

Public Document Pack



Environment and Regeneration Policy and Performance Board

Wednesday, 11 February 2026 6.30 p.m.
Civic Suite, Town Hall, Runcorn

A handwritten signature in black ink, appearing to read 'R. Butler'.

Interim Chief Executive

BOARD MEMBERSHIP

Councillor Bill Woolfall (Chair)	Labour
Councillor Peter Lloyd Jones (Vice-Chair)	Labour
Councillor Valerie Hill	Labour
Councillor Noel Hutchinson	Labour
Councillor Kath Loftus	Labour
Councillor Tony McDermott	Labour
Councillor Stef Nelson	Labour
Councillor Louise Nolan	Labour
Councillor Carol Plumpton Walsh	Labour
Councillor Gareth Stockton	Liberal Democrats
Councillor Kevan Wainwright	Independent

*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 to be confirmed.

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

Part I

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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 REGENERATION POLICY AND PERFORMANCE BOARD

At a meeting of the Environment and Regeneration Policy and Performance Board on Wednesday, 12 November 2025 at the Civic Suite, Town Hall, Runcorn

Present: Councillors Woolfall (Chair), P. Lloyd Jones (Vice-Chair), V. Hill, McDermott, Nelson and L. Nolan

Apologies for Absence: Councillors Hutchinson and Wainwright

Absence declared on Council business: None

Officers present: G. Ferguson, S. Burrows, I. Saxby and A. Plant

Also in attendance: J. Hayes, D. Lyon and M Bennett – Mersey Gateway Crossings Board

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

Action

EUR19 MINUTES

The Minutes of the meeting held on 10 September 2025, having been circulated, were signed as a correct record.

EUR20 PUBLIC QUESTION TIME

It was confirmed that no public questions had been received.

EUR21 EXECUTIVE BOARD MINUTES

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

RESOLVED: That the Minutes be received.

EUR22 MERSEY GATEWAY PROJECT

The Board received a report and accompanying presentation in relation to the achievement of the seven strategic objectives of the Mersey Gateway Project.

The Mersey Gateway Bridge opened to traffic on 14 October 2017 and on the eighth anniversary, almost 190 million crossings had been made. The Silver Jubilee Bridge and MGB had been operating concurrently for the past 4.5 years. The Council established the Project with the intention of delivering seven strategic objectives, which had all been achieved, and these were outlined in the report and in the presentation.

The Project had delivered major transport improvements and an 80% reduction in traffic using the Silver Jubilee Bridge, which allowed it to be freed up for local use. This had led to social benefits to communities in and around Halton which included improvements to public transport facilities across the river, walking and cycling facilities and health and improved road safety. As a result of reduced air pollution, the Air Quality Management Areas in Halton were revoked in November 2023.

The Board were also advised on the work of the Mersey Gateway Environmental Trust which had seen the following achievements:

- creating and managing new wildlife habitats;
- delivering environmental improvement works;
- conducting environmental monitoring to assess bird populations; and
- community engagement such as work with local schools.

It was agreed that the presentation would be shared with all members of the Council.

RESOLVED: That the report and presentation be noted.

EUR23 ANNUAL ROAD TRAFFIC COLLISION AND CASUALTY REPORT

The Board received a report from the Executive Director – Environment and Regeneration, which provided the latest road safety statistics released by the Department for Transport (DfT) through the publication of the 2024 Comprehensive Annual Report.

The report set out full details of the numbers of traffic collisions and casualties in 2024 and compared these figures with those from previous years, which showed a substantial fall in overall casualty numbers. This 16% reduction compared very favourably with the national picture

where there had been a 4% decrease.

Members noted that Halton had achieved its performance targets as set by the DfT; there were 123 road traffic collisions involving personal injury within Halton, 35 fewer than the previous year. The latest figures (2024) for Halton showed a welcome substantial fall in overall casualty numbers, following marginal annual increases post-Covid.

In addition, the report highlighted an update on the work the Road Safety Team had undertaken in 2024/25 which would continue to cover road traffic collision reduction schemes, road safety education, training and publicity as well as engaging with Cheshire Police to target effective enforcement action.

The report also outlined information on the following road safety initiatives:

- Gyratory Red Light Camera;
- “Smiley” Speed Indicative Device/Sign (SiDs);
- Mobile Speed Camera Sites;
- Collision Sites;
- Safer Active Travel;
- Education; and
- Halton 2025/26 Strategy.

RESOLVED: That

- 1) the overall progress made on casualty reduction in Halton over the past decade be noted; and
- 2) the 2026/27 strategy of road safety schemes and road safety education, training and publicity be endorsed.

EUR24 PEST CONTROL – UPDATE ON FEES AND CHARGES

The Board received a report from the Director of Public Health, which provided an update on the Pest Control Service following the implementation of a charge for rat treatments in April 2025.

In February 2025, the Board agreed to introduce a new fee to recover the full cost of rat treatments on domestic properties. However, residents who were in receipt of Council Tax reduction benefits would be exempt. The proposal was ultimately agreed by Council as part of the budget setting process for 2025/26.

Since the charge had been reduced the number of treatments delivered by the service had reduced and the service would not achieve its anticipated income target. It was noted that the potential negative consequences of the charge outlined in the report to the Board in February had not materialised. These included an increase in rat activity and an increase in enforcement cases for the Environmental Protection team.

RESOLVED: That the Board endorse the proposal to continue with the current means tested charges for rat treatments. This includes the provision of free treatments for residents in receipt of Council Tax reduction benefit.

EUR25 ENVIRONMENTAL FUND UPDATE

The Board received a report of the Executive Director – Environment and Regeneration, which provided an update on the expenditure of the Environmental Fund.

Planning permission for the Runcorn Thermal Power Station (TPS) Plant was granted in September 2008. The Plant was subject to a legal agreement, under Section 106 of the Town and Country Planning Act 1990. The legal agreement contained a provision that the owner of the Plant agreed to pay the Council an annual lump sum payment for every tonne of fuel received and processed.

The fund had been in operation since 2015 and to date had generated £7,936,270.74. The projects that had benefitted from the fund were set out in Appendix 1.

RESOLVED: That the Board notes the report and the wide range of projects that had benefitted from the fund, as set out in Appendix 1.

EUR26 PROGRESS OF THE PLANNING POLICY TEAM'S LOCAL DEVELOPMENT SCHEME (LDS)

The Board received a report which set out the work of the Planning Policy Team's progress to date on the following projects:

- Transport and Accessibility Supplementary Planning Documents (SPD)
- Social Value in Planning SPD
- House Extensions SPD
- Call for Sites Exercise

It was noted that consultation on the House Extension

and Transport Accessibility SPDs would take place in mid November. Whilst consultation around the Social Value in Planning SPD would take place in early 2026. It was anticipated that the SPDs would be submitted to Executive Board for approval in 2026.

The Board was advised that the Call for Sites exercise was a process of gathering information and assisted the Council to understand any potentially available sites for future development. At the request of a large landowner the Council had extended the deadline for this exercise to 5 December to allow them to submit a site to the Council.

RESOLVED: That the report is noted and Officers proceed with the necessary consultation to endorse Supplementary Planning Documents (SPD).

EUR27 PERFORMANCE MANAGEMENT REPORTS FOR QUARTER 2 OF 2025/26

The Board received the Performance Monitoring Report for Quarter 2 of 2025/26.

The key priorities for development of improvement in 2025/26 were agreed by Members and included in Directorate Plans for the various function areas reported to the Board as detailed below:

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

The reports detailed progress against service objectives and milestones, and performance targets and provided information relating to key developments and emerging issues that had arisen during the period.

RESOLVED: That the quarter 2 performance management report be received and noted.

Meeting ended at 7.30 p.m.

REPORT TO: Environment & Regeneration Policy & Performance Board

DATE: 11 February 2026

REPORTING OFFICER: Chief Executive

SUBJECT: Public Question Time

WARD(S) Boroughwide

1.0 PURPOSE OF THE 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 RECOMMENDATION: 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**

4.1 None identified.

5.0 **FINANCIAL IMPLICATIONS**

5.1 None identified.

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

6.1 **Improving Health, Promoting Wellbeing and Supporting Greater Independence**

None identified.

6.2 **Building a Strong, Sustainable Local Economy**

None identified.

6.3 **Supporting Children, Young People and Families**

None identified.

6.4 **Tackling Inequality and Helping Those Who Are Most In Need**

None identified.

6.5 **Working Towards a Greener Future**

None identified.

6.6 **Valuing and Appreciating Halton and Our Community**

None identified.

7.0 **RISK ANALYSIS**

7.1 None.

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 None identified.

9.0 **CLIMATE CHANGE IMPLICATIONS**

9.1 None identified.

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

None under the meaning of the Act.

REPORT TO: Environment & Regeneration Policy & Performance Board

DATE: 11 February 2026

REPORTING OFFICER: Chief Executive

SUBJECT: Executive Board Minutes

WARD(S) Boroughwide

1.0 PURPOSE OF THE 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.

4.0 POLICY IMPLICATIONS

- 4.1 None.

5.0 FINANCIAL IMPLICATIONS

- 5.1 None.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Improving Health, Promoting Wellbeing and Supporting Greater Independence

None.

6.2 Building a Strong, Sustainable Local Economy

None.

6.3 Supporting Children, Young People and Families

None.

6.4 Tackling Inequality and Helping Those Who Are Most In Need

None.

6.5 **Working Towards a Greener Future**

None.

6.6 **Valuing and Appreciating Halton and Our Community**

None.

7.0 **RISK ANALYSIS**

7.1 None.

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 None.

9.0 **CLIMATE CHANGE IMPLICATIONS**

9.1 None.

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

None under the meaning of the Act.

APPENDIX 1**Extract of Executive Board Minutes relevant to the Environment & Regeneration Policy and Performance Board****EXECUTIVE BOARD MEETING HELD ON 11 DECEMBER 2025**

EXB76	WASTE MANAGEMENT UPDATE
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The Board considered a report that provided an update on the continuing work in the development of the new Strategic Policy and Service Plan documents in respect of the Council's Waste Management Services. It was noted that since the last report to the Board on 11 September 2025, the following actions had taken place:

- work was being undertaken to draft a new Halton Waste Strategy document which would be presented to the Board in Spring 2026. The aims of the Strategy would be underpinned by a new Waste Policy which was also in development;
- an Environment Service Transformation Programme supported by the Transformation Delivery Unit was ongoing;
- workforce engagement: staff, management, Trade Unions and HR representatives had met and been fully engaged throughout the development of the Transformation programme;
- work was progressing to bring in additional staffing resources to deliver effective communication and community engagement on the new services for Halton residents and the development of a Communications Plan; and
- an update on the new Food Waste Collection Service to be implemented to every household in 2026 was provided including staffing implications.

RESOLVED: That

- 1) the Board endorse the current programme of work, as set out within the report, which is being undertaken to support the Council in meeting its Strategic aims and objectives with regards to the management of waste in Halton; and
- 2) a further report be presented to the Board in Spring 2026.

EXECUTIVE BOARD MEETING HELD ON 15 JANUARY 2026

EXB87	ADDITIONAL HIGHWAY GRANT ALLOCATIONS
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The Board considered a report of the Executive Director - Environment and Regeneration, that sought approval to accept capital funding from the Liverpool City Region Combined Authority (LCRCA) in compliance with Standing Orders.

It was noted that in addition to previous capital funding arrangements through the LCRCA, Halton had now received:

- a grant of £190,000 as part of the Active Travel Fund 5;
- notification of an imminent Active Travel Fund 6 grant (Consolidated Active Travel Fund). LCR approvals were ongoing, but it was expected £577,000 would be allocated to Halton; and
- £564,556.12 had been allocated for Pre-Development Work of the Transport Pipeline projects that were due to be constructed with the future funding from the Transport for City Regions Capital allocation to the City Region. Final Grant funding Agreement for this was awaited.

Full details on the schemes it was proposed the grant funding would be invested in were outlined in the report.

RESOLVED: That

- 1) the Board approves the Director of Planning and Transportation, in consultation with the Portfolio Holder Environment and Urban Renewal, be delegated to accept the Grant Funding Agreement and enable timely delivery of the agreements; and
- 2) the Director Planning and Transportation, in consultation with the Portfolio Holder Environment and Urban Renewal, be delegated to deal with any matters relating to procurement and operation of these agreements.

EXB88	POLICY DOCUMENTS: LIVERPOOL CITY REGION LOCAL NATURE RECOVERY STRATEGY, TRANSPORT AND ACCESSIBILITY SUPPLEMENTARY PLANNING DOCUMENT, HOUSE EXTENSIONS SUPPLEMENTARY PLANNING DOCUMENT, AND VEHICLE CROSSING GUIDANCE
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The Board considered a report that sought approval to support the adoption of the following documents:

- Liverpool City Region Local Nature Recovery Strategy (LCRS);
- Transport and Accessibility Supplementary Planning Document (SPD);
- House Extensions Supplementary Planning Document (SPD)

Associated Technical Guidance:

- Vehicle Crossing Guidance (VCG)

RESOLVED: That

- 1) the report be noted;
- 2) the Board approves the Strategies for adoption; and
- 3) Authority is delegated to the Director of Planning and Transportation in consultation with the Portfolio Holders for Environment and Urban Renewal and

Climate Change and Housing, to amend the Local Nature Recovery Strategy (LNRS) and Supplementary Planning Documents (SPD) if required.

REPORT TO: Environment and Regeneration Policy and Performance Board

DATE: 11th February 2026

REPORTING OFFICER: Executive Director Environment and Regeneration

PORTFOLIO: Environment and Urban Renewal

SUBJECT: Merseyside Waste Recycling Authority Corporate Plan 25/26

WARD(S) Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 A presentation will be provided to the board on the Merseyside Recycling & Waste Authority (MRWA) corporate plan for 25/26.

2.0 RECOMMENDATION: That the contents of the presentation are noted.

3.0 SUPPORTING INFORMATION

- 3.1 MRWA is the recycling and waste authority for the Liverpool district and handles waste from the six local authorities including Halton.
- 3.2 Halton's residual waste (black bins), recycling (blue bins) and garden waste (green bins) is received and handled through MRWA waste arrangements.
- 3.3 Halton has a strategic relationship with MRWA, a consideration in the organisations corporate plan and future procurement arrangements for recycling and waste handling.
- 3.4 The MRWA Corporate Plan has been redesigned and extended to allow flexibility to a changing context to respond to future challenges and opportunities.
- 3.5 There are five priority focus areas:
- Deliver our statutory and contractual duties.
 - Develop new and improved services.
 - Ensure the highest standards of governance and performance.
 - Implement our Zero Waste Strategy 2040.
 - Educate and influence behaviour change.

4.0 POLICY IMPLICATIONS

4.1 MRWA recycling and waste arrangements meet statutory requirements for handling waste.

4.2 Simpler recycling and food waste is to be introduced in 2026; the LCR Waste Partnership including MRWA is progressing arrangements across LCR to introduce and evolve district services as appropriate ensuring mechanisms and capacity to handle waste streams and levels.

5.0 FINANCIAL IMPLICATIONS

5.1 None as a result of the report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Improving Health, Promoting Wellbeing and Supporting Greater Independence

Waste has a direct effect on public health; effective and efficient household waste collection mitigates potential health implications related to accumulated waste.

6.2 Building a Strong, Sustainable Local Economy

The waste sector and local arrangements to deal with waste provides significant employment opportunities and contribution to Halton's economy.

6.3 Supporting Children, Young People and Families

There are opportunities through the behaviour change work to engage children and young people to be champions of waste and recycling approaches at home.

6.4 Tackling Inequality and Helping Those Who Are Most In Need

Halton offers support, such as assisted collections to enable those with support needs to deal with their waste appropriately.

The extended waste collection requirements will include resident engagement and behaviour change support with targeted support to cohorts as required to increase recycling and reduce household waste levels in Halton.

6.5 Working Towards a Greener Future

MWRA introduced a Zero Waste Strategy in 2025 with Halton, along with the other Liverpool City Region local authorities signing up to a circular economy approach.

6.6 Valuing and Appreciating Halton and Our Community

MWRA are a key stakeholder to support the changes to household

waste arrangements in Halton. The approach and investment demonstrate the commitment to Halton's residents. Most residents and households will be keen to contribute what they can to the environmental agenda and providing appropriate tools and household collections will enable this.

7.0 Risk Analysis

7.1 None identified.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 None identified.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 None identified.

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

'None under the meaning of the Act.'

REPORT TO:	Environment and Regeneration Policy and Performance Board
DATE:	11 th February 2026
REPORTING OFFICER:	Executive Director Environment and Regeneration
PORTFOLIO:	Environment and Urban Renewal
SUBJECT:	Contaminated and Brownfield Land in Halton
WARD(S)	Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 A presentation on Contaminated and Brownfield Land has been prepared to inform the Board on the current position in Halton.

2.0 RECOMMENDATION: That the report and presentation be noted.

3.0 SUPPORTING INFORMATION

- 3.1 The National Planning Policy Framework (NPPF) defines brownfield land as “land which is or was occupied by a permanent structure”.

4.0 POLICY IMPLICATIONS

- 4.1 None identified.

5.0 FINANCIAL IMPLICATIONS

- 5.1 None identified.

6.0 IMPLICATIONS FOR THE COUNCIL’S PRIORITIES

6.1 Improving Health, Promoting Wellbeing and Supporting Greater Independence

None identified.

6.2 Building a Strong, Sustainable Local Economy

None identified.

6.3 Supporting Children, Young People and Families

None identified.

6.4 Tackling Inequality and Helping Those Who Are Most In Need

None identified.

6.5 Working Towards a Greener Future

None identified.

6.6 Valuing and Appreciating Halton and Our Community

None identified.

7.0 Risk Analysis

7.1 None identified.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 None identified.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 None identified.

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

‘None under the meaning of the Act.’

REPORT TO:	Environment and Regeneration Policy and Performance Board
DATE:	11 th February 2026
REPORTING OFFICER:	Executive Director Environment and Regeneration
PORTFOLIO:	Environment and Urban Renewal
SUBJECT:	Cross-Pavement Electric Vehicle Charging Channels Pilot
WARD(S)	Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 To provide Members with an update on delivery of the Electric Vehicle Charging Infrastructure (EVCI) Strategy.
- 1.2 To seek approval of the Council's participation in a City Region wide pilot to allow the installation of cross-pavement charging solutions (XPS) for residents who do not have access to off-street parking but wish to use their own home charge point.
- 1.3 The report sets out the proposed approach, funding arrangements and resident application process, and key conditions for the pilot, the outcomes of which will inform the development of future Council policy on XPS.

2.0 RECOMMENDATION: That the PPB:

- i) Notes the update on delivery of the Electric Vehicle Charging Infrastructure (EVCI) Strategy and the Council's ongoing work with the Liverpool City Region Combined Authority (LCRCA) in relation to electric vehicle charging infrastructure.
- ii) Notes that the LCRCA has applied for cross-pavement charging grant funding on behalf of its six constituent local authorities, including Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral.
- iii) Endorses the Council's continued involvement in the development and delivery of a City Region wide pilot to evaluate cross-pavement charging channel solutions (XPS) for residents without access to private driveways,

subject to appropriate technical, safety and legal controls and associated application process, grant arrangement and any ongoing maintenance or fee requirement.

- iv) Notes progress on the Local Electric Vehicle Infrastructure (LEVI) funding programme and the procurement of a Charge point Operator by the LCRCA; and Supports the progression of any necessary legal and inter-authority agreements required to enable delivery of LEVI-funded public and residential electric vehicle charging infrastructure.**

3.0 SUPPORTING INFORMATION

- 3.1 Members will recall that this Board endorsed Halton's Electric Vehicle Chargepoint Strategy in February 2024.
- 3.2 **Local Electric Vehicle Infrastructure (LEVI) Funding**
In October 2023, the Office for Zero Emission Vehicles announced the Local Electric Vehicle Infrastructure (LEVI) fund, with £9.647 million allocated to the Liverpool City Region Combined Authority (LCRCA). Funding is held centrally and allocated equally across the six local authorities. The LCRCA is currently procuring a Charge Point Operator (CPO) under a concession contract to deliver public EV charging infrastructure across the City Region, prioritising areas with limited access to off-street parking.
- 3.3 The Halton strategy has been used to establish Halton's requirements for public infrastructure to be delivered by the procurement of the CPO, in accordance with the priority areas set out within the strategy. It is expected that this will deliver a mix of slower chargers (upto 22kW) either on street or in Council carparks using the grant, and rapid (50kW+) chargers as a result of procurement leverage. Partnership work is also ongoing with Registered Social Landlords (RSLs) as the 'on street' parking in Halton is owned and managed by these organisations in many areas. Sites for approx. 300 chargepoints have been identified across the borough, with final numbers and locations subject to completion of the procurement exercise and future public consultation.
- 3.4 **Cross Pavement Charging Solutions (XPS)**
In addition to identifying public infrastructure requirements, the strategy recognised that:
- 3.5 *Households that do not have off-street parking but could charge by extending a cable from their property across a public footway, could benefit from installing a gully system to mitigate trip hazards associated with running a cable across a public footway. A gully system would enable a household to run a charging cable beneath*

the footway surface so that the footway remains uninterrupted. In addition to mitigating trip hazards, the benefit of a gully system is that it utilises home charging, which reduces the investment in on-street EVCI, and the number of public electricity grid connections and potential grid capacity upgrades required. Additionally, this would benefit households as home charging is usually cheaper than public charging. However, unless parking spaces can be designated to specific vehicles and/or households, there is no guarantee that a household can park directly in front of their property to charge their vehicle.

- 3.6 A small proportion of the LEVI funding had been allocated to support a cross-footway charging solutions pilot. In addition, the LCRCA has applied for OZEV cross-pavement charging grant funding on behalf of its six constituent local authorities, including Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral. Subject to Grant Funding Agreement (GFA), it is anticipated that Halton Borough Council will receive approximately £200k to support participation in the pilot and to further assess options for expanding residential charging provision. This will allow the Council to bear some of the cost of installing a cross pavement channel by offering a grant to residents during the pilot.
- 3.7 The Council continues to receive requests from residents who do not have off-street parking but wish to own or use an electric vehicle.
- 3.8 Cross-pavement charging channels allow residents to charge an EV from a home charge point by routing the charging cable below the pavement surface, reducing risks to pedestrians, wheelchair users and other highway users.
- 3.9 Participation in the pilot will allow the Council to assess feasibility, safety, cost and suitability before considering any longer-term policy position.
- 3.10 **XPS Procedure**
A new service is proposed for the installation of pavement channels to allow residents to install a home electric vehicle (EV) charger and run the cable across the footway. The aim is to encourage and promote the transition to electric vehicles and support the move to Net Zero Carbon by 2030. The intention is to provide convenient and affordable charging for residents who have no off street parking and may otherwise be left behind in the transition to electric vehicles. This will encourage a faster switch to electric vehicles, which is critical to progress on Halton's climate and air quality goals. The proposal is to supply, install and maintain pavement channels for electric vehicle charging cables within the borough, focusing on areas with no off street parking. Enabling residents to charge at home will help residents to move from petrol/diesel vehicles to

electric/hybrid vehicles with the Government's 2030 deadline for the sale of new petrol and diesel vehicles to end.

- 3.11 The resident would pay the full cost of installing the channel expected to be around £1000 subject to site inspection, minus the Council pilot grant amount, expected to be £500 per household during the pilot. An annual fee to residents is proposed for the ongoing inspection and maintenance of the channel (and administration of the licence). In line with neighbouring authorities it is proposed this would initially be £100 and increase annually. In addition, the resident would need to fund the cost of a professionally installed Mode 3 EV charger (although government grants may be available to assist with the cost of this).
- 3.12 **Resident Application and Installation Process**
Residents wishing to participate in the cross-pavement charging pilot will be required to follow a defined application and installation process to ensure highway safety, legal compliance and eligibility for grant funding.
- 3.13 In December 2024, the government issued guidance on the installation of Pavement Channels for EV Charging Cables Cross-pavement solutions for charging electric vehicles - GOV.UK. Whilst this was a good starting point, there are a number of issues that have not been resolved, such as liability and maintenance of the channels, together with how and where they should be installed. Halton as Highway Authority has installed and evaluated a 'Kerbo' channel over the last 2 years [Kerbo Charge - EV Charging Cable Channel | Charge Without a Driveway | As Seen on Dragons' Den](#). There are a number of other similar solutions on the market.
- 3.14 In order to allow residents to charge at home and utilise their option to choose a lower tariff to charge their vehicle overnight, the council is proposing to undertake the installation of pavement channels for charging cables, using a similar process to the current system used for dropped crossings. Residents will apply for a pavement channel and pay an initial fee of £200 for the assessment of the location, then pay the full cost of the installation of the channel, less any grant that maybe available. Then each year they will need to pay an annual fee of £100 for the installation to be checked and for the resident to provide evidence that they have adequate insurance cover in place, to indemnify the council against claims. These fees will be reviewed each year as part of the annual review of Fees and Charges. If the annual fee is not paid and/or the appropriate insurance cover is not in place, then the channel will initially be blocked off to prevent unauthorised use and ultimately it could be removed.
- 3.15 Following the installation of the channels, there will be a monitoring and evaluation period to review the effectiveness of the channels

and whether they are being utilised correctly and any challenges that have arisen.

- 3.16 The installation of a channel does not reserve a space outside a property for parking/charging.
- 3.17 Before the Council can agree to install a pavement channel, currently the resident or property owner will need to apply for **planning permission** to install an electric vehicle chargepoint. This will be particularly important for listed buildings and in conservation areas. In some places residents have already installed chargepoints, so they will need to apply for retrospective permission. The need for planning permission is currently under review by central government.
- 3.18 The installation of pavement channels will not be suitable in all locations as there are a number of safety requirements that need to be considered, such as:
- The location of other electrical equipment in the area (a vehicle charging cannot be within 2.5m of this equipment or another vehicle charging).
 - Proximity to a junction.
 - The presence of parking restrictions
 - A charging cable channel already installed in an adjacent property.
 - The location is not suitable on planning grounds for the installation of a chargepoint.
- 3.19 The resident will also need to check with Scottish Power Energy Networks (SPEN) that their current electrical supply to their property is suitable for the addition of an EV chargepoint. In some cases, an upgrade to the cutout may be required and some cases a new supply will need to be installed where a looped supply is identified (i.e. the supply from the electricity main to the property is currently shared between two properties).
- 3.20 The process will operate in the following order:
1. The resident applies to the Council for permission to install a cross-pavement channel and pays the £200 initial fee.
 2. The Council undertakes eligibility, highways safety and technical checks and, where appropriate, issues conditional approval, subject to the installation of a home EV charge point.
 3. The resident applies for charge point grant funding to government with evidence of the Council's conditional approval.
 4. The resident receives conditional approval of the charge point grant.
 5. The cross-pavement channel is installed by a contractor approved by, or acting on behalf of, the Council.

6. The home EV charge point is installed.
7. The resident submits the charge point grant claim following completion of the works.
8. Charge points installed prior to grant approval or before installation of a permanent cross-pavement channel will not be eligible for grant funding. This sequencing is intended to reduce the risk of unsafe charging practices, including trailing cables across the footway.
9. Participation in the pilot will be subject to residents entering into a legal agreement with the Council and providing evidence of appropriate insurance cover for the duration of the trial.

3.21 **Conditions and Controls**

Approval for a cross-pavement charging channel will be subject to conditions to ensure highway safety, accessibility and appropriate management of liability.

3.22 Key points:

- Each application is assessed individually; nearby or historic installations do not guarantee approval.
- Channels remain part of the public highway and may only be used for charging a private or light goods vehicle.
- Approval is conditional on the professional installation of a compliant home EV charge point; standard sockets are not permitted.
- Residents must maintain the channel, provide evidence of insurance, and may be liable for damage caused by misuse.
- The Council may refuse applications or remove channels if conditions are not met, reinstating the highway at the resident's cost.
- Full operational conditions and fees will be included in the resident application pack.

4.0 POLICY IMPLICATIONS

- 4.1 This report clarifies the Council's policy on running EV cables across the footway. The Council will not allow via licence or otherwise the free running of EV cables across the footway even with a protective mat and may take enforcement action in such cases. The scheme described for installation and use of XPS will be the only method allowed for home charging for those without access to off street parking. (Mats have been evaluated and are considered to offer a less safe, less consistent solution which would still require much of the licencing, insurance, inspection and fee burden associated with the cross pavement channels).

5.0 FINANCIAL IMPLICATIONS

- 5.1 LEVI funding of £1.053m is held by the LCRCA, with £47k allocated

to the initial cross-footway charging pilot. Additional Office for Zero Emission Vehicles (OZEV) grant funding is anticipated to continue the pilot subject to approval.

5.2 Participation in the pilot is expected to be grant-funded and resident funded, with no requirement for Council capital funding. OZEV funding is expected to be available to support the proposals, providing approximately £500 per property.

5.3 Ongoing maintenance and potential removal of cross-pavement channels would be the responsibility of the Council. An annual resident fee is required to cover inspections, maintenance, insurance checks and removal costs.

5.4 Procurement and installation of the channels will be undertaken through existing highway contracts in a similar way to the process for dropped crossings.

5.5 **LEGAL IMPLICATIONS**

Residents requiring XPS will be required to enter into a legal agreement with the Council and provide evidence of appropriate insurance to mitigate third-party liability risks.

5.6 XPS Installation may require a Section 50 licence under the New Roads and Street Works Act 1991 or may be delivered by the Council under Section 115B of the Highways Act 1980.

5.7 The LEVI concession contract for public chargers will be between the LCRCA and the Charge point Operator, supported by an inter-authority agreement setting out delivery responsibilities.

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

6.1 **Improving Health, Promoting Wellbeing and Supporting Greater Independence**

None identified.

6.2 **Building a Strong, Sustainable Local Economy**

None identified.

6.3 **Supporting Children, Young People and Families**

None identified.

6.4 **Tackling Inequality and Helping Those Who Are Most In Need**

None identified.

6.5 **Working Towards a Greener Future**

None identified.

6.6 **Valuing and Appreciating Halton and Our Community**

None identified.

7.0 Risk Analysis

- 7.1 Key risks include pedestrian safety, liability exposure and infrastructure suitability. These will be managed through pilot controls, legal agreements, insurance requirements and regular inspections. On commencement of the project/pilot, a detailed risk register will be prepared, and appropriate mitigation measures will be identified by LCRCA and the project team.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 The pilot supports residents without private driveways who may otherwise be excluded from EV ownership.
- 8.2 All installations will be designed to minimise impacts on footway accessibility, including for disabled users.

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 Improving access to EV charging infrastructure supports a shift to low-emission vehicles and contributes to reduced carbon emissions and improved air quality, in line with Council goals.

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

Government guidance for Local Authorities re On Street Charge point schemes

[On-Street Residential Chargepoint Scheme guidance for local authorities - GOV.UK](#)

Government guidance for Local Authorities re Cross Pavement Charging schemes

[Cross-pavement solutions for charging electric vehicles - GOV.UK](#)

Information from Energy Saving Trust re Cross-pavement Charging solutions.

[Cross-pavement charging solutions - Energy Saving Trust](#)

Guidance to help householders in the installation of electric vehicle chargers through explaining the costs, types of chargers, and permissions required.

[Electric vehicle chargers - Electric vehicle charging - Planning Portal](#)

REPORT TO:	Environment and Regeneration Policy and Performance Board
DATE:	11 th February 2026
REPORTING OFFICER:	Executive Director Environment and Regeneration
PORTFOLIO:	Environment and Urban Renewal
SUBJECT:	Highways Asset Management Plan
WARD(S)	Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to seek endorsement the Highway Asset Management Plan (HAMP). This will enable the plan to be taken forward to the Executive Board for approval to allow subsequent adoption and publication of the HAMP. This will allow the Council to be compliant for Department for Transport Highway (DfT) maintenance funding requirements known as Annex B.

2.0 RECOMMENDATION: That the PPB endorse the Highway Asset Management Plan and its forwarding to the Executive Board for approval and give delegated powers to the appropriate director and portfolio holder to approve necessary updates.

3.0 SUPPORTING INFORMATION

- 3.1 On the 18th June, this board noted the report for Funding for local Highway maintenance – Incentive element. This followed the letter from DfT on the 20 December 2024, which announced the 2025/26 highway maintenance funding allocations for all eligible highway authorities and mayoral combined authorities. This included additional funding announced by the Chancellor as part of the 2024 Budget and came with two sets of requirements of local Highway Authorities, the second of which, known as Annex B, requires the publishing of this HAMP.
- 3.2 Members will recall the approval by Executive Board in March 2017 of the last edition of the HAMP, a new plan was prepared for 2023 however changes to funding overtook the adoption of that plan and has resulted in this subsequent updated plan. In that earlier report, the importance of asset management and the maintenance of our highway network were emphasised, as was the need for a Highway

Asset Management Plan that has the support of the Council's senior management and Executive Board.

3.3 **What is and why do we need Highway Asset Management?**

1. Highway asset management is a way of running the '**business**' of operating a highway network. The 790km highway network (605 km of roads plus 187km of independent footpaths) in Halton, comprises a number of diverse assets and all of these need managing as a whole and individual basis.
2. Highways are by far the most valuable asset the Council has (the WGA Gross Replacement Cost of this asset was estimated as approximately £2.5 billion in 2024), and as such, managing the maintenance of this asset is crucial. The highway network is used by, or on behalf of, every single member of the Community, often many times a day. One of the keys to improving value for money in highways maintenance is knowing and understanding when and how to intervene. By applying asset management principles and considering an asset over a whole life cycle, it is possible to select the best time to intervene. This will maintain condition and preserve the asset in an economically viable way.
3. Good asset management is about making best use of available funds. It also provides a clear evidence base to justify the need for investment in highway maintenance. Applying the principles of asset management will help the Council achieve a more structured long term approach to maintaining the network and to resist expensive, short-term actions.
4. Some of the potential benefits of adopting asset management practices are that it:
 - Formalises and documents standards and processes.
 - Helps us provide an informed response to budget pressures.
 - Records what assets we have and what condition they are in.
 - Allows us to understand how much infrastructure is aged and the risk associated with it.
 - Leads to consistency of practices.
 - Provides an audit trail.
 - Assists with managing public expectations.
 - Acknowledges that future spending requirements are not

always the same as historical ones.

3.4 **What is a Highway Asset Management Plan (HAMP)?**

A Highway Asset Management Plan identifies the current assets and develops a **framework for asset management** to enhance existing good practices and improve the management of the network. A HAMP is a guidance document used by the Council's Highways service in managing the highway network as an asset and addressing maintenance challenges moving forward. In addition, the HAMP provides information regarding the highway asset base, its implications and identifies the need for funding that could be utilised in addressing maintenance issues. The HAMP also demonstrates to stakeholders how the Council manages highway assets and proposes to face the challenges of managing these assets in the future.

3.5 **Why do we need a Highway Asset Management Plan?**

1. The Highway Asset Management Plan supports an evidence based approach to maintaining the highway network and sets out how it can be maintained strategically and efficiently in order to protect the assets and provide the best possible service with the resources available. Its purpose is to identify and set out the maintenance requirements for the highway network within Halton, in a clear and consistent nationally recognised framework.
2. In 2025 the DfT wrote to all Council Chief executives stating 25% of the additional highway funding was contingent on local authorities demonstrating that they are complying with certain criteria aimed at driving best practice and continual improvement in the highway maintenance practice. This demonstrates more clearly than anything how important it is for the Council to develop and sustain its highway asset management capability.

3.6 **Where we are and where we want to be**

1. The Council published its first 'Transport Asset Management Plan' (TAMP) in 2007 at the Central Government's initiative and funding. The subsequent HAMP was published in 2017
2. This revised document has been compiled to answer the questions that were at the heart of the Government

highway questions.

3. The ratification of the HAMP will serve as a foundation for other detailed plans and strategies based on the principles and objectives contained within the HAMP.

4.0 POLICY IMPLICATIONS

- 4.1 The approval of the HAMP will allow the Council to be compliant with the requirements of government guidance included in Annex B of the Transparency requirements.

5.0 FINANCIAL IMPLICATIONS

- 5.1 Halton Borough Council will understand the value and costs of its highway assets and the financial resources required to appropriately sustain these (short and long term). It will seek to make its decisions based on Total Whole Life Cycle costs and appropriate funding strategies that match its business needs and targeted levels of service. Halton Borough Council will link the condition index to customers' expectations, its financial capacity and its levels of service goals; (for example, service levels for the high footfall pedestrianized town centres will have a higher rating than little used rural footpaths)
- 5.2 The Council are working towards a better understanding of the Carbon footprint associated with highway infrastructure not only its use by vehicles but also that of its maintenance processes.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Improving Health, Promoting Wellbeing and Supporting Greater Independence

Provision of safe, reliable and accessible routes to all destinations by Active travel modes such as walking and cycling is vital to the future of Halton's residents and the quality of its environment.

6.2 Building a Strong, Sustainable Local Economy

It is recognised that a good transport network is essential for a successful economy and for the efficient and effective movement of people and goods in and through Halton.

6.3 Supporting Children, Young People and Families

The Highway network is utilised and relied upon by Children and Young people in similar ways to any other demographic of the population.

6.4 Tackling Inequality and Helping Those Who Are Most In Need

Our highways provide safe and reliable access to jobs, services, schools, get goods to the shops and allow us to make the most of our free time.

6.5 Working Towards a Greener Future

None identified.

6.6 Valuing and Appreciating Halton and Our Community

Highway asset management will help meet the Council's aims and objectives for positively shaping Halton's future supporting other Departments with Urban Renewal aspirations and targets.

7.0 Risk Analysis

7.1 As the status of the HAMP as current was one of the requirements of Annex B, without an updated, agreed and published HAMP, future funding maybe impaired.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 There are not any equality and diversity issues in relation to this report.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 None identified.

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

Document	Place of Inspection	Contact Officer
All Party Parliamentary Group on Highway Maintenance – Managing a valuable asset: improving local road condition	Municipal Buildings	Ian Jones
Transport Asset Management Plan - 2007	Municipal Buildings	Ian Jones
Self-Assessment Questionnaire - DfT	Municipal Buildings	Ian Jones
"Better Local Roads" speech, Andrew Jones MP	Municipal Buildings	Ian Jones
"Going the distance, Achieving better value for money in road maintenance," Audit Commission, May 2011	Municipal Buildings	Ian Jones
Executive Board Thursday, 7 th April 2016 Transportation Portfolio 147. Highway Asset Management Plan	Halton Borough Council web site.	Ian Jones

Executive Board Thursday, 16 th March 2017 EXB111. Highway Asset Management Plan	Halton Borough Council web site.	Ian Jones
Letter to local authorities about local highway maintenance funding in 2025 to 2026 24 th March 2025	Letter to local authorities about local highway maintenance funding in 2025 to 2026 - GOV.UK	

<http://councillors.halton.gov.uk/mgCommitteeDetails.aspx?ID=292>



Halton Borough Council Highway Infrastructure Asset Management Plan (HIAMP) 2026



Foreword

As the Portfolio Holder for Environment and Urban Renewal, I am proud to present Halton Borough Council's Highway Infrastructure Asset Management Plan (HIAMP) for 2026–2029.

Our highway network is one of Halton's most valuable assets, spanning over 1,400km and valued at approximately £2.3 billion. It plays a vital role in connecting communities, supporting economic growth, and enabling safe and sustainable travel across the borough. This plan outlines our strategic approach to maintaining and improving this essential infrastructure in the face of evolving challenges, including climate change, financial constraints, and increasing demand.

Since our last plan, Halton has become a key member of the Liverpool City Region Combined Authority (LCRCA), aligning our ambitions with regional and national priorities. This HIAMP reflects our commitment to delivering a resilient, safe, and accessible network that meets the needs of our residents, businesses, and visitors—now and into the future.

Through a data-driven, risk-based approach, we aim to maximise value for money, reduce whole-life costs, and ensure that every pound spent delivers tangible benefits. Our focus on preventative maintenance, stakeholder engagement, and environmental responsibility will help us maintain high standards and secure future funding opportunities.

I commend the dedication of our officers and partners in developing this comprehensive plan. It is a testament to Halton's commitment to transparency, accountability, and continuous improvement in the stewardship of our highway infrastructure.



Councillor Paul Nolan (Portfolio Holder for Environment and Urban Renewal)

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Introduction

Highway asset management is a way of running the 'business' of operating a highway network. Halton Borough Council (Halton) is responsible for 606 km of roads and 838 km of footpaths which are comprised of many diverse assets and which all need to be managed throughout their lifecycle to ensure they continue to fulfil their purpose. Asset management helps Halton, as the local Highway Authority, to understand the value of the highway asset and the costs linked with maintaining that asset, providing a framework to ensure that available funding is targeted to where it is needed most to deliver on local priorities. It achieves this by linking high level business objectives, stakeholder expectations and legislative requirements to actions on the ground to deliver the optimal level of service within the available funding at the lowest risk.

Highways are by far the most valuable asset Halton owns, reported at £2.3 billion in 2021-22. Significant investment is required year on year to prevent deterioration in the condition of highway assets and provide the best level of service possible. Key to maximising value for money in highway maintenance is to understand when and how to intervene over the long term.

Asset Management also provides a clear evidence base to justify the need for investment in highway maintenance by providing a means of demonstrating how different investment strategies impact on our business goals over time. Making use of this long term approach on investment options allows decision makers to make informed choices, minimising whole-life costs in favour of more expensive, reactive short terms actions which arise because of under investment.

This Highway Infrastructure Asset Management Plan (HIAMP) includes all the key documents to our asset management approach. It provides the framework for asset management and provides a "line of sight" between business priorities and ambitions, stakeholder requirements and expectations and deliverable actions on the ground. In so doing it encourages the development of existing good practices and so improves the management of the whole network. In addition, the HIAMP provides information regarding the highway asset base and identifies the funding needed to addressing maintenance issues and deliver on business and stakeholder priorities.

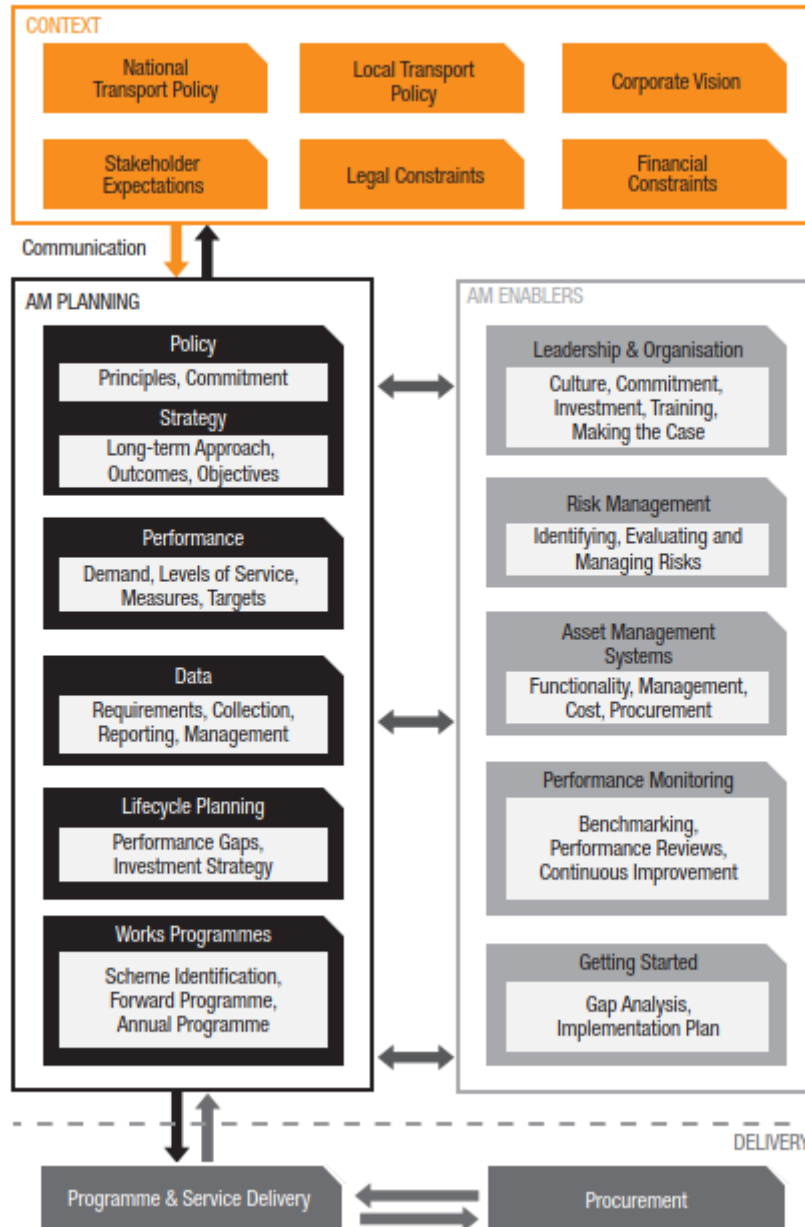
The HIAMP demonstrates our commitment to the adoption and continued development of an Asset Management approach. In practical terms, as well as demonstrating Best Practice, it also contributes significantly to our ability to access the Department for Transport's Funding. This not only affects Halton but could also affect the other councils which form the Liverpool City Region Combined Authority (LCRCA).

