Daresbury Expressway is dual carriageway from the junction with the A553 Mersey Gateway to the roundabout junction with Blackheath Lane and Pitts Heath Lane in northeast Runcorn. Between this roundabout and Sci-Tech Daresbury EZ (Innovation Way), a distance of 1 mile/1.5km the A558 it becomes single carriageway. The road then reverts to dual carriageway at Innovation Way. This scheme seeks to upgrade the current single carriageway section to dual carriageway. |
| Whitehouse Enabling Infrastructure | Create opportunities in East Runcorn Area; reducing traffic impacts e.g. HGV routes | Feasibility work to understand future options to service the land adjacent to Whitehouse Industrial Estate and route HGV traffic away from Preston Brook Village. |
| Local Cycling and Walking Infrastructure Plan – LCWIP | Development of Local Cycle Walking Infrastructure Plan | Local LCWIP which will identify and prioritise a future programme for active travel (cycling and walking) across the borough |
| Local Cycling and Walking Infrastructure Plan – LCWIP | Car free routes; health promotion; improved connectivity | First phase of work already in delivery (the section through Astmoor linking to Manor Park and onward towards Daresbury). The Runcorn Busway Cycling and Walking scheme aims to strengthen the existing bus corridor and upgrade it to a sustainable transport corridor which supports cycling and walking. This will be done in the form of a physical separation from bus traffic to ensure safety of its users. The link has long been |

| | | |
|--|---|--|
| Runcorn Busway Sustainable Travel Corridor | | identified as convenient and direct for cyclists. The aim is to provide segregated cycle walking provision on the entirety of the bus network and strengthen its appeal and usage. The scheme aims to create sustainable travel links into employment areas across Runcorn. |
| Local Cycling and Walking Infrastructure Plan – LCWIP Runcorn Employment Links | Car free routes; health promotion; improved connectivity | The first phase of work has already been completed - Runcorn Canal tow path, walking and cycling improvements 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. |
| Electric Vehicle Infrastructure Strategy | 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. |
| Decarbonising the 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. | 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 |
| Park and Ride facilities | Car free routes; health promotion; | Reducing reliance on car for inter district travel. Explore potential locations within Halton. |

| | | |
|--|--|--|
| | improved connectivity, addressing transport inequalities, Supporting growth. | |
|--|--|--|

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 | | | £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-Jun 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 | CR STS | £2.276m |
| SJB deck steelwork maintenance painting L12-L18 (CRSTS) – Scape Feasibility Report estimate £2.276m, planned site start September 2023 | | | | |
| Busway Viaducts | Refurbishment | 2023/24 | CR STS | £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 | To June 2023 | 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 | To June 2023 | CR STS | |
| Improved walking and cycling link connecting to Waterloo Bridge and bus hub | | | | |
| ST | Busway Halton Lea to Murdishaw | To June 2023 | 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. | | | | |

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|---|---|-----------|---|--------|
| 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 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 |
|---|-------------|--------------|------|-------|
| OTHER | EV Chargers | 2024 | | |
| 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). | | | | |
| FLOOD RISK | | | | |
| <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)

Prescot Road - railway bridge to Heath Road – Carriageway resurfacing

Penn Lane Runcorn – Carriageway resurfacing

Victoria Road Widnes– Carriageway resurfacing

Caldwell Road Widnes – Carriageway resurfacing

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

Planned Maintenance: Footway Reconstruction Programme

(Flag stones to Flexible surfacing programme where vehicles overrun e.g. outside shops / post war estates)
(HMB & Revenue)

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
- Riverside College
- Picow Farm Road
- Derby Road
- Warrington Road
- Daresbury Science Park
- Castlefields

| | |
|---------------------------|--|
| REPORT TO: | Environment and Urban Renewal Policy and Performance Board |
| DATE: | 21 st June 2023 |
| REPORTING OFFICER: | Executive Director - Environment and Regeneration |
| PORTFOLIO: | Environment & Regeneration |
| SUBJECT: | Performance Management Reports for Quarter 4 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 final quarter period to 31st March 2023.
- 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 four 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 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 CLIMATE CHANGE IMPLICATIONS

9.1 Not applicable

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

10.1 Not applicable

Environment and Urban Renewal PPB – Priority Based Monitoring Report

Rep

orting Period: **Quarter 4 – 1st January 2022 to 31st March 2023**

1.0 Introduction

- 1.1 This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the final 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

3MG

3MG has completed its final year of delivery where RGF targets are considered and a full audit of job outcomes will determine the precise number of jobs that were generated by that element of the scheme. The final parcels

of land disposal are at or near completion with the sale of HBC Field imminent and the disposal of Linner Cottage complete.

Liberty Park is gaining pace and 107 is now occupied with the present occupiers expressing an interest in part of the remaining site however with this, HBC Field (545) and Viking being Freeport Tax Sites it is anticipated that they will be occupied within 24 months with some 900,000 square feet of floor space will come into use.

HBC Field has received full planning approval and Viking site Exeter is due for completion in the summer of 2023 adding a 195,000 square foot unit to the portfolio of premises in Halton to market.

Sci-Tech Daresbury

The Joint Venture have submitted the reserved matters planning application for Violet Phase 2 (formerly referred to as Ultraviolet). The £25m scheme will provide 80,000 sq ft of office and laboratory space across two new buildings. The JV is also continuing with proposals to secure the expansion land as part of the masterplan delivery.

Murdishaw

Onward homes are currently on site with the retrofit works to the bungalows in Murdishaw and on target to complete in Q2 2023/24. Onward have now entered in to the lease for the former boxing club and continue to work with the local community to establish a CIC. Ongoing environmental improvements are being carried out across the estate.

Astmoor

Joint Venture partnership now active with Development Agreement (DA) at signature stage. Slight delays incurred in 2022 in commencing practical progress – due to land ownership records underpinning the DA. Key stakeholders and initial practical priorities known, along with identified 'quick wins'. Astmoor Regeneration Masterplan remains the over-arching and guiding strategic document to be adhered to.