This HIAMP is the latest of Halton's developments in Highway Asset Management which began in 2007 with the publication of our first Transport Asset Management Plan. It marks a significant advancement from the previous Highway Asset management Plan published in 2017 in reflecting current best practice, changes in the availability of, and access to funding streams, updates in guidance, regional and national changes in strategic direction and internal development of systems and practices.

1 Asset Management Framework

This HIAMP is built on the framework defined in the UKRLG/HMEP Highway Infrastructure Asset Management Guidance (The Guidance) shown in Figure 1.1 below.

Figure 1.1 UKRLG/HMEP Highway Infrastructure Asset Management Guidance Document Framework



Using this framework as a basis, the layout of this HIAMP has been developed to represent the approach we have adopted. At its current stage of development, the HIAMP includes all Context and Asset Management (AM) Planning elements, at least in part, as well as many of the AM enabler functions where these are relevant. These will continue to be developed and further elements introduced as the asset management system continues to mature and further benefits can be realised through the implementation of the recommendations contained in this framework.

2 Organisational Context

2.1 Halton's Context

The Highways and Transportation management team is planned but not yet formed, with its meeting schedule to be confirmed.

As the Highway Authority, we are under a duty to maintain highways which are maintainable at public expense, although that duty excludes motorways and trunk roads which are the responsibility of National Highways and the Mersey Gateway network which is maintained under a Design, Build, Finance and Operate (DBFO) contract.

In April 2014, Halton became part of the LCRCA which has assumed our previous responsibilities for production of the Local Transport Plan and Bus Strategies for the region, although we still have overall responsibility for the delivery of the supported bus route network and bus related infrastructure as well as for the highway network as the Highway Authority.

We have set out our strategic ambition, aspirations and direction in our vision statement.

“ Halton will be a thriving and vibrant Borough where people can learn and develop their skills; enjoy a good quality of life with good health; a high quality, modern urban environment; the opportunity for all to fulfil their potential; greater wealth and equality, sustained by a thriving business community; and safer, stronger and more attractive neighbourhoods. ”

2.2 Regional Context

The LCRCA is led by the Metro Mayor and brings together the City-region's six local authorities (Halton, Knowsley, Liverpool, Sefton, St. Helens and Wirral). The LCRCA has devolved transportation responsibilities for the city region and so directly influences the delivery of services in relation to how the transport network operates. Transportation relates to how people move around the region by any mode; so, it includes cars, freight, trains, buses, ferries, cycling and walking both locally, regionally and nationally. The transport network relates to the physical infrastructure that transportation uses.

From November 2015, the initial LCR devolution deal secured £900M of funding over a 30 year period which included a range of powers and functions for transport planning and delivery. In relation to highway infrastructure, these responsibilities include the production of the Local Transport Plan for the region, which defines the transportation goals and objectives, and powers to enter into agreements with Halton and the other authorities to undertake highway construction, improvement or maintenance works, road safety improvements and traffic regulation functions.

In relation to Highway Infrastructure, the LCRCA functions are governed through the Transport Committee which leads the Transport and Air Quality portfolio that directly links to the Cleaner and Connected City Region priority area.

2.3 National Context

Central government provides the strategic framework which regional and local authorities operate within, determining the high level goals and national investment strategy. There are three key documents that provide the national context, the Transport Infrastructure Strategy (July 2017), the National Infrastructure Strategy (November 2020) and Decarbonising transport: a better, greener Britain (July 2021).

The Transport Infrastructure Strategy identifies objectives for investment which includes creating a more reliable, less congested and better connected transport network. It also recognises that decisions affecting transportation regionally and locally need to be made at that level.

The National Infrastructure Strategy considers all infrastructure of national importance, including energy, transport, water and wastewater, waste, flood risk management and digital communications and how these areas support economic growth by boosting productivity and competitiveness. Highway Infrastructure forms a major part of the strategy with investment of £5bn on bus services and cycling infrastructure being specifically identified along with a £4.2bn investment in intra-city transport outside London.

Decarbonising transport: a better, greener Britain sets out the government's plan to deliver transportation's contribution to legally binding carbon budgets and delivering net zero by 2050.

2.4 Stakeholder Expectations

Highway Infrastructure ultimately exists to support the needs of the stakeholders that use it. The needs, requirements and expectations of stakeholder groups in relation to the highway network has been widely researched and documented and this influences national, regional and local policy. However, these needs vary geographically and while policies are influenced by stakeholder expectations, the specific needs for Halton are unique to the area and as such it is key that those expectations are not only considered but are built into how that infrastructure is managed to ensure it delivers for those who use it every day.

2.5 Legislative Requirements

As the Highway Authority, we have many legal responsibilities defined through various Acts and Regulations which we must discharge. Meeting these legal requirements provides the foundation of service delivery and must be funded before any other considerations to ensure we are acting within the requirements of the law. Legislative requirements span from extensive duties, such as the duty to maintain the highway under section 41 of the Highways Act, to details relating to how to exercise Powers, such as the power of entry to any land under the Weeds Act.

2.6 Financial Constraints

The biggest limitation to what can be delivered is the availability of funding. Funding the work needed to develop and maintain highway infrastructure competes against other priority public services such as the Health, Education and Social Services. Hard choices, often outside of Halton / Local Government, are always made on what money can be made available. Consequently, the funding to maintain highways is very restricted beyond the need to fulfil statutory obligations.

Because of the importance of the highway network, other funding streams are made available by central government which can be bid for and are allocated nationally. We can and do bid for these through the LCRC.

The considerable financial constraints which exist provide one of the strongest drivers for the adoption of asset management because of the need to ensure all available funding is accessed and is focussed on the right places to realise the maximum benefit.

Draft consultation

3 Highway Asset Management Policy

Halton is committed to using Asset Management as the principal mechanism to ensure local, regional and national objectives and ambitions are realised and translated into realistic and measurable outcomes across the highway network for all stakeholders. This commitment is aligned with our corporate vision, our commitments as a member of the LCRC and ultimately the government's strategic aims for highway infrastructure.

Figure 3.1: The Runcorn Expressway



3.1 Scope

This policy applies to all highway infrastructure assets purchased, constructed, installed and maintained on the publicly maintainable highway network within our boundaries.

3.2 Guiding Principles

In developing, implementing and delivering actions across the highway network, we will follow these guiding principles.

In all that we do we aim to be:

- **Community focused:** ensuring that residents' concerns are of prime importance in defining how we deliver effective services. We will maintain our open and democratic processes that encourage local people to become involved in decisions that directly affect them and future generations.
- **Sustainable:** improving the quality of life for residents without compromising that of future generations whilst also enhancing the biodiversity of the area through initiatives such as carbon reduction and active travel.
- **Leaders:** giving clear strategic leadership to the Borough and to agree roles, responsibilities and relationships that are fit for purpose and enable people to contribute and to make a difference.
- **Fair and inclusive:** promoting equal access to opportunities and facilities and helping ensure that everyone in the community can access the opportunities and progress being made in Halton.

- **Good value:** enabling and coordinating the delivery of high quality, value for money services that are accessible, affordable and focused on local needs.
- **Collaborative:** taking full advantage of the benefits for Halton from the community, organisations and groups both locally and more widely, working constructively in partnership and sharing responsibility whilst also recognising the changing roles of some of our key partners and working with emerging new structures.
- **Evidence-based :** In making decisions and policy we will ensure that we learn from best practice elsewhere and make good use of available data and research about what works in addressing our priorities.

3.3 Our Priorities and Goals

Our Corporate Plan sets out what, within available resources, we plan to achieve over the next five years to improve lives within all the communities of the Borough. It guides the development of more detailed strategies and actions to deliver our priorities through the following key themes, set out in the Corporate Plan 2024-2029, Our Community, Our Priorities, Our future:

- Improving Health, Promoting Wellbeing and supporting greater independence
- Building a strong, sustainable local economy
- Supporting children, young people and families
- Tackling inequality, helping those who are most in need
- Working towards a greener future
- Valuing and Appreciating Halton and our community



As stated above, Halton is also one of the six local authorities which form the LCRCA. With delegated powers relating primarily to transportation functions, the LCRCA sets out its priority areas within its Corporate Plan (2024-28), which we are also committed to.

- Economy
- People
- Place
- Transport
- Digital Infrastructure

3.4 Our Commitment

It is recognised that a good transport network is essential for a successful economy and for the efficient and effective movement of people and goods in and through Halton and the wider LCR. Our roads provide safe and reliable access to jobs, services and schools; facilitate the delivery of goods to the shops and allow us to make the most of our free time. The highway network is by far our biggest single asset and is used by or on behalf of every single member of the community, often many times a day.

Provision of safe, reliable and accessible routes to all destinations by walking, cycling, road vehicles and public transport is vital to the future of Halton's economy and the quality of our environment. Highway asset management will help meet our aims and objectives for shaping Halton's future, and its place within the LCR.

Our aim is to retain and develop a safe, reliable, attractive, well-managed and maintained transport network that is easy to use by all users and which:

- Is maintained in the most efficient and effective manner
- Maintains a steady state of maintenance in terms of overall condition that meets the expectations and aspirations of the users
- Addresses the concerns of residents
- Is achievable with available resources

We are committed to the responsible management of its highway network asset and to being accountable for:

- The standards of maintenance of that asset
- The way that maintenance works are identified and prioritised
- Using an asset management/ whole-life costing approach to all highway maintenance activities
- The commissioning of maintenance works by internal or external agencies
- Identifying and using sustainable solutions to minimise waste and landfill wherever possible, for highway maintenance works
- Maintaining the highway network to standards which will significantly reduce the number and costs of third party accident claims
- Implementing highway inspection regimes

4 Highway Asset Management Strategy & Objectives

This strategy has been designed to support Halton's business priorities and objectives. To do that the plans, strategies and policy documents which define these business priorities and objectives, also identified as aims, ambitions & goals, have been reviewed and the key objectives identified. Alongside this, other key drivers are identified, such as Stakeholder expectations, building the framework of drivers which we need to deliver on.

By aligning the outcomes of this strategy with these priorities, objectives and other drivers, this strategy provides a line of sight between the high level business priorities and deliverable Asset Management Objectives which in turn allow the impact of works completed on the ground to be assessed in terms of how they meet those objectives through performance measures.

4.1 Business Priorities and Objectives

4.1.1 National Strategy

As outlined in Section 2 above, the national strategy is primarily defined through the objectives, ambitions and commitments contained the following three key documents.

4.1.1.1 *The Transport Infrastructure Strategy (July 2017)*

This identifies four main objectives nationally for Transport Infrastructure.

- Create a more reliable, less congested, and better connected transport network that works for the users who rely on it

Our intensively used networks are ageing and face increasing demands, creating delays and undermining reliability. In places they don't provide the connections people and businesses need.

- Build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities

Our national productivity lags behind other countries and prosperity hasn't been shared evenly between different places, leaving some communities feeling left behind.

- Enhance our global competitiveness by making Britain a more attractive place to trade and invest

Our long term success in a globalised world will depend on our ability to attract job-creating investment in our industrial strengths and to trade as effectively and efficiently as possible with partners old and new.

- Support the creation of new housing

We face an immense challenge to provide the houses that people need in the places they need them. Transport infrastructure is one of the keys to unlocking development.

The Strategy recommends that to meet the challenges these objectives identify requires the prioritisation of different types of investment:

- Improving the condition and performance of the existing network

- Expanding existing capacity to ease congestion
- Enhancing connectivity by adding new capability
- Improving the user experience
- Adapting the network to safeguard our environment, safety and health* (Preventing suicides in public places -Public Health England)

The National Infrastructure Strategy (Nov 2020)

This defines the government's ambition in relation to Transport, digital, energy and utility networks. In terms of highway Infrastructure, specific reference is made within Section 2 "Levelling Up the Whole of the UK" which highlights a £5bn investment to transform bus services and cycling infrastructure and £4.2bn intra-city transport settlements for the largest city regions, which includes Halton as part of the LCRCA.

4.1.1.2 Decarbonising Transport: A Better, Greener Britain (July 2021)

This plan sets out the governments commitments and the actions needed to decarbonise the entire transport system in the UK as part of its legally binding requirement that the UK's emissions must be net zero by 2050.

Its strategic priorities are:

- Accelerating modal shift to public and active transport
- Decarbonising Road transport
- Decarbonising how we get our goods
- UK as a hub for green transport technology and innovation
- Place-based solutions to emissions reduction
- Reducing carbon in a global economy

4.1.2 Regional Strategy

The LCRCA has published several plans and strategies which reflect on the requirements and expectation for highway infrastructure, outlined below.

4.1.2.1 The Combined Authority Transport Plan (June 2019)

While not currently a statutory document, this articulates the vision for Transport for the region and provides an updated statement on current policies that provides a bridge

between the current Local Transport Plan, LTP3, and the new LTP4 currently being developed by the LCRCA which is due for publication in 2026. The plan defines the strategic vision for transport which is to be delivered through the following 5 strategic objectives:

1. To support inclusive economic growth across a thriving city region. This is by developing a transport network that effectively and efficiently connects people, freight, businesses and visitors, and in a way that is fully integrated with wider policy objectives.
2. To exploit the city region's role as a global gateway that is served by all forms of transport that supports Northern Powerhouse and Transport for the North's aims to rebalance the UK's economy, through economic agglomeration and de-congestion benefits.
3. To deliver the objectives above through a new mobility culture, where transport services are modern, safe, clean, healthy and inclusive. This has a focus on boosting healthy forms of travel for short trips and where the public transport networks are the modes of choice.
4. To develop a mobility system that enhances the health and wellbeing of our citizens. This will include the development of liveable and resilient city region that addresses the

challenges of poor air quality and supports the move to a zero carbon Liverpool City Region (LCR) by 2040.

5. To secure a transport network that is well maintained, safe and resilient.

4.1.2.2 *Developing a vision for local transport to 2040*

In April 2022 the Combined Authority Transport Plan was published which is the first stage consultation document for the next Local Transport Plan (LTP4) itself the first LCR LTP which includes Halton as part of the City region.

While it is only the initial consultation, this sets out the emerging vision, objectives and goals for LTP4.

GOAL 1: Ensure that transport supports recovery, sustainable growth and development, and that our transport plan, Plan for Prosperity, Climate Action Plan and Spatial Development Strategy are fully aligned

GOAL 2: Achieve net-zero carbon emissions by 2040 or sooner, whilst safeguarding and enhancing our environment

GOAL 3: Improving the health and quality of life of our people and communities through the right transport solutions, including safer, more attractive streets and places used by zero emission passenger and freight transport

GOAL 4: Ensuring that our transport network and assets are resilient, responsive to the effects of climate change, and are well maintained

GOAL 5: Ensuring that we respond to uncertainty and change but also innovation and new technologies in the movement of people and goods

4.1.2.3 *Other LCRC Strategy Documents*

The LCRC has also published a number of strategic transport documents covering can be found on the LCR website.

- Local Cycling and Walking Infrastructure Plan (2023)
- Local Journeys Strategy (2023)
- Strategic Investment Fund Strategy (2018)
- Rights of Way Improvement Plan (2018)
- Road Safety Strategy (2024)
- Long Term Rail Strategy (2018)
- Mersey Ferries Strategy (2016)
- Bus Strategy (2024)

Together these provide the framework for development of a high quality active travel network across the region as well as highlighting the LCRCAs commitment to non-vehicular modes of transportation, aligning with the national de-carbonising agenda.

4.1.3 *Local Strategy*

4.1.3.1 *The Sustainable Communities Strategy*

As detailed above, the Corporate Plan defines the vision for Halton. This is built on by the Sustainable Communities Strategy (2011-2026) which identifies 5 Priority Themes which are delivered through key plans and strategies as illustrated below:

Figure 4.1 The SCS 5 Priority Themes



In the context of Highway Infrastructure, the principal document and mechanism for delivery is the current Local Transport Plan 3 (LTP3).

4.1.3.2 Halton's Local Transport Plan 2011/12-2025/26 (LTP3)

At this point of publishing, Haltons LTP 3 is still valid, however moving forward post 2026 Halton will be part of the LCR LTP4. The LTP3 defines our strategic direction for transportation through the following set of goals to be achieved over the LTP period.

- Ensure transport network resilience with particular regard to enhancing cross Mersey linkages, by the implementation of the Mersey Gateway project and the Mersey Gateway Sustainable Transport Strategy
- Ensure the transport system supports the priorities of the Halton's Local Strategic Partnership (LSP), the Local Enterprise Partnership (LEP) and LCR
- Provide and promote a clean and low carbon transport system
- Ensure the transport system promotes and enables improved health and wellbeing
- Ensure the transport system allows people to connect easily with employment, services and social activities
- Ensure the transport network supports the economic success of Halton and the LCR by the efficient movement of people and goods
- Maintain our transport and highway assets to a high standard

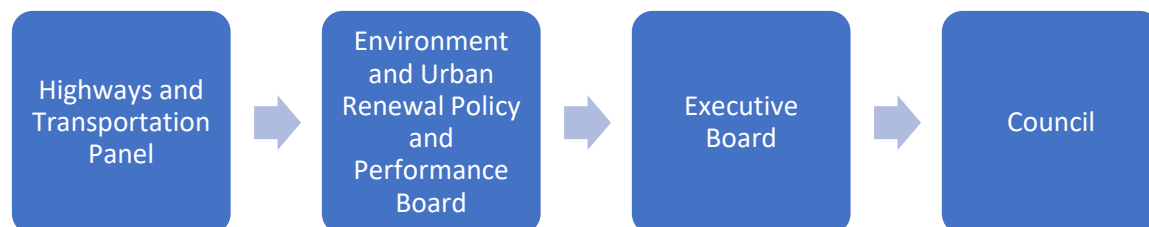
The regional and national context has changed since the publication of LTP3, so it is important that these are considered alongside the emerging LTP4 goals.

4.2 Governance

All Highway Infrastructure Asset Management processes are overseen by the HMT. This group aims to meet bi-annually and its remit includes reviewing delivery of the HIAMP against predicted performance targets and provides a focus point for delivery of continued improvement by ensuring the HIAMP objectives remain a focus for service delivery.

Overview and scrutiny of the team is by the Environment and Urban Renewal Policy and Performance Board, one of 7 Performance Boards which cover all of Halton's functions and who report in turn to the Executive Board and Full Council.

Figure 4.2 Asset Management Governance



4.3 Legislation

As Highway Authority, Halton has two primary legislative functions, legal duties which we must discharge to be acting lawfully and legal powers which we can exercise to provide a legal basis which support the delivery of services.

The following is a list of legislation, though not exhaustive, that places a duty on the Local Authority:

- The Highways Act 1980
 - Section 41 defines the duty to maintain all highways maintainable at public expense with specific reference to the duty to provide safe passage which is not endangered by snow or ice
 - Section 150 places a duty to remove snow, soil and other obstructions from the highway
- The Environment Protection Act 1990
 - Section 34 places a duty of care with respect to (highway) waste
 - Section 89 places a duty to keep land and highways clear of litter
- The Equality Act 2010
 - Section 20 places a duty to make reasonable adjustments to ensure equitable treatment of individuals with Protected Characteristics, most relevant of which in relation to highways are age and disability
- The New Roads and Street Works Act 1991
 - Section 59 places a duty to co-ordinate works on the highway
- The Road Traffic Regulation Act 1994
 - Section 1 places powers for making an Order to close a Highway to traffic
- The Traffic Management Act 2004
 - Section 33 places powers to enable the Preparation of Permit Schemes
- The Countryside and Rights of Way Act 2000
 - Section 60 Places a requirement to prepare Rights of Way Improvement Plans
- The Wildlife and Countryside Act 1981
 - Section 53 places a duty (in relation to public rights of way) to maintain the definitive map and statement
- The Transport Act 2000
 - Creation of quiet lanes or home zones and therefore the requirement to maintain
- The Weeds Act 1959 (and Ragwort Control Act 2003)
 - Halton has an obligation to disrupt the growth and spread of weeds within the highway boundary

- The Traffic Signs Regulations and General Directions 2016
Defines requirements for all Traffic signs and road markings which must be complied with
- Electricity at Work Regulations 1989
Electrical installation must conform to the regulatory requirements
- The Highways (Road Humps) Regulations 1999
- The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997

4.4 Risk Management

All activities, from the management, identification and prioritisation of works to the establishment of budgets, have risks associated with them.

Risks are identified and managed throughout an organisation at each level of the management hierarchy (strategic ,tactical and operational) using appropriate tools and procedures. For asset management purposes, these risks are considered at three different levels of our management structure:

- Strategic risks - managed at a corporate senior manager level
- Tactical risks - managed at an asset management/ network management level
- Operational risks - managed at a service delivery/ operations level

Strategic risks are included in corporate level plans and objectives which direct the priorities that drive asset management and as such do not need to be considered further here.

Tactical risks affect all aspects of decision making within the asset management remit and as such need to be identified, assessed and minimised.

Operational risk relates to activities on the ground and so are managed through operational plans.

4.4.1 Risk Management Processes

There are four main steps of a risk management process:

- Risk Identification - To identify key risk exposure
- Risk Profile - Probability and severity level (assessment/evaluation)
- Risk Control and Management - Manage and control risk exposure
- Risk Reporting and Review - Monitor, review and report on progress

It will never be possible to remove all risks; some may be reduced and/or mitigated but there will be a cost aspect that must be considered as part of the decision making process.

4.4.2 The Application of Risk Management

The assessment of comparative risk is a key asset management tool. It can be used for option appraisal and selection by assisting with the assessment of:

- The comparative risks of providing differing levels of service, eg is it acceptable to fund only a minimum level of service for certain asset groups such as a 'repair if broken' approach.
- The comparative risk of funding works on different assets, eg is it better to fund works on streetlights as opposed to footways?
- The comparative risk of funding improvements to the network as opposed to maintenance works, eg is it better to provide additional speed control facilities or to increase response time to certain defects?

4.4.2.1 *Key Risk: Future Demand*

The future demands on the network by all users, is one of the main risk management areas for a highway network. The carriageway and other network assets should enable the “free passage of vehicles”. With any network this is not always satisfied; this could be due to accidents or other incidents and necessary maintenance. In addition, network failures may also be responsible for impairing traffic. The network could also have insufficient capacity.

To plan and develop the network for future growth, needs and demands; factors including the following must be considered to minimise risks relating to future demand:

- The network having sufficient capacity to minimise delay and congestion
- Providing a network that is safe and reliable for all vehicles, including public transport and goods vehicles
- Providing access to all users, including people with disabilities
- Providing a network that will support urban renewal and provide benefits to the community by attracting new business
- Providing a network that will enhance the community by providing routes for employment, education, shopping, leisure, recreation and emergency access requirements
- Provide a network with low environmental impact
- Ensuring that network design and performance is suitable for usage and designed to provide an effective whole-life cost
- Provision of both on and off-street parking suitable for user needs

4.4.2.2 *Key Risk: Climate Change*

The effects of climate change now feature centrally in government policy. Its impact is uncertain but it is a key risk management area which needs to be considered. Climate change impacts show that the UK can expect warmer, wetter winters and hotter, drier summers with more extreme rainfall events at any time of year, accelerating increased sea level rise, and possible stronger wind speeds.

Risks from climate change include:

- Hot weather causing melting of roads, embankment subsidence, deterioration of concrete, problems with expansion joints, increase in dust levels and a reduction in skid resistance.
- Flooding which can occur from the overwhelming of impervious pavements such as roads, due to drainage capacity constraints, and from ingress by rivers and the sea. At particular risk are routes located adjacent to rivers and floodplains, although flash flooding can affect most places.
- The expected decline of cold weather and snow in the future with the consequential reduction in the salting of roads, the occasional cold-snap could cause problems if systems are unavailable or vehicle drivers become unfamiliar with such conditions.

The long lifespan of highway assets means that adaptation measures require implementation sooner rather than later. Many adaptation measures require the co-operation of third parties and it is important for local authorities, government bodies and transport providers to work together with the Environment Agency, water companies and other planning authorities to identify critical impacts and solutions and to incorporate the risks associated with climate change into the management of highway infrastructure to mitigate the effect of future adverse events when the opportunity arises.

The costs of adapting to climate change can be minimised if adaptation is built in:

- At the planning stage for new developments

- When infrastructure is upgraded
- When plans come up naturally for review
- Before organisations are forced to act by a sudden extreme climatic event(s) or mounting maintenance costs

Decision-makers should ensure climate risk management measures are sufficiently flexible and schemes can be adapted (if necessary) to manage uncertainty in future impacts. Where possible, decision-makers should avoid actions that will make it more difficult and costly to cope with future climate impacts, eg new infrastructure projects (such as storm drainage) should include a reasonable allowance for climate change risks where the costs of subsequent upgrading would be prohibitive or very difficult to engineer.

4.4.2.3 Key Risk: Network Resilience

Areas of the highway network are essential in ensuring access to key services and to maintain economic activity. Should these areas of the network become inaccessible due to planned, adverse or disruptive events, the impact can be at the least inconvenient but at most life threatening. To mitigate this risk a “Resilient Network” plan has been prepared which identifies areas susceptible to adverse climatic conditions, civil emergencies, structural or utilities failure or road traffic incidents. This network is recognised as a priority for maintenance to mitigate the risks of these routes becoming unavailable.

4.4.3 Risk based decision making

The national code of practice “Well Maintained Highway Infrastructure: A code of Practice” herein known as “the code” recommends that authorities should adopt a risk based approach to all areas of highway service delivery, including investment based on business risk. A better understanding of asset deterioration and failure rates provides an evidence base to support risk-based decision making. For example, where a footway or carriageway has the potential for high costs resulting from liability claims, investment to reduce the risk of these claims may be a cost effective option. Conversely, Surface Condition Assessment of the National Network of Roads (SCANNER) surveys may indicate where a carriageway has failed but no liability claims may ensue. This may indicate that resources could be better focused on other roads at a particular time.

4.4.3.1 Categorisation of Risks

Some general risks are shown in the following table. This demonstrates how risk affects all areas of decision making and highlights the importance of managing those risks through all asset management processes.

Table 4.1 General risks example

Risk Group	Risk	Summary Description
Political / Governance	Political / Governance	Changes in political power and policies, legal changes and unsupportive policies
	Governance	Decisions that do not define expectations, grant power, or verify performance
Financial /Economic	Economic	Changes in budget provision
	Financial	Availability of financing
	Competitive	Delays due to competition, tendering from multiple companies
	Partnership /Contractual / Supplier	Inappropriate operation, higher operation and maintenance costs; faulty construction, cost escalation and delays
	Budgets	Financial Forecasts exceed budgeted provision
Reputational Risk	Social	Major disruption
	Customer / Citizen	No customer gain, expectations not being met

Legal /Legislation	Environmental	Adverse environmental impacts and hazards
	Reputational	Expectations not met or accepted leading to loss of image
	Physical	Unforeseen difficulties
	Legislative & regulatory	Changes in legislation
	Managerial & Professional	Policy decisions inappropriate; inability to appoint staff due to no appropriate skills in the workplace
Technology / Information	Legal	Delays associated with the procuring and award of Contracts
	Legal / Liability	Not meeting our duty of care under various legislations.
	Information /Knowledge	Information needed to develop decisions not available/incorrect
Safety	Technological	Due to engineering or design failure
	Safety	Poor maintenance decisions

4.5 Stakeholder needs

With the significant constraints on what can be delivered with the available funding over and above meeting all legal requirements, while strategies and policies have been developed to support the best overall service delivery, stakeholder expectations is another key consideration in making sure the available funding is targeted to best use.

Our understanding of stakeholder requirements and expectations is one of the drivers to identify asset management objectives which this HIAMP will deliver and links with the performance framework and levels of service to demonstrate how these expectations are being managed and delivered.

Other mechanisms by which data on stakeholder expectations is collected are given in Section 5, Communications Strategy. The lines of communication available allow all stakeholders to communicate to Halton where they believe we are doing well or could do better and this is used to identify common themes or locations of particular concern as a stakeholder priority.

We are one of over 100 local authorities to take part in the National Highways & Transport (NHT) Public Satisfaction Survey. This is an annual standardised survey that asks members of the public the same questions, whether they live in Halton, Hull or Hampshire.

The NHT Public Satisfaction Survey is managed by performance management specialists, measure2improve, the NHT Network administrators. The survey is carried out on behalf of the participating local authorities by market research specialist, Ipsos MORI.

Our residents are asked for their views on our highways and transport services aligned with the following themes:

- Accessibility
- Public Transport
- Walking & Cycling
- Tackling Congestion
- Road Safety
- Highway Maintenance

The questionnaire is sent to a random sample of 3,300 of Halton's residents. Their answers are compared with the views of other members of the public across England and Scotland. It offers local authorities the opportunity to compare results, share in best practice, identify further opportunities to work together in the future and to benchmark themselves against similar authorities.

The 2021 survey showed that public satisfaction with Highways and Transport overall ranked 1st nationally (out of 111 participating authorities) with highway maintenance and road safety indicators continuing to remain in the top quartile nationally and local road safety ranked 1st nationally. Tackling Congestion continues to show the significant improvements achieved following the opening of the Mersey Gateway. Accessibility, communications and walking & cycling are ranked average. Satisfaction with Public Transport came out lowest compared to national averages.

As Halton is in a position where public satisfaction is high, it is important that is maintained and if possible improved upon so the following have been identified as stakeholder priorities for highway infrastructure based on NHT survey results

- To maintain or improve the number of highway maintenance indicators scoring in the top 10 of Halton's highest scores
- To retain the position that no Highway Maintenance Indicators appear in the lowest 10 ranking scores
- That all Key Benchmark Indicators for Highway Maintenance will be in the top quartile nationally.

4.6 Funding

The highway funding environment for all councils has changed in recent years; from an allocation directly from central government in the form of single block allocations for highway maintenance and an integrated transport block, to that of a All Capital funding is aggregated into the Single Sustainable Transport Settlement (CRSTS), which is allocated to the respective Highway Authorities by the LCRCA. This is detailed further in this section. The table and graphs below are taken from Central Government returns and LCRCA documents.

Table 4.2 Halton's Capital funding allocation (all figures £M)

Scheme Name	2023-24	2024-25	2025-26	2026-27	Total
Misc. Travel Improvements	0.043	0.045	0.046	0.047	0.181
Carriageway Inlay	0.169	0.168	0.169	0.168	0.674
Carriageway reconstruction	0.062	0.064	0.066	0.068	0.260
Carriageway Surface Treatments	0.909	1.000	1.000	1.000	3.909
Cycling and Walking Active Travel Improvements	0.174	0.150	0.150	0.150	0.624
Footway reconstruction	1.067	1.000	1.000	1.000	4.067
Buses Access Improvements	0.050	0.059	0.061	0.063	0.233
KRN maintenance	0.763	0.763	0.763	0.763	3.052
Structures	3.126	1.086	0.386	0.386	4.984
Electric Charging points	0.025	0.015	0.015	0.015	0.070
Halton Flood and Drainage - KRN including Expressways	0.067	0.069	0.071	0.073	0.280
Street lighting LED upgrade (high mast) including ITS	0.529	0.719	0.529	0.373	2.150
Bus stop shelter including RTS	0.150	0.150	0.150	0.131	0.581
Total (£M)	7.134	5.288	4.406	4.237	21.065

Note: The above figures are indicative only and are subject to change.

The current Government have also announced that the previous Governments commitment to distribute £8.3b over 11 years of Network North funding for road resurfacing is no longer certain and authorities should not assume the indicative allocations will remain the same. They have committed £500m for local highway maintenance in 2025/26.

4.6.1 Valuation and Whole of Government Accounts

The Government's Whole of Government Accounts (WGA) initiative was introduced to align UK Government funding with International Financial Reporting Standards (IFRS). This requires all local authorities in the United Kingdom to include the adopted highway network in their Financial Statements as a fixed asset on the balance sheet.

The objectives of the WGA are to promote greater accountability, transparency and improved stewardship of public finances. WGA objectives and procedures align closely with those of asset management.

Highway infrastructure assets are included within the financial statement as a Depreciated Replacement Cost (DRC). DRC is a method of valuation that provides the current cost of replacing an asset with its modern equivalent asset or Gross Replacement Cost (GRC), less deductions for all physical deterioration and impairment (Accumulated Depreciation).

Therefore, the difference between the GRC and DRC is the cost of restoring the asset from its present condition to 'as new'. This figure can be used as an indication of how the Highway Authority is performing over time since the larger the difference, the greater the depreciation which implies worse overall condition.

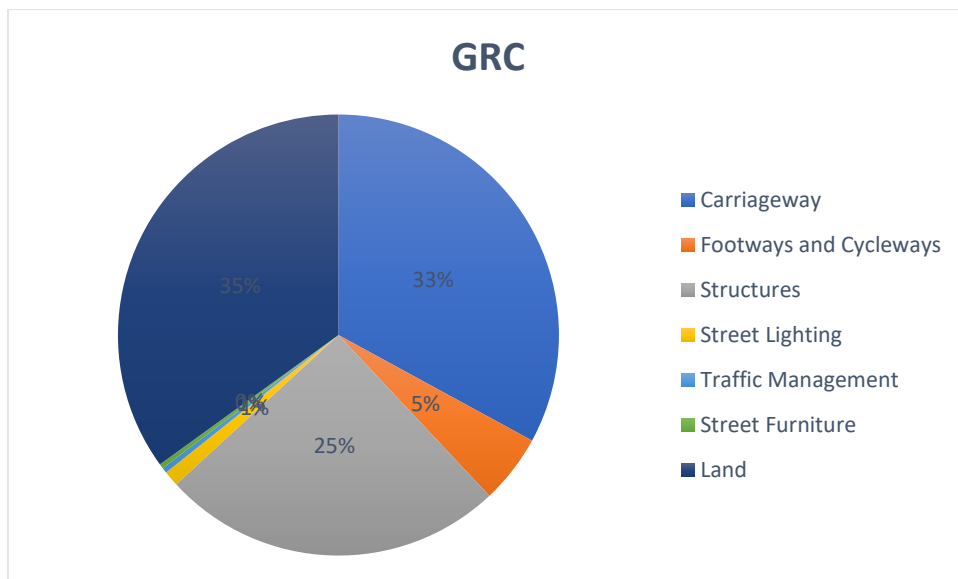
The following data is taken from the Halton 2023-24 year estimates of value, as the original CIPFA hamfig data has not been refreshed nationally a inflation factor has been added over subsequent years.

Table 4.3 Gross Replacement Cost of highway assets 2023-24

Asset	GRC £,000s
Carriageway	760,584
Footways and Cycleways	116,770
Structures	580,900
Street Lighting	25,860
Traffic Management	9,322
Street Furniture	7,696
Land	807,547
Total	2.31Bn

The following graph illustrates the proportions of the assets reported in the WGA for 2023-24, a regional factor is also applied automatically as part of the works .

Figure 4.4 GRC 2023-24 percentages



4.7 Investment Strategy

To realise the maximum benefit from infrastructure assets, decisions need to be taken on the most appropriate investment strategy. Investment strategies need to consider the short, medium and long term benefits of budget spending with a view to maximising value in terms of the benefits that investment will bring. In asset management terms, this means developing a data led investment strategy which will deliver the highest level of service (best performance of the Asset Management Objectives) whilst delivering the optimum balance between competing demands:

- Fulfilling statutory obligations
- Providing the optimum Level of Service
- Delivering on Stakeholder requirements
- Minimising risks
- Ensuring investment delivers long term benefits (minimum whole-life cost)

These elements are considered to build an outline long term programme that delivers the optimal investment of available funding for the short, medium and long term.

To build this investment profile, the following steps are followed:

- Identify a “long list” of locations where maintenance is being considered across all asset types

Information from all and any relevant source should be used to establish these lists, including condition data, inspection data, third party claims, complaints, known historical issues, stakeholder groups and survey results.

- Prioritise the long list for each asset type based on alignment with asset management objectives, statutory obligations, asset hierarchy, condition & safety inspection data, works history, risk, links to other required works and cost estimate.

- Identify Short list of highest priority locations for detailed assessment and works programming based on the available budget.
- Complete scheme design for shortlist locations across all asset types in line with each asset lifecycle plan, including collection and collation of supporting data (condition, safety inspections, objectives supported, risk, Statutory obligation, site records (eg history/construction)).
- Create a fully detailed annual programme of works for all works types, including:
 - Planned – major, minor, structural & preventative
 - Cyclical/routine – eg gully emptying, grass cutting
 - Reactive & Winter Service, based on historical requirements.

4.8 Asset Management Objectives

Asset Management Objectives provide alignment between business priorities, objectives and the other drivers which are detailed above with deliverable benefits on the ground. These objectives are a set of high level statements which relate to infrastructure specific outcomes which align with those business priorities. These objectives also need to be quantifiable so that the level of service achieved and required can be measured to demonstrate the extent to which meeting those objectives is achieved through the performance framework (Section 7).

We have developed five Asset Management Objectives for this HIAMP which are detailed below. Each is identified in a summarising statement which is explained in more detail to provide an idea of the scope of that objective.

1. To provide a highway network that is safe for all users

Everyone should expect to be able to use the highway network safely, not just pedestrians and motorists, but other groups such as cyclists, horse riders and vulnerable users (eg the elderly or disabled). The requirement and expectation of a safe network runs through all aspects of good stewardship of the highway network.

2. To ensure the highway network is fit for purpose

This objective focuses on the functionality of the network. Highway infrastructure exists to serve a specific purpose so it is important that purpose remains relevant and that the assets which serve that purpose are well maintained.

3. To support stakeholder requirements and expectations

The highway network only exists because of the stakeholders which use it. In consideration of this it is recognised that the network needs to do more than just provide functionality. Where possible it should also do so in a way that satisfies those it is designed for.

4. To support the decarbonising agenda

In recent years there has been an increasing focus on the needs of the environment, which have been recognised at national level by the National Infrastructure Strategy and subsequent policy paper “De-carbonising Transport: A Better, Greener Britain”. The importance of the de-carbonising agenda is also recognised by the goals and aspirations of

the LCRCA. This focus on carbon reduction and modal shift is of such importance that it is only appropriate that this forms one of the primary objectives of this HIAMP.

5. To support the objectives of the Liverpool City Region Combined Authority

As a constituent member of the LCRCA, our ambitions are aligned regionally with those of our neighbouring Authorities to deliver the Transportation function for the whole region. The business priorities and objectives for the wider region can only be delivered if all its members support that ambition.

Success in delivering on these objectives is defined as the level of service. This is measured through the Performance Framework in Section 7 which links performance measures and indicators to each of these objectives to show what the current level of service is, how this has changed over time and what the future targets are to improve on these priority areas.

5 Communications Strategy

The Halton Highway Infrastructure Assets Management Communications Strategy has been developed to raise both awareness and understanding of our approach to highways asset management. This provides the framework of all work that goes into maintaining and improving the borough's roads, footways, structures and street furniture, including lighting. Our Communications Strategy is to ensure that all communications are timely, informative, positive, and accessible.

5.1 Best practice guidance

This communications strategy has been produced in line with the DFT's recommendations relating to communications within UKRLG/HMEP Highway Infrastructure Asset Management Guidance Document.

The Guidance states that:

"Relevant information associated with asset management should be actively communicated through engagement with relevant stakeholders in setting requirements, making decisions and reporting performance..."

"Highway defects can be a major area of requests for service, complaints or claims to an authority. Processes must therefore be in place to deal with these communications and provide high quality reporting and feedback. It should be made easy for the public to make a report and track progress..."

This communications strategy details how we will use our channels to ensure effective and accessible communications of highway infrastructure updates.

5.2 Communications approach

The purpose of this strategy is to support our highways team in informing and engaging with community residents, businesses, council partners, visitors, and other stakeholders about activity on the highway network and the policies supporting that work.

Those activities include highways maintenance, capital works and emergency repairs.

The communications strategy will help us to:

- Gain political commitment and senior officer support for effective and efficient asset management
- Inform stakeholders and communities about how Halton spends their money on maintaining and improving the highways network using the best methods
- Engage and listen to stakeholder and community concerns about the highway network and feedback progress on a regular and timely basis
- Promote how stakeholders and communities can provide feedback on Halton's infrastructure assets and services
- Demonstrate the positive work being carried out to maintain and improve the network
- Communicate with businesses, partners, community groups and other organisations as well as community residents
- Demonstrate that people's views matter and make a difference

This strategy is a way of describing how we manage our highway assets and how our approach is actively communicated through engagement with all relevant stakeholders to set requirements, make decisions and report performance.

5.3 Who we will communicate with

A wide range of stakeholders are impacted by highway infrastructure works. Individuals, organisations or groups could be affected by our policies and actions and are all stakeholders of the highway network. Managing the expectations of each stakeholder and meeting their needs is vital and plays a key part in asset management.

Given the wide variety and number of highway stakeholders, we use various channels to engage with them and their individual requirements are managed accordingly.

Key stakeholders include:

- Central Government – HM Treasury, Department for Transport and other departments that have an interest through policy, legislation and funding
- Halton's elected members
- Halton's residents and businesses
- None Halton residents and Businesses
- Utility providers
- Parish Councils
- Emergency services
- National Highways
- Representative groups; disability or access
- Interest groups; walking and cycling, youth council, environmental and equine
- Seldom heard; elderly, travellers, disadvantaged
- Liverpool City Region Combined Authority
- Neighbouring local authorities
- Transport providers (such as taxi, bus or coach operators)

5.4 What we will communicate

We will communicate the following to highway stakeholders:

- Real-time information on planned roadworks and activity affecting the highway network
- Longer-term projects and the policies and funding that support them
- Unexpected/emergency disruption to the network such as road closures once known which could be due to accidents, extreme weather or major utility faults

5.5 Communication channel

5.5.1 How we will communicate with you

We use a variety of tools to communicate highway infrastructure updates with stakeholders and the local community. For details about how **you can communicate with us**, please see Section 2.9.2.

Our website, www.halton.gov.uk, is the primary source of information for our different audiences. Within the site a dedicated section ('Bridge, Travel and Roads') holds the key information for highway infrastructure. The following sub areas can be found in this section:

- Traffic alerts
- Bridge cameras
- How to report a road or street issue
- Gritting

- Blue badge and parking bays
- Parking
- Cycling and walking routes

In addition, information is cascaded via press releases held on our online newsroom and issued to the local media, including the Liverpool Echo, Runcorn and Widnes World, BBC Radio Merseyside. The fortnightly 'News in Brief' e-bulletin is used to cascade information to elected members and staff. The term-time school circular is used to brief head teachers and teaching staff. Where required, in-depth briefings are offered to elected members. We also ensure that where possible that the contact centre staff have the information they need to answer questions from you.

Our corporate press office coordinates all proactive and reactive media activity. The Executive Board Member for Transportation is our main spokesperson, supported by senior officers as appropriate.

Table 5.1 below details the different channels of communication that we use to engage with stakeholders. Communication and engagement is two-way regarding highway infrastructure matters (ie both Halton and all stakeholders can report issues and updates across the borough).

Table 5.1 Channels of communication

Communication Channel	Aim	Details
Website	To provide a hub for accurate information about highway infrastructure. This includes information about planned works, longer-term projects and emergency disruption.	Our webpage provides a copy of the current HIAMP. Website URL: www.halton.gov.uk We also feed known roadworks into https://one.network
Social media	To publicise highway infrastructure updates. This may include reporting of existing issues, expected issues or upcoming consultations.	Use of social media to reach online audiences. Ongoing and activity-related monitoring of social media commentary. We use Twitter and Facebook to provide updates. <ul style="list-style-type: none"> • Twitter: @HaltonBC • Facebook: www.facebook.com/haltonbc
Media relations	To share relevant highway infrastructure information with media outlets in the borough to ensure stakeholders are made aware of ongoing or upcoming issues/updates.	All media activity developed and delivered by our communications team. Media outlets will include: <ul style="list-style-type: none"> • Liverpool Echo • Runcornandwidnesworld.co.uk • InsideHalton.com • Cheshire Live • BBC Radio Merseyside • Greatest Hits Radio North West
INSIDE Halton Magazine	Quarterly magazine used to provide information on the Borough to stakeholders including highway infrastructure updates.	Inside Halton will complement other channels of communication to maximise our outreach.
Public Information Event(s)	To provide and raise awareness of highway infrastructure updates (including new proposals) and obtain feedback from stakeholders.	Face to face event(s), to provide detailed information about a particular highway scheme.
Email updates	To provide road work information updates.	<ul style="list-style-type: none"> • Stakeholders can sign up to the email service via the 'Sign Up for Traffic Alerts' button on our website. • You can sign up for traffic alerts via this link: https://one.network/accounts/#sign-up

Communication Channel	Aim	Details
Phone	A customer phoneline for highways emergencies, traffic signal issues or for other queries.	<ul style="list-style-type: none"> • Customer phoneline: 0303 333 4300 • More information about reporting road issues can be found here: www3.halton.gov.uk/Pages/traffic/Report-it.aspx
Email	For reporting highways or lighting issues.	<ul style="list-style-type: none"> • Highways issues: highways@halton.gov.uk • Street lighting issues: Street.Lighting@halton.gov.uk
Contact us form	For reporting any other issues you may have.	<ul style="list-style-type: none"> • Contact us form: webapp.halton.gov.uk/GeneralEnquiry

5.5.2 How can you communicate with us?

Social media: Our official Twitter and Facebook accounts are monitored daily, with any questions raised through these channels being shared with the appropriate team, to provide a prompt response.