West Runcorn Employment Growth Area

- The Council is continuing to work with INOVYN (part of the INEOS Group) and 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.
- Recent meetings have been held with the Liverpool City Region Combined Authority to promote the opportunity at INOVYN as part of delivery of the City-Region Innovation Prospectus.
- The Council has a memorandum of understanding with the Liverpool City Region Combined Authority to establish a Liverpool City Region Freeport. An orientation visit by the Central Government DIT and DLUC was undertaken in February 2023.
- The Council have taken preliminary steps to undertake 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 work will be funded through drawdown of an initial tranche from the provisional allocation of £6.5m of capital seed funding.
-

Foundry Lane regeneration project:

Phase 1 of 2 (Council-owned land) at construction Works stage, with all Planning Consents in place, and first housing units scheduled for completion in 2024. Phase 2 of 2 (non council-owned land) currently at Outline Planning Consent (OPC) stage, with land acquisition and flood/highways management priorities currently subject to full Risk Assessment. Phase 2 development Works anticipated to commence in 2024. Project fully financially viable.

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. These schemes are being delivered in partnership with the Liverpool City Region Combined Authority, with grant funding secured from Department for Business, Energy & Industrial Strategy;
- In January - February 2023, the Council wrote to 5,700 of borough's most energy inefficient homes to promote the Sustainable Warmth Fund grant. This grant scheme being available to eligible residents. Delivery of the grant scheme was extended from March 2023 to September 2023.

Business Improvement and Growth

The Business Improvement and Growth Team is going through a period of transition emerging from the special measures that the team were working under through the pandemic. The result of this is that the team has commenced with a communication and engagement plan to improve engagement with the business community which became constrained through the pandemic.

The Business Brief is now a monthly publication focusing upon the quality of the business growth articles rather than getting business critical information to businesses in peril looking for Covid-19 support and grant support.

Business Growth Programme

The Business Growth Programme is working to a close and looks set to achieve and surpass targets which, given its predominant period of activity was through the Covid-19 pandemic is a remarkable achievement and testament to the dedication of the Team.

With ERDF ending this programme will now come to an end and will not formally be replaced however this is not until June.

UK Shared Prosperity Fund

Towards the end of the quarter the Combined Authority issued their outline vision for place based business support which includes an allocation of funding and correlated target and the Business Improvement and Growth Team began scoping and formulating how the programme will be developed and delivered in Halton.

2.3 Asset Management

71 High Street – lease completed 16 Feb 2023 and occupied by Hazelhurst

63 High St – acquisition completed 29 March 2023

Former youth centre, Moorings Close, Murdishaw – lease to Onward 12 Jan 2023

Completion of disposal of land to Feralco 13 Jan 2023

Completion of disposal of Linner Farm and outbuildings Widnes 10 March 2023

2.4 Policy Planning & Transportation

2.5 Highway Development

Asset management information for financial year was updated and explained in last quarter report, along with general team update.

Unfortunately we have been unable to obtain survey results for Public Rights of Way (PROW) prior to the end of the financial year, and we aim to report this next quarter. This is mainly due to some ongoing staff

recruitment/vacancy issues and workloads as previously reported with planning applications and scheme monitoring.

2.6 Planning

Following the adoption of the local plan, the Council have now received a number of major housing applications for the allocated sites.

Planning Policy

Team working on future guidance and reviewing existing guidance documents. The team have also been considering the implementation of Bio diversity Net Gain.

2.7 Community & Environment

2.8 Waste Management

School Litter Pick Activities

Throughout March the Waste Management Team carried out 4 school litter pick activities.

For each session the team took out a class size group to an area close to the school and carried out litter picking. Pupils were provided with litter pickers, hoops and Hi-Viz vests and each school received a certificate of participation. 170 pupils and teachers took part and more than 50 bags of rubbish were collected over all the sessions.

Community Engagement

The Waste Management Team organized a 'Recycling Q&A' to a number resident groups. The sessions were an opportunity to discuss any issues and also to provide residents with information on waste and recycling.

Community Walkabouts

The Waste Management Team was involved in 6 walkabouts along with a total of 50 volunteers.

The walkabouts are in joint working with local Housing Associations and other partner agencies.

During the walkabouts the Council's Community Engagement Officers engage with residents, carry out 'door knocking' and report back any issues that may need to be actioned.

Skip Schemes

The Waste Management Team organized 2 skip schemes in this last quarter.

The schemes, which were requested by Ward Councilors and delivered with Area Forum funding, saw three skips on each site for General Waste, Wood and Mixed Metals. Residents filled 23 skips over the 2 schemes.

2.9 Crematorium & Cemeteries

Nothing to report at this time

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

Investment Zones

As part of the Spring Budget, the Government announced plans to enter discussions with places to host twelve high growth Investment Zones across the UK. Liverpool City Region Mayoral Combined Authority was identified as one of eight places in England which has been shortlisted to begin discussions with Government to co-develop proposals for an Investment Zone. Investment Zones will be a locally led intervention aimed at boosting productivity, increasing innovation, and creating more jobs and opportunities for local people. They will be founded on partnership between central and local government and research institutions. The zone is likely to have a focus on the Health & Life Sciences sector with clear links to the assets and capabilities at Sci-Tech Daresbury.

3MG

The disposal of HBC Field is due to complete in the first quarter of 2023 and this will herald an intensive period of work for the team with support to the developer as required once the legal formalities are concluded. There will also be an audit from Halton appointed accountants to verify the number of jobs created by the scheme and this will form part of the programme close down which will include an independent verification by DLUC.

There are a number of parcels of land which will remain in the ownership of HBC and we will be actively marketing them for disposal thus effectively extending the programme beyond 2023 but on a scaled-down basis.

3.3 Business Improvement and Growth

Business Growth Programme

As mentioned will be closed at the end of June this year in parallel to the closing of all UK ERDF programmes and measures are in place to ensure the continuation of more general business support from the mainstreamed Business Improvement and Growth Team..

UK Shared Prosperity Fund

As mentioned under the section on progress “Towards the end of the quarter the Combined Authority issued their outline vision for place based business support which includes an allocation of funding and correlated target and the Business Improvement and Growth Team began scoping and formulating how the programme will be developed and delivered in Halton.” And this will require a significant resource from the Business Improvement and Growth Team to scope and develop. This will be developed in conjunction with local partners (notably HEP partners) and Liverpool City Region partner authorities. Housing Strategy, the team will commission a housing strategy on behalf of Halton Council and partners. More will be reported through 2023 / 2024

3.4 Policy Performance Transportation

Planning: Planning Application Statistics (Q4 22/23):

Given the number of cases on hand a backlog of applications is leading to an increase in time taken to process applications. This will start to hold up development and investment in the borough. Additional assistant Planners have been recruited and have taken up post in Q4.

| | |
|--|--------------------------------------|
| Total Applications Received: (Includes those Withdrawn and Returned) 122 | |
| Applications Decided 164 | Applications On-Hand (Undecided) 232 |
| Pre-Applications Received 26 | Pre Applications Closed 32 |

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

The Major applications determined in Q4 2022/23 are shown in Appendix 3.

3.5 Community & Environment Services

3.6 Waste Management

The Council has commissioned a piece of work to model a range for future waste collection scenarios. The outcome of this piece of work will see a report produced that will set out the cost implications, recycling performance, carbon benefits etc of a number of different modelled waste collection options. The report will be used to help inform future decisions on service changes required to meet new legislative requirements arising from the Environment Act 2021 (weekly collection of food waste, collection of a consistent set of recyclable materials etc).

3.7 Crematorium & Cemeteries

Nothing to report at this time

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 Q4 | Supporting Commentary |
|--|---|---|
| To prepare the Town Investment Plan Business Case(s) for Runcorn by 31st July 2022 |  | All business cases have now been approved by government. |
| To prepare a Halton Lea Levelling Up Bid by July 2022 |  | A bid was submitted. The bid was unsuccessful, but positive feedback was received which will be used to develop future funding bids. The status of a round 3 of Levelling Up Funding is not known |
| To prepare a governance structure for Halton Lea to oversee a range of programmes from stakeholders by September 2022 |  | A partnership board has been established to identify and coordinate priorities in the Halton Lea area and investigate funding opportunities. The board has met twice. |

| Ref | Objective |
|--------|-----------|
| EEP 03 | Corporate |

| Milestone | Progress Q4 | Supporting Commentary |
|--|---|---|
| Commence Construction of new Leisure Centre on site by 31st October 2022 |  | Works commenced on site with the service diversion works on Moor Lane in October 2022, site mobilisation was carried out in December and the formal start on site was 9 th January 2023, completion being 3 rd February 2025. |
| Commence Construction of Extension to St Patrick's Nursing Home by 31st Dec 2022 |  | The project has been delayed whilst the consultation takes place with families. Design works are continuing but we are now looking to decarbonise the buildings and are applying for additional funding |

| | | |
|--|---|---|
| Deliver agreed programmed maintenance programme to Corporate Buildings by 31st March 2023. |  | Budget fully committed, agreed works completed. |
| Deliver agreed programmed maintenance programme to schools by 31st March 2023. |  | All agreed projects now complete. |
| Complete refurbishment of 71 High Street, Runcorn by 30th September 2022 |  | Completed. |

Appendix 2: Progress Against Performance Indicators

| Ref | Description | Actual 2021 / 22 | Target 2022 / 23 | Quarter 4 Position | Current Progress | Direction of Travel | Supporting Commentary |
|-----|-------------|------------------|------------------|--------------------|------------------|---------------------|-----------------------|
|-----|-------------|------------------|------------------|--------------------|------------------|---------------------|-----------------------|

| | | | | | | | |
|-----------------|--|--------------------------------|--------------------------------|--------------------------------|--|--|---|
| EEP LI 01 | Greenhouse gas (GHG) emissions indicator (Tonnes CO ₂ e). | 9770 tonnes CO2 Actual 2020/21 | 9672 tonnes CO2 target 2021/22 | 9327 tonnes CO2 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 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 i is a year behind and therefore only reported in the following year.</p> |
|-----------------|--|--------------------------------|--------------------------------|--------------------------------|--|--|---|

| Ref | Description | Actual 2021 / 22 | Target 2022 / 23 | Quarter 4 Position | Current Progress | Direction of Travel | Supporting Commentary |
|------------|---|--|--|---|---|---|--|
| 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 | £660,000 |  |  | Transactions underway, sites at Desoto Road and Queensway Widnes. Sale completions Linner Farm Cottage, Halebank Road Widnes and land Ditton Road Widnes |
| EEP LI 03 | Commercial and investment portfolio – rent receivable against the budget to monitor receipt of income of rents and service charges. | Investment £44,300 Commercial £ 574,916 | Investment £53,467 Commercial £663,613 | Investment £44,300 Commercial £643,046 |  |  | A shortfall of income was projected to exclude the income from the lease of no 29 –31 Moor Lane Widnes. The shortfall has been improved by the completion of rent review at lease at Venture Fields Widnes |
| EEP LI 04 | Occupancy rates of commercial and investment portfolio. | 100 % Investment 89% commercial | 100 % Investment 90% commercial | 100 % Investment 93% commercial |  |  | There are 6 vacant properties which will be on the market or vacant until negotiations are concluded |
| EEP LI 05 | Occupancy of Widnes Market Hall. | 95% | 96% | 85% |  |  | In the past 12 months we have had a number of traders leave and others downsize, resulting in 18 more vacant units than 12 months ago. The reason being the very difficult trading conditions currently being faced. The introduction of parking charges to the main car park area has also impacted on the situation. |
| EEP LI 06 | Unit Costs – office accommodation space (reported annually). | 1317sqm | 1251sqm | N/A |  |  | This is only reported on an annual basis, figures will only be available in the 2 nd quarter as such it is too early to determine the outcome. |
| EEP LI 07 | Reduce ex traders debt at Widnes Market-target by each year | £37,919 | £36,023 | £29,833 |  |  | This is a new KPI so there are no figures for last year. Out of 27 returns, 23 of them were rated as either good or excellent. |
| EEP LI 07a | Surveys on repair & maintenance works, % rated good or excellent | New KPI | 75% | 85% |  |  | This is a new KPI so there are no figures for last year. Out of 27 returns, 23 of them were rated as either good or excellent. |