Phone: Call the customer phoneline for highways emergencies, traffic signal issues or for other queries. Our number is 0303 333 4300.

Email: To report a highways issue, our highways email address is Highways@halton.gov.uk or to report a street lighting issue, our street lighting email address is Street.Lighting@halton.gov.uk.

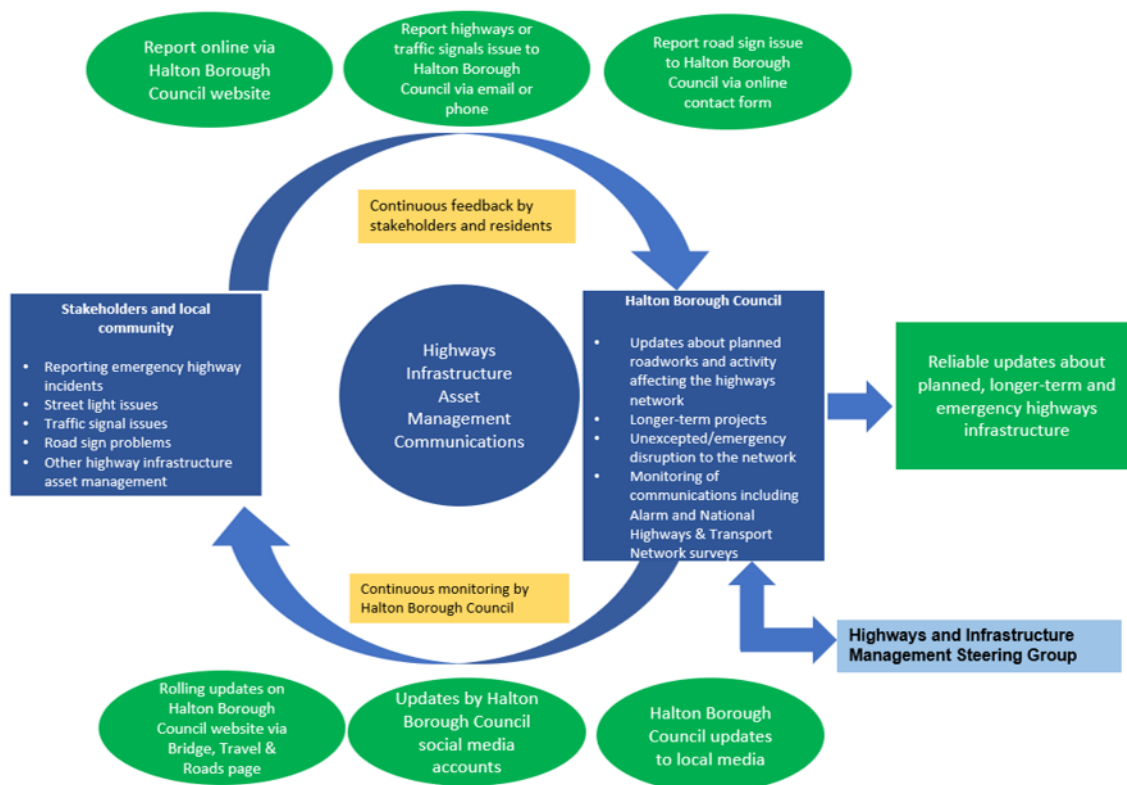
Contact us form: Contact us online using our online form for any other issues. The contact us form can be accessed at: webapp.halton.gov.uk/GeneralEnquiry

5.5.3 Feedback process

Communication of highway infrastructure updates is a two-way process. We ensure updates are available through our channels and encourage you to get in touch with us as explained above. The HTP will be engaged regularly, and we will continue to report and monitor highway infrastructure issues.

This process is displayed in Figure 5.1 below.

Figure 5.1 Feedback process



5.5.3.1 *The Highways and Transportation management team is planned but not yet formed, with its meeting schedule to be confirmed.*

Governance of this HIAMP is primarily through the HTP which aims to meet bi-annually and review emerging aspects such as:

- Review how highways infrastructure matters are currently reported
- Review how effectively the methods for reporting highways infrastructure matters are publicised
- Review ways of improving methods for reporting highways infrastructure matters

5.5.3.2 *How are we measuring up?*

Evaluation of this strategy will be carried out on an ongoing basis to understand, monitor and improve how effective our communications are. The following methods help us do that:

Media relations: Monitoring how media outlets report highway infrastructure issues following information provided by us (through press releases or other).

Social media analytics: Monitoring the reach of our posts; number of engagements (likes, shares, comments) and the tone of comments. We will look to monitor the effectiveness of our tone and tailor messages to ensure information is shared accessibly and effectively to enable a maximised audience.

Website analytics: Monitoring the number of visitors to our website and the source of visitors (ie whether visitors to the site were redirected from social media posts, news articles or other sources).

Customer complaints (via phone, email and contact us form):

- Collating the number of complaints specifically related to highways generally
- Collating the number of complaints specifically related to how easy or difficult stakeholders find it to report highways issues
- Collating the number of complaints specifically related to how effectively Halton communicates and reports on highway updates

Highways & Transport Network public satisfaction survey: Increased satisfaction with highway condition and increased satisfaction with highway maintenance.

Other surveys: We will monitor other relevant national, regional and local surveys related to the performance of highways and highway reporting mechanisms. This includes the Annual Local Authority Road Maintenance (ALARM) Survey.

Draft consultation

6 Data Management Strategy

Data management is fundamental to the overall asset management process. To apply an asset management approach, there are three main types of data that are required:

- **Inventory**
Details of the number, location, size and age for each asset
- **Condition**
What state the asset is presently in
- **Usage**
Residual Life based on usage of asset against expected lifespan

These records enable us to:

- Monitor and report on the condition of the highway network
- Assess the expected life of assets or their components
- Assess current levels of service and develop targets
- Model future maintenance options and identify future investment strategies
- Develop long term forward work programmes and associated budget requirements
- Carry out valuation assessments of each of the assets and calculate depreciation

Effective asset management is not just about the assets to be managed, it is about the systems and business processes used to manage those assets. As such, there is a need to regularly review processes, storage and usage of the data.

6.1 Asset Groups

Highway infrastructure is comprised of a wide range of different assets from dual carriageways to litter bins. Organising a management structure around each individual type of asset would be impractical and confusing so assets are grouped into categories. Asset Groups bring together assets in which form part of these larger systems which fit with management processes.

Table 6.1 gives an indication, but not an exhaustive list, of the assets included in each of Halton's asset groups.

Table 6.1 Halton's highway infrastructure asset groups

Carriageways, Footways, Footpaths, Cycleways and Rear Alleys
Carriageways
Footways, Footpaths, Cycleways and Alleyways
Public Rights of Way (PRoW)
Kerbing/edging channels
Covers, gratings, frames & boxes
Safety fences and barriers
Road markings & studs
Structures
Bridges
Culverts
Retaining walls
Electrical equipment
Street Lighting
Illuminated Road Signs and Lit Bollards
Traffic Signals
Variable Message Signs
Automatic Number Plate Recognition
CCTV
Speed Activated Signs

Street Furniture
Traffic signs
Street name plates
Safety fences and barriers
Bollards
Cycle racks
Benches
Litter bins
Horticultural Assets
Verges
Trees & Hedges
Fences and barriers

Figure 6.1 Different assets found on a typical stretch of rural highway

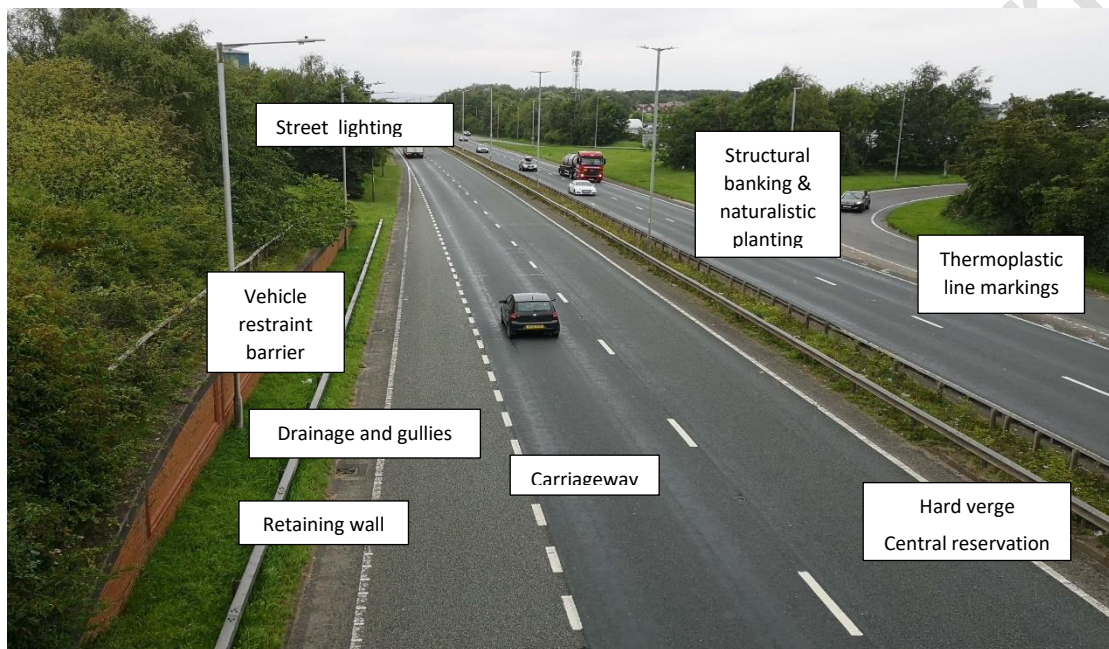
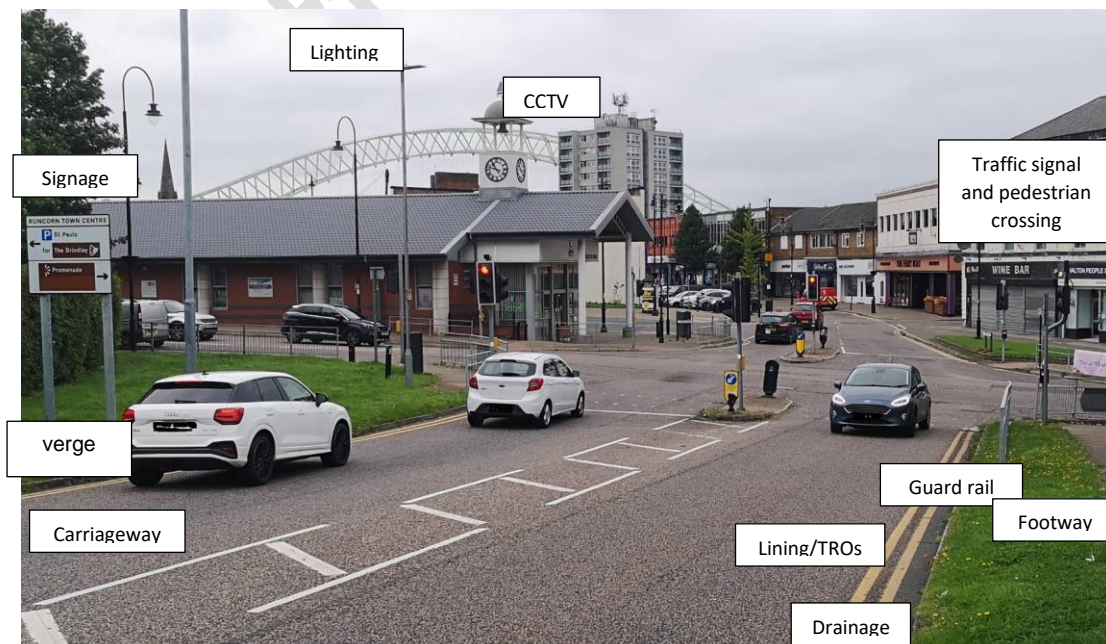


Figure 6.2 Different assets in a typical pedestrian zone



In the Pedestrian zone there is a range of street furniture to be maintained including map boards, litter bins, cycle parking, bollards and street trees.

A typical bus stop consists of raised kerbing, a shelter, real time information, timetable and a flag.

The term 'footway' is used in this document as a generic term and covers the following:

- Footways - paths adjacent to the carriageway
- Footpaths - paths which are located away from the carriageway and are separated from it by a verge or are completely independent of a carriageway
- Cycleways - in most cases, wide shared footways or footpaths that have been designated to allow for use by cyclists
- Alleyways - usually adjacent to terrace properties around town centres
- Public Rights of Way (PRoW) – this term includes footpaths, bridleways, byways open to all traffic (BOAT) and restricted byways. Many of these, especially in the urban areas, have metalled (tarmacked) surfaces and are included in the above categories.

6.2 Asset Hierarchies

The concept of a road maintenance hierarchy is the foundation of a coherent, consistent and auditable maintenance strategy. This hierarchy should reflect the needs, priorities and actual use of each road in the network and will be used as the main tool in determining policy priorities. Maintenance standards, targets and performance objectives link to the hierarchy.

Halton has developed a process for defining the hierarchy of Carriageways and Footways in accordance with Section A.4.3 of The Code. This has been based on traffic flows for roads and defined priorities for footways and cycleways. In addition, a further assessment has been undertaken to consider the type of road, the role of the route in a local context, and a consideration of functional factors that may influence how the road is maintained.

6.2.1 Carriageway Hierarchy

Table 6.2 below is based on Table 1 in Section 4.3.11 of The Code. Note that we have not adopted the last category, 'Minor Road' because the definition only applies to a very small number of roads and Motorways are the responsibility of National Highways.

Table 6.2 Road Hierarchy

Category	Hierarchy Description	Type of Road General Description	Description	Example
1	Motorway	Limited access motorway regulations apply	Routes for fast moving long distance traffic. Fully grade separated and restrictions on use.	M56 M62
2	Strategic Route	Trunk and some Principal 'A' roads between Primary Destinations	Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.	Runcorn Expressway Watkinson Way
3a	Main Distributor	Major Urban Network and Inter-Primary Links. Short - medium distance traffic	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety.	Kingsway

Category	Hierarchy Description	Type of Road General Description	Description	Example
3b	Secondary Distributor	B and C class roads and some unclassified urban routes carrying bus, HGV and local traffic with frontage access and frequent junctions	In residential and other built up areas these roads have 20 or 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons. In rural areas these roads link the larger villages, bus routes and HGV generators to the Strategic and Main Distributor Network.	Liverpool Road Runcorn Road
4a	Link Road	Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions	In urban areas these are residential or industrial interconnecting roads with 20 or 30 mph speed limits, random pedestrian movements and uncontrolled parking. In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two-way traffic.	Lowerhouse Lane Halton Road
4b	Local Access Road	Roads serving limited numbers of properties carrying only access traffic	In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or cul-de-sacs.	Terrace Road Lindfield Close
	Minor Road	Little used roads serving very limited numbers of properties.	Locally defined roads.	N/A

Source: UKRLG, 2016, "Well-managed Highway Infrastructure: A Code of Practice"

The carriageway hierarchy provides categorisation for the purposes of asset management because it considers key aspects of the network which make these roads homogenous in aspects such as traffic load, construction and risk to users. In addition, two additional network definitions exist, the Key Route Network and Resilient Network as detailed below. These networks exist because of their importance to specific aspects of the highway, namely transportation needs (movement around the network) and resilience in terms of access to the network. Because of the importance of these aspects, these two network definitions exist in addition to the hierarchy definition and are considered alongside the asset class as part of the overall strategy for managing the network.

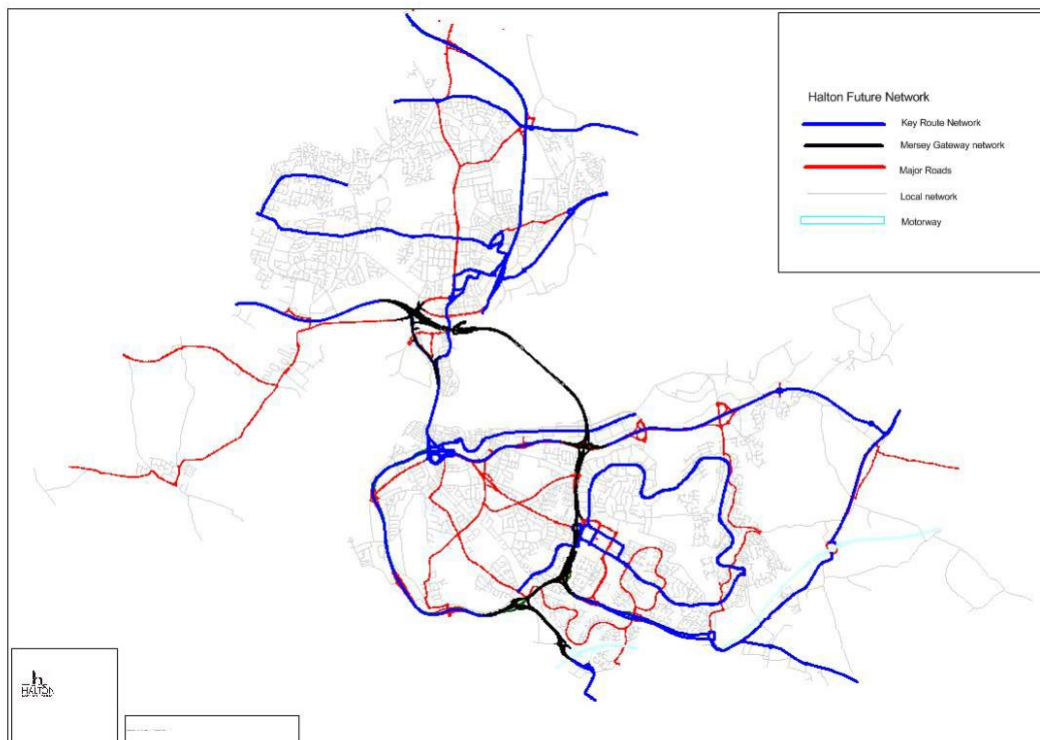
6.2.2 Key Route Network (KRN) for the LCRC

The KRN is a network of strategically important highway routes within the city region, for which the LCRC has a range of defined highway and traffic powers and responsibilities.

The KRN is based on the Primary Route Network (PRN) and the freight, public transport and key distributor networks defined in the statutory Merseyside and Halton Local Transport Plans from 2011.

Figure 6.3 below shows the major roads in Halton including the KRN and the Mersey Gateway Network and how they fit into the wider Halton Network.

Figure 6.3 Major roads in Halton including the KRN and Mersey Gateway Network



Note that the KRN does not include the Mersey Gateway, and its approach roads, (however these are shown on the above plan for completeness) which are excluded from the LCRCA's remit under the provisions of the establishing Order.

Figure 6.4 The Mersey Gateway Bridge



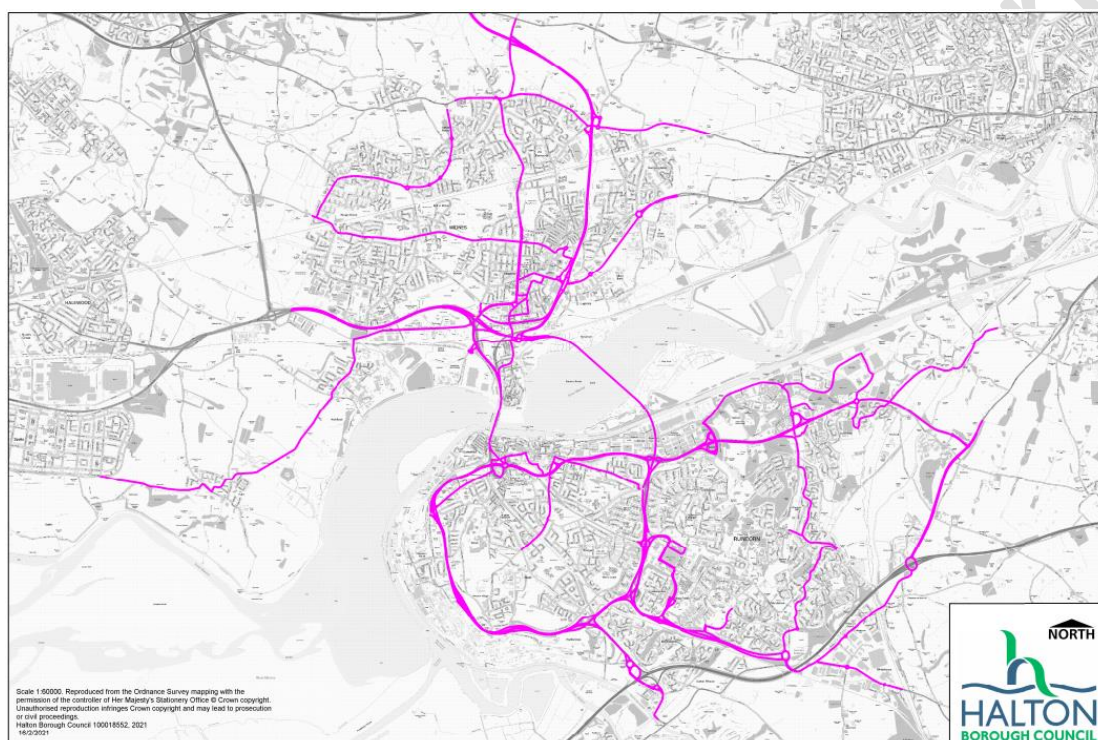
Source: Merseylink

6.2.3 The Resilient Network

Section A4.4 of The Code lays out the requirement to define a Resilient Network. In line with that guidance we have defined our resilient network. We identified areas susceptible to adverse climatic conditions, civil emergencies, structural or utilities failure or road traffic incidents. This network is identified as a key risk to service delivery and is given priority to maintain economic activity and access to key services during extreme weather and other disruptive events.

To ensure the resilient network is fully available and accessible it is important to minimise the disruption caused by closures. Where works are required, these are combined wherever possible so that planned, whole, edge to edge highway maintenance on that part of the network is undertaken.

Figure 6.5 The Resilient Network



6.2.4 Footway Hierarchy

Halton's footway hierarchy is based on Sections A.4.3.14, A.4.3.15 and A.4.3.16 of The Code as shown in Table 6.3 below. The 'Minor Footways' category has not been adopted due to the very limited number of footways which fall into this category. As explained above, categories for Cycleways, Alleys and PRowWs are included here as these assets are considered part of the same asset class as footways.

Table 6.3 Footway Hierarchy

Category	Category Name	Description
1(a)	Prestige Walking Zones	Very busy areas of towns and cities with high public space and streetscene contribution.
1	Primary Walking Routes	Busy urban shopping and business areas and main pedestrian routes.

Category	Category Name	Description
2	Secondary Walking Routes	Medium usage routes through local areas feeding into primary routes, local shopping centres etc.
3	Link Footways	Linking local access footways through urban areas and busy rural footways.
4	Local Access Footways	Footways associated with low usage, short estate roads to the main routes and cul-de-sacs.
	Cycleways	Cycleways are usually either provided as part of a shared footway or provided as a cycle lane within the carriageway.
	Alleys	These are usually between terrace houses, many of which are now gated.
	Public Rights of Way (PRoW)	There are many types and classifications of these. See Appendix 2 for more detail

6.3 Asset Inventory

The highway asset inventory is the register of the infrastructure assets that exist on the highway network. These assets form the starting point from which the asset management process is derived; only with this information can a consistent management approach be achieved.

6.3.1 Carriageway Inventory

The carriageway asset makes up the largest proportion of the highway asset overall based on value. It comprises all the elements that make up the “fabric” of the road from the foundation to the surface construction. The table below summarises the length of carriageways we are responsible for. The construction of carriageways varies considerably and relatively little is known about the original construction of many parts of the older network.

Table 6.4 Carriageway inventory table

Road classification	Total (Km)	Urban (Km)	Rural (Km)
A	117.7	33.3	84.4
B	19.9	17.8	2.1
C	61.1	47.3	13.8
Unclassified	406.8	385.2	21.6
Total	605.5	483.6	121.9

6.3.2 Footway Inventory

We hold detailed and accurate information about footways, footpaths and cycleways. However, data for alleyways is limited to location and length at present.

The table below summarises the length of these assets. The construction and surface type of footways and footpaths vary considerably. However, accurate details of the surface types are recorded, which in turn leads to reasonably accurate estimates of the likely type of construction. The width of this asset class is estimated to be on average 1.8 m, based on Footway Network Surveys (FNS) and measurements from Ordnance Survey Master Maps. However, cycleways are a minimum of 3m wide and prestige walking areas in the Town Centres are up to 12m wide.

Table 6.5 Footway inventory table

Asset Hierarchy	Total Length in km
1a – Prestige Walking Areas	2
1 – Primary Walking Routes	34
2 – Secondary Walking Routes	46
3 – Link Footway and Footpath	205
4 – Local Access Footway & Footpath	458
Alleys	19
PRoW	74*
Total	838

*This figure is reported in Halton's Rights of Way improvement Plan 2009-2019 and includes some PRoWs which are double counted as they appear in urban areas and are included under other categories.

6.4 Asset Condition

Maintaining the condition of the carriageway network is a continuous activity – the asset does not remain “new” for long once the road becomes subject to traffic, the weather and other factors. A clear understanding of the condition of highway assets (and so an understanding of the remaining life it has) can help to direct maintenance programmes, supporting investment strategies to ensure that best use is made of available resources.

6.4.1 Carriageway Condition

The condition of the principal and non-principal classified network is assessed through annual Surface Condition Assessment of the National Network of Roads (SCANNER) surveys, which are currently mandatory for all Highway Authorities in England. We have also trialled Annual Engineering Inspections (AEI) and surveys from GAIST and continues to investigate alternatives to provide the best available information on carriageway condition.

SCANNER surveys are carried out using independently accredited/calibrated vehicles, that measure a range of road condition parameters. These measurements are then processed in the Pavement Management System (PMS) which is a computer software programme that creates a Road Condition Index (RCI) score for every 10 metre sub-section of the network. These are displayed on a map as Red, Amber or Green:

- **Red**
The worst condition. Failure of the asset in part or full, with little or no residual life. Major maintenance works are required at a high cost.
- **Amber**
Average condition. The asset is in a transitional state, possibly showing signs of distress and degradation. Some form of maintenance works is required to avoid continuing deterioration to a red state.
- **Green**
Near new status. The asset has a good residual life and is structurally sound with little or no signs of deterioration.

The whole classified network (A, B and C lass roads) is surveyed through a 2-year alternating direction cycle; with 100% coverage of one direction each year. As the survey is carried out nationally, the results can also be used to benchmark our performance against other authorities.

The condition of the unclassified network is assessed through annual Coarse Visual Inspections (CVI). These surveys are carried out by accredited inspectors from a slow-moving vehicle with the identified carriageway defects being recorded electronically on a Data Collection Device (DCD). The data is exported from the DCD into a UKPMS for processing. The entire unclassified network is covered through a 3-year rolling programme.

6.4.2 Footway Condition

Maintaining the condition of the footway, footpath, cycleway and rear alley network is a continuous activity. Their life generally tends to be longer than that of carriageways because these are not subject to the same traffic loading. Nevertheless, a clear understanding of the condition of the network (and the amount of residual life it has) helps to direct maintenance programmes and ensure that the best use is made of limited resources.

The condition of these assets is assessed through the FNS. These are walked inspections by independent accredited surveyors who record, as a minimum, location, defect type and extent. We have carried out a more detailed level of this survey; also capturing length, width and surface types. This data is loaded into the PMS for processing, allowing for network comparisons and maintenance strategies to be formulated.

To ensure the condition of all footways is accounted for, any gaps in the FNS data coverage is assessed using data from routine safety inspections. The continued use of FNS and other surveys is currently under review.

6.5 Asset Data Systems

All highway condition data and historical maintenance data is stored in several asset data systems, including:

- “Mayrise Highway Management Module”
- “Horizons GIS Platform & MARCHpms System”
- Computer drawings
- Geographic information system
- Mapping drawings

The XAIS XA Asset Management system is also currently being trialled as part of our aim for continuous improvement in the adoption of asset management processes.

Halton also has historical records held over several systems and formats. These can be interrogated to find dates of past maintenance interventions, including treatments, dates and costs (this data is available from approximately 2007). Access to this information adds significant value when identifying future works requirements by providing context in terms of how problems have been dealt with in the past, details of the asset’s components or construction and how successful previous interventions have been.

6.5.1 Action Plan

There is a significant amount of work to be done to improve the information about the type of construction of the highway network. In addition, the condition surveys carried out annually only provide information about the surface condition of the network and little about the structural condition. It is also equally important to bring all this information centrally and in consistent, future-proof formats.

7 Performance Framework

To assess how the implementation of this HIAMP progresses over time, mechanisms are needed to measure the performance against the asset management objectives. These measures can be used to assess past and current performance as well as providing a basis for setting targets for future performance over the life of this HIAMP.

7.1 Future Demand

Future demand for highway infrastructure needs to align with known influences and relate to Halton's vision. Changes in our ambitions must also consider stakeholder feedback and expectations. Because of this, the future demands that are likely to be placed on the highway network need to be accounted for when defining future levels of service. For example, increased use of heavily used routes will have the effect of accelerating deterioration, whereas the construction of new routes means that other routes will carry lower loads and so are likely to last longer.

The future demands on the network by all users, is identified by the Strategy as one of the highway networks key risks (Section 4.4.2.1).

The future usage and demands that could become influential include:

- Traffic growth
- Climate change
- Population growth in the area
- Legislation
- Changes in technology

To plan and develop the network for future growth, needs and demands necessitates consideration of many factors including the following:

- The network having sufficient capacity to minimise delay and congestion
- Providing a network that is safe and reliable for all vehicles, including public transport and goods vehicles
- Providing access to all users, including people with disabilities
- Providing a network that will support urban renewal and provide benefits to the community by attracting new business
- Providing a network that will enhance the community by providing routes for employment, education, shopping, leisure, recreation and emergency access requirements
- Providing a network with low environmental impact
- Providing a network designed and planned from climate change scenarios which may include mitigation scenarios
- Ensuring that network design and performance is suitable for usage and designed to provide an effective whole-life cost
- Providing both on and off-street parking suitable for user needs
- Provide a network which can cater for new technologies efficiently

7.2 Levels of Service

The International Infrastructure Management Manual describes levels of service as the key business driver that influences all asset management decisions, and therefore are linked to the Asset Management Objectives defined in section 4.8, copied below here for reference.

1. To provide a highway network that is safe for all users
2. To ensure the highway network is fit for purpose
3. To support stakeholder requirements and expectations
4. To support the decarbonising agenda
5. To support the objectives of the LCRC

Information on the Levels of Service being provided is required over time to demonstrate how past investment has impacted the current service provided by Halton, and to allow future targets to be defined. By linking these measures to asset management objectives, the performance of investments can be shown in terms of how that investment is supporting wider business priorities and objectives.

7.3 Performance Measures

Performance measures are used to monitor our progress in meeting the target Level of service over time by measuring actual performance and linking those measures to the Asset Management Objectives. Listed below are various actions which we undertake to support the asset management objectives and the performance measures in place to monitor those actions. In some cases, the same action supports more than one objective.

7.3.1 Measures to provide a highway network that is safe for all users

The following actions are undertaken and monitored to support network safety:

- Routinely inspect highways at set frequencies
- Respond to any reported highway defects in line with the Highway Safety Inspection Policy
- Routinely inspect structures (bridges, culverts and retaining walls) at set frequencies
- Routinely inspect electrical equipment (street lighting, illuminated road signs and lit bollards, traffic signals, variable message signs, automatic number plate recognition, CCTV and speed activated signs)
- Routinely inspect for safety defects street furniture (traffic signs, street name plates, safety fences and barriers, bollards, cycle racks, benches, and litter bins)
- Routinely inspect horticultural assets (verges, trees & hedges and fences and barriers)
- Attend any occurrence or incident so serious as to render the highway unusable or pose an immediate risk that we are aware of.
- Follow the Winter Maintenance Plan

The following Policy, Planning and Transportation Local Indicators (PPT LI) are used to monitor this objective:

Table 7.1 Safe Network Performance Indicators

Reference	Indicator Name
PPT LI 06	Number of people killed or seriously injured (KSI) in road traffic collisions (5 Year average)
PPT LI 07	Number of children under the age of 16 killed or seriously injured (KSI) in road traffic collisions (5 Year average)
PPT LI 10	Damage to roads and pavements (% above intervention levels) repaired within 24 hours.

7.3.2 Measures to ensure the highway network is fit for purpose

The following actions are undertaken and monitored to support network fitness for purpose:

- Routinely inspect highways at set frequencies
- Respond to any reported highway defects in line with the Highway Safety Inspection Policy
- Routinely inspect structures (bridges, culverts and retaining walls) at set frequencies
- Routinely inspect electrical equipment (street lighting, illuminated road signs and lit bollards, traffic signals, variable message signs, automatic number plate recognition, CCTV and speed activated signs)
- Routinely inspect for safety defects street furniture (traffic signs, street name plates, safety fences and barriers, bollards, cycle racks, benches, and litter bins)
- Routinely inspect horticultural assets (verges, trees & hedges and fences and barriers)
- Effectively manage street works and abnormal loads across our network
- Plan street works to minimise disruption where possible, this is included within the permit scheme

The following performance measures are used to monitor this objective:

Table 7.2 Fit for Purpose Performance Indicators

Reference	Indicator Name
PPT LI 11	Percentage of network where structural maintenance should be considered:
	130-01 principal roads (Previously BVPI 223)
	130-01 non-principal roads (Previously BVPI 224a)
	130-02 unclassified roads (Previously BVPI 224b)
PPT LI 13	% of footpaths and Public Rights of Way (PROW) which are easy to use.

7.3.3 Measures to support stakeholder requirements and expectations

The following actions are undertaken and monitored to support stakeholder requirements and expectations.

- Continue to review our maintenance hierarchy to ensure that the standards of maintenance are fit for purpose with the usage and type of road
- Make the highway infrastructure asset management policy visible and accessible to all staff. Senior decision-makers and all relevant staff have been briefed on the asset management policy and strategy
- Utilise National postal survey of random Halton residents to capture customer service demands and reporting

The following NHT Key Benchmark Indicators (KBI) and Highway Maintenance Benchmark Indicators (HMBI) are used to monitor this objective.

Table 7.3 Stakeholder Expectations Performance Indicators

Reference	Indicator Name
NHT KBI 23	Condition of Highways
NHT KBI 24	Highway Maintenance
NHT KBI 25	Street Lighting
NHT HMBI 01	Condition of Road Surfaces

7.3.4 Measures to progress the decarbonising agenda

The following actions are undertaken and monitored in relation to the decarbonising agenda.

- Use preventative maintenance techniques, as part of life cycle planning techniques where possible. These have lower costs and therefore make the best use of funding by intervening early to avoid costly deterioration of the network and further build-up of backlogs
- Where cost effective, adopt practices that minimise the disposal of waste materials to landfill

The following NHT Theme (numbered) and Accessibility Quality Indicator (ACQI) performance measures are used to monitor this objective.

Table 7.4 Decarbonising Agenda Performance Indicators

Reference	Indicator Name
NHT 03	Public Transport Theme
NHT 04	Walking/Cycling Theme
NHT ACQI 25	Electric Vehicle Charging Points

While actions can be taken to support these indicators, delivery of highway infrastructure elements forms only part of the picture so while these indicators are included here, success in the delivery of targets can only be addressed by wider investment and maintenance of the active travel transportation system.

7.3.5 Measures to support the objectives of the Liverpool City Region Combined Authority

The following actions are undertaken and monitored to support the LCRCA's objectives.

- Support delivery of the Combined Authority Transport Plan (2019)
- Support delivery of the Local Journeys Strategy (2017)
- Support delivery of the Local Cycling and Walking Infrastructure Plan (2018)
- Support delivery of the Rights of Way Improvement plan (2018)

The following NHT KBI performance measures are used to monitor this objective.

Table 7.5: Regional Authority Support Performance Measures

Reference	Indicator Name
NHT KBI 11	Pavements and Footpaths (overall)
NHT KBI 13	Cycle routes and facilities (overall)
NHT KBI 15	Rights of Way (overall)

As with the performance measures supporting the decarbonising agenda, delivery of highway infrastructure elements forms only part of the picture so while these indicators are included here, success in the delivery of targets can only be addressed with the support of wider investment and maintenance of the active travel transportation system from the LCRCA.

7.4 Past, current and future target performance

The sections have been broken down into the performance measures identified against each of the Asset Management Objectives listed above, providing for each, these are shown in Appendix 3

7.5 Performance Monitoring

Performance monitoring demonstrates how we are continuously improving the way we exercise our functions having regard for economy, efficiency, and effectiveness. As shown in preceding sections, we use both nationally and locally defined indicators to record performance which are reported internally through the HTP.

The results of both the national and local indicators are reported in other survey responses that we respond to, these include:

- WGA
- DfT questionnaires
- Industry questionnaires including the ALARM survey

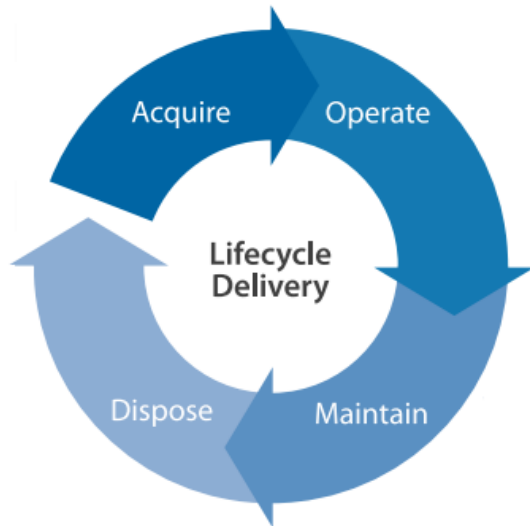
These reports, surveys and questionnaires contribute towards benchmarking us against previous years and against other authorities.

8 Lifecycle Planning

8.1 Principles

Lifecycle plans define how to manage an asset or asset group from cradle to grave. These plans provide a basis for how assets will be maintained across their lifetime by ensuring that each stage takes account of both the stages that precede it and follow it.

Figure 8.1 Lifecycle delivery



Source: Institute of Asset Management Anatomy of Asset Management 2014

Looking at each of these stages in a little more detail, each element includes the following processes or actions.:

- Acquire: planning, design, construction
- Operate: cyclical/routine and reactive maintenance
- Maintain: planned preventative, minor and major works, rehabilitation and reconstruction
- Dispose: decommissioning

Consideration of an asset's lifecycle means that a lifecycle plan is a long term strategy, maximising the benefits that can be realised by considering all aspects of past present and future performance. A lifecycle plan provides the framework to ensure the best level of service is realised with the lowest risk and cost over the long term.

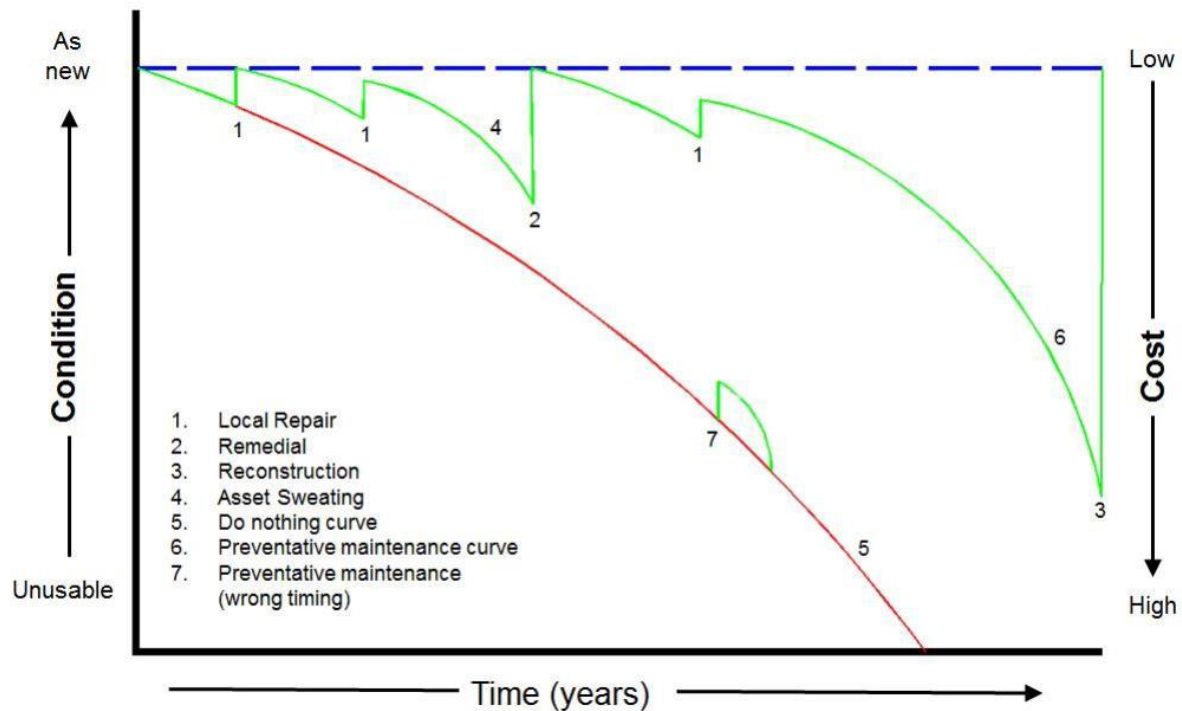
“For every £1 spent on preventative maintenance, up to £4 could be saved on future re-surfacing works.”

~
‘Going the distance achieving better value for money in Road Maintenance’, Audit Commission 2011

The diagram below shows how, with the correctly timed interventions, the whole-life of the asset can be prolonged in the most cost-effective manner. This modelling can be applied to any asset, from structures to carriageways. A simple example would be to consider the maintenance of a

wooden fence. This would require regular painting to waterproof and minor repairs of slats, or concrete posts. Eventually all panels and / or posts will be replaced.

Figure 8.2 Intervention timing, type and how they affect costs (lifecycle planning)



Source: TBC

Lifecycle plans for each asset or asset group need to consider:

- The expected deterioration mechanisms and rates of deterioration for the material types concerned
- Component service lives
- The required levels of service
- Maintenance techniques
- Influence of maintenance on future deterioration rates
- Maintenance unit costs
- Associated risks (eg safety, financial, operational, loss of service)

This requires a sound understanding of asset behaviour.

The following are the core principles of lifecycle plan development:

- **Audit Trail**
Document all assumptions, data sources, analytical techniques and engineering judgements to provide a clear audit trail.
- **Knowledge Transfer**
Our engineers have a wealth of historical, expert and practitioner knowledge of the highway network that needs to be retained and passed on to other and future staff.

8.2 Carriageway and Footway Network Level Lifecycle Analysis

A significant prioritisation factor for the highway network is carriageway condition. However, the treatment that would be required for sections and when these are undertaken can also play a significant role in the management of the network. If priority is given to those sections identified by surveys as being in the poorest (red) state, most of the ensuing schemes are likely to involve full depth reconstruction. However, this type of treatment may not give the best value for money when considering the network over lifecycle periods. As full depth reconstruction is expensive, only relatively short lengths of the network can be treated in any given year. In the meantime, the rest of the network can deteriorate further resulting in a greater proportion of the network in good (green) and average (amber) condition moving to the red state each year.

The alternative method is for sections that require resurfacing to be treated before they deteriorate to the point where they would require full reconstruction. This method allows much longer lengths to be treated with more cost-effective resurfacing treatments and enables further deterioration of the network to be contained by carrying out works on amber lengths with less expensive treatments so prolonging the life and delaying the need for structural maintenance. The red sections that already exist would still require reconstruction. Through this approach, roads with a high proportion of red sections should be kept in a safe condition with reactive maintenance budgets whilst an appropriate long-term scheme is devised.

The tables in Figure 8.3 below give an illustrative example of how the use of correctly timed interventions can reduce the whole-life costs for carriageways. This does not include costs for footways, structures and other highway elements, which will have their own lifecycle costs and plans. It also does not consider inflation or increases in material and labour costs. The tables show that, with optimally timed interventions and treatments, £520,000 per km of carriageway would be required over a 100-year period to maintain the carriageway in a 'steady state' condition. This compares with a cost of £1,000,000 per km if interventions were to be carried out on a worst case-based approach of only carrying out reconstructions when required. The use of a partial asset management approach would result in a cost of £800,000 per km over 100 years. For our carriageway network of approximately 600km, a full optimum asset management approach would nearly halve the lifecycle costs requiring £312m over a 100yr period or £3.12m per year for carriageway surfacing, as opposed to £600m over 100yrs or £6m per year if only reconstructions were carried out when required.

Figure 8.3 Impact of different lifecycle plans on whole-life costs per km of carriageway



However, it is worth noting that the above example is an ideal scenario which assumes that the strategy is adopted at the beginning of an asset's life. In reality, existing assets have been exposed to various interventions at differing times within their lifecycle, including reactive treatments and damage through excavations from utilities (statutory undertakers' plant). It is therefore unlikely that these savings can be fully achieved in real life.

It is known that a large percentage of the highway network was constructed at the same time as part of the New Town programme of the 1960/70s and could therefore potentially start to show signs of deterioration and failure at the same time. It has therefore been necessary to carry out a preventative works programme of surface dressings over several years, with sites being prioritised based on engineering judgement of wear and traffic volumes. This has been done to avoid the need for a large-scale expensive intervention programme of reconstruction being delivered over a short period in confined geographical areas.

9 Works Programming

This section documents, in summary form, the works programming for each type of asset / maintenance category we have adopted to achieve the highways asset management objectives set out in Section 4.

The maintenance of all asset groups can be categorised as follows:

- **Reactive Maintenance**
Reactive Maintenance is unplanned repair work carried out in response to service requests, inspections and management/supervisory directions.
- **Routine Maintenance**
Routine Maintenance is work undertaken to a regular consistent schedule, for example patching.
- **Cyclic Maintenance**
Cyclic Maintenance is the replacement and maintenance of components/sub-components of assets that is undertaken on a regular cycle eg gully cleansing.
- **Programmed Maintenance**
Programmed Maintenance is repair work, identified through a maintenance management system, undertaken to rectify defects identified during visual condition assessments and is primarily resurfacing and reconditioning.
- **Structural Maintenance**
Structural Maintenance is the work required to reconstruct an asset to an 'as new' state.
- **Resilience Planning**
In cases of severe weather, a detailed resilience plan is in operation. This includes emergency maintenance strategies, for flooding and cold/severe weather.

The following sections detail the maintenance processes in place for each of the Asset Categories defined in Section 6.

9.1 Carriageways, Footways, Footpaths, Cycleways and Public Rights of Way (ProW)

Carriageways form the main part of the highway network within Halton. They have been surfaced over the years using macadam, asphalt or concrete materials to provide an even, paved finished surface for vehicular traffic. Most roads have a footway on one or both sides of the carriageway. In addition to these footways, we have a substantial network of independent footpaths and cycleways. These footways, footpaths and cycleways have been surfaced using a variety of modular, asphalt and concrete type materials, to provide a paved finished surface for pedestrians and cyclists to use. Halton also has a ProW network, which can be constructed using a variety of materials or they may simply be unsurfaced rights of way paths across fields.

9.1.1 Reactive Maintenance

Carriageway defects identified through inspections or reports on roads are rectified through "reactive maintenance". The works are carried out based on the category/priority given and linked with available resources and budget.

Reactive maintenance activities include:

- Patching (permanent fixing or making safe) isolated carriageway areas which meet or exceed defined intervention levels
- Making safe (through fixing or isolating from the public using Traffic Management) carriageway areas which meet or exceed defined intervention levels

- Patching isolated footway and footpath areas which meet or exceed intervention levels
- Making safe footway and footpath areas which meet or exceed intervention levels
- Street Furniture repairs

All reactive maintenance works are carried out in accordance with 'Highway Maintenance – A Strategy for Halton'.

9.1.2 Routine / Cyclical Maintenance

Routine/cyclical maintenance relates to activities undertaken regularly to ensure the serviceability and efficient operation of the highway. Activities such as gully emptying, street cleaning, weed spraying and grass cutting have a preventative effect on the carriageways and footways. Even though these activities are not designed to directly improve the condition of the asset, they ensure that damage to that asset via vegetation and water is prevented, so protecting its lifespan. These activities also have a significant impact on stakeholder opinion regarding the level of service we provide.

9.1.3 Programmed Major Maintenance

Programmed/planned maintenance schemes are work schemes identified through reports of several significant defects, the nature or number of which cannot be rectified by routine or reactive maintenance works. This “needs led” approach is based on engineering judgement and is a fundamental step towards complete asset management and ensures that limited resources are targeted towards restoring the life of the sections of the network with the greatest requirement.

In general, every major maintenance scheme will aim to provide:

- A residual life of at least 15 years
- A surface free from visible defects
- A skidding resistance appropriate to the road and traffic at the site in question
- An appropriate transverse and longitudinal profile
- A surface free of standing water
- Appropriate lining and signing

Due to the considerable differences in planned maintenance between carriageway and footway works, each is considered individually below

9.1.3.1 Carriageways

Annual programmes of surfacing schemes are prepared for structural maintenance and patching of carriageways.

The list of schemes for any one year is based on the following:

- The results of various highway condition surveys carried out on the network
- Feedback from safety inspections, especially in relation to programmed patching works
- The priority given to each scheme which is based on factors such as economic value, future housing and business developments
- Our focus on minimising the whole-life costs for each individual scheme
- Identified traffic safety improvement works or other highway schemes to be undertaken in the same area. This could affect the priority rating given to a scheme, improve efficiency of the construction works and deliver construction cost savings

9.1.3.2 Footways

Annual programmes of resurfacing / reconstruction schemes are also prepared for structural maintenance of all footways and footpaths.

The list of schemes for any one year is based on the following:

- The latest results of FNS carried out on the network
- Visual condition established through “Safety Inspections”
- Treatment surveys updated by the in-house highways’ inspection team
- Our focus on minimising the whole-life costs for each individual scheme
- Accident claim data
- Classification hierarchy of the footway and footpath

Structural footway maintenance which requires more extensive and, therefore, expensive treatments to restore the condition and value of the asset is planned and programmed separately and individually.

Figure 9.1 Carriageway resurfacing



9.1.4 Winter Maintenance

Winter maintenance operations are undertaken on a ‘Planned Reactive’ basis. We are committed to providing a winter and emergency service which plans for precautionary salting, snow clearance and reasonable response times for other emergencies. It keeps an updated and extensive “Winter Services Operational Plan” (WSOP) which explains in full the delivery of the Winter Service including salting routes, decision making charts, snow clearance policy, maintenance of salt bins and response times. We also have a footway winter maintenance programme that targets key areas such as town centres.

9.2 Structures

The maintenance process for highway structures is identified under the three maintenance headings of Routine, Programmed and Reactive in line with Section C.6.2 of The Code.

Figure 9.2 Maintenance of Structures



Our approach is based on the following three implementation milestones taken from the previous Code “Management of Highway Structures” (which has now been superseded by The Code):

- That structures should be safe for use, inspected and maintained
- That structures should be fit for purpose
- That structures should be managed against specific service levels and whole-life costing principles

9.2.1 Reactive Maintenance

The following are regarded as reactive maintenance activities:

- Emergency (immediate) works which deal with high-risk situations to the public, for example resulting from accidental bridge strikes
- Essential works involving structural repair works which must be carried out because a structure is considered to be, or about to be, structurally inadequate or unsafe or if its deterioration cannot be predicted

Figure 9.3 Structure Inspection



Structure and bridge defects that are identified through safety inspections or reports/complaints are treated as “reactive maintenance”. The works are undertaken based on the category/priority given to the defect identified in accordance with The Code, linked with available resources and budget.

9.2.2 Routine/Cyclical Maintenance

Common structure and bridge defects that are likely to require treatment annually are treated as “routine maintenance”. The works are carried out based on the category/priority given to the defect identified in accordance with The Code and linked with available resources and budget. These routine maintenance activities include the removal of vegetation, cleaning of expansion joints, cleaning of structural drainage systems and other similar minor works.

9.2.3 Programmed Major Maintenance

This is an annual programme of structural maintenance schemes which are planned to either repair or arrest deterioration. It may also include upgrading or improvement works of bridges and structures.

The list of schemes for any one year will be based on the following:

- The results of various structural surveys carried out including general, principal and special inspections. General inspections are carried out every 2 years at road level by eye, without the need for intrusion on to the structure. Principal inspections are carried out at time intervals between 6 and 12 years dependent on the structure; these are more involved and require the inspector to be within touching distance of all parts sometimes involving specialist equipment. Special inspections are carried out as a result of issues raised during the other inspections i.e. as and when required and generally concentrate on specific parts of the structure
- National deterioration models
- The priority given to each scheme based on engineering judgement and expertise
- Our focus on minimising the whole-life costs for each individual structure by adopting a whole life cycle approach to structural maintenance

The works are carried out based on the category/priority given to the defect identified in accordance with The Code and linked with available resources and budget. Wherever possible, all materials removed / excavated are sent for re-cycling and re-used in Halton’s area.

9.3 Electrical Equipment

Highway electrical equipment must remain available (because its presence is there to mitigate and minimise risks) and of itself must not pose any unacceptable risk to public safety. We maintain electrical equipment in accordance with the Halton Street Lighting –Strategy and Policy.

9.3.1 Reactive Maintenance

The following are regarded as reactive maintenance activities:

- Replacement of lamps that have prematurely failed
- Repair/replacement of lanterns that have failed
- Replacement of photo-electric cells that have failed
- Replacement of damaged/faulty supply cables
- Replacement of damaged/worn out signs
- Repair of Traffic Signal Controller/detector faults
- Repair of damaged equipment (cables, poles, signal heads, etc.)
- Re-cutting loop detectors
- Repair of faults on street equipment (eg loss of communications, loss of display, etc.)
- Repairs to communications systems
- Repairs of all Intelligent Transport System (ITS) related equipment identified during annual inspection – these works form part of the programmed maintenance work for inclusion in future upgrades unless they are deemed critical in terms of safety

Street lighting and traffic signal faults identified through night-time inspections, the traffic signal Remote Monitoring System (RMS), or reports from the public, are treated as ‘reactive maintenance’ with works being carried out to rectify the fault identified. The works are carried out based on the category/priority given to the type of defect. Signals with all lights out, for example, have a higher priority than signals with a single lamp out. Replacing loop detectors will be dependent on the likely impact and availability of traffic management, and available time periods at certain junctions.

9.3.2 Routine/Cyclical Maintenance

The following are regarded as routine maintenance activities:

- Replacement of streetlamps (on a cyclical basis)
- Inspection and testing of the safety of electrical equipment on a cyclical basis (max 6 years)
- Structural testing of columns and signposts at a frequency determined by the latest test
- Replacement of traffic signal lamps (red & green lamps every 6 months; amber lamps every 12 months) for sites with tungsten halogen lamps
- Cleaning of signal head aspects
- For sites with LED aspects, annual cleaning and replacement when necessary
- Checking and cleaning of equipment twice a year

Any works identified from the inspections, form part of the future programmed maintenance work unless it is identified as urgent, in which case it will be considered reactive maintenance.

Any works identified from the annual inspection (sites not on remote monitoring) are subject to an additional interim inspection covering specific safety related items, such as lamps out, detection issues and visibility of signal heads.

9.3.3 Programmed Maintenance

The following items are regarded as programmed maintenance which are prioritised based on risk (safety implications):

- Replacement of lamps with LEDs
- Replacement of life expired columns, signposts and lanterns
- Upgrade of equipment to Extra Low Voltage (ELV)
- Replacement of life expired equipment (including cameras and communications equipment)

The following items are regarded as programmed major maintenance work:

- Conversion of traffic signal heads (tungsten halogen to LED)
- Replacement of controllers
- Upgrade to include Microprocessor Optimised Vehicle Actuation (MOVA) control at junctions to maximise capacity

Figure 9.4 Maintenance of high mast lighting



Programmed major maintenance work is funded through the capital programme, when available, to improve highway electrical assets and reduce further maintenance costs in the long term. For example, capital was allocated to replace a large selection of traditional street lighting with more cost effective and energy efficient LED systems.

9.4 Street Furniture

The maintenance process for street furniture is identified under the maintenance heading of 'Reactive' in line with Section A.1.6.2 of The Code.

9.4.1 Reactive Maintenance

The following are regarded as reactive maintenance activities:

- Repairs and replacement of damaged bollards
- Repairs and replacement of damaged sign plates
- Cleaning of street name plates
- Repairs to posts and lengths of barrier following accidents/damage
- Re-tensioning of lengths of tensioned guard rail following damage repairs

Non-illuminated traffic sign problems that are identified through inspections or reports are treated as 'reactive maintenance' with works being carried out to rectify the defect. The works are carried out based on the category/priority given to the defect identified in accordance with 'Highway Maintenance – A Strategy for Halton' and linked with available resources and budget. Both sides of traffic signs are power washed as and when required to maintain legibility and to reduce corrosion, supporting the achievement of design life and reducing whole-life cost.

9.4.2 Routine/Cyclical Maintenance

The following are regarded as routine maintenance activities:

- Check and reset to the correct torque of the tensioning bolts of tensioned safety fences
- Inspection and testing of safety barriers regarding mounting height and integrity/condition every 5 years
- Replacement of litter bins and benches that are on the highway network as and when required, such as when they are no longer functional or are hit during a road traffic collision

9.4.3 Programmed Maintenance

When a "significant problem" is identified during safety inspections or routine inspections but does not require immediate resolution through reactive maintenance, the associated work required is included within the listings of maintenance works. The inclusion of the work within the agreed annual programme is based on its priority which is linked to the risks of asset failure and/or danger to the public.

9.5 Road Markings

The maintenance process for road markings is identified under the maintenance heading of 'Reactive' in line with Section A.1.6.2 of The Code.

9.5.1 Reactive Maintenance

The following are regarded as reactive maintenance activities:

- Renewal of existing white thermoplastic road markings
- Renewal of existing yellow thermoplastic road markings
- Renewal of paint applied existing road markings on the face of kerbs

We consider renewing road markings when large sections become ineffective, due to wear and / or loss of reflectivity at night-time or during adverse weather conditions. The sections to be treated are identified through inspection and reports which vary based on the risk associated with the marking's location, identified either by the carriageway hierarchy (listed in Table 6.2) or for high priority sites at known collision hotspots.

9.6 Horticultural Maintenance

The 'soft' landscaping of the highway network provides a habitat for flora and fauna in addition to being attractive. It also creates areas for drainage. These areas are managed by Halton's Open Space Services Division.

9.6.1 Reactive Maintenance

The following are regarded as reactive maintenance activities:

- Reinstatement of damaged/sunken verge areas to maintain the verge profile for grass cutting

- Additional cutting of overhanging hedges along footways, carriageways and bridleways which could potential cause an obstruction
- Pruning or removal of damaged, diseased, dead, or fallen highway trees

Problems are identified through inspection, reports or complaints. Works to rectify the defect/problem are carried out based on the category/priority given to the defect/problem by the Open Space Services Division in consultation with Highways officers and linked with available resources and budget.

9.6.2 Routine/Cyclical Maintenance

The following are regarded as routine maintenance activities:

- Grass cutting in urban (residential) areas
Highway grass verges in urban (residential) areas are cut on a routine, cyclical basis between March and October (including areas under planted with a range of naturalised flowering bulbs). The grass is cut as per the Halton grass cutting specification based on optimised efficiency.
- Grass cutting in rural areas
Grass in these areas is cut to maintain visibility sightlines. A variety of cutting regimes are applied depending on the area. As a minimum, grass is cut once a year by side arm flail but in some areas the cutting matches that in urban areas. On major roads/expressways, grass is cut on a cyclical basis between March and October based on optimised efficiency.
- Maintenance of hedges and planted areas
Pruning of hedges, shrub beds and planted areas form part of a continual maintenance cycle, based on the application of a range of coppice and renewal techniques, appropriate to species and the environment. From time to time, issues occur that require urgent attention and these are remedied as reactive maintenance.
- Street cleansing
Litter picking and street sweeping are undertaken on a routine cyclical basis, according to the carriageway hierarchy and in compliance with the Environmental Protection Act 1990. Litter or other detritus that may be a danger to highway users, clog drainage or be unsightly are removed as soon as practically possible as reactive maintenance.

9.6.3 Programmed Maintenance

The programmed maintenance activities for landscaping and open spaces are managed through the following processes:

- Tree and Woodland Strategy
A Tree and Woodland Policy underpins the inspection and works required to provide a healthy and aesthetical mix of trees and woodlands.
- Specialist Hedge Maintenance
Works related to long term maintenance of hedging are carried out on a planned basis when opportunities arise and resources are available.
- Landscaping and planting of Roundabouts and Highway Verges

Works to enhance roundabouts and verges are carried out on a planned basis as required when opportunities arise and resources are available.

- **Weed Control**
Control of vegetation within non landscaped areas will be undertaken on a programmed basis at the optimised time.

Draft consultation

Appendix 1 Abbreviations and Acronyms

ACQI	Accessibility Quality Indicator
AEI	Annual Engineering Inspections
ALARM	Annual Local Authority Road Maintenance (Survey)
AM	Asset Management
BVPI	Best Value Performance Indicators
BOAT	Byway Open to All Traffic
CVI	Coarse Visual Inspection
DBFO	Design, Build, Finance and Operate
DCD	Data Collection Device
DfT	Department for Transport
DNO	Distributor Network Operator
ELV	Extra Low Voltage
FNS	Footway Network Surveys
GIS	Geographical Information System
GRC	Gross Replacement Cost
HGV	Heavy Good Vehicle
HIAMP	Highway Infrastructure Asset Management Plan
HMBI	Highway Maintenance Benchmark Indicator
HMEP	Highways Maintenance Efficiency Programme
HMT	The Highways and Transportation management team is planned but not yet formed, with its meeting schedule to be confirmed.
IFRS	International Financial Reporting Standards
ITS	Intelligent Transport System
KBI	Key Benchmark Indicator
KRN	Key Route Network
LCR	Liverpool City Region
LCRCA	Liverpool City Region Combined Authority
LED	Light-Emitting Diode
LEP	Local Enterprise Partnership

LoS	Level of Service
LSP	Local Strategic Partnership
LTP	Local Transport Plan
MOVA	Microprocessor Optimised Vehicle Actuation
NHT	National Highways & Transportation (Survey)
PMS	Pavement Management System
PPT LI	Policy, Planning and Transportation Local Indicator
PRN	Primary Route Network
RCI	Road Condition Index
RMS	Remote Monitoring System
SCANNER	Surface Condition Assessment for the National Network of Roads
UKPMS	United Kingdom Pavement Management System
UKRLG	UK Roads Leadership Group
WGA	Whole of Government Accounts
WSOP	Winter Services Operational Plan

Appendix 2 Glossary of Terms

Abnormal load: is a vehicle which either has a weight greater than 44 metric tons, an axle load greater than 10 metric tons in the case of a single non-driving axle or 11.5 metric tons in the case of a single driving axle, a width greater than 2.9m, or a rigid length greater than 18.65m.

ALARM Survey: Annual Local Authority Road Maintenance Survey. This is an independent survey of local authority highway departments in England and Wales commissioned every year by the Asphalt Industry Alliance. It provides information about the funding and conditions of the local road network based on data provided by the local authority highway departments which are responsible for maintaining these roads. The survey reports dating back to 2012 can be found at this link:

<http://www.asphaltuk.org/alarm-survey-page/>

Backlog: A maintenance backlog is defined here as the total value of accumulated remedial works to assets that are determined to be in an unacceptable condition and beyond the tolerance levels identified in individual asset lifecycle models.

Coarse Visual Inspection (CVI): This is a road condition survey undertaken from a slow moving vehicle to detect defects such as cracks and depressions. This was previously required to produce national indicators for local unclassified roads but is now used by Halton as a local indicator.

Depreciated Replacement Cost (DRC): This is simply taken as the difference between the current Gross Replacement Cost (see below) and total value of works that would be required to bring the infrastructure in its current state back to 'as new' condition. The DRC method is accepted internationally as the most appropriate for the purposes of valuation of public infrastructure assets that have no equivalent or comparable market value.

Footway: This is the formal term to describe pedestrian routes at the side of roads (instead of the familiar term 'pavement'). See definition of pavement below.

Gross Replacement Cost (GRC): This represents a total value of the asset in a theoretical 'as new' condition. As most transport assets do not have specific market value through acquisition and disposal, it is assumed that their value is embodied in the cost of replacing the full asset (such as reconstruction of a stretch of road), hence the term 'Replacement Cost' is used.

Intelligent Transport System (ITS): It is the application of technologies such as information, sensing, analysis, control and communication technologies used on the highway network to improve mobility, safety, efficiency and sustainability. Examples of ITS are on-board vehicle navigation systems (providing real time travel information), electrical vehicle charging, Pelican crossings, variable message signs which provides drivers with information about congestions and delays, CCTV cameras monitoring traffic.

Level of service (LoS): It is the success in delivering on the transport objectives. This is measured through the Performance Framework (see Section 7) which links performance measures and indicators to each of these objectives to show what the current level of service is, how this has changed over time and what the future targets are to improve on these priority areas.

Lifecycle plan: A forecast of the maintenance requirements of an asset throughout its entire lifecycle. For some assets the total period of the lifecycle may be the time that elapses before an asset is reconstructed or replaced. For many assets such as road pavements this is defined as the time that elapses between major maintenance interventions (such as resurfacing or reconstruction).

The lifecycle plan details the maintenance requirements including the nature, timing and cost of interventions within that period. These interventions must not include temporary emergency repairs but must maintain the service potential or extend the life of the asset (such as through preventative maintenance).

Loop detectors: are sensors which are placed into the surface of the road to detect and identify the different types of vehicles that pass.

Microprocessor Optimised Vehicle Actuation (MOVA): is a dynamic traffic signal technology used at isolated junctions to modify green times depending on the traffic flows to improve the capacity and efficiency of the junction. It is used where heavy traffic flows occur but at unpredictable times, as well as at pedestrian crossings such as Puffin and Pelican crossings.

National Highways & Transport (NHT) public satisfaction survey: A survey of public views on and satisfaction with highway and transport services within individual participating local authorities. It assists in measuring the performance of these services and their prioritisation as well as it enables benchmarking across highway authorities. The sharing of knowledge and good practice among local authorities helps improve efficiencies. In 2021, a total of 111 authorities took part.

Net zero: This refers to the target of completely negating the amount of greenhouse gases produced by human activity, to be achieved by reducing emissions and implementing methods of absorbing carbon dioxide from the atmosphere.

Pavement: in this document it is used to mean the engineering term to describe the physical structure of the road or footway (including lower layers) and not the familiar term to denote the pedestrian routes along the side of the roads, which are referred to as footways.

Preventative maintenance: Maintenance operations undertaken before the onset of significant deterioration in the condition of an asset to extend the useful life before more expensive structural maintenance is required. As such, it is a critical part of a sustainable investment strategy for highways.

Public Rights of Way (PRoW): PRoW infrastructure includes footpaths, bridleways, byways open to all traffic and restricted byways. In most cases PRoWs have not been constructed or maintained to any defined standard although Halton as the Highway Authority has a legal duty to maintain them to a standard appropriate for their use. Most footpaths are 'naturally' surfaced; grass or earth but some are 'metalled' in urban areas. Bridleways and byways exist mainly on metalled / unmetalled farm tracks or green lanes with a variety of surfacing materials.

Surface Condition Assessment for the National Network of Roads (SCANNER) surveys: Automated road condition measurement surveys which measure a range of road condition parameters including ride quality, rut depth, intensity of cracking, texture depth and edge condition. These were previously required for use in the production of the National Indicators for road condition.

Structural maintenance This refers to major maintenance of a road or footway involving renewal of one or more layers of the road pavement structure.

The Code: Refers to the national code of practice "Well Maintained Highway Infrastructure: A code of Practice".

The Definitive Map: The Definitive Map and Statement is a document produced and maintained by a Highway Authority which gives details of all Public Rights of Way and can include footpaths, footways, cycleways, bridgeways, byways open to all traffic and restricted byways.

The Guidance: UKRLG/HMEP Highway Infrastructure Asset Management Guidance Document (May 2013).

The transport network: The physical infrastructure that transportation uses, (roads, footways, railways, rivers and canals. For the HIAMP this specifically relates to the highway network.

The transport system: The combination of Infrastructure on the transport network which together provides the structure for all modes of transportation (for example for road vehicles this is the combination of all the supporting infrastructure, including carriageway, traffic signs and road markings, traffic signals and street lighting. The transport system is multi-modal, fulfilling the needs of all means of transportation.

Traffic management: It is the activity of directing traffic (vehicles as well as pedestrians) around an obstacle such as works, accidents or other incidents.

Transportation: How people move around the region by any mode; so, it includes cars, freight, trains, buses, ferries, cycling and walking both locally, regionally and nationally.

UK Pavement Management System (UKPMS): This is a standard for pavement management systems used by local authorities to report on the condition of roads and footways. It is also used as an accreditation system to provide assurance that the standard is being maintained and consistent results are generated. It includes accreditation for SCANNER machine surveys and Course and Detailed Visual Inspections and the associated software to process the data. A key function previously was to produce national road and footway condition indicators although it is no longer a requirement to use UKPMS for this purpose.

Whole-Life cost: This is the total cost associated with an asset over the entire period of the lifecycle plan including quantifiable risks associated with the asset and subsequent reactive and emergency maintenance requirements. The average annual spend requirements derived from this total cost is used as a proxy measure of annual depreciation (reduction in asset value).

Appendix 3 Performance Measures

- A graph showing past, present and future target performance values covering an 11 year period (or for all years for which data is available)
- A table of the values displayed in the graphs
- A summary of performance over the past five years and the current position
- A summary of the basis for performance targets for the next five years

9.6.4 Performance measures to provide a highway network that is safe for all users

9.6.4.1 PPT LI 06 Number of people killed or seriously injured (KSI) in road traffic collisions (5 year average)

Figure 0.1 Number of people KSI in road traffic collisions (5 year Average)

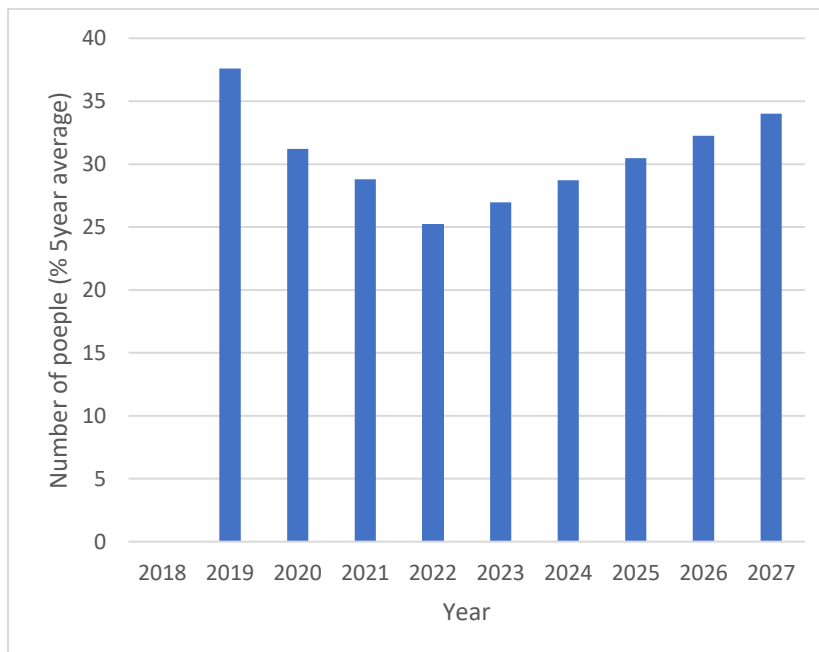


Table 0.1 Number of people KSI in road traffic collisions (5 year Average)

Year	PPT LI 06
2018	-
2019	37.6
2020	31.2
2021	28.8
2022	42
2023	41
2024	39
2025	30.5
2026	32.2
2027	34.0

9.6.4.1.1 Past 5 years and current performance

The available data shows a significant reduction from 2019 to 2022, but these figures have been influenced by the Covid pandemic and so are likely to be unrepresentative of actual figures due to the much lower number of users on the network during that time. The current 5 year average value of 25.2 is likely to be the lowest reading before the effect of more normal levels of network usage begin to affect these figures and as such should be treated with caution.

9.6.4.1.2 Target performance for the next 5 years

As the impact of normal travelling habits impacts on the average values over the next 5 years it is likely that the reported figures will rise toward pre-pandemic levels. However the target is that once that influence has passed in 2027 the figures will be lower than pre-pandemic levels.

9.6.4.2 PPT LI 07 Number of children under the age of 16 killed or seriously injured (KSI) in road traffic collisions (5 year average)

Figure 0.2 Number of children under the age of 16 KSI in road traffic collisions (5 year average)

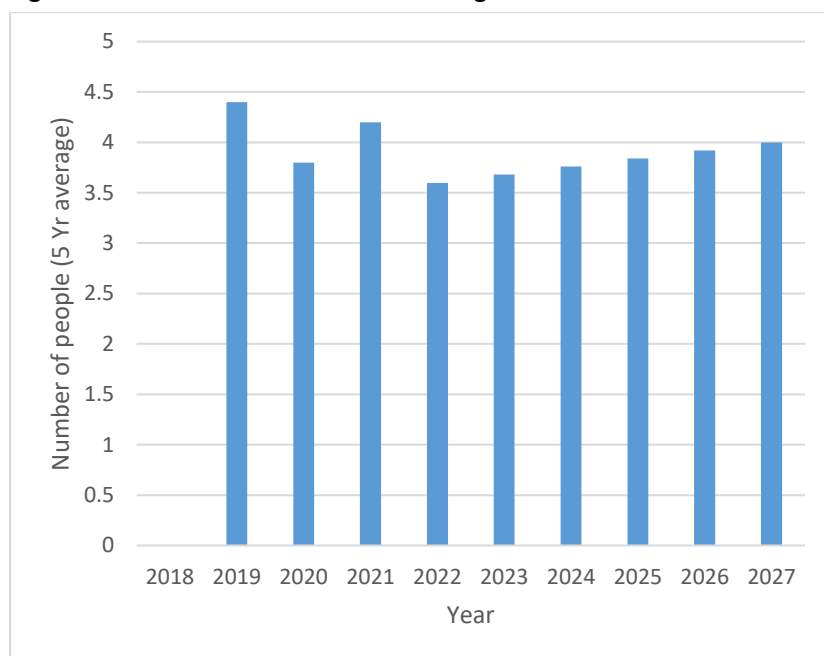


Table 0.2 Number of children under the age of 16 KSI in road traffic collisions (5 year average)

Year	PPT LI 07
2018	-
2019	4.4
2020	3.8
2021	4.2
2022	3
2023	6
2024	3
2025	3.8
2026	3.9
2027	4.0

9.6.4.2.1 Past 5 years and current performance

As with PPT LI 06 above, the figures have been significantly affected by the Covid pandemic which have reduced the figures in an unrepresentative way and so should be treated with caution. Similarly the current average value of 3.6 is likely to prove unrepresentative of normal network conditions.

9.6.4.2.2 Target performance for the next 5 years

As the impact of normal travelling habits impacts on the average values over the next 5 years it is likely that the reported figures will rise toward pre-pandemic levels. However the aim is that once that influence has passed in 2027 the figures will be lower than pre-pandemic levels.

9.6.4.3 PPT LI 10 Damage to roads and pavements (% above intervention levels) repaired within 24 hours

Figure 0.3 Damage to roads and pavements (% above intervention levels) repaired within 24 hours

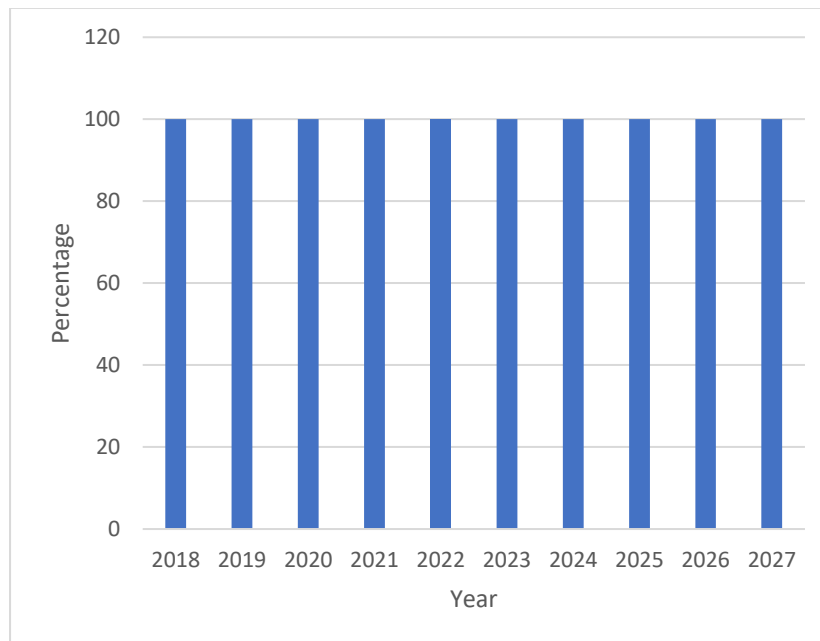


Table 0.3 Damage to roads and pavements (% above intervention levels) repaired within 24 hours

Year	PPT LI 10
2018	100%
2019	100%
2020	100%
2021	100%
2022	100%
2023	100%
2024	100%
2025	100%
2026	100%
2027	100%

9.6.4.3.1 Past 5 years and current performance

Halton have performed consistently well in repairing damage to roads but it is important to ensure this level of service is maintained because it is easy to become complacent when a goal is being

achieved. The current figure of 100% is consistent with past performance and shows continuation of the high level of service.

9.6.4.3.2 Target performance for the next 5 years

It is important to maintain the high standards currently achieved so Halton aim to ensure this by setting a continued target to achieve the same 100% record.

9.6.5 Performance measures to ensure the highway network is fit for purpose

9.6.5.1 PPT LI 11 Percentage of principal roads where structural maintenance should be considered

Figure 0.4 Percentage of principal roads where structural maintenance should be considered

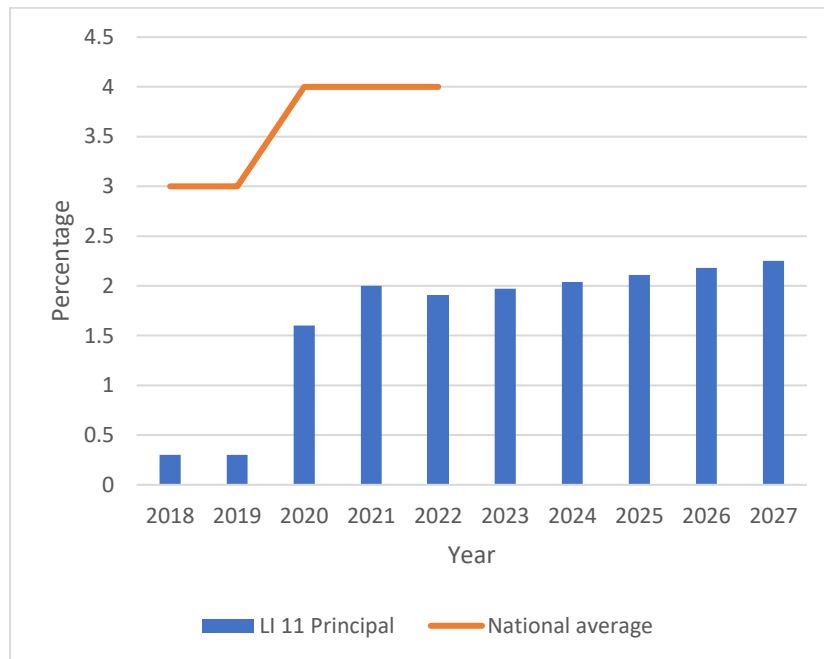


Table 0.4 Percentage of Principal Roads where structural maintenance should be considered

Year	PPT LI 11 – Principal	National Average
2018	0.3%	3.0%
2019	0.3%	3.0%
2020	1.6%	4.0%
2021	2.0%	4.0%
2022	1.9%	4.0%
2023	2.0%	
2024	2.0%	
2025	2.1%	
2026	2.2%	
2027	2.3%	

9.6.5.1.1 Past 5 years and current performance

Figures have remained consistently low and considerably below the national average although the effects of lower available budgets has significantly increased these values over the past 2 years. The current value of 1.9% is around half the national average value.

9.6.5.1.2 Target performance for the next 5 years

It is anticipated that the effect of very limited budget will continue to impact negatively on the condition of the network and an increase in the level of network requiring works is expected to rise but the impact will be minimised though targeting of works on preventative treatments.

9.6.5.2 PPT LI 11 Percentage of classified roads where structural maintenance should be considered

Figure 0.5 Percentage of classified roads where structural maintenance should be considered

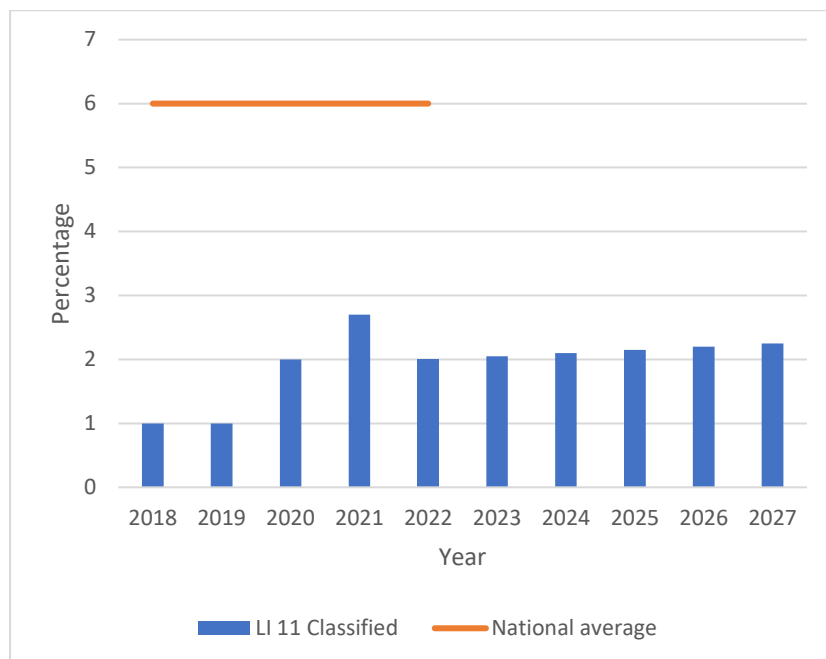


Table 0.5 Percentage of classified roads where structural maintenance should be considered

Year	PPT LI 11 – Classified	National average
2018	1.0%	6.0%
2019	1.0%	6.0%
2020	2.0%	6.0%
2021	2.7%	6.0%
2022	2.0%	6.0%
2023	2.1%	
2024	2.1%	
2025	2.2%	
2026	2.2%	
2027	2.3%	

9.6.5.2.1 Past 5 years and current performance

Similarly to principal roads, figures have remained consistently low and considerably below the national average although the effects of lower available budgets has significantly increased values over the past 2 years. The current value of 2% is well below the national average of 6%.

9.6.5.2.2 Target performance for the next 5 years

It is anticipated that the effect of very limited budgets will continue to impact negatively on the condition of the network and an increase in the level of network requiring works is expected to rise but the impact will be minimised though targeting of works on preventative treatments.

9.6.5.3 PPT LI 11 Percentage of unclassified roads where structural maintenance should be considered

Figure 0.6 Percentage of unclassified roads where structural maintenance should be considered

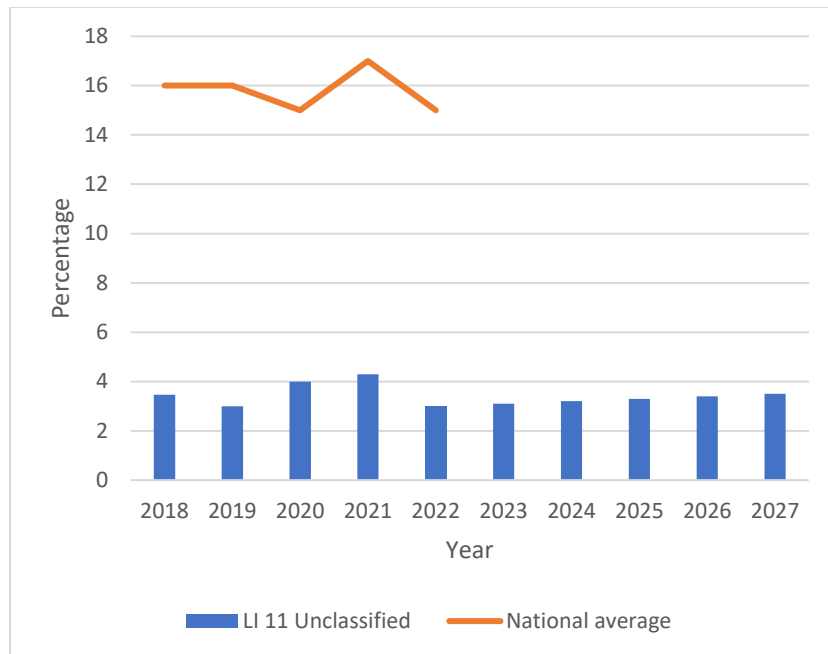


Table 0.6 Percentage of unclassified roads where structural maintenance should be considered

Year	PPT LI 11 – Unclassified	National average
2018	3.5%	16%
2019	3.0%	16%
2020	4.0%	15%
2021	4.3%	17%
2022	3.0%	15%
2023	3.1%	
2024	3.2%	
2025	3.3%	
2026	3.4%	
2027	3.5%	

9.6.5.3.1 Past 5 years and current performance

Halton have performed consistently well in repairing damage to roads but it is important to ensure this level of service is maintained because it is easy to become complacent when a goal is being achieved. The current value of 3% is well below the national average of 15%.

9.6.5.3.2 Target performance for the next 5 years

It is anticipated that the effect of very limited budgets will continue to impact negatively on the condition of the network and an increase in the level of network requiring works is expected to rise but the impact will be minimised through targeting of works on preventative treatments.

9.6.5.4 PPT LI 13 Percentage of footpaths and Public Rights of Way (PROW) which are easy to use

Figure 0.7 Percentage of footpaths and Public Rights of Way (PROW) which are easy to use

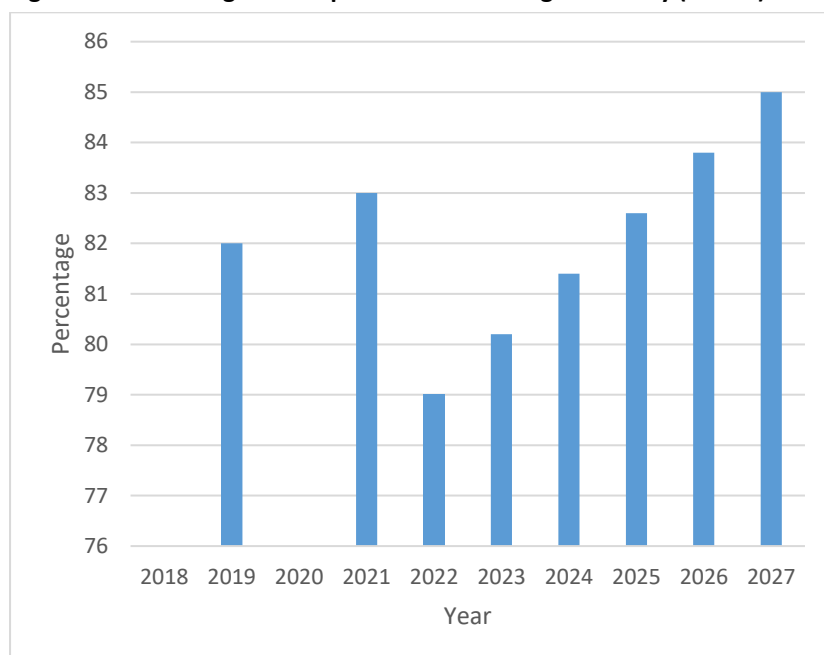


Table 0.7 Percentage of footpaths and Public Rights of Way (PROW) which are easy to use

Year	PPT LI 13
2018	
2019	82.0%
2020	
2021	83.0%
2022	79.0%
2023	80.2%
2024	81.4%
2025	82.6%
2026	83.8%
2027	85.0%

9.6.5.4.1 Past 5 years and current performance

The impact of the Covid pandemic impacted on the condition of the ProW partly due to lower numbers of users although the overall drop was relatively low. The current value of 79% is slightly lower than recent years and while still relatively high needs to be improved upon, particularly in consideration of the importance of active travel to the current transportation agenda.