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 Q4 | Supporting Commentary |
|--|---|---|
| To deliver the 2019/30 LTP Capital Programme March 2022 |  | <p>Active Travel schemes at Runcorn Busway to improve cycling links between Halton Hospital and Murdishaw Centre scheme completed in the period</p> <p>Construction work underway to take the current LCWIP route from Runcorn Old town to Daresbury Sci Tech.</p> <p>Design work ongoing 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.</p> <p>Feasibility/Design works in progress for East Runcorn Connectivity, Whitehouse Access Link, and A56 carriageway Reconstruction.</p> <p>Site investigation topographical survey, drainage investigation and repair all underway</p> <p>Runcorn Station Quarter Dukesfield Active Travel Link completion due earlier next Quarter.</p> |

| Ref | Objective |
|--------|---------------------------------|
| PPT 02 | Highway programmed maintenance. |

| Milestone | Progress Q4 | 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"/> | Ditchfield Road Everite Road junction reconstruction completed in the period. Design of 23/24 carriageways commenced for Prescott Road, Penn Lane, Victoria Road, and Caldwell Road. Design work progressing for footway resurfacing schemes at Kingsway, Hale Road, Castle Street, Sea Lane, Arkwright road, and Frank Street |

| Ref | Objective |
|--------|--|
| PPT 03 | Highway Routine and reactive maintenance |

| Milestone | Progress Q4 | 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"/> | Winter Service training completed in the period. |

Appendix 3: Major Planning Applications Determined

Appendix 2: Progress Against Performance Indicators

| Ref | Description | Actual 2021 / 22 | Target 2022 / 23 | Quarter 4 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 | Not available | N/A | N/A | 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, 'Major applications' 'Major applications' 'Major applications' | 100% 100% 100% | 100% 96% 98% | 70.5% 61.7% 64% |    |    | The statistics shown on the left are for the full year 22/23 For the quarter 1/1/23 to 31/3/23 the outcomes are: Major 100% Minor 79% Other 72.5% As can be seen the final quarter shows a significant improvement driven by the acquisition of new staff. Whilst targets for the year 22/23 have been missed we are confident that the coming quarters and years will see targets consistently achieved |

Appendix 3: Major Planning Applications Determined

| Ref | Description | Actual 2021 / 22 | Target 2022 / 23 | Quarter 4 Position | Current Progress | Direction of Travel | Supporting Commentary |
|--------------|--|---------------------|---------------------|-----------------------|---|--|--|
| PPT LI 05 | No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.) | 28.8 | N/A | 25.4 |  |  | Slight reduction in KSIs following recent upturn |
| PPT LI 06 | No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.) | 4.2 | N/A | 2.8 |  |  | Child KSIs have fallen to a record low. The last recorded child KSI was in July 2022. |
| PPT LI 07 | No. of people slightly injured in road traffic collisions. (5 Year Av.) | 219 | N/A | 171 |  |  | 5 year average for slightly injured road casualties continues its decline. |
| PPT LI 08 | No. of people slightly injured in road traffic collisions. | 157 | N/A | 152 |  |  | Numbers slightly injured for the previous 12 months has fallen slightly. |
| PPT LI 09 | % of network where structural maintenance should be considered: | | | | | | <p>For PPT LI09 Percentage of highway network where structural maintenance should be considered a 9% figure is reported for unclassified roads (now only just meeting target, where's previously at 3%). This is based on Gaist video survey rather than previous type of CVI survey for which there have been survey quality issues nationally. Decline in the reported condition is likely due to a number of factors including:</p> <ul style="list-style-type: none"> • Survey type change (different categorisation of conditions) • Poor (wet) winters resulting in some actual decline in condition • Surveys only completed on unclassified roads every 3 years <p>Principal roads have shown some improvement in this year's survey and no change to non-principal roads</p> |
| | a) Principal Roads | 1.9 | 2.00% | 1 |  |  | |
| | b) Non-Principal Roads | 2 | 4.00% | 2 |  |  | |
| | c) Unclassified Roads | 3 | 9.00% | 9% |  |  | |

Appendix 3: Major Planning Applications Determined

| Ref | Description | Actual 2021 / 22 | Target 2022 / 23 | Quarter 4 Position | Current Progress | Direction of Travel | Supporting Commentary |
|-----------------|---|---------------------|---------------------|-----------------------|---|---|--|
| PPT LI 10 | Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%): | | | | | | <p>a) Indicator is slightly down on Q3. Operators have indicated that delays due to roadworks have been the main cause for the performance of the indicator</p> <p>b) Although the target has not been met there has been an improvement on Q3 performance.</p> <p>Operators continually monitor and make the required adjustments to schedules.</p> |
| | a) Percentage of buses starting route on time | Data unavailable | 99% | 94.2 |  |  | |
| | b) Percentage of buses on time at intermediate timing points | Data unavailable | 95% | 78.46 |  |  | |
| PPT LI 11 | % of footpaths and Public Rights of Way (PROW) which are easy to use. | Data unavailable | Data unavailable | Data unavailable | N/A | N/A | Data unavailable |
| PPT LI 12 | % of bus stops with Quality Corridor accessibility features. (No. of stops – 583) | 78% 455 | 80% | 84.36 |  |  | Indicator performing above expectations with further funding secured for the new financial year to carry out further improvements. |

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 Q4 | Supporting Commentary |
|---|---|--|
| Manage greenspace areas as per the agreed specification - March 2023 . |  | Despite on-going challenges the Open Space T 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 Q3 | 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 . |  | Activities to meet this objective remained on-going throughout the year. 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 community |

Appendix 2: Progress Against Performance Indicators

| Ref | Description | Actual 2021/22 | Target 2022/ 23 | Quarter 4 | Current Progress | Direction of Travel | Supporting Commentary |
|-------------|---|-------------------|-----------------------|--------------|---|---|--|
| CE LI 05 | Residual household waste per household. | 625kg | 625kg | 609kg |  |  | This is an estimated figure but it does show that household waste levels are lower than the previous year and the annual target will be met. |
| CE LI 06 | Household waste recycled and composted. | 40% | 40% | 359% |  |  | This is an estimated figure but it does show that recycling levels are lower than in the previous year and the annual target will be met. |

Appendix 3: Major Planning Applications Determined

7.0 Financial Statements

ECONOMY ENTERPRISE & PROPERTY DEPARTMENT

Revenue Operational Budget as at 31 March 2023

| | Annual Budget | Actual | Variance (Overspend) |
|-------------------------------------|------------------|---------------|-------------------------|
| | £'000 | £'000 | £'000 |
| Expenditure | | | |
| Employee Related Expenditure | 5,605 | 5,460 | 145 |
| Repairs & Maintenance | 2,211 | 2,285 | (74) |
| Premises | 92 | 102 | (10) |
| Energy & Water Costs | 1,059 | 1,059 | 0 |
| NNDR | 549 | 664 | (115) |
| Rents | 192 | 161 | 31 |
| Economic Regeneration Activities | 17 | 0 | 17 |
| Security | 486 | 548 | (62) |
| Supplies & Services | 822 | 621 | 201 |
| Supplies & Services - Grant | 740 | 740 | 0 |
| Grants to Voluntary Organisations | 162 | 162 | 0 |
| Capital Finance | 30 | 30 | 0 |
| Transfer to Reserves | 1,007 | 1,007 | 0 |
| Total Expenditure | 12,972 | 12,839 | 133 |
| Income | | | |
| Fees & Charges Income | -906 | -913 | 7 |
| Rent - Commercial Properties | -801 | -785 | (16) |
| Rent - Investment Properties | -44 | -44 | 0 |
| Rent - Markets | -793 | -766 | (27) |
| Government Grant | -1,042 | -1,042 | 0 |
| Reimbursements & Other Grant Income | -1,612 | -1,615 | 3 |
| Schools SLA Income | -384 | -362 | (22) |
| Recharges to Capital | -153 | -149 | (4) |
| Transfer from Reserves | -2,248 | -2,248 | 0 |
| Total Income | -7,983 | -7,924 | (59) |
| Net Operational Expenditure | 4,989 | 4,915 | 74 |
| Recharges | | | |
| Premises Support | 1,474 | 1,474 | 0 |
| Transport Support | 27 | 28 | 0 |
| Central Support | 2,082 | 2,082 | 0 |
| Asset Rental Support | 1,399 | 1,399 | 0 |
| Recharge Income | -6,258 | -6,258 | 0 |
| Net Total Recharges | -1,276 | -1,275 | 0 |
| Net Departmental Expenditure | 3,713 | 3,640 | 74 |

Appendix 3: Major Planning Applications Determined**Comments on the above figures**

As at 31 March 2023 net expenditure for the department was £0.074m below the approved budget for the year. An improvement on the forecast overspend position of £0.164m estimated at the end of December 2022.

The Department recognises the significant financial challenges they face and will continue to face into the near future, particularly given the elevated levels of inflation for commodities including fuel, energy, materials, and increased wage demands.

Financial Management continue to work closely with the Department and remain focused on achieving a balanced budget at year end. By carefully monitoring the accounts, the department has utilised grant, external funding and capital funding where possible to try and relieve the pressure on the core budget.

Across the Investment & Development Division several posts remained vacant in year due to a restructure that has taken place. Temporary measures have been taken where it has been possible to find the appropriate skill set required. The delay in recruitment of staff has improved the Employee budget position this quarter. The 2022/23 pay award was agreed in October and budgets updated accordingly.

The impact of increased energy and fuel costs continued to be monitored during the year. £0.156m was required from Council Reserves to fund the additional costs above budget. Latest forecasts show a further increase of 75% in gas costs and 52% electricity costs for 23/24 which have been allowed for in the approved budget.

Challenging income targets are particularly damaging to the Department, as unlike some other sectors the Council do not have the ability to passport additional costs pressure onto tenants as contracts are in place for a number of years and rent reviews can only take place when a review is due.

The Asset Management Service has incurred one off expenses this year, due to the vacant unit at The Hive that was previously occupied by Frankie & Benny's. Costs relating to NNDR, repairs and maintenance and service charges have had to be paid by HBC until the unit is leased. Negotiations are currently taking place with a new tenant.

Adult Learning Division has contributed £0.131m as match funding towards the Ways to Work Programme this financial year creating an employment programme to date of £6m.

Due to adverse trading conditions in the retail sector which have been worsened by inflation and increased utilities costs, the department under achieved on market rental income targets this budget year. During the last few months, the occupancy rate has dropped to 88%. This may be linked to the introduction of customers having to pay for parking outside the market.

The School Cleaning Service Level Agreement (SLA) did not cover its costs this budget year due to the need to employ agency staff to cover sickness and leave and the pay award. A review of SLA charges has been undertaken ahead of the next budget year.

The savings put forward to provide additional office space for external agencies at Rutland House was not achieved this budget year. This budget pressure will continue into financial year 2023/24. It is important that any future savings put forward can be delivered and will not create an added budget pressure.