9.6.5.4.2 Target performance for the next 5 years

The aim is to restore the levels of easily used ProWs over the next 5 years to above the average value of the past 5 years.

9.6.6 Performance measures to support stakeholder requirements and expectations

9.6.6.1 NHT KBI 23 Condition of Highways

Figure 0.8 NHT KBI 23 Condition of highways

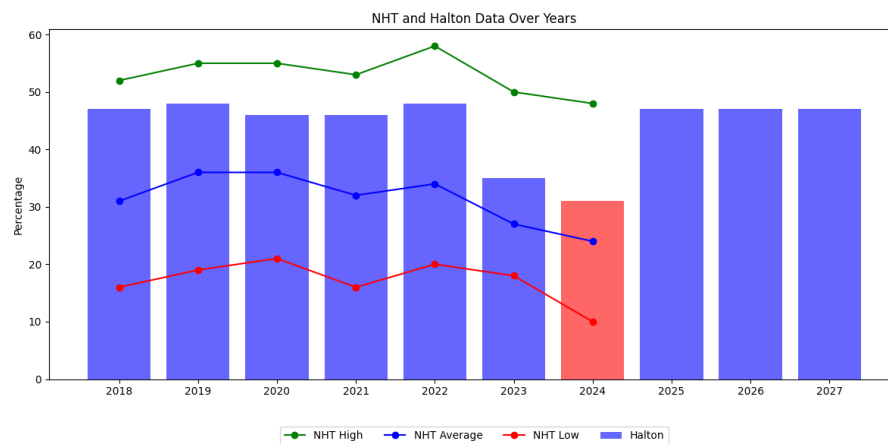


Table 0.8 NHT KBI 23 Condition of highways

Year	NHT High	NHT Average	NHT Low	Halton
2018	52%	31%	16%	47%
2019	55%	36%	19%	48%
2020	55%	36%	21%	46%
2021	53%	32%	16%	46%
2022	58%	34%	20%	48%
2023	50%	27%	18%	35%
2024	48%	24%	10%	31%
2025				47%
2026				47%
2027				47%

Note: The NHT High/Medium/Low lines are national figures

9.6.6.1.1 Past 5 years performance

Levels of satisfaction over the last 5 years have remained consistently high. Halton currently scores in the top quartile for Condition of Highways and was ranked 3rd nationally in the 2022 NHT survey (out of 111).

9.6.6.1.2 Target performance for the next 5 years

With continuing pressures on budgets the aim is to maintain the average levels of satisfaction from the last 5 years over the coming 5 years. It is not anticipated that funding will be available to improve on the current position but we also would not want to see any reduction in public satisfaction.

9.6.6.2 NHT KBI 24 Highway Maintenance

Figure 0.9 NHT KBI 24 Highway maintenance

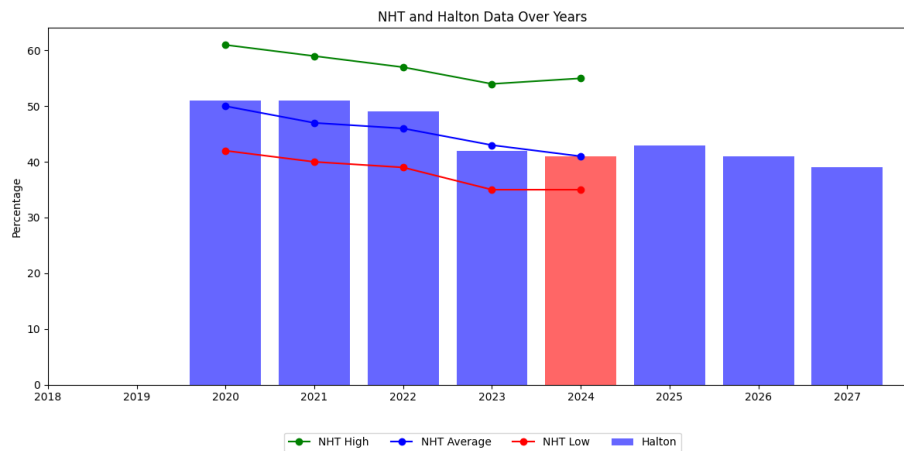


Table 0.9 NHT KBI 24 Highway maintenance

Year	NHT High	NHT Average	NHT Low	Halton
2018				
2019				
2020	61%	50%	42%	51%
2021	59%	47%	40%	51%
2022	57%	46%	39%	49%
2023	54%	43%	35%	42%
2024	55%	41%	35%	41%
2025				43%
2026				41%
2027				39%

Note: The NHT High/Medium/Low lines are national figures

9.6.6.2.1 Past and Present Performance

Levels of satisfaction over the last 5 years have consistently declined, but at a rate which is consistent with the national picture. Halton scores in the top quartile for Highway Maintenance and was ranked 19th nationally in the 2022 NHT survey (out of 111).

9.6.6.2.2 Future Performance Targets

It is anticipated that the decline in satisfaction is likely to continue over the coming 5 years based on funding levels remaining as they are. As with other targets, we aim to manage any decline to ensure satisfaction remains well above the national average.

9.6.6.3 NHT KBI 25 Street Lighting

Figure 0.10 NHT KBI 25 – Street lighting

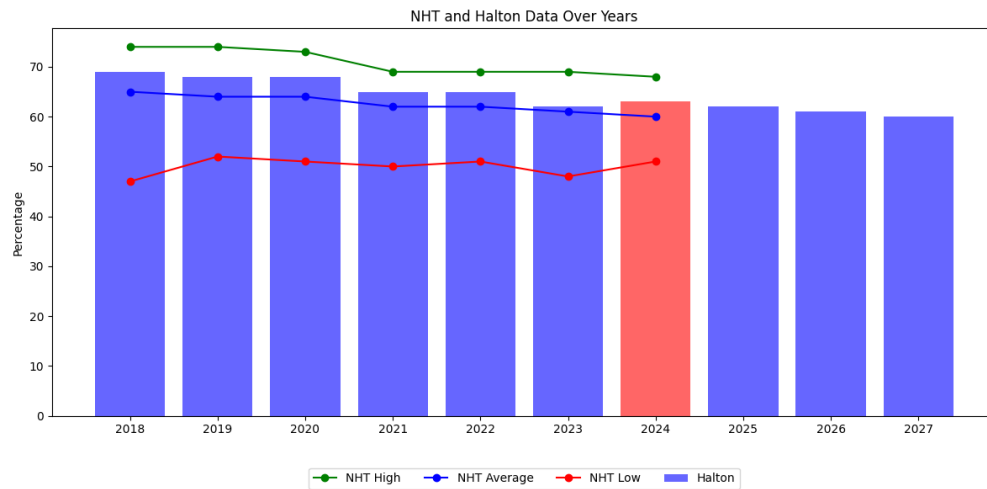


Table 0.10 NHT KBI 25 – Street lighting

Year	NHT High	NHT Average	NHT Low	Halton
2018	74%	65%	47%	69%
2019	74%	64%	52%	68%
2020	73%	64%	51%	68%
2021	69%	62%	50%	65%
2022	69%	62%	51%	65%
2023	69%	61%	48%	62%
2024	68%	60%	51%	63%
2025				62%
2026				61%
2027				60%

Note: The NHT High/Medium/Low lines are national figures

9.6.6.3.1 Past and Present Performance

Levels of satisfaction over the last 5 years have declined in line with the picture nationally, but at around half the rate of the decline seen highways maintenance in general. Halton scores in the top quartile for street lighting and was ranked 24th nationally in the 2022 NHT survey (out of 111).

9.6.6.3.2 Future Performance Targets

It is anticipated that the decline in satisfaction is likely to continue over the coming 5 years based on funding levels remaining as they are. As with other targets, we aim to manage any decline to ensure satisfaction remains well above the national average.

9.6.6.4 NHT HMBI 01 Condition of Road Surfaces

Figure 0.11 NHT HMBI01 – Condition of road surfaces

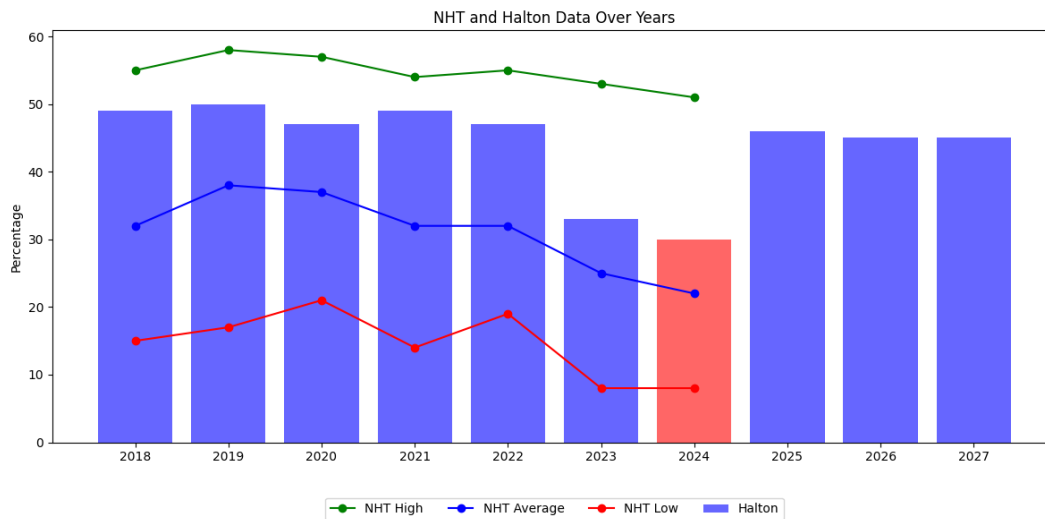


Table 0.11 NHT HMBI01 – Condition of road surfaces

Year	NHT High	NHT Average	NHT Low	Halton
2018	55%	32%	15%	49%
2019	58%	38%	17%	50%
2020	57%	37%	21%	47%
2021	54%	32%	14%	49%
2022	55%	32%	19%	47%
2023	53%	25%	8%	33%
2024	51%	22%	8%	30%
2025				46%
2026				45%
2027				45%

Note: The NHT High/Medium/Low lines are national figures

9.6.6.4.1 Past and Present Performance

Levels of satisfaction over the last 5 years have declined in line with the picture nationally but Halton currently scores in the top quartile for Condition of Road Surfaces and was ranked 3rd nationally in the 2022 NHT survey (out of 111).

9.6.6.4.2 Future Performance Targets

It is anticipated that the decline in satisfaction is likely to continue over the coming 5 years based on funding levels remaining as they are. As with other targets, we aim to manage any decline to ensure satisfaction remains well above the national average.

9.6.6.5 NHT HMBI 13 Dealing with Potholes and Damaged Roads

Figure 0.12 NHT HMBI 13 dealing with potholes and damaged roads

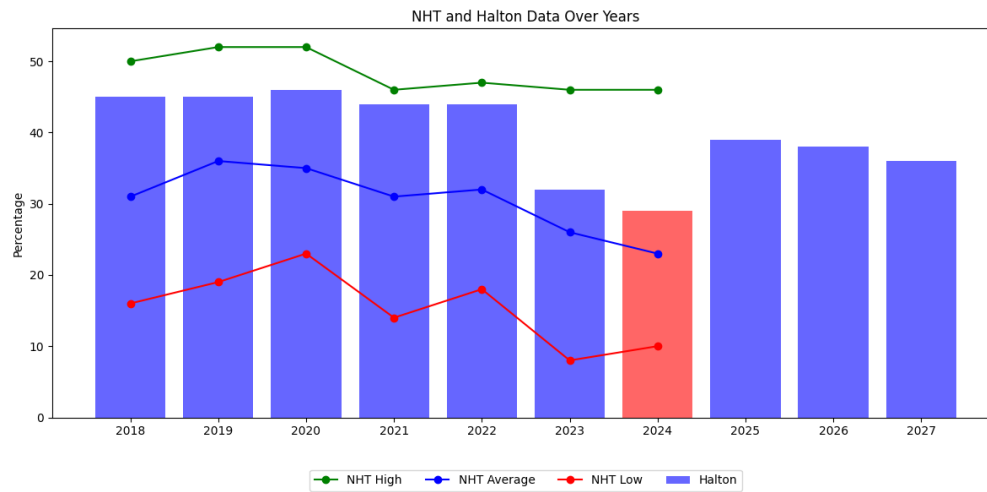


Table 0.12 NHT HMBI 13 Dealing with potholes and damaged roads

Year	NHT High	NHT Average	NHT Low	Halton
2018	50%	31%	16%	45%
2019	52%	36%	19%	45%
2020	52%	35%	23%	46%
2021	46%	31%	14%	44%
2022	47%	32%	18%	44%
2023	46%	26%	8%	32%
2024	46%	23%	10%	29%
2025				39%
2026				38%
2027				36%

Note: The NHT High/Medium/Low lines are national figures

9.6.6.5.1 Past and Present Performance

Levels of satisfaction over the last 5 years have declined in line with the picture nationally. Halton scores in the top quartile for Dealing with Potholes and Damaged Roads and was ranked 3rd nationally in the 2022 NHT survey (out of 111).

9.6.6.5.2 Future Performance Targets

It is anticipated that the decline in satisfaction is likely to continue over the coming 5 years based on funding levels remaining as they are. As with other targets, we aim to manage any decline to ensure satisfaction remains well above the national average.

9.6.7 Performance measures to progress the transportation decarbonising agenda

9.6.7.1 NHT Active Travel theme

Figure 0.13 NHT Active Travel theme

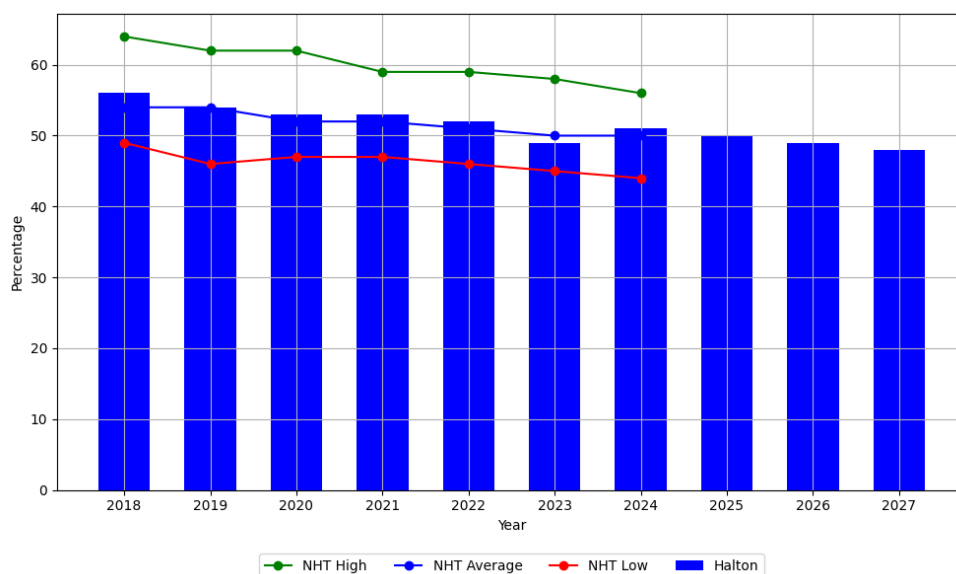


Table 0.13 NHT Active Travel theme

Year	NHT High	NHT Average	NHT Low	Halton
2018	64%	54%	49%	56%
2019	62%	54%	46%	54%
2020	62%	52%	47%	53%
2021	59%	52%	47%	53%
2022	59%	51%	46%	52%
2023	58%	50%	45%	49%
2024	56%	50%	44%	51%
2025				50%
2026				49%
2027				48%

Note: The NHT High/Medium/Low lines are national figures

9.6.7.1.1 Past and Present Performance

Levels of satisfaction over the last 5 years have declined in line with the picture nationally. Halton scores in the top quartile for the Active Travel theme, which is a combination of several questions from the NHT which all relate to active travel and was ranked 22nd nationally in the 2022 NHT survey (out of 111).

9.6.7.1.2 Future Performance Targets

It is anticipated that the decline in satisfaction is likely to continue over the coming 5 years based on funding levels remaining as they are. As with other targets, we aim to manage any decline to ensure satisfaction remains well above the national average.

9.6.7.2 NHT Tackling Congestion Theme

Figure 0.14 NHT Tackling Congestion theme

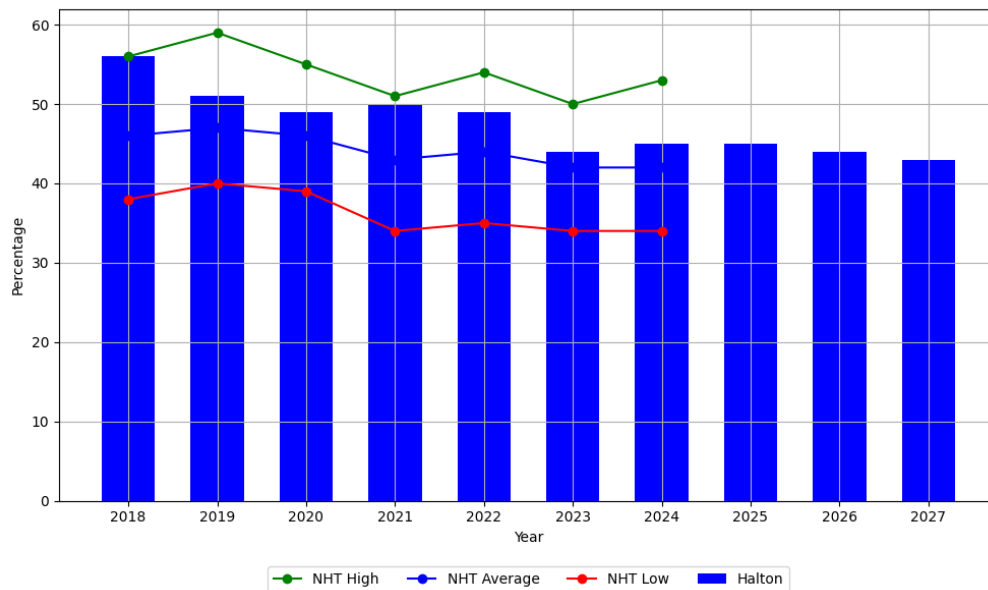


Table 0.14 NHT Tackling Congestion theme

Year	NHT High	NHT Average	NHT Low	Halton
2018	56%	46%	38%	56%
2019	59%	47%	40%	51%
2020	55%	46%	39%	49%
2021	51%	43%	34%	50%
2022	54%	44%	35%	49%
2023	50%	42%	34%	44%
2024	53%	42%	34%	45%
2025				44%
2026				44%
2027				43%

Note: The NHT High/Medium/Low lines are national figures

9.6.7.2.1 Past and Present Performance

Levels of satisfaction over the last 5 years have declined in line with the picture nationally. Halton scores in the top quartile for the Tackling Congestion theme, which is a combination of several questions from the NHT survey which relate to congestion and was ranked 6th nationally in the 2022 NHT survey (out of 111).

9.6.7.2.2 Future Performance Targets

It is anticipated that the decline in satisfaction is likely to continue over the coming 5 years based on funding levels remaining as they are. As with other targets, we aim to manage any decline to ensure satisfaction remains well above the national average.

9.6.7.3 NHT ACQI 25 Electric Vehicle Charging Points

Figure 0.15 NHT ACQI 25 Electric vehicle charging points

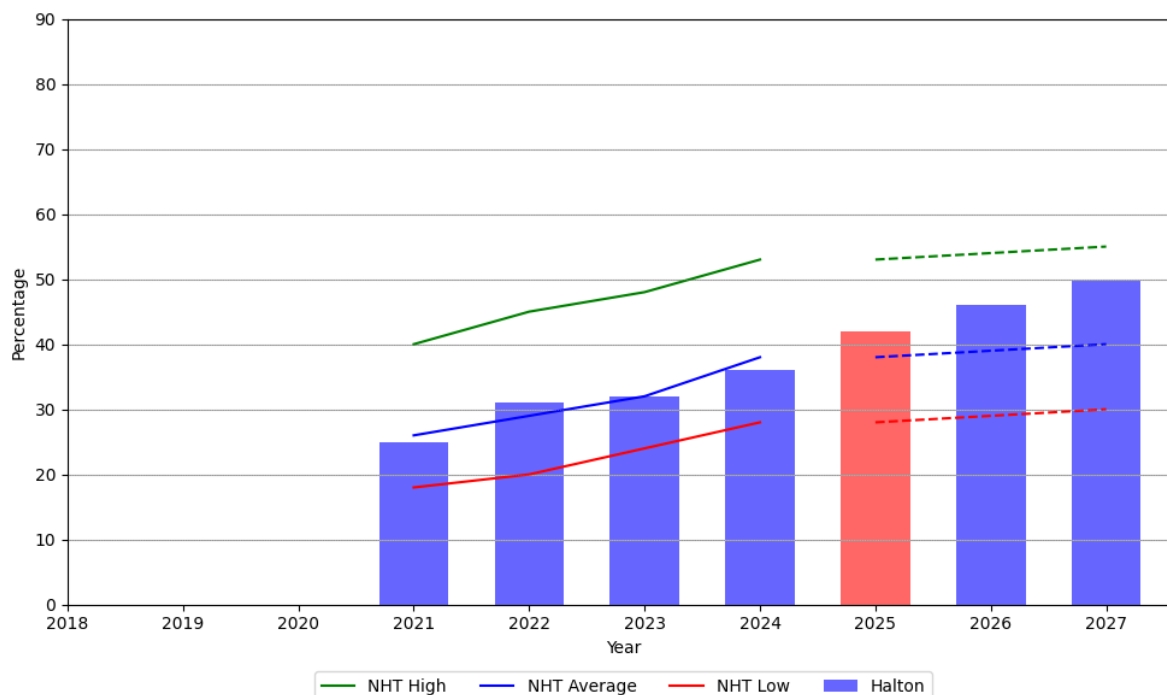


Table 0.15 NHT ACQI 25 Electric vehicle charging points

Year	NHT High	NHT Average	NHT Low	Halton
2018				
2019				
2020				
2021	40%	26%	18%	25%
2022	45%	29%	20%	31%
2023	48%	32%	24%	32%
2024	53%	38%	28%	36%
2025				42%
2026				46%
2027				50%

Note: The NHT High/Medium/Low lines are national figures

9.6.7.3.1 Past and Present Performance

This indicator was only added to the NHT Survey in 2021 but gives an important indication on a key infrastructure requirement in relation to decarbonisation of transport. Although data is limited, Halton scores around the national average for the two years of data available, but notably were the biggest improver in the North West in the 2022 survey and ranked 27th nationally in the 2022 survey (out of 111).

9.6.7.3.2 Future Performance Targets

It is anticipated that the level of satisfaction will increase over the next five years due to targeted investment in electric vehicle infrastructure. We hope to continue to improve satisfaction levels to rise to above average by the end of the next 5 years.

9.6.8 Performance measures to support the objectives of the Liverpool City Region Combined Authority

9.6.8.1 NHT KBI 11 Pavements and Footways (overall)

Figure 0.16 NHT KBI 11 – Pavements and footpaths (overall)

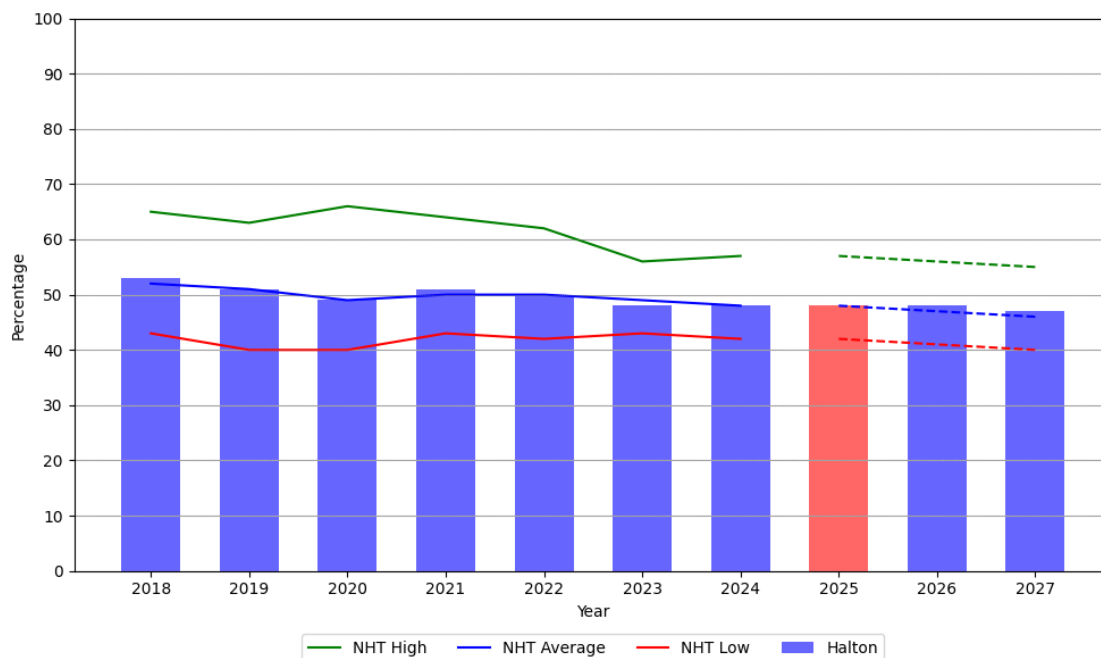


Table 0.16 NHT KBI 11 – Pavements and footpaths (overall)

Year	NHT High	NHT Average	NHT Low	Halton
2018	67%	54%	44%	59%
2019	67%	55%	44%	58%
2020	67%	55%	43%	58%
2021	65%	52%	39%	58%
2022	62%	52%	40%	57%
2023	60%	50%	38%	53%
2024	60%	49%	35%	50%
2025				55%
2026				54%
2027				53%

Note: The NHT High/Medium/Low lines are national figures

9.6.8.1.1 Past and Present Performance

Levels of satisfaction over the last 5 years have declined in line with the picture nationally. Halton scores in the top quartile for the Pavements and Footways key benchmark indicator and was ranked 20th nationally in the 2022 NHT survey (out of 111).

9.6.8.1.2 Future Performance Targets

It is anticipated that the decline in satisfaction is likely to continue over the coming 5 years based on funding levels remaining as they are. As with other targets, we aim to manage any decline to ensure satisfaction remains well above the national average.

9.6.8.2 NHT KBI 13 Cycle routes and facilities (overall)

Figure 0.17 NHT KBI 13 – Cycle routes and facilities (overall)

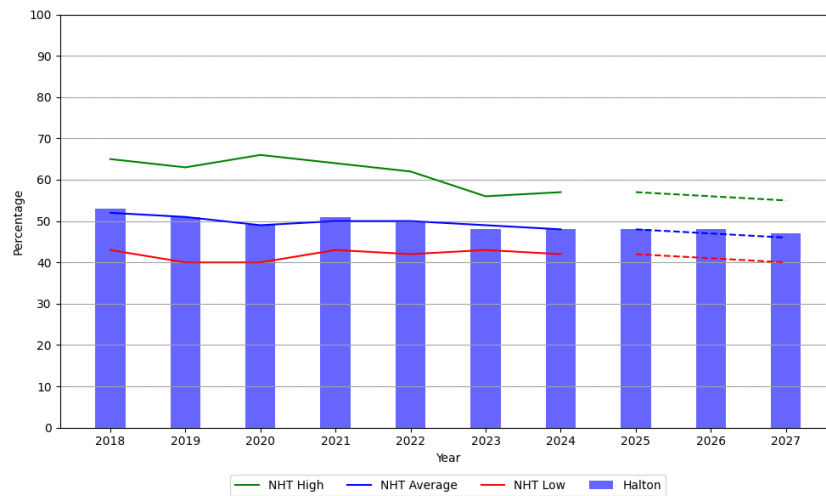


Table 0.17 NHT KBI 13 – Cycle routes and facilities (overall)

Year	NHT High	NHT Average	NHT Low	Halton
2018	65%	52%	43%	53%
2019	63%	51%	40%	51%
2020	66%	49%	40%	49%
2021	64%	50%	43%	51%
2022	62%	50%	42%	50%
2023	56%	49%	43%	48%
2024				49%
2025				48%
2026				48%
2027				47%

Note: The NHT High/Medium/Low lines are national figures

9.6.8.2.1 Past and Present Performance

Levels of satisfaction over the last 5 years have declined in line with the picture nationally. Halton scores in the second quartile for the cycle routes and facilities key benchmark indicator and was ranked 47th nationally in the 2022 NHT survey (out of 111).

9.6.8.2.2 Future Performance Targets

It is anticipated that the decline in satisfaction is likely to continue over the coming 5 years based on funding levels remaining as they are. As with other targets, we aim to manage any decline to ensure satisfaction remains at the national average.

9.6.8.3 NHT KBI 15 Rights of Way (overall)

Figure 0.18 NHT KBI 15 Rights of Way (overall)

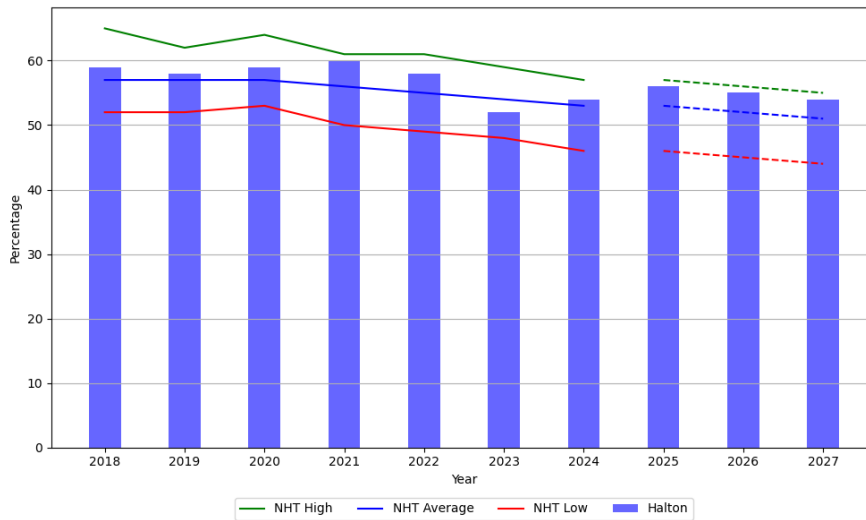


Table 0.18 NHT KBI 15 Rights of Way (overall)

Year	NHT High	NHT Average	NHT Low	Halton
2018	65%	57%	52%	59%
2019	62%	57%	52%	58%
2020	64%	57%	53%	59%
2021	61%	56%	50%	60%
2022	61%	55%	49%	58%
2023	59%	54%	48%	52%
2024	57%	53%	46%	54%
2025				56%
2026				55%
2027				54%

Note: The NHT High/Medium/Low lines are national figures

9.6.8.3.1 Past and Present Performance

Levels of satisfaction over the last 5 years have declined in line with the picture nationally. Halton scores in the top quartile for the rights of way key benchmark indicator and was ranked 14th nationally in the 2022 NHT survey (out of 111).

9.6.8.3.2 Future Performance Targets

It is anticipated that the decline in satisfaction is likely to continue over the coming 5 years based on funding levels remaining as they are. As with other targets, we aim to manage any decline to ensure satisfaction remains well above the national average.

REPORT TO:	Environment and Regeneration Policy and Performance Board
DATE:	11 th February 2026
REPORTING OFFICER:	Executive Director Environment and Regeneration
PORTFOLIO:	Environment and Urban Renewal
SUBJECT:	Annual Monitoring Report
WARD(S)	Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 The Local Plan for Halton currently comprises the adopted Delivery and Allocations Local Plan (2022) and the Joint Waste Plan (2013). The statutory Local Development Plan is the set of Local Plans (also known as Development Plan Documents (DPDs) that together form the statutory basis for determining whether planning permission should be granted.

2.0 RECOMMENDATION: That the PPB endorse the Annual Monitoring Report (AMR) so that the document can be made publicly available and published on the Councils website.

3.0 SUPPORTING INFORMATION

- 3.1 The AMR document provides greater detail and analysis for each topic area covering the period 01/04/2024 to 31/03/2025, with background information back to 2014.
- 3.2 This document must be updated annually to provide up to date information. This is important as it will help inform local planning authorities if there is a need to undertake a partial or full update of the local plan, which is reviewed every 5 years. The AMR monitors the performance of the adopted Local Plan, reviewing the success of planning policies using various indicators.
- 3.3 Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012 sets out what information the reports must contain. Appendix F (Monitoring Framework) of the DALP set out the targets that have been developed to measure the direct effects of the policies on achieving the targets.

4.0 POLICY IMPLICATIONS

- 4.1 Members wish to ensure that DALP policies are performing effectively, and the core strategies are being met.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The Annual Monitoring Reports will need to be updated annually, which will impact on staff resources.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Improving Health, Promoting Wellbeing and Supporting Greater Independence

The AMR ensures the DALP Policies that concern Health and Well-being are effective. It includes data on life expectancy rates, permissions for hot food takeaways, and how developers are mitigating the health impacts of new development through Health Impact Assessments.

6.2 Building a Strong, Sustainable Local Economy

The AMR is accompanied by the Employment AMR Document which reports on the status/progress of employment allocations. The AMR also reports on the economic (in)activity of residents, number of VAT registered businesses, vacancy rates in the town centres and average household incomes.

6.3 Supporting Children, Young People and Families

The AMR reports on the provision of facilities such as schools and sports playing pitches, as well as affordable housing.

6.4 Tackling Inequality and Helping Those Who Are Most In Need

The AMR reports on statistics like those claiming universal credit, workless households and people who are long-term sick.

6.5 Working Towards a Greener Future

This AMR reports on the boroughs CO2 emissions, development of Renewable Energy Installations, and development that requires Energy Statements and pollution. It also records any changes in the Mersey Estuary, Protected Trees and Ancient Woodland. It also reports on the provision of parks and green spaces within the borough. It also reports on the provision of Sustainable Transport within the borough.

6.6 Valuing and Appreciating Halton and Our Community

The AMR reports on the community assets within the Borough.

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 The AMR reports on sustainability and climate change.

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

‘None under the meaning of the Act.’



Delivery and Allocations Local Plan

(Adopted 2nd March 2022)

Annual Monitoring Report

01/04/2024 – 31/03/2025



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If you require this document in an alternative format, please contact the Forward Planning Team on the telephone number or email address above.

Disclaimer

The information in this report is provided in good faith and is as accurate as records permit, no guarantee is given regarding any possible errors.

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I. Summary

This summary details the key facts and figures from within this monitoring document. for the Monitoring Period 01/04/2024 to 31/03/2025. This is the second full monitoring period for the DALP. Policy CS(R)I 'Halton's Spatial Strategy' flows from the Vision for Halton. It expresses how the Council will achieve what they want to deliver over the plan period 2014 to 2037, split into the following sections:

DALP AMR 2024-25 Key



Housing

406 gross completions
87 affordable homes completions(14%) vs 34% in 23/24
389 net completions
164 houses under construction



Design

GR1 and GR2 are commonly cited in decisions
GR3 and GR4 are not commonly cited in decisions



Retail

No change in total vacant units in overall retail centres from 2024 to 2025



Employment

76.4ha of emp land completed and 1.73ha of SG land
loss of 33.89ha of emp land to other uses
73.22ha emp allocated land remains unpermissioned



Health

Life expectance has improved since 2008
6 health impact assessments have been submitted as part of an application



Environment and Conservation

No change to Mersey Estury RAMSAR or SSSI in Halton
No permissions granted on a local wildlife site



Climate

The Council has reduced carbon emissions by 18,000 tonnes since 2008



Transport

88% of applications were compliant with parking standards
Number of adults cycling has decreased since 2016



Infrastructure

S106 funds availablke at 31/3/25 was £10,320,855.49

Housing

Policy CS(R)3 'Housing Supply and Locational Priorities' sets out the provision made for the development of at least 8050 (net) additional dwellings at an average of 350 (net) dwellings each year. This will be achieved through a combination of housing completed since 2014, housing sites with planning permission, or currently under construction and delivery of strategic residential locations allocated in the DALP and identified on the Policies Map.

During the monitoring period:

- 406 gross housing completions – 87 of were affordable homes (21%) (Compared to 126 (34%) gross in 2023/24)
- 18 losses (7 demolitions, 10 changes of use, and 1 conversion)
- **389 net completions** (Compared to 358 net completions in 2023/24)
- 164 units currently under construction (Compared to 111 in 2023/24)

Employment

Policy CS(R)4 'Employment Land Supply' seeks to deliver approximately 180ha (gross) of employment land between 2014 and 2037. This will be achieved through a combination of employment site completions since 2014, employment sites with planning permission, sites under construction for employment uses and the delivery of strategic employment locations allocated in the DALP and identified on the Policies Map.

During the monitoring period 2014 to 2025:

- There has been a take up of 76.4 ha of employment land and 11.73 ha of SG land.
- There has been a loss of 33.89 hectares of employment land to other uses.
- 9 sites under construction at 01/04/2025
- 1 extant site with planning permission at 01/04/2025
- 73.22 ha of land allocated for employment use remains available

Climate Change

Policy CS(R)19 'Sustainable Development and Climate Change' seeks to ensure new development should be sustainable and be designed to have regard to the predicted effects of climate change including reducing carbon dioxide (CO₂) emissions and adapting to climatic conditions.

During the monitoring period:

- The latest available data is for the period 24/25. The Council has managed to reduce its overall carbon emissions by 18,000 tonnes since 2008.
- 4 planning permissions have been approved since 2014, for the development of solar array. Additional capacity of all developments is 8 MW.
- 1 planning applications which required an energy statement has been received and granted post adoption of the DALP.

Design

Policy CS(R)18 'High Quality Design' seeks to achieve and raise the quality of design is a priority for all development in Halton. Developments, where applicable, will be expected to adhere to the Council's design standards.

During the monitoring period:

- Policy GR1 was designed with CS(R)18 to ensure all development must be of high quality. Policy GR2 is a core function of planning to ensure a good standard of design. Both GR1 and GR2 were commonly cited in decision notices.
- Policies GR3 and GR4 are core functions of planning to ensure a good standard of design. These policies were sometimes cited in decisions.

Health and Well-being

Policy CS (R) 22 Health and Well-Being seeks to ensure healthy environments are supported and healthy lifestyles are encouraged across the borough.

During the monitoring period:

- Life expectancy data has improved since 2008 but remains below Regional and National data.
- Health Impact Assessments aim to enhance positive impacts and mitigate any negative impacts of any major applications. There are 6 records detailing where a Health Impact Assessment has been submitted as part of the application.

Infrastructure

Policy CS(R)7 'Infrastructure Provision' seeks to ensure development maximises the benefit of existing infrastructure and minimises the need for new provision. Where new development creates or exacerbates deficiencies in infrastructure it will be required to ensure they are compensated for, adequately mitigated or substituted for in a timely manner.

- Planning obligations are legal obligations entered into to mitigate the impacts of a development proposal. This can be via a planning agreement entered into under section 106 of the Town and Country Planning Act 1990.
- Halton Borough Council's 2025 Infrastructure Statement declared that S106 funds available at 31/3/2025 was £10,320,855.49.

Natural Environment and Nature Conservation

Policy CS(R)1 seeks to ensure residential development and certain major tourism development within 5km of protected accessible coasts make financial contribution in relation to recreation disturbance towards avoidance and mitigation schemes. Policy CS (R) 20 Natural and Historic Environment seeks to protect and enhance Halton's natural and heritage assets.

During the monitoring period:

- There are no recorded changes in the Mersey Estuary SPA/ Ramsar or the three SSSIs in Halton. No planning permissions have been approved on a local wildlife site that required mitigation.
- Planning permission was approved for the removal of 8 trees protected by a TPO.
- No applications have been received or approved that would result in the loss of ancient woodland.

Retail

Policy CS(R)5 'Network of Centres' seeks to maintain the hierarchy of Halton's Centres for retail and town centre uses. Improvement and enhancement of town and local centres will be supported within defined boundaries. Delivery of two new centres of an appropriate scale will be supported at Keckwick Hill Daresbury and West Bank in South Widnes. Policy HC9 'Mixed Use Areas' supports the delivery of some retail use (subject to meeting policy criteria) at Victoria Square and Victoria Road (MUA2), Earl Road (MUA3), Runcorn Station (MUA5), Halton Road (MUA6), Bridge Retail (MUA7), Moor Lane (MUA9) and Daresbury Park (MUA11)

During the monitoring period:

- There has been a decrease in vacant units in the defined centres from 30% in 2024 to 20% in 2025. All the vacancy rates remain above national levels.
- Development of a local district centre at Sandymoor, Runcorn that includes retail units (1&2: Display or retail sale of goods, other than hot food, Use Class E(a) and/or Restaurants and Cafes, Use Class E(b); Retail units 3 & 4: Takeaways, Use Class Sui Generis – hot food takeaways; Retail unit 5: Veterinary Practice, Use Class E(e) is under construction.

Transport

Policy CS (R) 15 Sustainable Transport sets out the transport and traffic considerations that development proposals should address. It seeks to ensure that new development is accessible by sustainable transport methods such as walking, cycling and public transport.

During the monitoring period:

- 2 large trip planning applications have been submitted with Travel Plans.
- 88% of applications have been compliant with parking standards, all have been assessed by a highways officer and concluded as acceptable.
- The number of adults recorded as cycling for any purpose has decreased since 2016.

2. Introduction

The Role of the Authority Monitoring Report

Local planning authorities must publish information at least annually that shows progress with local plan preparation, reports any activity relating to the duty to cooperate, any information collected which relates to indicators in the plan, and any policies which are not being implemented. This information should be made available publicly. [Regulation 34 of the Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#) sets out what information the reports must contain.¹

Local planning authorities can also use the Authority Monitoring Report to provide up-to-date information on the implementation of any neighborhood plans that have been brought into force. At the time of production of the DALP AMR Halton does not have any Neighborhood Plans or Development Orders in progress or made.

Annual monitoring will help inform if there is a need to undertake a partial or full update of the local plan, when carrying out a review at least every 5 years from the adoption date.²

Appendix F (Monitoring Framework) of the DALP set out the targets that have been developed to measure the direct effects of the policies on achieving the targets.³ The AMR shows the progress towards achieving the policies and targets during the period 1st April 2024 to 31st March 2025. Where data is available and deemed relevant a decision has been made to include data back to 2014 to cover the plan period (2014 to 2037).

The 2025 report is the third authority monitoring report (AMR) of the Halton Delivery and Allocations Local Plan (DALP) (adopted 2nd March 2022). The AMR has been prepared by the Planning Policy Team in accordance with Regulation 34.

In addition to the AMR, which gives an overview of the progress being made in all areas, the Planning Policy Team is separately producing:

- Employment AMR 2025
- Housing AMR 2025
- Infrastructure Funding Statement 2025

How to use this Document

For ease of use the DALP AMR has been divided into subject topics, with each relevant policy and strategic objective identified for each section. Each policy has been monitored with an assessment made of progress. Where relevant charts, figures and tables have been included in the main body of the document, with detailed tables of planning permissions and completions included in the Appendix. At the beginning of each monitoring topic a chart has been included

¹ [The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012 \(legislation.gov.uk\)](#)

² [Plan-making - GOV.UK \(www.gov.uk\)](#) Paragraph: 073 Reference ID: 61-073-20190315

³ [DALP Adopted.pdf \(halton.gov.uk\)](#)

that highlights headline data of the progress of policies. The chart has been colour coded as follows:

Key

Positive progress
Improvement required
Close monitoring required
No relevant data

Policy Framework

The Development Plan for Halton Borough is made up of the following documents:

- Halton Delivery and Allocations Local Plan (DALP) (Adopted March 2022) (incorporating remaining policies from the Core Strategy Local Plan)
- The Joint Merseyside and Halton Waste Local Plan 2013⁴

Local Development Scheme (LDS)

The Local Development Scheme (LDS) is an integral part of the Halton Borough Local Development Framework and plays a key role in facilitating successful program management of the project. The LDS is updated on a regular basis to reflect progress. The latest LDS is available to view at: [Halton Borough Council Local Development Strategy](#)

Duty to Cooperate

The Localism Act⁵ and the National Planning Policy Framework (NPPF)⁶ places a duty on local planning authorities and other bodies to cooperate with each other to address strategic issues relevant to their areas. The duty requires ongoing constructive and active engagement in the preparation of development plan documents and other activities relating to the sustainable development and use of land, in connection with strategic infrastructure.