Appendix 3: Major Planning Applications Determined

ECONOMY ENTERPRISE & PROPERTY DEPARTMENT

Capital Projects as of 31 March 2023

| Project Title | 2022/23 Capital Allocation £'000 | Actual £'000 | Total Allocation Remaining £'000 |
|--|---|-----------------|---|
| 3MG | 164 | 25 | 139 |
| Murdishaw | 31 | 1 | 30 |
| Equality Act Improvement Works | 200 | 247 | (47) |
| Widnes Market Refurbishment | 6 | 6 | 0 |
| Broseley House | 21 | 12 | 9 |
| Solar Farm Extension | 11 | 3 | 8 |
| Foundry Lane Residential Area | 2,117 | 3,569 | (1,452) |
| Kingsway Learning Centre Improved Facilities | 36 | 0 | 36 |
| Halton Lea TCF | 388 | 353 | 35 |
| Property Improvements | 213 | 189 | 24 |
| Astmoor Regeneration | 14 | 14 | 0 |
| Woodend Unit 10 Catalyst Industrial Estate | 500 | 518 | (18) |
| Runcorn Station Building Development | 110 | 60 | 50 |
| St Paul Mews | 500 | 515 | (15) |
| Waterloo Building | 0 | 7 | (7) |
| UK Shared Prosperity Fund | 45 | 28 | 17 |
| Runcorn Town Centre Redevelopment | 3,239 | 1,451 | 1,788 |
| Totals | 7,595 | 6,998 | 597 |

3MG – 3MG produced one major capital receipt in the form of the disposal of Linner Cottage in 2022 / 2023 however the anticipated disposal of HBC Field was delayed into 2023 / 2024 due to a boundary change with the land being disposed of. This means there will be a reduction in the size of plot disposed of, but the capital receipt will remain the same. The sale will complete in the first quarter of 2023 / 2024.

HBC was in negotiations to dispose of a plot of land in the north of the site but that petered out due to Central

Government funding requirements and there are a small number of remaining plots that will form a portfolio of sites to be disposed of in 2023 / 2024.

Murdishaw – The Council have worked in partnership with Onward Homes to develop a community scheme which includes the establishment of a new CIC who will run a new venture from the former boxing club. A scheme of environmental improvements has been initiated across the estate with some signage improvements completed. Key priorities for the scheme include improvements to the external space at Murdishaw Community Centre and improvements to the Gorsewood area and external area adjacent to the former boxing club.

Appendix 3: Major Planning Applications Determined

Equality Act - There are a number of access type schemes using the equality act budget this year. At quarter 3 it was anticipated that the budget would underspend and £0.100m was moved forward to 23/24.

Widnes Market Refurbishment – All Capital works are now complete, and all retentions paid.

Broseley House - All works are complete on site and invoices fully paid.

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

Foundry Lane – Project progressing on schedule with all ground remediation works now complete. Due to pre grant expenditure and additional costs for the land swap with Beesley & Fildes, it was agreed by Executive Board that the programme will be increased by £1.7m. This increase was placed in the Capital Programme for 23/24 and will need to be brought forward to 22/23.

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

Halton TCF – This LCR funded programme is now complete.

Property Improvements- There are a number of projects against this scheme including re-roofing the Fitness Suite at the Stadium, lift replacement at Kingsway Learning Centre, and re-roofing 73 High Street.

Astmoor Regeneration – Project is now complete. Woodend Unit 10 Catalyst Trade Park - Works nearing completion, anticipated completion by end of May, following which tenants can commence their fit-out.

St Paul Mews - Awaiting final tenant to be re-located, following which demolition of buildings will take place following a tender exercise.

Waterloo Building - Awaiting decision from Planning in respect of demolition, subject to approval being granted demolition will follow after a tender exercise.

Shared Prosperity Fund – Halton submitted an Investment Plan to the CA for three strands of its UK Shared Prosperity Fund (UKSPF) programme – Town Centres; Local Culture, Arts and Heritage; Green, Resilient, Safe Communities. This amounts to £0.608m up to March 2025 and is a mix of capital and revenue.

Runcorn Town Centre Redevelopment – The Town Deal programme covers a number of projects to strengthen the town centre economy, including Brindley Theatre Enhancement, Creative and Digital Skills Centre, Health and Education Hub, High Street Connectivity, Town Centre New Homes, Station Enterprise Facility, and Unlock Runcorn. Business cases for all projects have been submitted and approved. Work will continue on site for the next 3 years.

Appendix 3: Major Planning Applications Determined

PLANNING, PROVISION & TRANSPORTATION DEPARTMENT

Revenue Operational Budget as at 31 March 23

| | Annual Budget | Actual | Variance (Overspend) |
|---|---------------|---------------|----------------------|
| | £'000 | £'000 | £'000 |
| Expenditure | | | |
| Employees | 4,834 | 4,823 | 11 |
| Efficiency Savings | -100 | -100 | 0 |
| Premises | 187 | 139 | 48 |
| Hired & Contracted Services | 333 | 506 | (173) |
| Supplies & Services | 217 | 419 | (202) |
| Other Expenditure | 0 | 2 | (2) |
| Street Lighting | 1,713 | 1,414 | 299 |
| Highways Maintenance - Routine & Reactive | 1,130 | 1,478 | (348) |
| Highways Maintenance - Programmed Works | 1,512 | 1,304 | 208 |
| Fleet Transport | 1,392 | 1,526 | (134) |
| Bus Support - Halton Hopper Tickets | 50 | 15 | 35 |
| Bus Support | 498 | 486 | 12 |
| Capital Financing | 0 | 0 | 0 |
| Grants to Voluntary Organisations | 31 | 31 | 0 |
| NRA Levy | 69 | 69 | 0 |
| LCR Levy | 882 | 882 | 0 |
| Contribution to Reserves | 984 | 984 | 0 |
| Total Expenditure | 13,732 | 13,978 | (246) |
| Income | | | |
| Sales & Rents Income | -93 | -123 | 30 |
| Planning Fees | -563 | -917 | 354 |
| Building Control Fees | -224 | -235 | 11 |
| Other Fees & Charges | -936 | -1,047 | 111 |
| Grants & Reimbursements | -343 | -343 | 0 |
| Government Grant Income | -175 | -175 | 0 |
| Halton Hopper Income | -50 | -13 | (37) |
| School SLA's | -46 | -43 | (3) |
| Recharge to Capital | -317 | -155 | (162) |
| LCR Levy Reimbursement | -882 | -882 | 0 |
| Contribution from Reserves | -755 | -755 | 0 |
| Total Income | -4,384 | -4,688 | 304 |
| Net Operational Expenditure | 9,348 | 9,290 | 58 |
| Recharges | | | |
| Premises Recharges | 534 | 534 | 0 |
| Transport Recharges | 662 | 746 | (84) |
| Asset Charges | 9,839 | 9,839 | 0 |
| Central Recharges | 1,581 | 1,583 | (2) |
| Transport Recharge Income | -4,240 | -4,746 | 506 |
| Central Recharge Income | -871 | -871 | 0 |
| Net Total Recharges | 7,505 | 7,085 | 420 |
| Net Departmental Expenditure | 16,853 | 16,375 | 478 |

Appendix 3: Major Planning Applications Determined**Comments on the above figures**

Department net spend came in at £0.478m under the approved budget at the end of the 2022/23 financial year. Budget holders have worked closely with the Finance Officer 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 was under budget at year end however there has been an increase in agency staff due to the number of vacancies within the area. The 2022/23 pay award has now been agreed and cost an additional £0.131m within the PPT department, this has been included in the above employee expenditure.

Supplies and services and contracted services are over budget as in previous years 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 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 over the next year. Due to these efficiencies expenditure has managed to come in within budget and will be closely monitored going forwards into the new financial year.

Highways maintenance budgets came in over budget. Capital has been 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. Routine and reactive works came in over budget whereas the programmed works schemes came in under.

Fleet transport has overspent which in turn an impact on the costs has recharged out to other Council departments. It is worth noting that the Council has seen a large increase in costs for fuel and parts, also the time it takes from placing an order and receiving the goods has grown.

Bus support costs came in under budget at 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 came in over budget target due to income generated from the auctioning of retired fleet vehicles. This is not income that can be predicted as the team are trying to run fleet on as long as possible in order to reduce costs.

Planning income was 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 as it has been offset with higher staffing costs in the 2023/24 budget.

The recharge of salaries to capital schemes again did not 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 carry out works on capital schemes.

Appendix 3: Major Planning Applications Determined

Capital Projects as at 31 March 2023

| Project Title | 2022/23 Capital Allocation £'000 | Actual £'000 | Total Allocation Remaining £'000 |
|---|---|-----------------|---|
| Local Transport Plan | | | |
| Total Bridge & Highway Maintenance | 2,448 | 1,182 | 1,266 |
| SJB Major Maintenance | 320 | 0 | 320 |
| Integrated Transport | 1,553 | 689 | 864 |
| CRSTS (City Region Sustainable Travel Settlement) | 3,306 | 2,680 | 626 |
| SJB - Decoupling | 275 | 275 | 0 |
| Runcorn Busway | 1,546 | 1,628 | (82) |
| East Runcorn Connectivity (ERC) | 1,500 | 1,290 | 210 |
| A56 Reconstruction (Delph Lane) | 950 | 3 | 947 |
| Dukesfield ATL (Waterloo Bridge) | 1,800 | 3,054 | (1,254) |
| LCWIP Phase 2 Daresbury | 0 | 115 | (115) |
| Total Local Transport Plan | 13,698 | 10,916 | 2,782 |
| Halton Borough Council Schemes | | | |
| Street Lighting | 853 | 178 | 675 |
| Lighting Upgrades | 530 | 261 | 269 |
| Silver Jubilee Bridge - Lighting | 0 | 10 | (10) |
| Risk Management | 495 | 38 | 457 |
| Fleet Vehicles | 2,500 | 686 | 1,814 |
| SUD Green Cycle | 517 | 534 | (17) |
| Widnes Loops | 17 | 18 | (1) |
| Total Halton Borough Council Schemes | 4,912 | 1,725 | 3,187 |
| Totals | 18,610 | 12,641 | 5,969 |

Comments on the above figures.

Dukesfield ATL (Waterloo Bridge) came in over budget however it was agreed with Liverpool City Region (LCR) that the CRSTS under spend of £0.626m could be used to offset some of the variance as both pots of money came from the same overall grant. The remainder came from Highways reserves.

A late agreement was received for a new scheme LCWIP Phase 2 Daresbury therefore this is the first time the allocation has been shown on these reports. Due to the delay there has been little expenditure in 2022/23 with most of the works expected 2023/24 onwards.

Works on the A56 Delph Lane have not commenced properly as there have been problems with Redrow who were leading on this piece of work and they have now entered an agreement with HBC for the Council to deliver the works in 2023/24.

East Runcorn Connectivity is progressing and the under spend has been carried forward into 2023/24 as the scheme will be ongoing for a number of financial years.

Runcorn Busway is expected to complete in the next couple of months. This will be the end of Phase 1 and further allocations / works is expected in the future.

Appendix 3: Major Planning Applications Determined

COMMUNITY & ENVIRONMENT

Revenue Budget as at 31 March 2023

| | Annual Budget | Actual | Variance (Overspend) |
|-------------------------------------|--------------------------|----------------|---------------------------------|
| | £'000 | £'000 | £'000 |
| Expenditure | | | |
| Employees | 15,756 | 14,936 | 820 |
| Premises | 2,544 | 2,841 | (297) |
| Supplies & Services | 1,488 | 1,655 | (167) |
| Hired & Contracted Services | 453 | 475 | (22) |
| Book Fund | 147 | 142 | 5 |
| Food Provisions | 354 | 371 | (17) |
| School Meals Food | 1,872 | 2,069 | (197) |
| Miscellaneous Transport Costs | 115 | 133 | (18) |
| Other Agency Costs | 209 | 204 | 5 |
| Other Expenditure | 0 | 15 | (15) |
| Waste Disposal Contracts | 6,538 | 6,438 | 100 |
| Grants to Voluntary Organisations | 57 | 16 | 41 |
| Grant to Norton Priory | 172 | 173 | (1) |
| Rolling Projects | 0 | 20 | (20) |
| Capital Financing | 1,077 | 1,094 | (17) |
| Total Expenditure | 30,782 | 30,582 | 200 |
| Income | | | |
| Sales Income | -1,196 | -1,199 | 3 |
| School Meals Sales | -2,730 | -2,739 | 9 |
| Fees & Charges Income | -5,351 | -5,299 | (52) |
| Rental Income | -209 | -171 | (38) |
| Government Grant Income | -359 | -363 | 4 |
| Reimbursements & Other Grant Income | -792 | -818 | 26 |
| SLA Income | -2,227 | -1,785 | (442) |
| Catering Fees | -88 | -108 | 20 |
| Internal Fees Income | -227 | -289 | 62 |
| Capital Salaries | -106 | -75 | (31) |
| Transfers From Reserves | -1,221 | -1,314 | 93 |
| Total Income | -14,506 | -14,160 | (346) |
| Net Operational Expenditure | 16,276 | 16,422 | (146) |
| Recharges | | | |
| Premises Support | 1,496 | 1,496 | 0 |
| Transport Support | 2,325 | 2,433 | (108) |
| Central Support | 4,449 | 4,449 | 0 |
| Asset Rental Support | 3,519 | 3,519 | 0 |
| Support Costs Income | -511 | -511 | 0 |
| Net Total Recharges | 11,278 | 11,386 | (108) |
| Net Departmental Expenditure | 27,554 | 27,808 | (254) |