The relevant duty to cooperate with bodies for Halton Borough are:

- Liverpool City Region Authorities
- Warrington Borough Council
- Cheshire West and Chester Council

⁴ [Waste Local Plan \(halton.gov.uk\)](https://www.halton.gov.uk/waste-local-plan)

⁵ [Localism Act 2011 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2011/22)

⁶ [National Planning Policy Framework - Guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/national-planning-policy-framework-guidance)

Halton lies within the core of the Liverpool City Region. The Combined Authority brings together the region's six local authorities – Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral.⁷

In November 2015 the Government signed a Devolution Agreement⁸ with Halton, the five Merseyside Authorities and the Liverpool City Region Local Enterprise Partnership that devolves specific powers to the new office of Mayor. These powers include defined strategic planning functions, including the production of a Strategic Framework for the City Region.

Halton falls within the 'Mid-Mersey' Housing Market Area which comprises three local authorities of Halton, St. Helens and Warrington Council's.

Under section 33A of the Localism Act, where a local planning authority has co-operated with another local planning authority, county council, or a body or person prescribed, the local planning authority's monitoring report must give details of what action they have taken during the period covered by the report. During the monitoring period Halton has cooperated under the Duty to Cooperate as detailed in Figure 1

FIGURE 1 DUTY TO COOPERATE

Organisation	Date	Purpose
Housing and Regeneration Cabinet Board	Meeting held	The meeting was held to discuss the following strategic matters: <ul style="list-style-type: none"> • Housing Delivery Update – Brownfield Land Fund • Housing Retrofit Delivery Update • Spatial Development Strategy Update • Net Zero Delivery Plan • One Public Estate – Brownfield Land Release Fund; and Opportunity Development Fund
Chief Planners Group	* Meetings were held during the monitoring period	The meetings included discussion of the following strategic matters: <ul style="list-style-type: none"> • BNG • LNRS • Liverpool City Region (LCR) update on the Spatial Development Strategy (SDS)
Planning Policy Managers	* Meetings were held during the monitoring period	The meetings included discussion of the following strategic matters: <ul style="list-style-type: none"> • SDS Evidence base documents • Biodiversity Net Gain – new legislation • LDS

⁷ [Home | Liverpool City Region Combined Authority \(liverpoolcityregion-ca.gov.uk\)](https://liverpoolcityregion-ca.gov.uk/)

⁸ [Liverpool_devolution_deal_unsigned.pdf \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/)

Transport Advisory Group	Meeting held	<p>The meetings included discussion of the following strategic matters:</p> <ul style="list-style-type: none"> • Department for Transport update • Active Travel Update • Network Rail Update • Local Transport Plan (4)
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Statement of Common Ground

Halton has signed and agreed to a Statement of Common Ground during the monitoring period as detailed in Figure 2:

FIGURE 2 STATEMENT OF COMMON GROUND

Organisation	Purpose
Liverpool City Region (LCR) Authorities	The 2019 SoCG has been reviewed in 2022. The agreement covers strategic planning matters including the LCR Strategic Development Strategy.
Warrington Borough Council	The 2018 SoCG has been reviewed in 2022. The agreement covers strategic planning matters.

Halton Borough

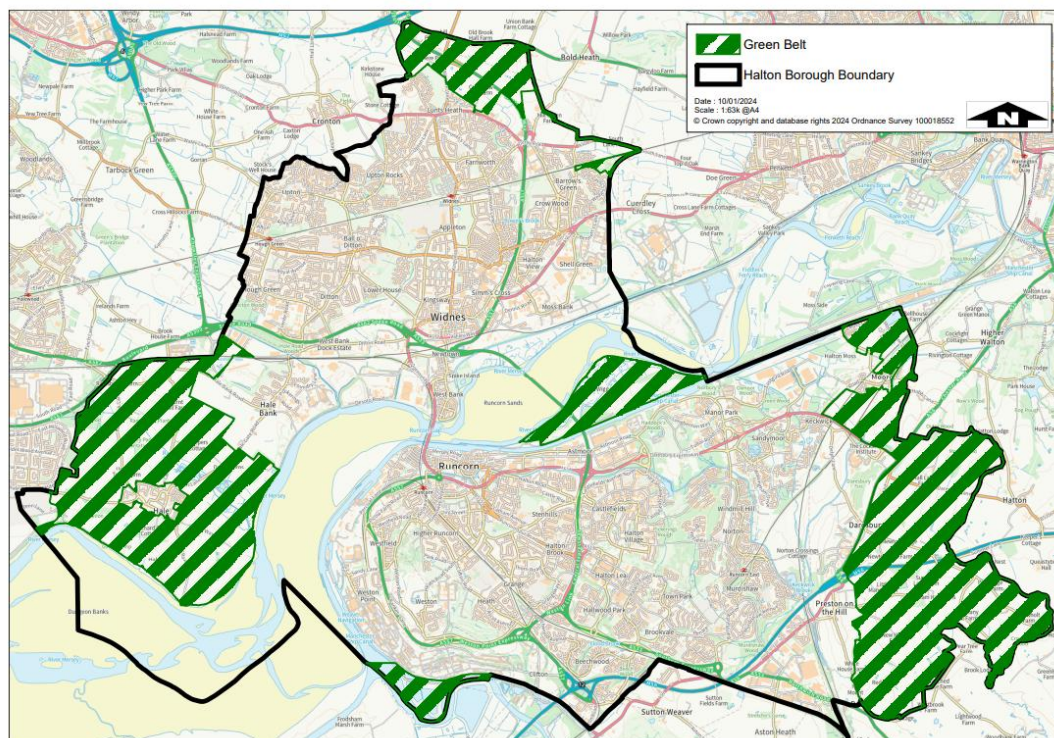
The Borough of Halton is a Unitary Authority covering the towns of Runcorn and Widnes. Halton is in the Northwest of England which straddles the upper Estuary of the River Mersey. It is located to the east of Liverpool City with the Borough of St Helens to the north, Warrington to the east and rural north Cheshire lying to the south.

At the time of the INSERT LATEST Census Halton recorded a population of X made up of X households.⁹

Green Belt covers approximately one third of the land area of the Borough and contains the smaller settlements of Moore, Daresbury and Preston-on-the Hill, with Hale Village inset within the Green Belt.

⁹ [Halton population profile](#)

FIGURE 3 HALTON BOROUGH INCLUDING GREEN BELT



Monitoring Process

The AMR is a publication that assesses the Council's success in achieving the policies in its Local Plan. This helps to inform you of the preparation of a new local plan. It does this by monitoring policy performance against various indicators.

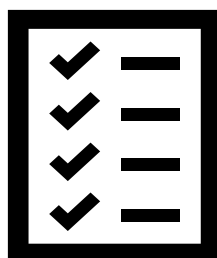
Monitoring: Produce an Authority Monitoring Report (AMR)

- Conduct a yearly assessment of the policies within the Local Plan



Evaluation: Review the Local Plan

- Use the outcomes from the AMR process to evaluate the current plan and help inform the new Local Plan

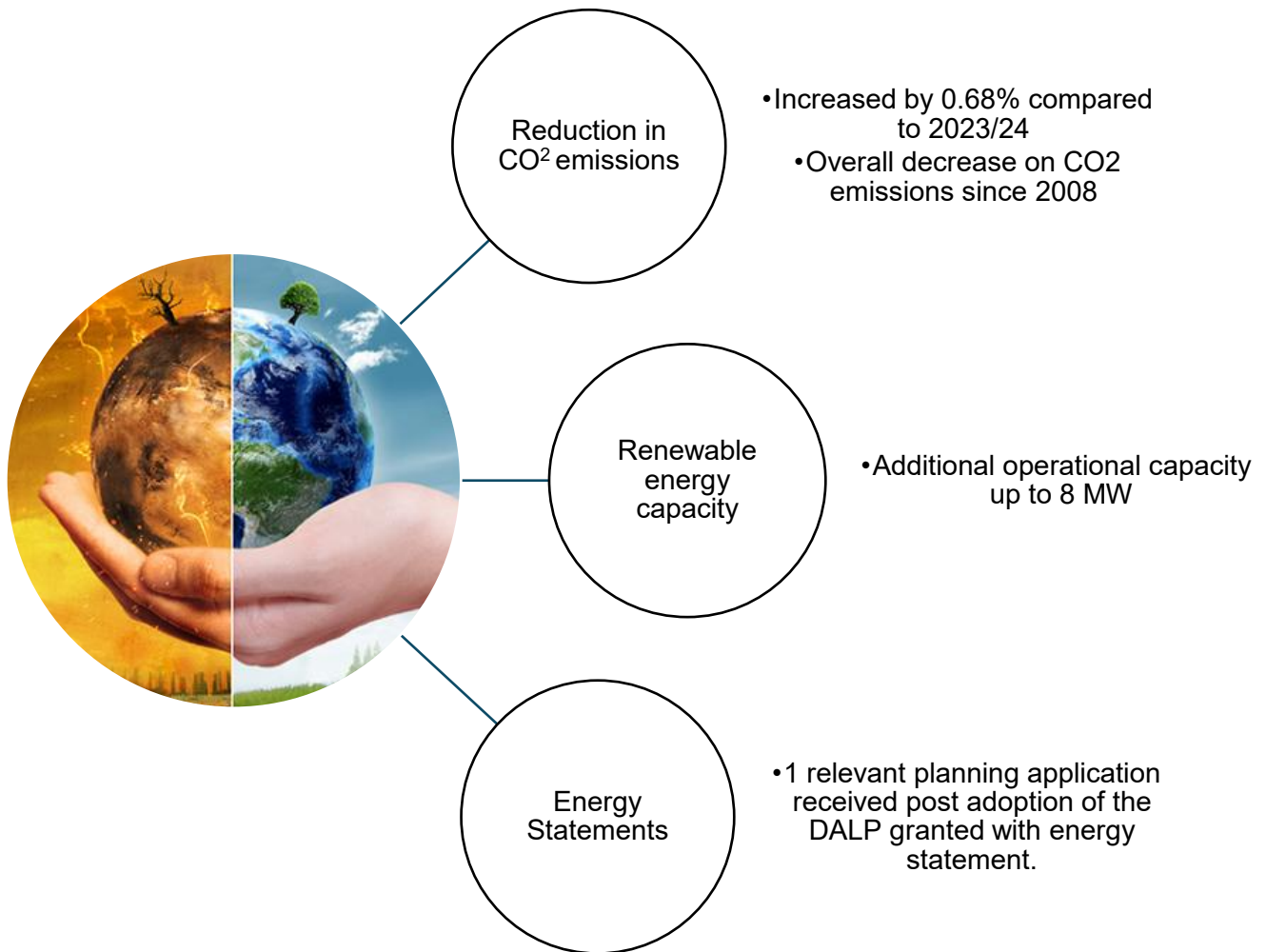


Planning: Adoption of a new Local Plan

- Ensure the correct indicators are included alongside the updated policies in the new Local Plan



3.1 Climate Change



Strategic Objective: SO9

Climate Change Related DALP Policies: CS (R) 19 Sustainable Development and Climate Change

The aim of Policy CS(R)19 is that all new developments should be sustainable and be designed to have regard to the predicted effects of climate change including reducing carbon dioxide emissions and adapting to climate change.

Indicators	Targets	Explanation
Halton's contribution to CO ₂ production	Reduction in CO ₂ emissions per capita by 4% per annum over the plan period 2014-2037 (Baseline of 9.4 tonnes per capita in 2008)	Per capita data is not readily available. Total Tonnes of CO ₂ emissions in 2008 was 26,825 tonnes. In 2024/25, this value is 8046 tonnes. This is a significant decrease in total CO ₂ emissions since 2008.

Renewable energy capacity installed by type	Increase the capacity and number of renewable energy installations in the Borough over the plan period 2014-2037.]	As per Table I, 4MW of renewable capacity has been added this planning year, and a total of 5.5MW has been added since the planning period began.
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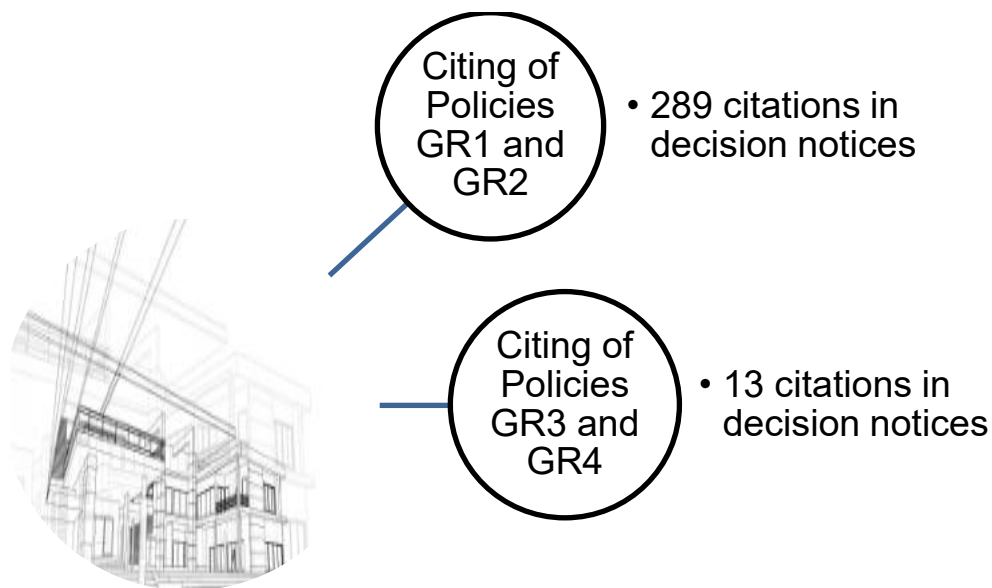
Strategic Objective: SO9

Climate Change Related DALP Policies: GR5 Renewable and Low Carbon Energy

The aim of Policy GR5 is that proposals for renewable energy development consider, and minimize where appropriate, the potential environmental effects of development on a range of criteria as detailed out in policy.

Indicators	Targets	Explanation
Energy Statements	100% of applicable applications supported by an Energy Statement	All applicable permissions approved prior to adoption of the DALP, provided information with regards to energy. I post-adoption permission, 24/00234/HBCFUL, provided an Energy Statement
Wind turbines	100% of applicable applications supported by an Energy Statement	No applicable applications received
Restoration	100% of consent including a restoration plan	1 permission has been approved

3.2 Design



SO2: Ensure that all development achieves high standards of design and sustainability and provides a positive contribution to its locality.

Design Related DALP Policies CSRI8 and GRI – GR5

Homes/commercial areas built to the Secured by Design Standards

The target is to Increase number of developments which have regard to this standard; however, the Council do not monitor or hold information on the number of applications that are built to the Secured by Design standards.

FIGURE 4 MONITORING THE EFFECTIVENESS AND USE OF POLICIES GRI-GR5

Policy	Targets	Frequency From 01 April 2024 – 31 March 2025
GRI - No. times cited in decisions		227
GRI - % upheld at appeal	100% of appeals upheld	1
GR2 - No. times cited in decisions		62

GR2 - % upheld at appeal	100% of appeals upheld	0
GR3 - No. times cited in decisions		12
GR3 - % upheld at appeal	100% of appeals upheld	0
GR4 - No. times cited in decisions		1
GR4 - % upheld at appeal	100% of appeals upheld	0
GR5 - Energy Statements.	100% of applicable applications supported by an Energy Statement	0

Figure 4 summary

As per figure 4, GR1 and GR2 are commonly cited in decisions, with GR3 and GR4 sometimes being cited in decisions. In appeals, only GR1 is cited this year. GR5 has not been recorded as cited this year.

Strategic Objective: SO8

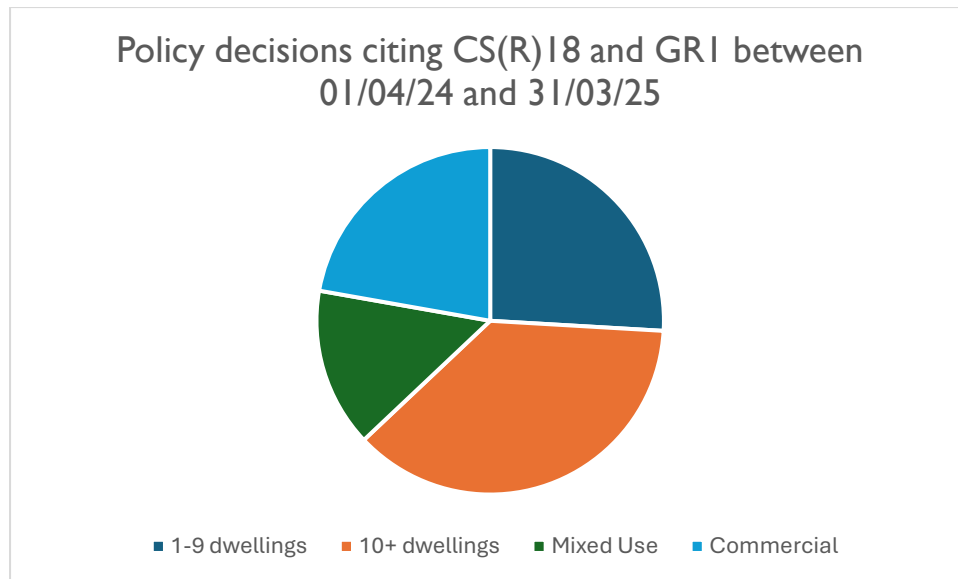
Economy Related DALP Policies: CS (R) I8 High Quality Design

Policy CS(R)I8 priorities are achieving and raising the quality of design for all development in Halton.

Indicators	Targets	Explanation
Homes/commercial areas built to Secured by Design standards	Increase number of developments which have regard to this standard	Policy CS(R)I8 and GR1 have some natural crossover, so have both been included in this section. Figure 5 provides details of how many permissions policy CS(R)I8 and GR1 have been applied for new dwellings and commercial development.

FIGURE 5 PLANNING PERMISSIONS FOR NEW DWELLINGS AND COMMERCIAL USES

Assessed Against Policy CS(R)I8 & GR1 'Design Standards' Approved Between 01/04/2024 and 31/03/2025.



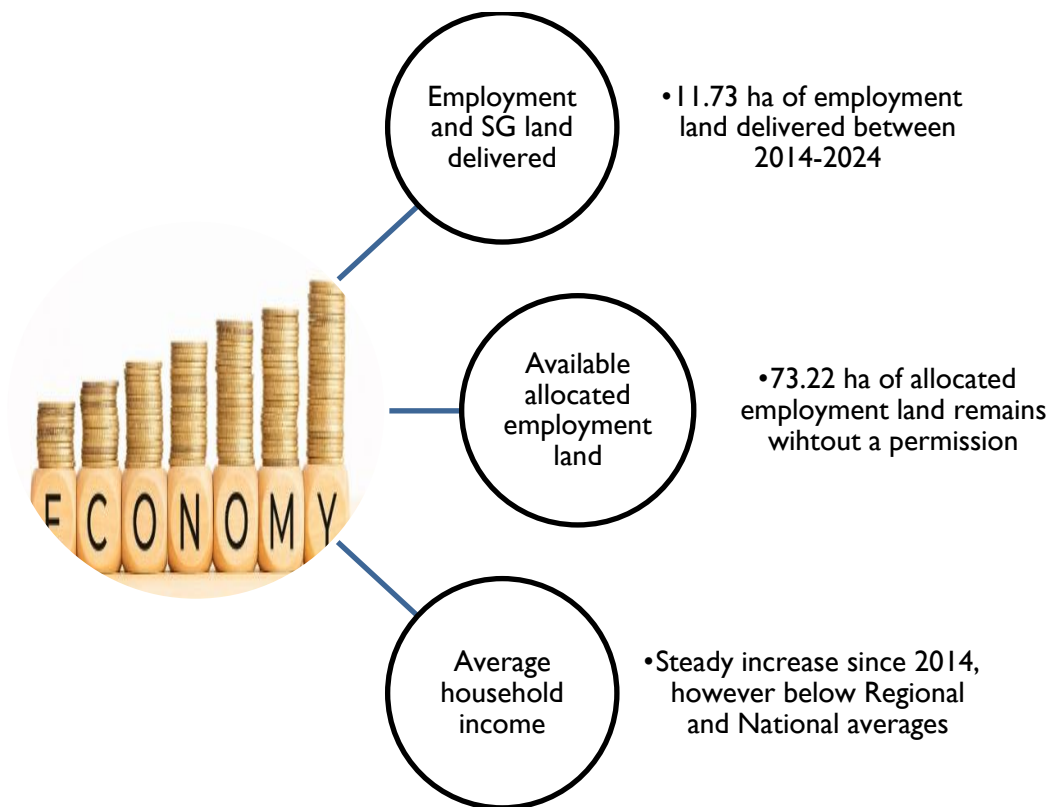
Strategic Objective: SO9

Economy Related DALP Policies: CS (R) 19 Sustainable Development

The aim of Policy CS(R)19 is that all new developments should be sustainable and be designed to have regard to the predicted effects of climate change including reducing carbon dioxide emissions and adapting to climate change.

Indicators	Targets	Explanation
New commercial development achieving BREEAM standards	Increase commercial development achieving recognized BREEAM standards where feasible	BREEAM-specific development is not currently monitored. As per Table 4 of the appendix,4 commercial planning permissions reference policy CS(R)19 in decisions

3.3 Economy



Strategic Objective: All

Economy Related DALP Policies: CS(R)I Halton's Spatial Strategy

Policy CS(R)I sets out the Spatial Strategy for Halton for the plan period up to 2037.

Indicators	Targets	Explanation
Employment Land delivered	180 ha of land available for employment development (2014-37)	Between 01/04/2014 and 31/03/2025 a total of 26.43 hectares of employment and SG land has been delivered in Halton on both allocated and non-allocated sites. ¹⁰ See the Appendix Table 2.

¹⁰ Table 2, AMR Employment 2025

Strategic Objective: SO3, SO4

Economy Related DALP Policies: CS (R) 4 Employment Land Supply and Locational Priorities

Policy CS(R)4 seeks the delivery of employment land over the plan period to support Halton's economy and to offer business and industry a choice of sites so that differing requirements and locations can be met.

Indicators	Targets	Explanation
Amount of completed employment floorspace by type and land type	180 Ha. made available for employment uses (2014-37)	Between 01/04/2014 and 31/03/2025 the split of completions by land type is 24.84 hectares of greenfield land and 2.72 hectares of brownfield land. ¹¹ For the same period completions of E use is 1.94 hectares, B use 25.62 hectares and SG 1.59 hectares. ¹²
Minimise loss of land within existing employment areas for non-employment uses	No loss of land for non-employment uses within allocated employment sites, strategic employment locations, employment renewal areas and primarily employment areas.	Appendix G of the Employment AMR 2025 provides a list of planning permissions that have resulted in a loss of employment land. The total loss is 0.05 hectares for the monitoring period 01/04/2024 and 31/03/2025.
Employment land available by type	180 Ha. made available for employment uses (2014-37)	At 10/03/25 73.22 Ha of land remains available on 41 subsites for employment use including: 46.2 hectares on 29 allocated subsites within the 'Key Urban Regeneration Areas' as defined in the Local Plan.
Losses of employment land in (i) employment / regeneration areas and (ii) local authority area	No loss of land for non-employment uses	0.05 hectares of employment land has been lost between 01/04/2014 and 31/03/2025. ¹³

¹¹ Table 2, AMR Employment 2024

¹² Table 3 AMR Employment 2024

¹³ Appendix G AMR Employment 2024

Economic Activity Rate		Figure 6 demonstrates that 78% of the working age population were economically active in 2023 and 22% were economically inactive ¹⁴ .
GVA per head		The Gross Value Added (GVA) per head of population for Halton in 2023 was £35,679, which compares to £36,626 for Halton's statistical nearest neighbors. ¹⁵
Claimant count		At March 2025 Halton recorded 22.3% Universal Credit Claimants, which is lower than its statistical nearest neighbor at 23.0%. ¹⁶
VAT registrations		Comparable data is demonstrated at Figure 7 for VAT registered businesses annually between 2017 and 2024.
Worklessness in Halton		2021 census data identified 20.3% workless households across Halton, which was lower when compared with the Boroughs Statistical nearest neighbors, with 16.5% of workless households. ¹⁶
Unemployment Annual Population Survey and Claimant Count Rates		As per figure 8, Halton has a 4.6% claimant count. This is below the averages for the Northwest and England.
Average Household Income		Figure 9 demonstrates that average household incomes have risen for Halton. The GDHI per household was £14,908 in 2014 rising to £20,341 in 2023 Census. However, this is below England's average of £25,425 and the Northwest's average of £21,543

¹⁴ [Halton Labour Market Profile - Nomis - Official Census and Labour Market Statistics](#)

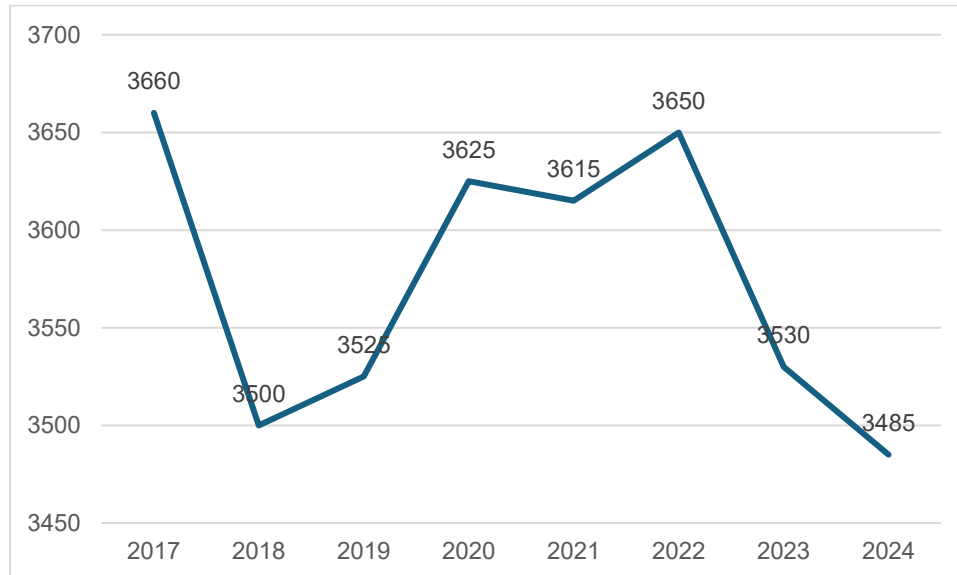
¹⁵ [Business Demography | LG Inform](#)

¹⁶ [Unemployment and Economically Inactive | LG Inform](#)

FIGURE 4 ECONOMIC ACTIVITY APRIL 2023-MARCH 2024 (NOMIS 2025¹⁷)

Date	2024	
	Value	Percent
Measures		
Total: All usual residents aged 16 to 64	79,100	100%
Economically active	62,100	78%
In employment	59,300	67.3%
Unemployed	2,700	4.3%
Economically inactive	17,000	22%
Retired	2,800	16.3%
Student	4,600	27.3%
Looking after home or family	N/A	N/A
Long-term sick or disabled	4,600	27.3%

*Calculations formula has been changed since previous 2023/24 AMR.

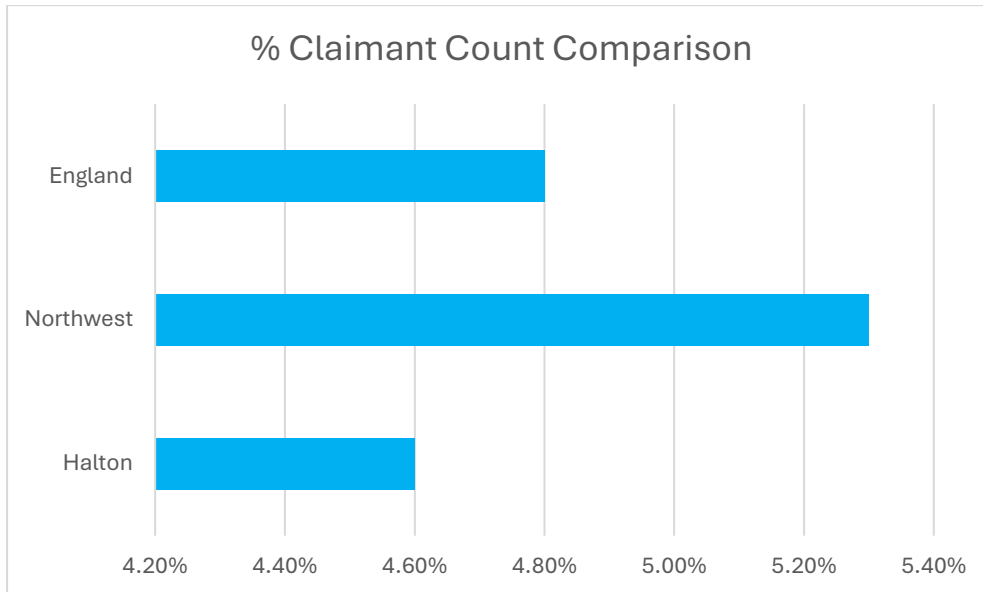
FIGURE 5 VAT REGISTERED BUSINESSES IN HALTON BOROUGH FROM 2017 TO 2025

Data Source: [Inter-Departmental Business Register \(IDBR\) - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk/business-and-providers/business-register/datasets/inter-departmental-business-register-idbr)

¹⁷ <https://www.nomisweb.co.uk/reports/lmp/la/1946157073/report.aspx#tabempunemp>

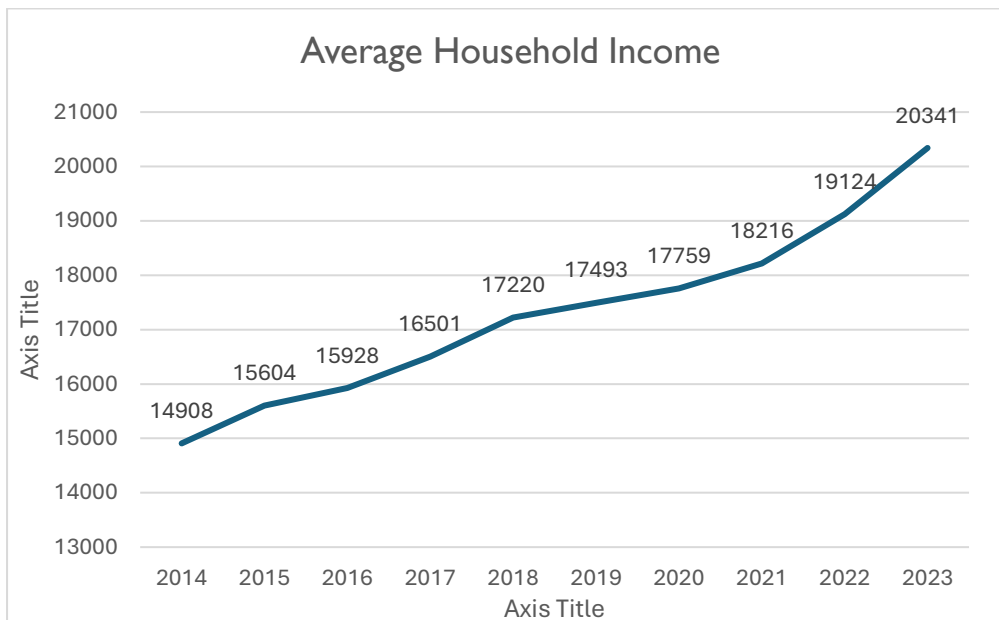
FIGURE 6: % OF CLAIMANTS OF POPULATION COMPARED BY AREA

(Data collection March 2025)



Data Source: [CC01 Regional labour market: Claimant Count by unitary and local authority \(experimental\) - Office for National Statistics \(ons.gov.uk\)](#)

FIGURE 7 AVERAGE HOUSEHOLD INCOMES



Data Source: [Regional gross disposable household income, UK - Office for National Statistics](#)

Strategic Objective: SO3, SO4

Economy Related DALP Policies: EDI Employment Allocations

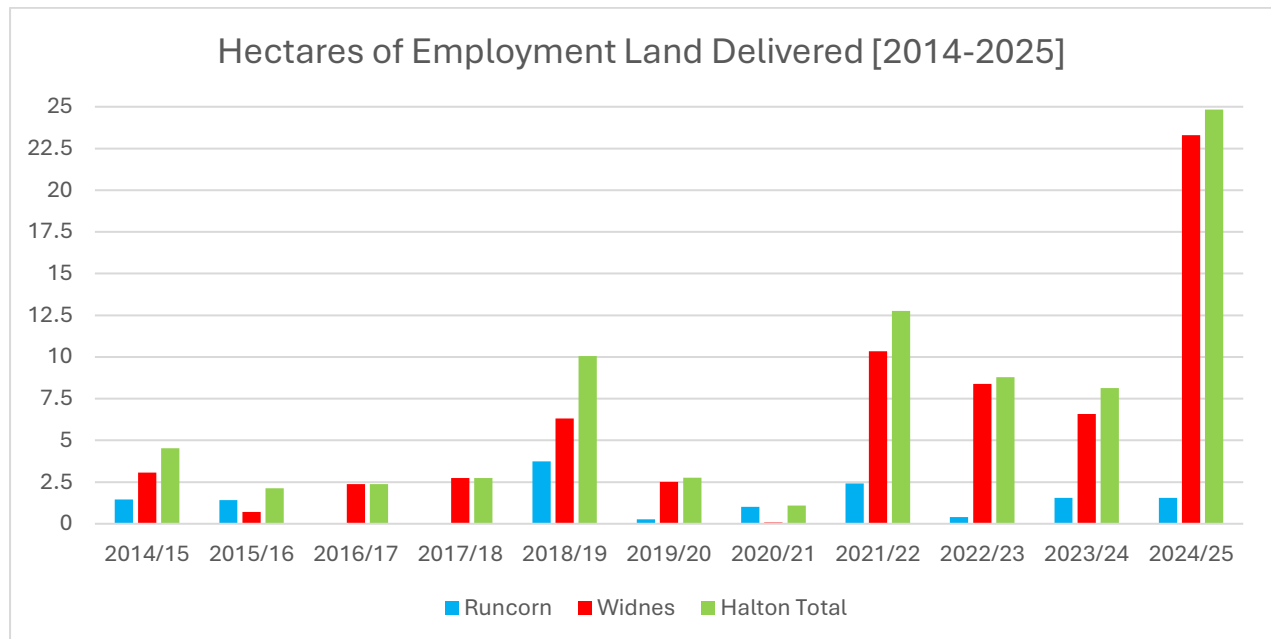
Policy EDI sets out the sites allocated for employment purposes.

Indicators	Targets	Explanation
Delivery of employment uses on allocated sites	Increase delivery of employment uses	Of the 16 sites with permission as of 31/03/2025, 3 sites had not started, 4 had completed, 8 were under construction and 1 site was stalled. ¹⁸
Delivery of employment uses on allocated sites	Completions by use	At 31/03/2025 19 completions on allocated employment sites have taken place across the full range of use classes. ¹⁹
Delivery of employment uses on allocated sites	Permissions by use	At 31/03/2025 10 planning permissions on allocated employment sites have been approved across the full range of use classes. ²⁰
Delivery of employment uses on allocated sites	Reduce the % over the plan period 2014-2037	The total amount of employment land allocated for development during the plan period up to 2037 is 180 hectares. Over the Local Plan period so far (2014-2025) we have seen a total of 73.22 hectares of employment land delivered in Halton. Figure 10 demonstrates the percentage of employment land delivered each year.

¹⁸ Appendix G AMR Employment (2025)

¹⁹ Appendix G AMR Employment (2025)

²⁰ Table 4 AMR Employment (2025)

FIGURE 10 PERCENTAGE OF OVERALL COMPLETED EMPLOYMENT LAND BY YEAR

Strategic Objective: SO3, SO4, SO6, SO8

Economy Related DALP Policies: ED2 Employment Development

Policy ED2 sets out the criteria that must be met in delivering new employment development.

Indicators	Targets	Explanation
Loss of land within existing employment areas for non-employment uses	No loss of land for non-employment uses within existing employment areas over the plan period 2014-2037	Table 3 of Appendix provides details of loss of employment land and SG, between 01/04/2024 and 31/03/2025.

Strategic Objective: SO3, SO4, SO6,

Economy Related DALP Policies: ED3 Complementary Services and Facilities within Employment Areas

Policy ED3 sets out the requirements to support the development of complimentary services and facilities within employment areas.

Indicators	Targets	Explanation
Provision of complementary facilities	100% of development / redevelopment for employment use or complementary use	Table 3 of the appendix, 0.05ha of land has been lost to non-employment use. This is less than the previous years

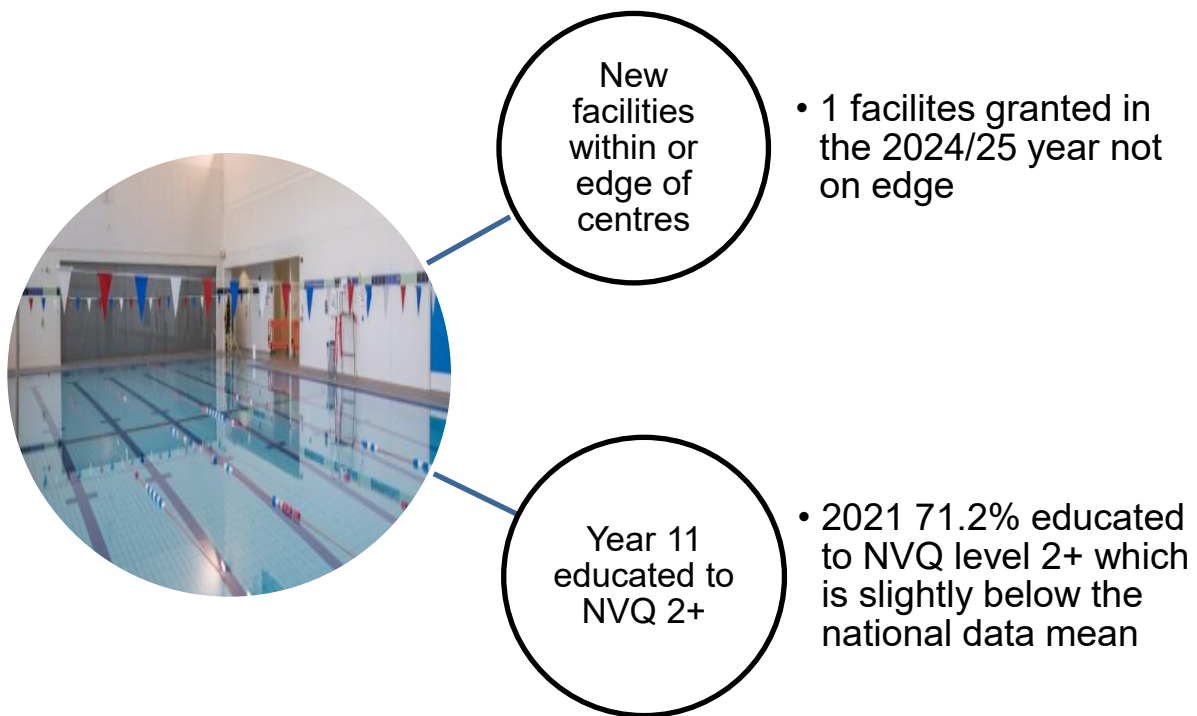
Strategic Objective: All

Economy Related DALP Policies: HC9 Mixed Use Area

Policy HC9 sets out the requirements for development in areas allocated for mixed use.

Indicators	Targets	Explanation
Development consented within MUA	100% of consents for designated uses	Tables 3 and 5 of Appendix demonstrate development on MUA sites for both Runcorn and Widnes. The data includes both loss and gain of a range of mixed uses, all planning permissions were approved prior to adoption of the DALP

3.4 Facilities



Strategic Objective: SO5, SO6, SO11

Facilities Related DALP Policies: HC5 Community Facilities and Services

Policy HC5 sets out the requirements for gain, loss and retention of community facilities and services.

Community facilities and services referenced in Policy HC5 are Education, Health and Social Care Facilities, Sport and Leisure Facilities, Youth Facilities, Community Facilities and Cultural Facilities

Indicators	Targets	Explanation
Community facilities lost to other use	No net loss of viable community facilities	Post-adoption of the 2022 DALP, only 2 applications will (temporarily) lead to a loss of community facilities. An explanation is in Table 6 of the appendix.
Proportion of new facilities created within or adjacent to existing centers	100% of new facilities created within or on edge of existing centers	Table 6 of the Appendix provides details the location of new facilities in respect to within or adjacent to existing centers.

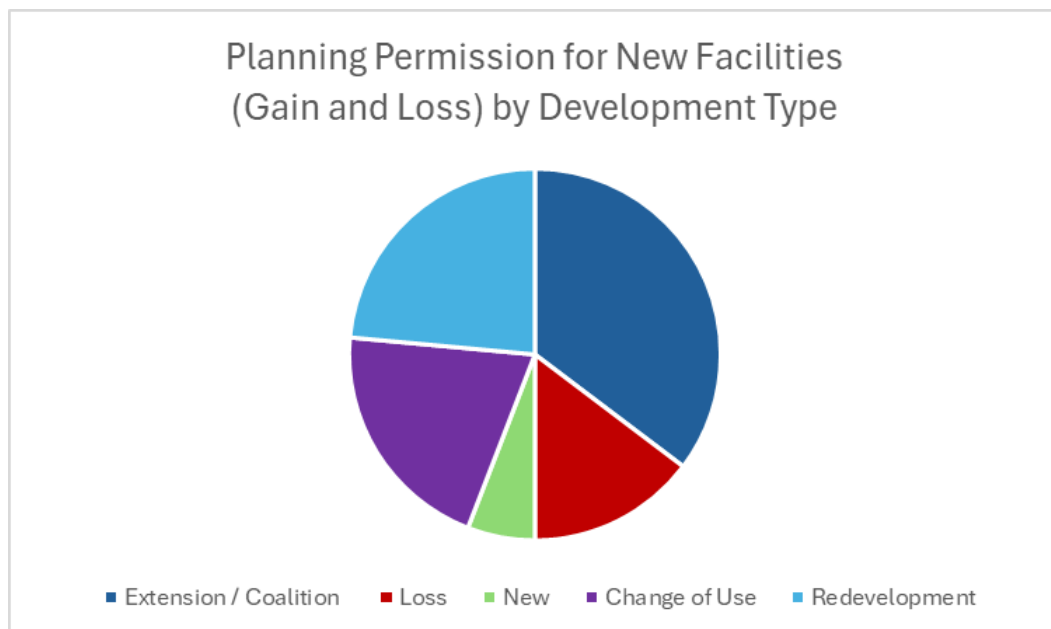
Strategic Objective: SO5, SO8

Facilities Related DALP Policies: HC7 Visitor Attractions

Policy HC7 sets out the requirements for protection, enhancement, and delivery of visitor attractions in the Borough.

Indicators	Targets	Explanation
Tourist facilities lost to other use	No net loss of viable visitor attractions	Halton has several visitor attractions in both Runcorn and Widnes. ²¹ There has been no loss of visitor attractions during the monitoring period.
Proportion of new facilities created within or adjacent to existing centres	100% of new facilities created within or on edge of existing centres or collocated with existing facilities	Table 6 of the Appendix provides details of planning permissions for new facilities all of which are within or adjacent to existing centers.
Proportion of new facilities co-located with existing facilities		Table 6 of the Appendix provides details of planning permissions for new facilities

FIGURE 11 PLANNING PERMISSIONS FOR GAIN AND LOSS OF NEW FACILITIES BY DEVELOPMENT TYPE



²¹ Appendix E - Visitor Attractions [DALP Adopted.pdf \(halton.gov.uk\)](#)

Strategic Objective: SO6, SO11

Facilities Related DALP Policies: HC10 Education

Policy HC10 details three additional sites allocated for education purposes to meet the needs of the residents of Halton, should that need be identified over the plan period.

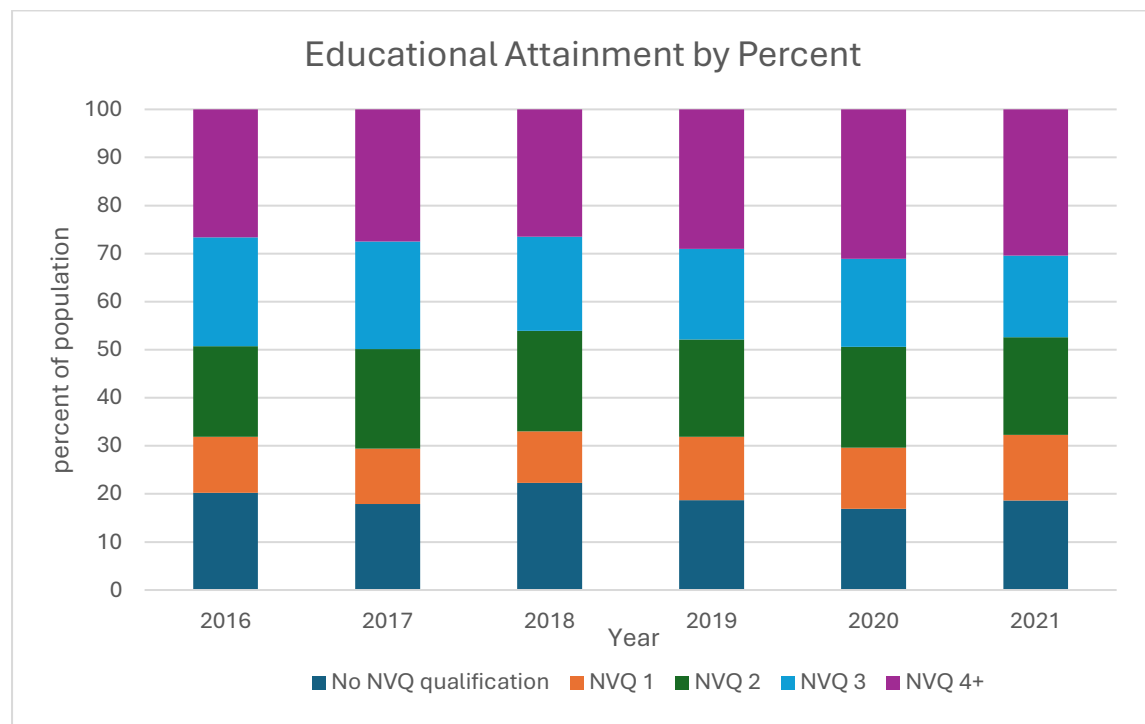
Indicators	Targets	Explanation
Retention / development of allocated sites use	100% of retained / developed for education use	There has been no loss of education provision. There are 3 sites allocated for education purposes in the DALP. Figure 12 provides details of progress for each allocation.
Percentage of Year 11 pupils achieving 5 or more GCSEs grade A-C ²²	No decline	As GCSE grades are now 1-9, attainment 8 will be used to monitor this indicator. As per figure 14, attainment 8 has decreased compared to 2022/23.
Percentage of Year 11 pupils educated to NVQ levels 2,3 or 4 ²³	No decline	As per figure 13, as of the 2021 census data approximately 30.4% of residents (aged 16-64) were qualified at NVQ level 4. This is slightly lower when compared to other areas.

FIGURE 12 PROGRESS OF SITES ALLOCATED FOR EDUCATION PURPOSES

Allocation Reference	Location	Progress
EDU1	Sandymoor Primary School Site	No Application
EDU2	Naylor Road	Site Under Construction
EDU3	Halebank Reserve School Site	Not Started

²² The performance indicators are no longer available. As a result, alternative performance data will be monitored. The performance indicator is referred to as 'Attainment 8' which measures the average achievement of pupils in up to 8 qualifications including English (double weighted if the combined English qualification or both language and literature are taken), maths (double weighted) three further qualifications that count in the English Baccalaureate (EBacc) and three further qualifications that can be GCSE qualifications (including EBacc subjects) or any other non-GCSE qualification on the DfE approved list

²³ Performance indicator no longer available. Data collected provides details of level of qualification attainment of all adults.

FIGURE I3 LEVEL OF EDUCATIONAL ATTAINMENT

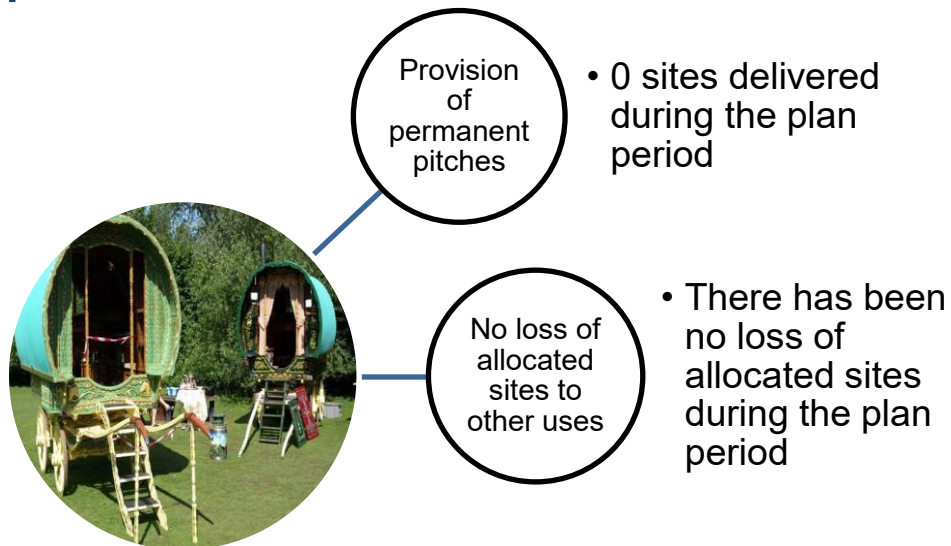
Data Source: [Data and reports | LG Inform](#)

FIGURE I4 COMPARISON OF EDUCATIONAL ATTAINMENT BY YEAR - AVERAGE PROGRESS 8 SCORE (ATTAINMENT ACROSS EIGHT QUALIFYING QUALIFICATIONS)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	Change from previous year
Halton Borough	-0.19	-0.22	-0.26	-0.14			-0.15	-0.30	-0.46	-0.16
Northwest	-0.15	-0.14	-0.16	0.18			-0.16	-0.20	-0.17	0.03
Statistical Neighbours	-0.28	-0.27	-0.33	-0.33			-0.42	-0.40	-0.43	-0.43
England				-0.08			-0.06	-0.06	-0.03	0.03

Data Source: [Key stage 4 performance, Academic year 2023/24 – Explore education statistics – GOV.UK \(explore-education-statistics.service.gov.uk\)](#)

3.5 Gypsy, Travellers and Travelling Show People



Strategic Objective - SO2 Provision of permanent and transit pitches to meet identified need.

Delivery of 10 pitches (2017-32) Gypsy and Travelling Show People
Related DALP Policies CS(R)14 and RD5

FIGURE 15 PROVISION OF PERMANENT AND TRANSIT PITCHES TO MEET IDENTIFIED NEED

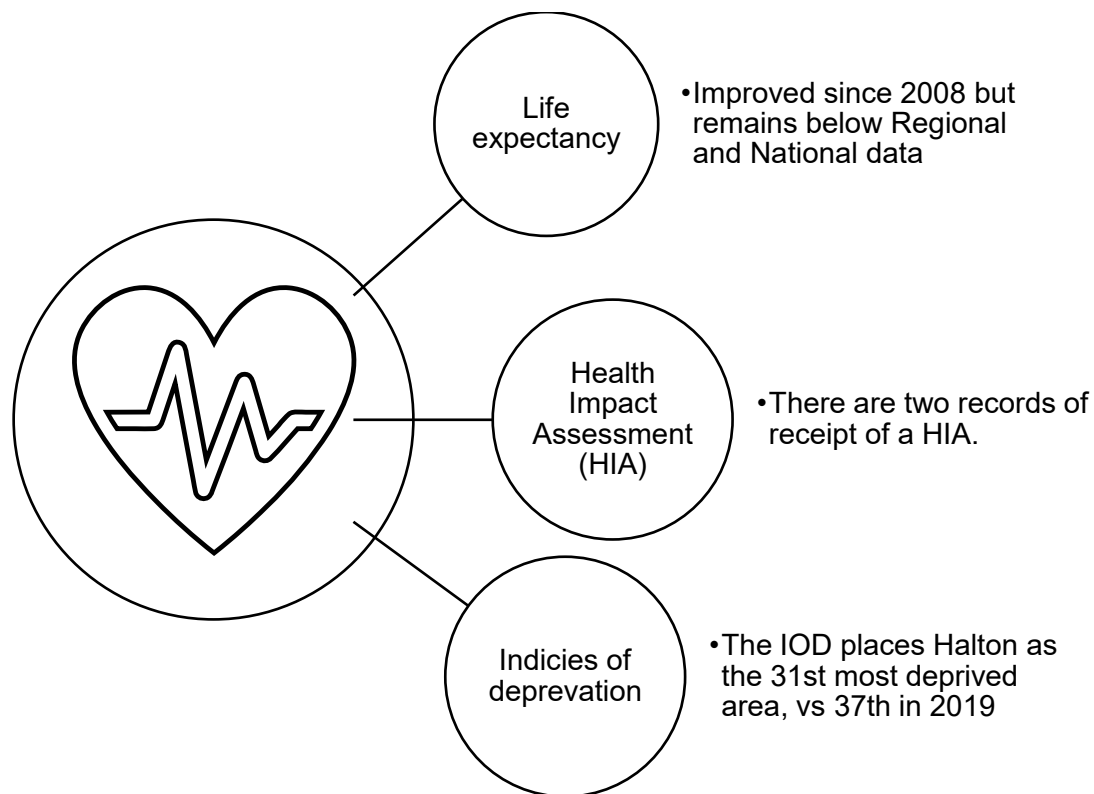
Policy Reference	Address	Planning Application Number	Total Number of Pitches	Total Residential Pitches	Total Transit Pitches	Caravan Count
GT1	Bigfield Lodge (2), Warrington Road (GT Site)	13/00267/HBCFUL	24	12	12	24

GT4	Riverview, Tan House Lane	I59I3P	23	23	0	23
GT7	Land at 23 Windmill Street	99/00382/FUL	6	6	0	6
GT2, GT5	Warrington Road Transit Site	07/00924/HBCFUL	24	10	12	24
GTX - Not Allocated	Former Ivy House, Marsh Lane (Off Brindley Road)	I5/00115/COU	8	0	8	8
GT6	Land to north of Warrington Road (Western Parcel)	N/A	9	9	0	0

Figure I5 shows:

- Whilst there has been an application (22/00157/FUL) on GT6 for 9 pitches, this has been refused. Therefore, there have been no additional pitches delivered over the plan period.
- There has been no loss to allocated Gypsy and Traveler sites over the plan period.

3.6 Health, Well-being and Demographics



Strategic Objectives SO11

Health Related DALP Policies: CS (R) 22 Health and Well-Being

Policy CS(R)22 sets out how healthy environments will be supported, and healthy lifestyles encouraged across the Borough.

Indicators	Targets	Explanation
Improvement in life expectancy at birth	Improvement on baseline (2008-2010) life expectancy at birth: Male – 75.5 years: Female – 79.6 years	As per figure 16, life expectancy data for Halton has improved since 2008-2010 but remains below regional and national averages for both men and women. ²⁴

²⁴ [understanding the drivers of HLE.pdf \(halton.gov.uk\)](#)

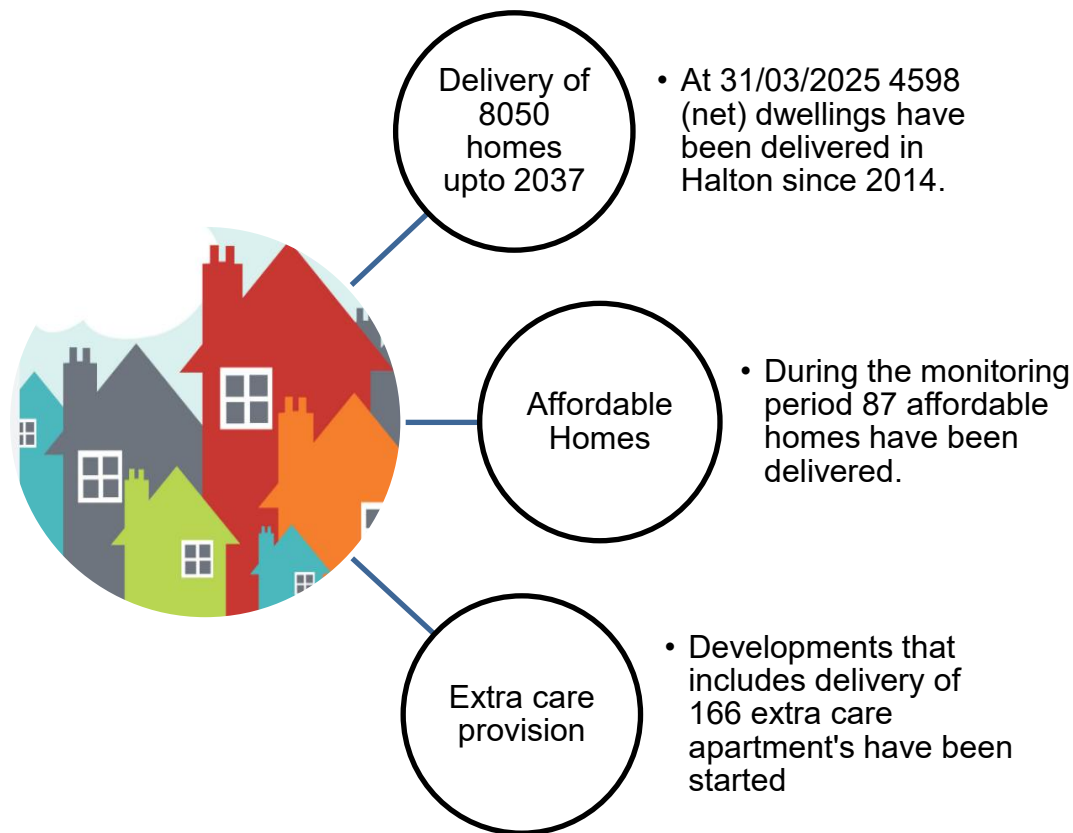
Improvement in overall deprivation score as an indication of Quality of Life	An improvement in Halton's rank of 27th most deprived local authority in the country (IMD, 2010)	Halton Has been ranked 31st in the IMD 2025. This is above our 2010 goal.
Health Impact Assessment (HIA)	100% of large-scale major development applications to undertake HIA over the plan period 2014-2037	As per Table 7 of the Appendix, there are three records detailing where a Health Impact Assessment has been submitted as part of the application this monitoring year.

FIGURE 16 LIFE EXPECTANCY AT BIRTH (2018 TO 2020)

Area	Male	Female
Halton	77.4	81.4
Regional	77.9	81.7
National	79.4	83.1

Data Source: [understanding the drivers of HLE.pdf \(halton.gov.uk\)](#)

3.7 Housing



In addition to publication of the Authority Monitoring Report (AMR), a standalone Authority Housing Monitoring Report (HMR) is produced and published that provides additional detail to that published in the AMR. The HMR can be viewed at: [Background Documents \(halton.gov.uk\)](https://halton.gov.uk/background-documents)

Strategic Objective: All

Housing Related DALP Policy CS (R) | Halton's Spatial Strategy

Policy CS(R)I sets out the Spatial Strategy for Halton for the plan period up to 2037.

Indicators	Targets	Explanation
Net number of homes delivered	8,050 homes (2014-37)	4960 net dwellings have been delivered in Halton between 01/04/2014 and 31/03/2025. The DALP target is for a minimum of 8050 homes to be delivered by 2037, leaving

		3090 net homes to be delivered by 2037
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Strategic Objective: SO1, SO2

Housing Related DALP Policy CS(R)3 Housing supply and Locational Priorities

Policy CS(R)3 sets out the provision and locations for at least 8050 net additional dwellings to be developed over the plan period.

Indicators	Targets	Explanation
Supply of available housing land	Maintain a 5-year supply of deliverable housing land, (with appropriate buffer as per NPPF)	In December 2024 a revised NPPF (Para 78) was published, meaning there is a requirement to evidence a 5-year supply. Currently, Halton has an appropriate supply meeting the conditions of the NPPF.
Percentage of new and converted dwellings on previously developed land	At least 30% of dwellings to be built on previously developed land (2014-37)]	Between 01/04/2014-31/03/2025 56% of dwellings have been built on previously developed land, which is nearly double the target of 30%. (See Housing AMR Table 3)
Percentage of new dwellings completed at less than 30 dwellings per hectare (dph) between 30-50dph and above 50dph	[100% of completions to be at or above 30dph // 100% of completions in proximity to Town and Local Centres or Transport Interchanges to be at or above 40dph	During the 2024/25 monitoring period 34% of dwellings were built at less than 30dph, 54% at 30-50dph and 12% at greater than 50dph. While this is below target, it is an improvement compared to previous years.
Amount of new residential development within 30 minutes public transport time of a GP, a hospital, a primary school, a secondary school, areas of employment and a major retail centre	Increase	During the monitoring period 6 applications for new large-scale residential development were permitted. This is a decrease from the previous year, thus this target has not been met.

Strategic Objective: SO1, SO2, SO11

Housing Related DALP Policy CS(R)12 Housing Mix and Specialist Housing

Policy CS(R) 12 sets out the type and mix of housing that is required to meet the needs of Halton's existing population, address imbalances in the existing housing stock and ensure that homes provided can adapt to changing demographics, particularly an ageing population.

Indicators	Targets	Explanation
Supply of a mix of new property types contributing to addressing identified need in the most up to date SHMA	Delivery of a range of house sizes (varying number of bedrooms) and types provided on sites of 10 or more dwellings (2014-2037)]	As Per Figures 17 and 18 (extracted from the Housing AMR 24/25), good range of dwellings have been completed during the monitoring period.
To ensure that new homes are adaptable	Increase planning applications approved where dwellings are designed to meet Building Regs M4(2)	This information is not currently recorded in a format that would provide accurate data.
Provision of specialist housing for the elderly	Delivery of 22 extra care units for adults with learning difficulties (2014-2037) Delivery of extra care units/over 55 units for the elderly	2 developments are under construction to include extra care provision. One permission has been granted for 29 extra care apartments, and one for a care home. See Figure 19
Vacant bedspaces within Residential Care Accommodation	Maintain percentage of vacant bedspaces within Residential Care Accommodation at below 20% (2014-2037)	During the monitoring period Halton is recorded as having 744 bed spaces. ²⁵ 35 bed spaces are closed due to refurbishment, and an additional 37 bed spaces are vacant.
Self-Build Register registrations	Self-Build Register registrations	The Council keeps an up-to-date Self Build Register. See: self-build (halton.gov.uk)
Self-build permissions	100%+ delivery of approvals against registered demand (3 yearly reporting period)	Table 8 of the Appendix shows status of planning permissions for self-build dwellings

²⁵ [Adult Social Care Outcomes Framework \(ASCOF\) for your area | LG Inform \(local.gov.uk\)](#)

Figure 17: Completions by developer type, dwelling type and bedroom capacity 2024/25

	Houses							Flat, Maisonettes, Apartments					Total
	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	5+ Bed	ALL	1 Bed	2 Bed	3 Bed	4/+ Bed	ALL	Total
RSL *	0	0	0	0	0	0	0	27	10	0	0	37	37
Private Sector	3	29	167	137	5	0	341	23	2	0	3	28	369
All	3	29	164	137	5	0	341	50	12	0	3	65	406

* Registered Social Landlords (Housing Associations etc.)

Figure 18: Completions by bed type 2024/25

	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	5+ Bed	ALL
All tenures / All Dwelling Types	53	41	167	140	5	0	406

FIGURE 19 EXTRA CARE PROVISION

Planning Reference	Decision Date	Location	Description	Status
20/00476/FUL	01/02/2024	Waterloo Centre & Carnegie Library Egerton Street	Development to include 29 one-bedroom supported living apartments.	Permission Granted
24/00243/FUL	28/11/2024	GreenOak Farm Industrial Estate, Warrington Road	Proposed nursing care home (Use Class C2: Residential Institution), associated access and parking	Permission Granted
22/00130/FUL	24/11/2022	Land at 79 - 83 High Street	Development to include 66 independent living facilities	Under Construction
19/00325/FUL	06/12/2019	Land to northeast of village street, Sandymoor	Development to include 100 extra care apartments	Under Construction

Strategic Objective: SO1, SO2

Housing Related DALP Policy CS(R)13 Affordable Homes

Policy CS(R) 13 sets out the criteria for the delivery of affordable homes as part of new residential development.

Indicators	Targets	Explanation
Provision of affordable housing completions	Delivery of affordable housing units on sites of 10 or more dwellings	87 affordable dwellings were completed in 2024/25; this equates to around 21% of the gross numbers of homes completed in the year.
Provision of affordable housing completions	Through planning agreements on private developments, 25% affordable on Greenfield sites	50 affordable dwellings were provided by a private company on greenfield land, 15% of all dwellings on greenfield sites. 24 of these were acquired through S106 agreements (48%). This is due to the nature of many greenfield housing sites being staggered and phased, planning applications indicate once each site is complete, they will meet the 25% target.
Provision of affordable housing completions	By RSLs Strategic Housing Sites	37 affordable dwellings were provided by a Registered Provider, 100% of all RSL dwellings this year
Provision of affordable housing completions	As per CS(R)13, brownfield sites are not required to provide affordable housing but are encouraged to.	During the monitoring period 16% of affordable homes were built on brownfield sites.
Provision of affordable housing completions	over the plan period (2014-37	Figure 20- demonstrates affordable units delivered between 01/04/2014-31/03/2025
Affordable Housing	Average House Price	Average house price in Halton has increased by 7% when comparing March 2024 with March 2025. This figure is lower than the Northwest average, and slightly higher

		than the England average. See Figure 21.
Affordable Housing	Average Rentals	<p>Halton's average rent of £655 is £339 lower than the average rent in England. Halton is the 48th most expensive unitary authority (of 63 total) based on average rent price.</p> <p>The average cost of rent in Halton varies depending on property type, prices start at £367 for a single room and rise to £1,130 for a house with four or more bedrooms²⁶.</p>
Provision of social and affordable rented units as a percentage of all affordable housing units secured from market housing developments	Delivery of 50% social and affordable rented 10% Starter Homes + 40% other intermediate housing	During the monitoring period 87 affordable units have been delivered, 58 affordable rent (66%) 24 affordable first homes (27%) and 5 (0.05%) shared ownership units. This does not meet the split set out within policy.

FIGURE 20 AFFORDABLE HOUSING UNITS DELIVERED BETWEEN 01/04/2014 AND 31/03/2023.

	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Totals
Total Gross Dwellings	506	484	703	380	601	603	132	159	368	366	407	4302
Private Sector	249	338	565	288	538	528	107	137	283	240	370	3273
Affordable Units by Housing Associations / RPs	257	146	138	92	63	75	25	22	85	126	37	1029
Affordable Units Secured via S106	0	0	0	0	0	0	0	0	0	0	24	0
Proportion of Affordable Dwellings	51%	30%	20%	24%	10%	12%	19%	14%	23%	34%	14%	24%

FIGURE 21 AVERAGE HOUSE PRICE COMPARISON

Period	Halton	Northwest	England
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²⁶ [Halton Rental Market | Stats & Graphs](#)

March 2024	£175,322	£203,303	£281,240
March 2025	£183,502	£217,063	£295,694

Data Source: [UK House Price Index - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)

Strategic Objective: SO1, SO2

Housing Related DALP Policy RDI: Residential Development Allocations

Policy RDI provides a list of sites allocated in the DALP for residential development.

Indicators	Targets	Explanation
Delivery of residential development on allocated sites	100% of development for residential use	There have not been any permissions allowed for alternate use to residential on sites allocated in the DALP for residential use.
Delivery of residential development on allocated sites	Completions	7 sites allocated in the DALP for residential purposes are now completed and 21 are under construction and have delivered a total of 670 dwellings since DALP adoption. See Housing AMR 2024/25 Appendix B.
RDI - Delivery of residential development on allocated sites	Permissions	Appendix A and B of the Housing AMR 2024/25 provide details of the progress of sites allocated for residential use in the DALP.
Delivery of residential development on allocated sites	Reduction in the % lost to other uses	No non-residential uses have been delivered on sites allocated for residential development in the DALP.

Strategic Objective: SO1, SO8

Housing Related DALP Policy RD3: Dwelling Alterations, Extensions, Conversions and Replacement Dwellings

Policy RD3 sets out the criteria that should be considered for residential proposals relating to dwelling alterations, extensions, conversions, and replacement dwellings.

Indicators	Targets	Explanation
Number of appeals upheld and policy reason for this (refer to policy content)	Reduction in the number of appeals upheld over the plan period 2014-2037	During the monitoring period no residential planning appeals have been upheld where policy RD3 has been quoted.

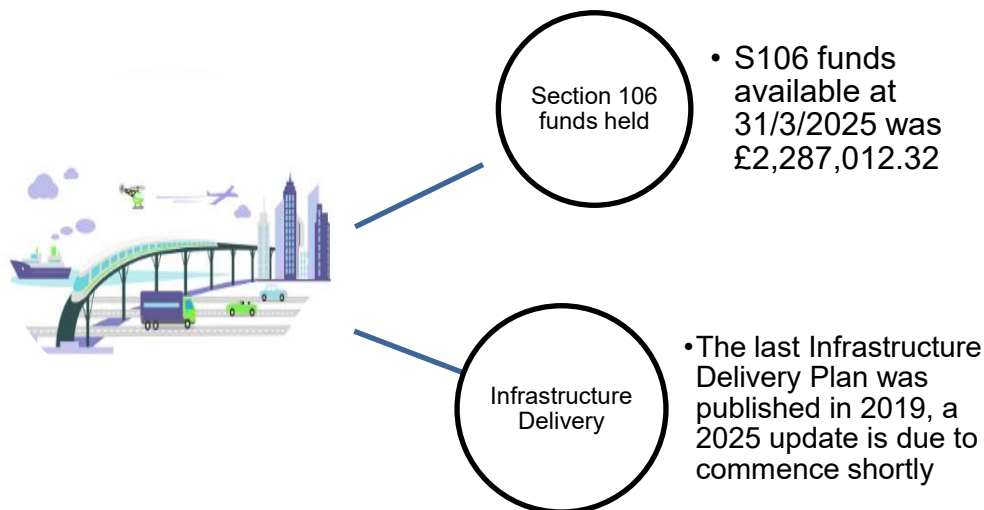
Strategic Objective: SO1, SO8

Housing Related DALP Policy RD5: Primarily Residential Areas.

Policy RD5 sets out the development opportunities for additional infill or redeveloped housing or other non-residential uses that may arise, that can make a valuable contribution to meeting the Borough's development needs.

Indicators	Targets	Explanation
No. times RD5 cited in decisions		During the monitoring period RD5 has not been quoted. The data gap is to be reviewed for future monitoring.

3.8 Infrastructure



Strategic Objective: SO6

Infrastructure Related DALP Policies: CS(R)7 Infrastructure Provision

Policy CS(R)7 sets out the requirements of infrastructure provision associated with new development.

Indicators	Targets	Explanation
Annual amount of planning gain secured	Secure planning-gain on all applicable developments for the plan period (2014-2037)	The latest Infrastructure Funding Statement (2019-2024) ²⁷ confirms that as of the 30 th October 2024, the Council holds £4,602,041.82 of Section 106 money that was available to fund public open space, highways infrastructure, and environmental projects within the Borough.

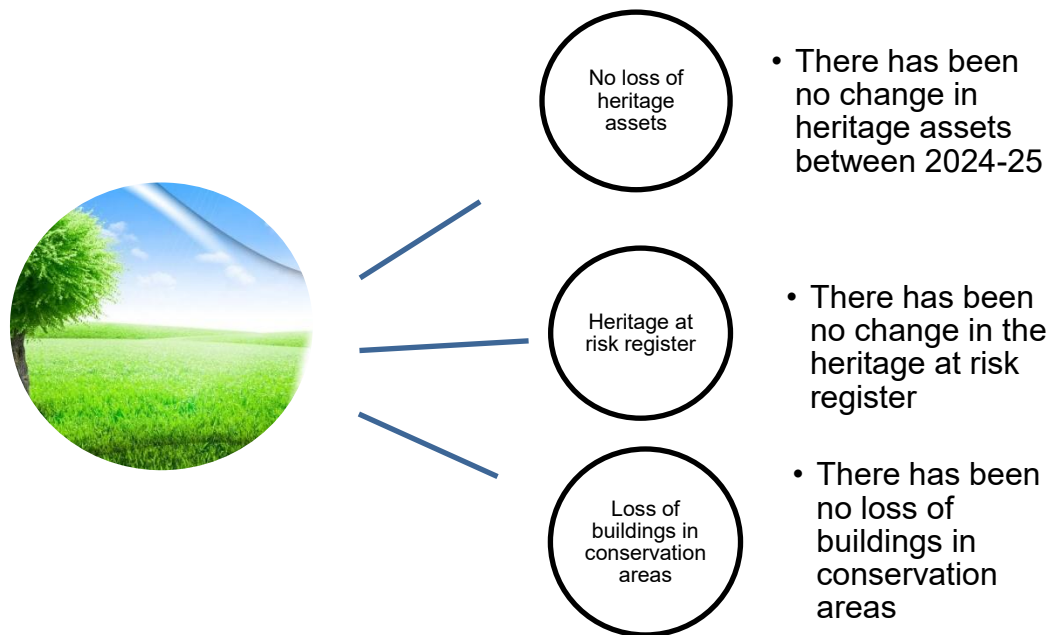
²⁷

<https://www3.halton.gov.uk/Documents/Forms/AllItems.aspx?RootFolder=%2FDocuments%2Fplanning%2Fs106%20registers%2F2024&FolderCTID=0x0120003507EC0635BEE944A003D419B1769AFC&View={2F712EFB-DD4C-4BDC-9320-529DB8BD0B45}>

Delivery of projects detailed with associated Infrastructure plan	In line with timescales in Infrastructure Plan	The latest published Infrastructure Plan Update is dated July 2019. ²⁸ The plan sets out pressing infrastructure needs for the Borough over the Delivery and Allocations plan period, particularly those requirements that are generated by development proposed in Delivery and Allocations Local Plan or by subsequent Local Plan documents. A 2025/26 update is being developed and will provide a review and update of infrastructure delivered and necessary.
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²⁸ [Microsoft Word - Infrastructure Plan v3 formatted \(halton.gov.uk\)](#)

3.9 Nature and Historic Environment



SO10: Maintaining Designated Heritage Assets

Heritage Related DALP Policies CSR20 and HE2

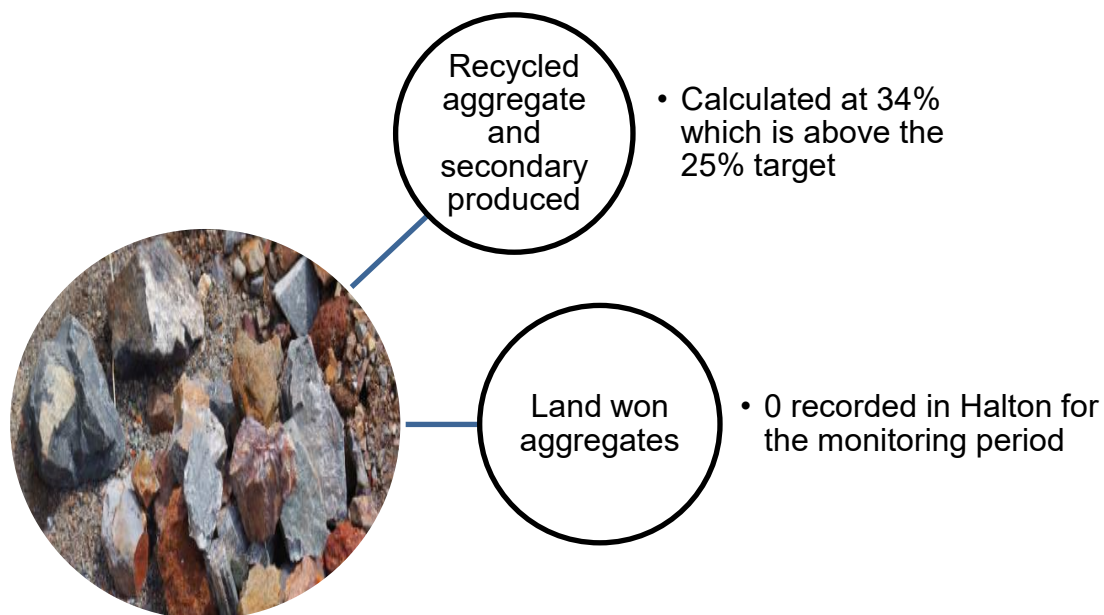
FIGURE 22 HERITAGE ASSETS

No loss in Designated Heritage Assets 2024:	No loss in Designated Heritage Assets 2025:
Number of Listed Buildings – [132*] <ul style="list-style-type: none"> • Grade I – [2] • Grade II* - [17] • Grade II – [113] 	Number of Listed Buildings – [132] <ul style="list-style-type: none"> • Grade I – [2] • Grade II* - [17] • Grade II – [113]
Number of Scheduled Monuments <ul style="list-style-type: none"> • 7 	Number of Scheduled Monuments <ul style="list-style-type: none"> • 7
<i>*The numbers of Historic assets reported in the DALP in the justification for policy CSR20 and in the Monitoring indicator framework were incorrect at time of publication the figures</i>	<i>*There is a difference between the Historic England register and HBC register as HBC take into consideration Grade II assets at the</i>

<p><i>noted above were from the monitoring framework in Appendix F of the DALP.</i></p>	<p><i>following locations which overlap into adjoining boundaries in Warrington/CWAC:</i></p> <ul style="list-style-type: none"> • <i>Moor Lane Bridge (Over Manchester Ship Canal)</i> • <i>Viaduct Over Weaver Navigation Number 54</i>
<p>There are two additional Grade II Listed buildings since adoption of the DALP:</p> <ul style="list-style-type: none"> • Former Widnes Corporation Bus Depot • Borrow's Bridge and Associated Hand-cranked Crane, Bridgewater Canal, Norton 	

- In this monitoring period there have been two additional Grade II Listed buildings in Halton.
- In 2025, there were 5 listed buildings and 1 scheduled monument on Historic England's Heritage at Risk Register. This is the same as the previous year.
- This Monitoring period, there has been no loss or gain of the number of conservation areas in the borough, maintaining 10 conservation areas.
- This monitoring period, there have been no changes in the number of buildings on conservation areas in Halton.

3.10 Minerals



Minerals

Minerals such as crushed rock aggregates, sand, gravel and clay are the essential raw materials that underpin development of the built environment. Halton Borough Council as a Minerals Planning Authority has the responsibility to plan for a steady and adequate supply of aggregate minerals to ensure primary resources are maintained for future generations, minimise potential environmental impacts of such developments and to support economic growth. Annual monitoring of the DALP Mineral indicators and targets will identify progress in this area throughout the plan period.

Minerals data is collated by Merseyside Environmental Advisory Service (MEAS) on behalf of the six districts that make up the Liverpool City Region: Liverpool City Council, Knowsley MBC, Sefton MBC, St Helens MBC and Wirral MBC. More information is available here: [Home \(meas.org.uk\)](https://meas.org.uk) The latest MEAS Minerals data can be found here: [MINERALS – Merseyside Environmental Advisory Service](#) and is for the period 2023-2024. Due to the nature of MEAS reporting, all values for Halton are grouped with Merseyside, Greater Manchester and Warrington.

Strategic Objective: SO13

Minerals Related DALP Policies: CS (R) 25 Minerals

Policy CS(R)25 sets out how the Borough will plan for a steady and adequate supply of aggregate minerals to ensure primary resources are maintained for future generations, minimize potential environmental impacts of such developments and secure growth.

Indicators	Targets	Explanation
Total land won aggregates to contribute to Northwest regional requirement	Contribution to MEAS Group apportionment of 4.1million tonnes of sand and gravel and 26 million tonnes of crushed rock over the plan period 2014-2037]	There is no recorded land won aggregate recorded for Halton. There is one quarry within Merseyside, however no site returns have been provided to MEAS.
Total land won aggregates to contribute to Northwest regional requirement	20% of aggregates used in construction to be from secondary or recycled sources, rising to 25% by 2021	The total aggregate sales for 2023 in the Northwest was 7.63Mtonnes. The total recycled/secondary aggregate produced was 2.6Mtonnes. Assuming this was used in construction, then the recycled aggregate equates to 34% of total aggregate used.
Designation of sites such as minerals safeguarding areas or Minerals Areas of Search	Safeguarding of sites where there may be minerals resources, as identified through evidence base over the plan period 2014-2037	Policy HE10 sets out the Minerals Safeguarding Areas located in Halton. Safeguarding of sites also occurs across the Liverpool City Region.
Onshore oil and gas permissions	100% within least sensitive locations	No permissions recorded during the monitoring period.

Strategic Objectives: SO12, SO13

Minerals Related DALP Policies: HE10 Minerals Safeguarding Areas

Policy HE10 identifies the Boroughs mineral safeguarding areas.

Indicators	Targets	Explanation
Mineral Safeguarding Areas and Mineral area of search	Maintain 0% of MSAs and MAS from sterilisation by other forms of development over the plan period 2014-2037.	MEAS are not consulted on all planning applications, but are not aware that any proposals have resulted in sterilisation of Mineral Safeguarding Areas and/ or Mineral Areas of Search

Strategic Objective: SO13

Minerals Related DALP Policies: HEI I Minerals

Policy HEI I seeks to ensure that proposals do not have unacceptable harm on interests of acknowledged importance as defined by DALP policies.

Indicators	Targets	Explanation
Maintain 0% of MSAs and MAS from sterilisation by other forms of development over the plan period 2014-2037	0% of MSA sterilised by consents	MEAS are not consulted on all planning applications, but are not aware that any proposals have resulted in sterilisation of Mineral Safeguarding Areas and/ or Mineral Areas of Search
Mineral Extraction	0% of MAS sterilised by consents	MEAS are not consulted on all planning applications, but are not aware that any proposals have resulted in sterilisation of Mineral Safeguarding Areas and/ or Mineral Areas of Search
Mineral Extraction	100% providing a restoration plan	No records that any mineral extraction has taken place during the monitoring period.

3.11 Natural Environment and Nature Conservation



Strategic Objectives All

Nature Related DALP Policies: CS (R) I Halton Spatial Strategy

Policy CS(R)I sets out the Spatial Strategy for Halton for the plan period up to 2037.

Indicators	Targets	Explanation
Residential development and certain major tourism development within 5km of protected accessible coast	100% of planning applications for residential development of 10 or more (net) and certain major tourism development within 5km of protected accessible coasts make financial contribution in relation to recreation disturbance towards avoidance and mitigation schemes	No applicable planning permissions during the monitoring period (01/0/2024 and 31/03/2025)

Strategic Objectives SO10

Nature Related DALP Policies: CS (R) 20 Natural and Historic Environment

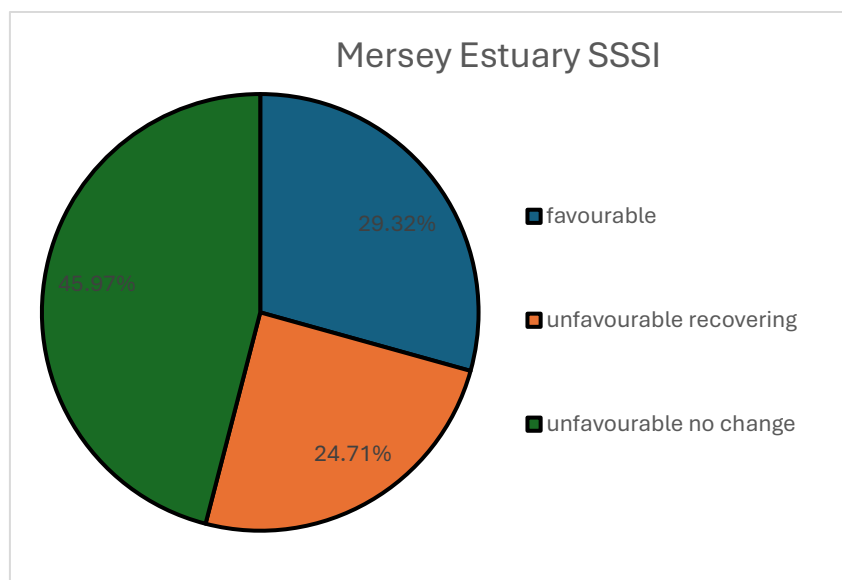
Policy Cs(R)20 sets out how Halton's natural and heritage assets and landscape character will contribute to the Borough's sense of place and local distinctiveness.

Since April 1st, 2023, Natural England produce a single condition for each feature of interest within a SSSI, using data gathered from across the feature's extent. As such if the site consists of more than one unit or feature there is not a direct comparison between 2012 base line data and that provided in this year's DALP AMR. Therefore 2023 condition data will be used for comparison purposes in future monitoring reports.

Indicators	Targets	Explanation
Condition of SSSIs over the plan period	No decline in condition of: Mersey Estuary -99.18% ('favourable 'or 'unfavourable but recovering' at May 2012)	54.03% area meeting 'favorable or unfavorable recovering'(See Figure 23)
Condition of SSSIs over the plan period	No decline in condition of: Red Brow Cutting – (100% 'favourable' at May 2012	The SSSI covers an area of 0.17ha, has one unit and remains 100% favorable. ²⁹
Condition of SSSIs over the plan period	No decline in condition of: Flood Brook Clough – (100% 'favourable' at May 2012)	The SSSI covers an area of 5.25ha, has one unit and remains 100% favorable. ²⁹
Change in priority habitats and change in species (by type)	Expansion of Reedbed habitat, Preservation of Saltmarsh habitats, increase in BAP species over the plan period	Table 9 of the Appendix provides details of a planning permission approved in habitat priority areas for the avoidance, minimization, mitigation or compensation of priority habitats. JNCC is the public body that advises the UK Government and devolved administrations on UK-wide and international

²⁹ [SSSI detail \(naturalengland.org.uk\)](https://naturalengland.org.uk)

		nature conservation. For the monitoring period it has not been possible to identify data sheets specific to Halton ³⁰
Change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance	No change in Mersey Estuary SPA/ Ramsar, or three SSSIs in Halton. No net loss of Local Wildlife Sites. No net loss of functionally linked supporting habitat to the SPA over the plan period 2014-2037	There are no recorded changes in the areas of Mersey Estuary SPA/ Ramsar of the three SSSIs in Halton. No additional permissions have been approved on a local wildlife site. See Figure 24.

FIGURE 23 MERSEY ESTUARY SSSI CONDITION SUMMARY (2024)**FIGURE 24 PLANNING PERMISSIONS LOCATED IN SSSI, SPA/RAMSAR AND LOCAL WILDLIFE SITES**

Planning Reference	Location	Site Designation	Proposal	Measures
23/00193/FUL	Clifton Lagoon	Wildlife	Installation of a 135KV substation	Conditions were added to follow CS(R)20 and HEI conditions, with special mentions for small mammals,

³⁰ [Our role | JNCC - Adviser to Government on Nature Conservation](#)

				lizards and breeding birds. Wildlife protection after construction and during the development's lifetime and usage has also been considered. A wildlife protection plan also became an enforceable part of the conditions.
23/00036/HBCFUL	Haystack Lodge	Wildlife	Proposed 150mm foul water connection	Conditions were added to the approval of this scheme to follow CS(R)20 and HEI conditions

Strategic Objectives SO10

Nature Related DALP Policies: HEI Natural Environment and Nature Conservation

Policy HEI sets out how development proposals affecting the natural environment and/or nature will be considered.

Since April 1st, 2023, Natural England produce a single condition for each feature of interest within a SSSI, using data gathered from across the feature's extent. As such if the site consists of more than one unit or feature there is not a direct comparison between 2012 base line data and that provided in this year's DALP AMR. Therefore 2023 condition data will be used for comparison purposes in future monitoring reports.