Appendix 3: Major Planning Applications Determined**Comments on the above figures**

The net department spend is £0.254m over the approved budget for the year.

This differs greatly from the forecast underspend position of £0.346m estimated at the end of Q3. The difference is predominantly to do with income estimates and further information is provided within the report.

Employee spend is £0.820m below the budget due to the number of vacancies within the department resulting from delays and difficulty in recruitment. This reflects vacancies within School Meals, Leisure and Stadium Services.

Premises costs are £0.297m over budget at the end of the year. Costs for utilities across all sites but in particular for Leisure services and Crematorium are overspent due to the increased cost of electricity and gas.

Spend on Supplies and Services is £0.167m over budget. This includes Crematorium spend for the decommissioning of the temporary cremator plus equipment costs.

Food Provisions, especially School Meals food is overspent by £0.197m due to the increasing inflationary food costs from suppliers.

Invoices relating to 2021/22 waste disposal contracts were received in Q3 2022/23 and were much lower than had been forecast in finalising the 2021/22 accounts. Charges for 2022/23 waste disposal contracts are calculated based on the average cost per tonne in the previous year. Therefore, the total outturn is £0.1m below the approved budget.

School Meals SLA income has underachieved by £0.442m, although mitigated by vacancies against budget for the service.

Transport recharges outturn overspend for 2022/23 is £0.108m due to fuel and other cost increases.

Appendix 3: Major Planning Applications Determined

Capital Projects as at 31 March 2023

| Project Title | 2022/23 Capital Allocation £'000 | Actual £'000 | Total Allocation Remaining £'000 |
|-----------------------------------|---|-------------------------|---|
| Stadium Minor Works | 37 | 16 | 21 |
| Stadium decarbonisation scheme | 0 | 145 | (145) |
| Brookvale Pitch Refurbishment | 70 | 42 | 28 |
| Halton Leisure Centre | 3,296 | 3,239 | 57 |
| Children's Playground Equipment | 80 | 40 | 40 |
| Landfill Tax Credit Schemes | 340 | 0 | 340 |
| Upton Improvements | 13 | 0 | 13 |
| Crow Wood Park Play Area | 39 | 27 | 12 |
| Crow Wood Park Pavillion | 0 | 1 | (1) |
| Open Spaces Schemes | 450 | 170 | 280 |
| Runcorn Town Park | 256 | 282 | (26) |
| Widnes Crem, Replacement Cremator | 200 | 242 | (42) |
| Spike Island / Wigg Island | 60 | 1 | 59 |
| Litter Bins | 20 | 20 | 0 |
| TOTAL | 4,861 | 4,225 | 636 |

Comments on the above figures

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 was completed in March 2022 with retentions paid in April 2023 over and above the approved budget.

Brookvale Pitch Refurbishment

The scheme is now complete but awaiting retentions invoice of approx £0.032m for the practical completion. There is a slight overspend due to additional fence panel/gate request works.

Halton (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. The Leisure Centre contract start date was 09/01/23 for a 108 week build. Spend to date includes all works associated with the PCSDA and CPO etc.

Children's Playground Equipment

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

Landfill Tax Credits Schemes

Currently used to support improvements for a rolling programme of existing playgrounds and Open Space Schemes across the Borough. There were no projects identified in 2022/23.

Upton Improvements

Open space improvement works undertaken. Work has been delayed due to contractor workload and difficulty obtaining materials. No revised date set yet for when this may be spent.

Appendix 3: Major Planning Applications Determined**Crow Wood Park & Pavillion**

The main contract for the new park building has ended. A small amount of work to the building is required plus additional landscape contract to complete the paths - this is ongoing with some work from Property Services and Open Spaces team to complete.

Open Spaces

This covers spending on a variety of externally funded projects, including Arley Drive/Halton Housing Trust and Fairfield History projects. Schemes on this code are progressing, although slightly behind the expenditure profile due to resource issues.

Runcorn Town Park

Project to renew park infrastructure. Project is ongoing with the next phase carried over to financial year 23/24. Some carry forward will be needed to complete work in season and for contingency payments plus some small sums for retention payments from previous phases. Anticipated further successful bids to the INEOS EfW fund for future phases.

Widnes Crematorium replacement Cremator

Contract works on the new cremator are complete. The over spend is as a result of the original budget of £0.200m being based on the quote from a company that later had to drop out of the process because they failed to meet the financial solvency requirements HBC needed. The company who could meet our financial requirements quote was an additional £0.031m. A further £0.010m overspend is as a result of repairs required to unforeseen damage to the original building slab under the old cremator when it was removed.

Spike Island / Wigg Island Recovery Works

The programme is slightly behind due to staff capacity issues. Waiting for a consultancy agreement to be put in place so the scheme can progress using external help.

Appendix 3: Major Planning Applications Determined

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 <i>is better</i> as compared to the same period last year. | |
| Amber  | Indicates that performance <i>is the same</i> as compared to the same period last year. | |
| Red  | Indicates that performance <i>is worse</i> 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. |