Indicators	Targets	Explanation
Condition of SSSIs over the plan period 2014-2037	No decline in the condition of SSSIs: Mersey Estuary - 99.18% 'favourable' or 'unfavourable but recovering' May 2012, Red Brow Cutting - 100% favourable' (May 2012),	% area meeting 'favourable or unfavourable recovering': 54.03% The SSSI covers an area of 0.17ha, has one unit and remains 100% favourable. ¹

	Flood Brook Clough - 100% favourable' at (May 2012)	The SSSI covers an area of 5.25ha, has one unit and remains 100% favourable. ²
Proportion of land allocations on best and most versatile agricultural land (grades 1 and 2)	No loss of best and most versatile agricultural land (grades 1 and 2)	During the monitoring period there has been 53.9ha loss of grades 2 agricultural land resulting from planning permission.
Change in priority habitats and change in species (by type)	No decline	Table 9 of the Appendix provides details of planning permissions approved in habitat priority areas and the mitigation measures conditioned to the applications for the avoidance, minimisation, mitigation or compensation of priority habitats.

Strategic Objectives SO3, SO4, SO6, SO10

Nature Related DALP Policies: HE3 Waterways and Waterfronts

Policy HE3 sets out the matters that should be considered for development proposals affecting the Boroughs waterways and/or waterfronts.

Indicators	Targets	Explanation
Proposals within Coastal Change Management Area	100% require Coastal location or necessary for public safety, nature conservation or human health over the plan period 2014-2037	Table 10 of the Appendix details 4 planning approvals (01/04/2024 - 31/03/2025) located within coastal change management areas.

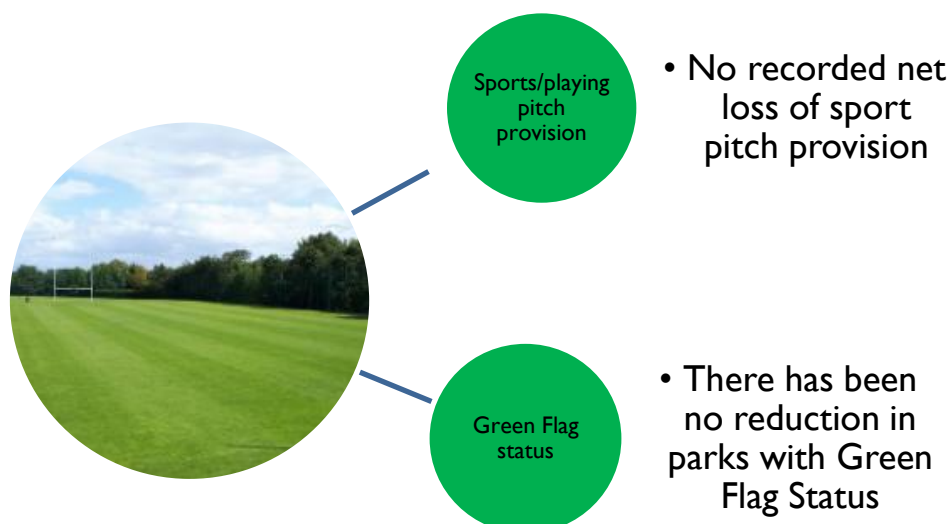
Strategic Objectives SO8, SO10

Nature Related DALP Policies: HE5 Trees and Landscaping

Policy HE5 sets out the matters that should be considered for development proposals affecting the Boroughs trees, woodlands and landscaping.

Indicators	Targets	Explanation
Protected trees (TPO)	No loss of protected trees (TPO)	During the monitoring period planning permission was approved for the removal of 8 trees protected by a TPO. Table 11 of the Appendix provides the reasoning for approval of the felling.
Ancient woodlands (Ha.)	No loss of ancient woodland	0 applications have been approved that would result in the loss of ancient woodland.
Trees within Conservation Areas / Nature Conservation assets	No loss of trees within Conservation Areas / Nature Conservation assets	During the monitoring period no additional trees were lost due to planning permissions in conservation areas. See Table 12 of the Appendix.

3.12 Open Space



Strategic Objective: SO1, SO6, SO8, SO11

Open Space Related DALP Policies: RD4 Greenspace Provision for Residential Development

Policy RD4 requires that: *'All residential development of 10 or more dwellings that create or exacerbate a projected shortfall of greenspace or are not served by existing accessible greenspace will be expected to make appropriate provision for the needs arising from the development.'*

The Council publish a standalone S106 Infrastructure Funding Statement that provides a summary of receipt and spend of planning obligations, infrastructure delivered and links to individual S106 agreements.³¹

Indicators	Targets	Explanation
On-site open space provided as % of requirement	Provision of 100% of required open space	As on-site open space is often delivered by the developer, Halton does not have access to details of onsite open space s106 agreements. Table 13 of the Appendix provides details of previous year's funds received for provision of on-site open space from 2014 to 2024.

³¹ [s106 registers - All Documents \(halton.gov.uk\)](https://www.halton.gov.uk/s106-registers-all-documents)

Off-site open space provided as % of requirement		As off-site open space s106 agreements are delivered by Halton, there is information available on these agreements. Table 14 of the Appendix provides details of funds received for provision of off-site open space.
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Strategic Objective: SO3, SO4, SO6, SO10

Open Space Related DALP Policies: HE3 Waterways and Waterfronts

Policy HE3 sets out the matters that should be considered for development proposals affecting the Boroughs waterways and/or waterfronts.

Indicators	Targets	Explanation
Public access to waterfront	No reduction in public access to waterfronts	No recorded losses of public access to the waterfront
Protection / delivery of Runcorn Locks	No consents prejudicial to delivery of Runcorn Locks scheme	No consents have been approved that would be prejudicial to the delivery of the Runcorn Locks Scheme. ³²

Strategic Objective: SO6, SO10

Open Space Related DALP Policies: HE4 Green Infrastructure and Greenspace

Policy HE4 sets out the requirements for the incorporation of high-quality green infrastructure on new development.

Indicators	Targets	Explanation
Extent of Green Infrastructure network	Delivery of: <ul style="list-style-type: none"> Additions to the extent and quality of the green infrastructure network against 2014 	Since 2014 there has been a reduction in the extent of green infrastructure largely due to the building of the new bridge at Mersey Gateway. Tables 13 and 14 of the Appendix provide details of relevant onsite and off-site Section 106 planning obligations.
Extent of Green Infrastructure network	<ul style="list-style-type: none"> Reduction of the loss of Green Infrastructure 	While there have been no additions to the green infrastructure network this monitoring year (985ha recorded),

³² [Runcorn Locks Restoration Society \(haltonheritage.co.uk\)](http://RuncornLocksRestorationSociety(haltonheritage.co.uk))

	assets over the plan period 2014-2037.	there have been several improvements to existing green infrastructure in: Birchfield Gardens, Big Halton Forest, Victoria Park Playground and Spike Island
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Strategic Objective: SO11

Open Space Related DALP Policies: HE6 Outdoor and Indoor Sport Provision

Policy HE6 sets out the requirements for the provision of outdoor and indoor sport provision.

Indicators	Targets	Explanation
Sports / playing pitch provision	No net loss of sports / playing pitch provision	Table 15 of the Appendix provides details of planning permissions approved between 01/04/2014 and 31/03/2025 for sports provision. None of this led to a net loss of provision.
Provision against assessed demand (x sport)	No deficits in provision against assessed demand (x sport)	Two permissions, 20/00206/HBCFUL at Moor Lane ³³ and 24/00175/COND were completed this year, which improved upon and extended playing pitch provision. No permissions which would lead to a loss of pitch provision have been granted this monitoring year.

³³ [Designs revealed for Halton's new leisure hub | HBC newsroom](#)

Strategic Objective: SO11

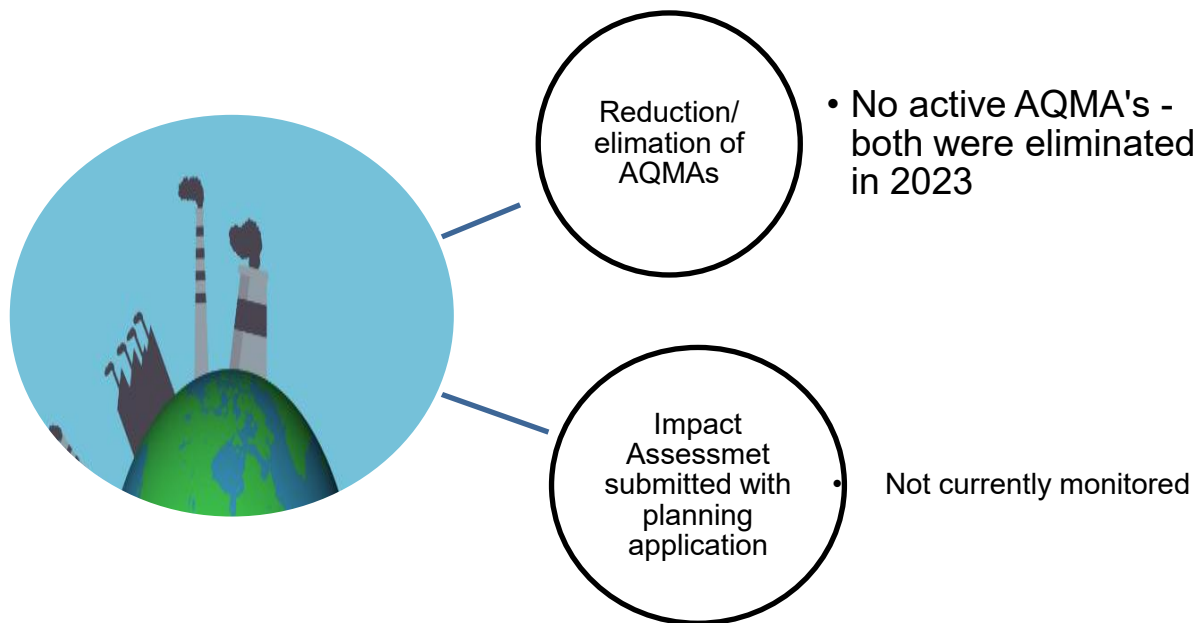
Open Space Related DALP Policies: CS (R) 21 Outdoor and Indoor Sport Provision

Policy CS(R)21 sets out the requirements for the provision of outdoor and indoor sport provision.

Indicators	Targets	Explanation
Extent of Green Infrastructure network	Additions to the extent and quality of the Green Infrastructure network (2009 baseline of 1,484.064 ha) Avoidance of the loss of Green Infrastructure over the plan period 2014-2037.	In 2014 the total area of green infrastructure network across Halton was 1010.86 ha. This has reduced to 985ha in 2025. The bulk of this loss was due to the Mersey Gateway new bridge build. Other reasons for losses include land mapped in error, land developed for alternative use, land disposal, and land under lease.
CS(R)21 - Developments meeting open space requirements on site.	100% of required open space provided on site or full contribution made for off-site provision for the plan period	See Tables 13 and 14 of the Appendix
Number of green infrastructure assets awarded the Green Flag standard	Maintain and increase the number of assets meeting Green Flag award standards (Baseline of 12 Green Flag awards in 2010)	At 31/03/25 there were 3 parks with Green Flag Status: Victoria Park, Hale Park and Runcorn Hill. To provide more up to date data the total of 3 will be used as the baseline moving forwards. ³⁴

³⁴ [Award Winners - Green Flag Award](#)

3.13 Pollution and Noise



Strategic Objective: SO12

Pollution and Noise Related DALP Policies: HE7: Pollution and Noise

HE7 - Pollution and Nuisance

The Policy looks to ensure that development considers the potential environmental impacts on people, buildings, land, air and water arising from the development itself and any former use of the site, including adverse effects arising from pollution and nuisance.

Reduction / Elimination of AQMA's

On 01/03/2011 Halton Council declared two air quality management areas in Widnes Town Centre. These included parts of Milton Road and Simms Cross and the bottom of Peel House Lane and Albert Road.

The Air Quality Management Areas were declared because routine monitoring had detected levels of nitrogen dioxide (NO₂) in excess of the legal limit of 40µg/m³

The excessive levels of nitrogen dioxide were considered to be due to vehicle emissions caused by congestion in parts of Widnes Town Centre.

Short-term exposure to concentrations of NO₂ can cause inflammation of the airways and increase susceptibility to respiratory infections and to allergens. NO₂ can exacerbate the symptoms of those already suffering from lung or heart conditions.

The Government have implemented legal limits for several pollutants that can have potential health effects. When these legal limits are exceeded, there is a duty on the council to declare an Air Quality Management Area and implement an action plan to reduce emissions to within

legal limits. Progress on the action plan must be reported to the Government in an annual report.

Therefore in 2011 Halton declared two air quality management areas and implemented an action plan. Both AQMA's were revoked in 2023, due to the areas becoming under legal limits when monitored.

Action taken to reduce emissions.

The actions taken at the time and in subsequent years included highway alterations in the affected areas, reducing emissions from public transport and promotion of cycling and alternative forms of transport. Improvements in vehicle emission technology including the increase in electrical vehicle use have also contributed to the improvements in air quality. However, the most significant impact on reduced congestion in Widnes Town Centre has been the opening of The Mersey Gateway Bridge in 2017 and the reopening of the Silver Jubilee Bridge in 2021.

In recent years there have been consistent improvements in air quality within the air quality management areas. Levels are now well within legal limits.

Evidence that emissions have improved:

Figure 25 below shows the levels of nitrogen dioxide at the time the air quality management areas were declared and the latest year of monitoring data.

FIGURE 25 AIR QUALITY MANAGEMENT AREAS NO2 LEVELS AT TIME OF DECLARATION AND TIME OF RECALL

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	Site Description	Level of NO2: Declaration	NO2: 2023
Marzahn Way (Widnes No 1)	01/03/2011	NO2 Annual Mean	Roadside Residential Properties	49	27
Milton Road (Widnes No2)	01/03/2011	NO2 Annual Mean	Roadside Residential Properties	49	31

Figure 26 shows the levels of nitrogen dioxide monitored in the air quality management areas in previous years which demonstrates the sustained improvement in air quality.

FIGURE 26 AIR QUALITY MANAGEMENT AREAS MONITORING DATA 2017-2021

Diffusion Tube ID	X OS Grid Ref (Easting)	Site Type	2017	2018	2019	2020	2021
4	Milton Road	Roadside	37.0	35.0	31.3	25.1	30.1
5	Milton Road	Roadside	38.0	35.0	32.5	26.2	32.5
6	Milton Road	Roadside	32.0	32.0	26.4	23.7	29.5
9	Peel House Lane	Roadside	33.0	33.0	30.03	23.8	26.2
10	Peel House Lane	Kerbside	39.0	38.0	37.5	30.9	34.8
12	Deacon Road	Roadside	32.0	30.0	27.2	21.2	23.8
13	Deacon Road	Roadside	33.0	28.0	28.1	22.02	24.8

Limit = 40 µg/m³

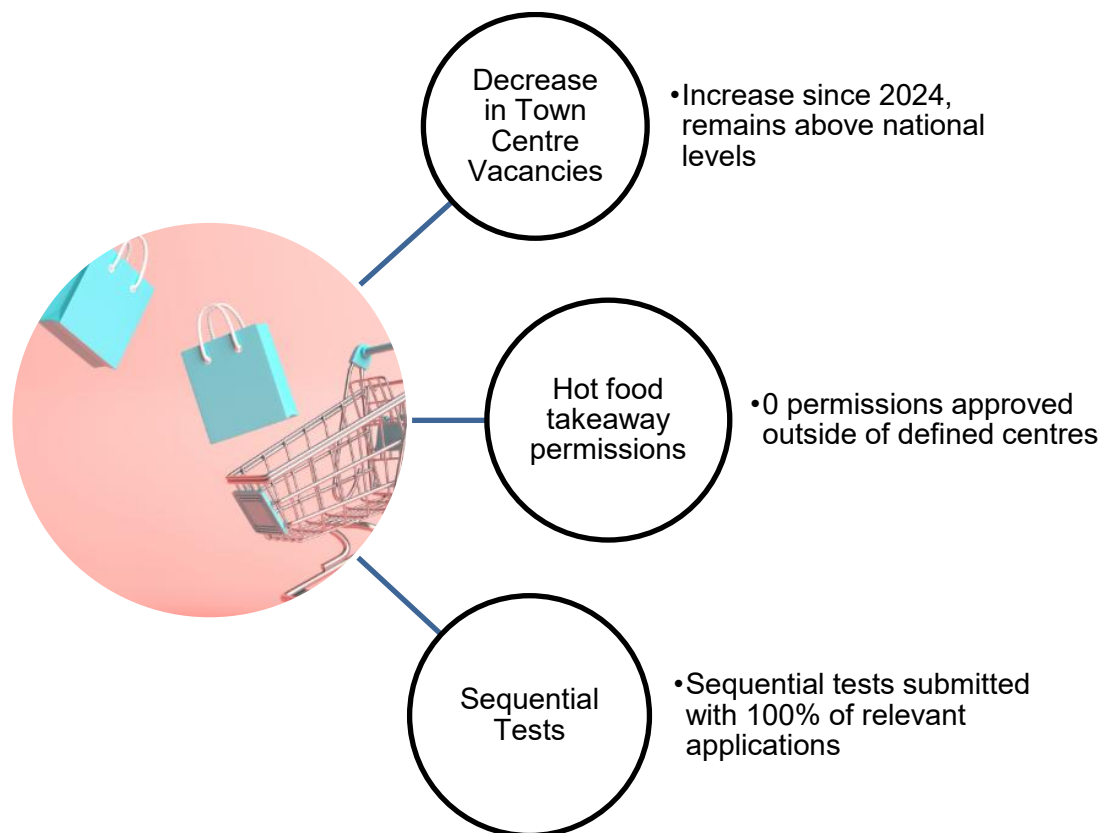
Revocation of Air Quality Monitoring Areas

Due to the sustained improvement in air quality the council has now revoked the air quality management areas. The Council will continue to monitor air quality in those areas but will no longer be required to produce a detailed action plan and report progress to the government. The final decision on revoking the air quality management areas was taken by the council's executive board in 2023.

100% proposals accompanied by an impact assessment demonstrating mitigation measures.

The Council does not monitor the number of planning applications that are accompanied by an impact assessment demonstrating mitigation measures. Mitigation measures are often conditioned as part of a planning decision notice.

3.14 Retail



Prior to adoption of the DALP in March 2022, other than defined retail area annual use class/trader surveys retail development was not closely monitored as such there will be some data gaps prior to 2022. Moving forward retail and town centre development will be monitored more closely to ensure data is collected and reported in the annual DALP Monitoring Reports.

Use Class Order

The use class order was revised on 1st September 2020. Along with other changes 'Retail Use Classes' A1, A2, A3, A4 and A5 have been replaced by a range of commercial, business and service categories that come under category 'E' see: [Use Classes - Change of use - Planning Portal](#)

Main Town Centre Uses are defined as:

'Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).' Source: [National Planning Policy Framework \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

Halton Retail Hierarchy

Figure 27 demonstrates the retail hierarchy for Halton. Halton has two town centres, one in Widnes and one in Runcorn new Town. A district centre in Runcorn Old Town. Eighteen local centres in Runcorn and fifteen in Widnes, which includes Ivy Farm Court at Hale. There are also two allocations for new local centres, one at Daresbury and one a west Bank. Further information including the role and function of the designations is located at: [DALP Adopted.pdf \(halton.gov.uk\)](#) (pages 53 -55)

FIGURE 27 HALTON BOROUGH RETAIL HIERARCHY

Location	Designation
Runcorn Halton Lea	Town Centre
Widnes	Town Centre
Runcorn Old Town	District Centre
·Ascot Avenue ·Beechwood ·Brookvale ·Castlefields ·Grangeway ·Greenway Road ·Halton Brook ·Halton Road ·Halton Village ·Langdale Road ·Murdishaw ·Palacefields ·Picton Avenue ·Preston Brook ·Russell Road · Sandymoor ·Sutton Park ·Windmill Hill	Local Centres (Runcorn)
·Alexander Drive ·Bechers ·Cronton Lane ·Farnworth ·Halebank ·Hale Road ·Halton View Road ·Hough Green ·Liverpool Road ·Moorfield Road ·Queens Avenue ·Upton Rocks · Warrington Road ·West Bank ·Ivy Farm Court (Hale)	Local Centres (Widnes)
·Daresbury (Keckwick Hill) ·South Widnes (West Bank)	Allocations for Local Centres

Strategic Objective: All

Retail Related Policies: CS (R) I Halton's Spatial Strategy

Policy CS(R)I sets out the Spatial Strategy for Halton for the plan period up to 2037.

Indicators	Targets	Explanation
Retail Floorspace delivered	Up to 9293 sqm town centre Convenience (2014-37) / Up to 5,112 sqm Retail Warehousing (2014-37)	There are 0 recorded gains of convenience use within the town centres. This indicator has not been monitored prior to adoption of the DALP in March 2022. It is assumed that as of 01/04/2025 the targets for delivery of 9293sqm of convenience/ comparison uses and up to 5112sqm of retail warehousing remain unchanged.

Strategic Objective: SO5

Retail Related Policies: CS (R) 5 A Network of Centres

Policy CS(R)5 sets out the retail hierarchy for the Borough, reflecting the role and relationship of centres in the Borough's retail network.

Indicators	Targets	Explanation
Amount of completed retail development in town centres	Up to 9293 sqm town centre Convenience (2014-37)	There are no recorded gains of convenience use within the town centres. This indicator has not been monitored prior to adoption of the DALP in March 2022. It is assumed that as of 01/04/20245 the targets for delivery of 9293sqm of convenience/ comparison uses and up to 5112sqm of retail warehousing remains unchanged.
Completions of main town centre uses within designated centres, by type	100% of Use Class completions for shops, Financial / Professional Services, Restaurants, Cafes, Drinking Establishments, Hot Food Takeaways and Assembly and Leisure within the Borough's	See Tables 16 to 19 of the Appendix for loss and gain of main town centre uses inside and outside of defined centres. The tables detail planning permissions dating back to the start of the plan period in 2014, when different national policy applied to defined

	Town Centres, the District Centre and Local Centres	retail centres. Permissions for main town centre uses outside of designated areas are largely because of change of use to existing buildings.
Percentage of retail development in edge-of-centre or out-of-centre locations	Minimise development outside of designated Town Centres (2014-37)	Two applications have been approved for retail development convenience use outside of the defined centres. See Table 18 of the Appendix.
Number of vacant units within Town Centre locations	Decrease vacancy levels within Town Centre locations (2014-2037)	<p>Town centre surveys are carried out during April on an annual basis. There are gaps in data for 2021-2022 due to the COVID lockdown. The latest GB vacancy rates for the third quarter of 2021 demonstrated that the overall GB vacancy was 14.5%.³⁵</p> <p>As per tables 20 to 22 of the Appendix, vacancy rates are above the national average, with peaks during and immediately post covid lock down.</p>
Percentage long-term vacant units	Decrease in percentage of long-term vacant units	As Per Figure 28, long-term vacancies remain the same (105 long-term vacancies). However, Figures 29 to 31 show Widnes and Runcorn Vacancy rates have decreased, while Halton Lea's have increased.

³⁵ [Vacancy rate plateaus \(brc.org.uk\)](https://www.brc.org.uk/vacancy-rate-plateaus)

FIGURE 28 LONG TERM VACANT UNITS

Designation	Total Units	Vacant Rate in April 2025 (vacant for a minimum of 2 consecutive years)	Percentage of Long-Term Vacant units
Runcorn Old Town	136	25	18%
Halton Lea Runcorn	139	43	30%
Widnes Town Centre	260	37	14%
Total	535	105	Average: 20%

FIGURE 29 RUNCORN OLD TOWN CENTRE VACANT UNITS COMPARISON DATA

Year of Survey (April)	Total units within defined centre	Vacant units at time of survey	Percentage of vacant units at time of survey	Difference between Previous Year
2022	136	36	26%	0
2023	136	34	25%	-2
2024	136	41	30%	+7
2025	136	27	20%	-14

*No information has been provided for 2014 – 2021 due to the town centre boundaries changing as part of the Delivery and Allocations Local Plan therefore the data would not be comparable to include those years.

FIGURE 30 HALTON LEA RUNCORN TOWN CENTRE VACANT UNITS COMPARISON DATA

Year of Survey (April)	Total units within defined centre	Vacant units at time of survey	Percentage of vacant units at time of survey	Difference between Previous Year
2022	139	49	35%	
2023	139	46	33%	-3
2024	139	44	32%	-2
2025	139	47	33%	+3

*No information has been provided for 2014 – 2021 due to the town centre boundaries changing as part of the Delivery and Allocations Local Plan therefore the data would not be comparable to include those years.

FIGURE 3 I WIDNES TOWN CENTRE VACANT UNITS COMPARISON DATA

Year of Survey (April)	Total units within defined centre	Vacant units at time of survey	Percentage of Vacant units at time of survey	Difference between Previous Year
2022	259	58	22%	
2023	260	49	19%	-9
2024	260	52	20%	-3
2025	260	43	16%	-9

*No information has been provided for 2014 – 2021 due to the town centre boundaries changing as part of the Delivery and Allocations Local Plan therefore the data would not be comparable to include those years.

Strategic Objective: SO11

Retail Related Policies: CS (R) 22 Health and Well-Being

Policy CS(R)22 sets out how healthy environments will be supported, and healthy lifestyles encouraged in the Borough.

Indicators	Targets	Explanation
Percentage / number of (Hot-Food Take-away) units within town, district and local centres	100% designated frontages/centres complying with SPD policy	The Hot Food Takeaway SPD (2012) can be viewed at: Microsoft Word - Hot Food SPD final v4 (halton.gov.uk) No planning applications have been approved for hot food takeaways this monitoring year. See the Appendix Table 27.

Strategic Objective: SO5

Retail Related Policies: HCI Vital and Viable Centres

Policy HCI sets out how it seeks to support the vitality and viability of the Boroughs centres and their role at the heart of communities.

Indicators	Targets	Explanation
Proportion of retail development within defined centres	100% of retail development within defined centers	11 applications for retail convenience use have been approved, some of which are out-of-centre. See Table 17 of the appendix.
Proposals for out / edge-of centre supported by a sequential test	100% of completions for out / edge-of centre supported by a sequential test	One planning application has been completed for retail convenience use. See table 18 of the appendix
Change of use of upper floors		There are 0 recorded changes of use of upper floors from retail/town center uses. See Table 23 of the Appendix.
Change of use to residential (non-primary frontage)		9 residential units have been created across 3 sites as a result of change of use from a former retail/ town centre use. See Table 24 of the Appendix.
Development for main town centre uses (excluding offices)		Table 17 of the Appendix details the 5 planning permissions for main town center uses located within and outside defined centres.
Amount of completed retail and office development		There are two completions of loss/gain of retail E(a) and office use E (g) (i) recorded. The most significant is the loss of hotel use in Widnes Town Centre and gain in office use of 929sq.m. See Table 19 of the Appendix.
Vacancy rates within the Town Centres	Decrease	Town centre surveys are carried out during the month of April on an annual basis. The latest GB vacancy rates were collected by the British Retail Consortium for the third quarter of 2021, demonstrated that

		<p>the overall GB vacancy was 14.5%. ³⁶</p> <p>See figures 28 to 31 for vacancy rates since the start of the plan period in 2014.</p>
Footfall within the Town Centres	Increase	<p>The method of footfall data collection has changed since the previous study conducted in 2017. Sensor and mobile phone data has assisted in the collection of this year's records. The 24/25 average has been calculated to provide a monthly result.</p> <p>Runcorn Town Old Town 152,971</p> <p>Runcorn Shopping City 239,730</p> <p>Widnes Town Centre 213,195</p>

Strategic Objective: SO5

Retail Related Policies: HC2 Retail and Town Centre Allocations

Policy HC2 sets out the sites allocated in the DALP for appropriate town centre uses.

Indicators	Targets	Explanation
Development of allocated sites	100% of development for allocated use	See Table 25 of the Appendix for progress of allocated sites

Strategic Objective: SO5

Retail Related Policies: HC3 Primary Shopping Areas

Policy HC3 sets out how the Primary Shopping Areas of each centre will help to maintain a focused and concentrated shopping core at the heart of each centre.

Indicators	Targets	Explanation
Use of ground floor units	60% + of ground floor units in E(a), E(b), E(c) use	Figure 32 demonstrates that both Runcorn Old Town and Widnes Town Centre exceeded the 60% target, whilst Halton Lea (ground

³⁶ [Vacancy rate plateaus \(brc.org.uk\)](https://www.brc.org.uk/vacancy-rate-plateaus)

		floor) falls slightly below the target at 52%. This could be due to high vacancies.
Maintenance of continuous active frontages	No increase in breaks (2+ non-E(a), E(b), E(c) uses) in active frontages	Figure 33 demonstrates the number of breaks in active fronts of 2 or more in the Primary Shopping Areas of the 3 centers. Halton Lea does not fare well, with a total of 6 breaks. Runcorn Old Town fares much better with only 2 active breaks, whilst Widnes Town Centre has 3 breaks.

FIGURE 32 PERCENTAGE OF GROUND FLOOR UNITS IN TON CENTERS IN USE CLASSES E (APRIL 2024)

Town Centre	Total Units in Primary Shopping Area	Total Units within Use Classes E(a) to E(c) (iii)	Percentage of Units within Use Classes E(a) to E(c) (iii)
Halton Lea (Ground Floor)	125	64	52%
Runcorn Old Town	57	38	66%
Widnes	139	103	74%

FIGURE 33 MAINTENANCE OF CONTINUOUS ACTIVE FRONTS IN PRIMARY SHOPPING AREAS (APRIL 2024)

Town Centre	Total Units in Primary Shopping Area	Number of Breaks in Active Fronts 2 units in non-E(a) to E(c) use	Number of Breaks in Active Fronts 3 units in non-E(a) to E(c) use	Number of Breaks in Active Fronts 4+ units in non-E(a) to E(c) use
Halton Lea (Ground Floor)	127	3	1	2
Runcorn Old Town	57	0	0	0
Widnes	139	2	1	0

Strategic Objective: SO5, SO8

Retail Related Policies: HC4 Shop Fronts, Signage and Advertising

Policy HC4 sets out the requirements in ensuring that shop fronts, signage and advertising make a positive contribution to the buildings on which they are located and to the surrounding area.

Indicators	Targets	Explanation
No. times HC4 cited in decisions		Table 26 of the Appendix details applications for advertisement consent, between 01/04/2024 and 31/03/2025. 10 applications were approved and 0 refused, all cited Policy HC4 in the decision notice.
% upheld at appeal	100% of appeals upheld	There are no relevant appeals during the monitoring period.

Strategic Objective: SO5, SO12

Retail Related Policies: HC8 Food and Drink

Policy HC8 sets out the requirements for the development of hot food and drink uses in the Borough.

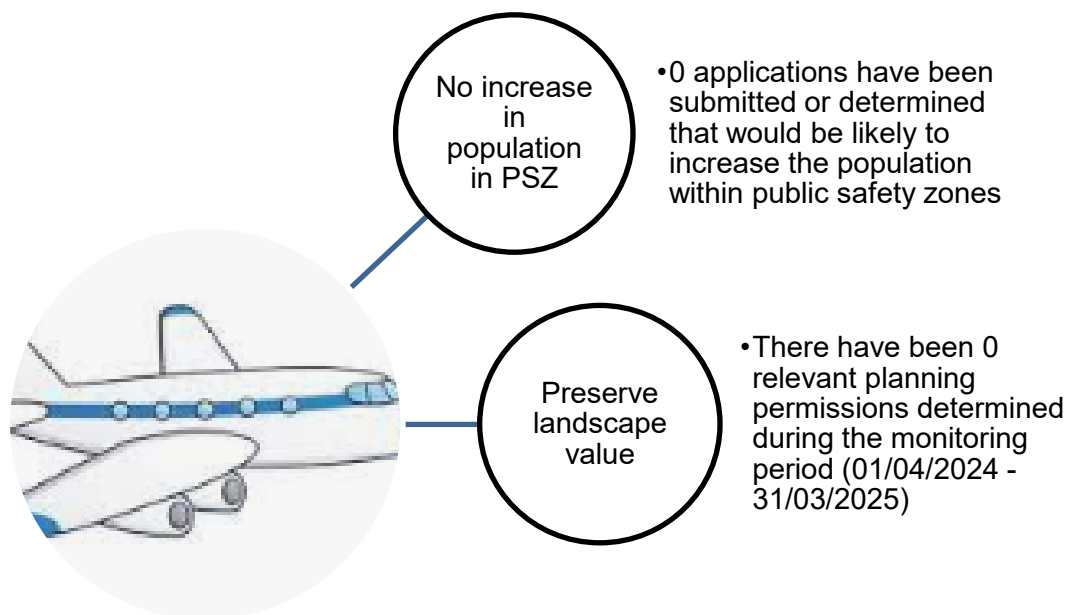
Indicators	Targets	Explanation
Proportion of consented HFTAs in Primary Shopping Area	0% granted above primary shopping area threshold (5%)	There are 139 units in Widnes Town Centre, Primary Shopping Area. On 31/03/2025 there are 5 hot food takeaways in Widnes Town Centre, which equates to 3.5% of all units in the Primary Shopping Area, below the 5% threshold. There is no other recorded change of use in Primary Shopping Areas. This indicator will be closely monitored. (See Figure 34)
Proportion of consented HFTAs in non-primary TC areas	0% granted above non-primary TC threshold (10%)	No relevant permissions have been approved this monitoring year. See Table 27 of the Appendix.
Proportion of consented HFTAs in Local Centre	0% granted above centre thresholds (dominant use or	Halton has a total of 33 local centres. Planning permission has

	greater of 2 units or more than 10%)	been approved for no hot food takeaways this year.
Proportion of permissions granted outside existing centre located within 400m of defined education or open space	0% granted outside existing centre within 400m of defined education or open space	There are no recorded planning approvals outside of existing centres for hot food takeaways.

FIGURE 34 HOT FOOD TAKEAWAYS OUTSIDE OF THE PRIMARY SHOPPING AREAS (APRIL 2024)

Town Centre	Number of Units Outside of the Primary Shopping Area	Number of Hot Food Takeaways	Percentage of Hot Food Takeaways
Widnes	134	6	4.4%
Halton Lea Runcorn	20	1	1%
Runcorn Old Town	92	8	8.69%
Totals	246	15	

3.15 Transport-Airport



Strategic Objective: SO4, SO7

Transport - Airport Related Policy: CS (R) 17 Liverpool John Lennon Airport Operational Land and Airport Expansion.

Policy CS(R)17 sets out the criteria and considerations, associated with the development of operational and/or expansion of the airport.

Indicators	Targets	Explanation
Manage negative environmental and social impacts in Halton associated with the operation and expansion of Liverpool John Lennon Airport.	No permissions granted that are likely to increase in the population within the Public Safety Zone (PSZ)	No applications have been submitted or determined that would be likely to increase the population within public safety zones (01/04/2014 -31/03/2025)
	Preserve landscape value, including through delivery of extension to Coastal Reserve	There have not been any relevant planning permissions determined during the monitoring period (01/04/2024 - 31/03/2025)

	No change in area of Mersey Estuary SPA/Ramsar over the plan period 2014-2037	The Mersey Estuary covers an area of 5023.35ha ³⁷ which is the same area as recorded in 2015 ³⁸ . The figure of 5023.35ha will be used as the baseline figure for monitoring this particular target for future years monitoring.
Air quality impacts	No adverse effects from atmospheric pollution on the integrity of European sites	The Council does not receive data specific to this target. Any adverse effects from atmospheric pollution created by the airport on the integrity of European sites would be dealt with on a reactive basis when made aware of concerns.

Strategic Objective: SO3, SO4, SO12

Transport- Airport Related Policies: C4 Operation of Liverpool John Lennon Airport

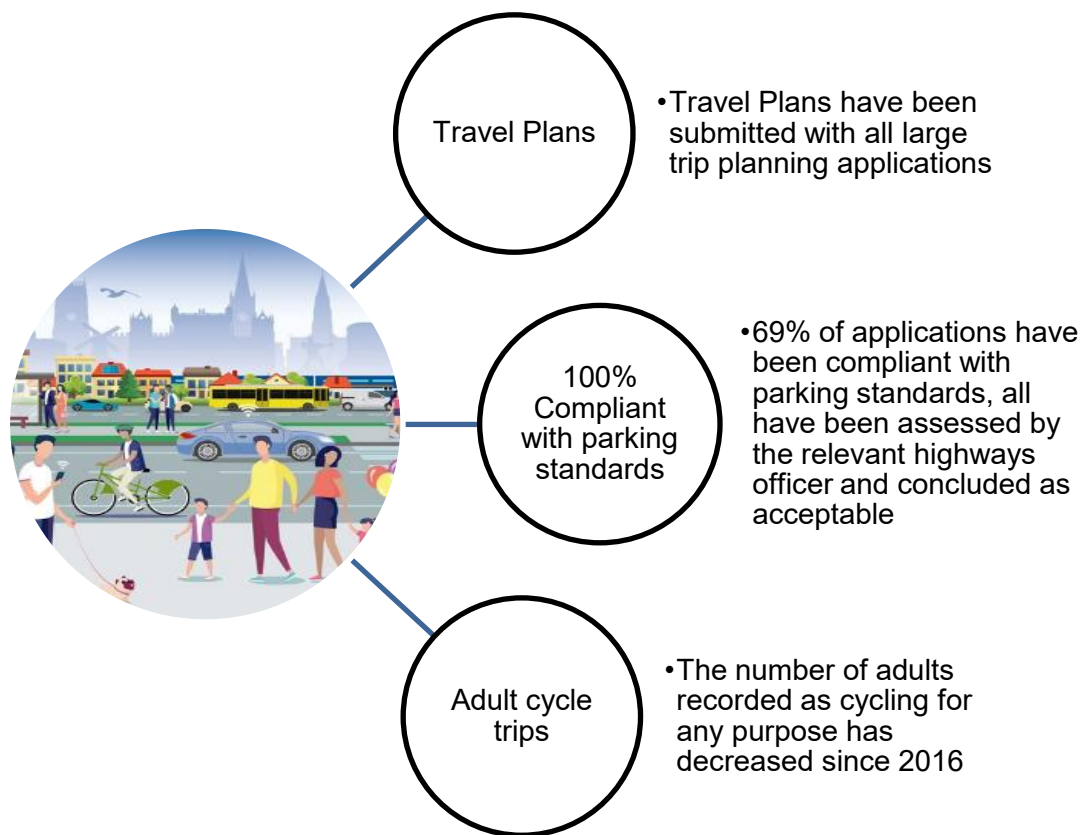
Policy C4 seeks to avoid poorly considered development associated with Liverpool John Lennon Airport that has the potential to adversely impact the safe operation of traffic in the locality.

Indicators	Targets	Explanation
Development likely to increase population within Public Safety Zones (PSZ)	No development likely to increase population within PSZ	No applications have been submitted or determined that would be likely to increase the population within PSZ (01/04/2014 -31/03/2025)
Development in excess of Height Restriction Zone	No development in excess of Height Restriction Zone	No applications have been submitted or determined for development in excess of height restriction zones in Halton (01/04/2014 -31/03/2025)
Off-site airport parking developments	No off-site airport parking developments	No applications have been submitted or determined for the development of off-site parking in Halton (01/04/2014 -31/03/2025)

³⁷ [Magic Map Application \(defra.gov.uk\)](https://defra.gov.uk/magic-map-application)

³⁸ [UK9005131.pdf \(jncc.gov.uk\)](https://jncc.gov.uk/UK9005131.pdf)

3.16 Transport



Strategic Objective: SO1, SO2

Transport Related Policies: CS (R) 3 Housing Supply and Locational Priorities

Policy CS(R)3 sets out the required housing provision and locations for development for the plan period.

Indicators	Targets	Explanation
Amount of new residential development within 30 minutes public transport time of a GP, a hospital, a primary school, a secondary school, areas of employment and a major retail centre	Increase	Table 31 from the Appendix demonstrates the residential development within 30 minutes public transport time of a GP, a hospital a primary school, a secondary school, areas of employment and a major retail center.

Strategic Objective: SO7

Transport Related Policies: CS (R) I5 Sustainable Transport

Policy CS(R)I5 sets out the transport and traffic considerations that development proposals should address. The policy seeks to ensure that new development is accessible by sustainable transport methods such as walking, cycling and public transport.

Indicators	Targets	Explanation
Provision of sustainable transport in Halton	Increase modal share of sustainable modes (bus, rail, cycling and walking)	<p>The following sustainable transport schemes have progressed In Halton during the monitoring period (01/04/2024 – 31/03/2025)</p> <ul style="list-style-type: none"> - Murdishaw Local Centre to Whitehouse industrial estate Busway (1.3km) was completed and HBC plan to further connect this scheme to Runcorn East Station. - RSQ route completion of Waterloo bridge. - Ongoing Section 38 works as part of the Sandymoor and Daresbury developments
	Increase total length of cycle ways in the Borough (2014-37)	<p>In the monitoring period (01/04/2024 – 31/03/2025):</p> <ul style="list-style-type: none"> - Completed the LCRCA LCWIP route From Warrington Rd via Manor Park to Daresbury Science Park. (5km) - Wharford Lane & Delph Lane spine (0.5km)
	Number of cycle trips (157 trips annualised index, LTP Indicators 2007/08)	As per figure 35, in all instances of cycle travel there has been a reduction in trips since 2016.
Number of Travel Plans associated with development applications for large trip generating uses	Delivery of 100% for all relevant large trips generating planning applications	100% of development applications for large trip generating uses have supplied Travel Plans. A Transport and Accessibility SPD is in progress and will outline the requirements for Travel

	over the plan period (2014-37)	Plans associated with development. Table 28 of the Appendix provides details of planning permissions approved between 01/04/2024 and 31/03/2025 that have travel plans, because of the development being associated with large trip generating uses. ³⁹
Provision of transport schemes in Halton.	Progress and delivery of transport schemes in Halton as identified in the most up to date LTP or Combined Authority program over the plan period 2014-2037	The latest Halton Borough Council LTP is the Local Transport Plan 3 (2011/12 – 2025/26) ⁴⁰ The council is currently feeding into the development of a City Region Local Transport Plan, which subsumes the Halton LTP and other neighboring authorities' documents and combines them into this single, integrated plan.

Several studies have been commissioned in this monitoring period which have led to the proposed revision to CS15. Increasing the proportion of journeys made by sustainable modes including walking, cycling and public transport is an important priority for Halton and expressed in revised policy CS(R)15.

FIGURE 35 PERCENTAGE OF HALTON'S ADULTS CYCLING FOR ANY PURPOSE AND LEISURE PURPOSES AT LEAST WEEKLY AND/OR MONTHLY (BETWEEN 2016 AND 2023)

Frequency (% of adult population) Purpose	2016	2017	2018	2019	2020	2021	2022	2023
At least once per month (Any Purpose)	14.9	12.5	14.2	12.1	9.4	11.3	11.3	10.5
At least once per week (Any Purpose)	9.9	9.1	9.9	10.3	7	7.3	9.2	7.7
At least once per month (Leisure)	12.6	11.8	12.9	10.6	8.5	8.9	9.1	9.4
At least once per week (Leisure)	8.2	8.4	8.1	8.1	N/a	N/a	N/a	N/A

Data Source: CW0302: Proportion of adults that cycle, by frequency, purpose and local authority: England [Walking and cycling statistics \(CW\) - GOV.UK](#)

³⁹ [Planning Applications \(halton.gov.uk\)](#)

⁴⁰ [Layout 1 \(halton.gov.uk\)](#)

Strategic Objective: SO11

Transport and Airport Related Policies: CS (R) 22 Health and Wellbeing

Policy CS(R)22 sets out how healthy environments will be supported, and healthy lifestyles encouraged in the Borough.

Indicators	Targets	Explanation
Amount of new residential development within 30 minutes public transport time of a GP and a hospital	Increase	See table 31 from the Appendix

Strategic Objectives: SO6, SO7

Transport Related Policies: CI Transport Network and Accessibility

Policy CI seeks to encourage and enable a shift to more sustainable modes of travel and to ensure that a successful sustainable transport network is in place.

Indicators	Targets	Explanation
ULEV Charging Points installed	ULEV Charging Points installed	There are 24 public charging points registered within Halton. (at 1/10/2025) ⁴¹ National changes to policy/funding have led to an overall decrease. The Halton Borough Council Electric Vehicle Charging Point Strategy provides in depth data for Halton including baseline data for electric vehicle ownership. ⁴²
Development within 400m of a bus stop / train station	100% of development within 400m of a bus stop / train station	Table 30 provides details of major development that is within 400m of a bus stop / train station
Canal towpath improvements	Provision of 100% of required contributions	There have not been any canal towpath contributions

⁴¹ [Kingsway House, 2 Caldwell Road Charging stations for EV in Widnes](#)

⁴² [Microsoft Word - Halton Borough Council EV Strategy - 10112023 Final Version](#)

	towards Canal towpath improvements	negotiated during the monitoring period. Where relevant contributions will continue to be negotiated in compliance with criteria set out in policy CI.
PROW Improvements	Delivery / progress of	Figure 36 provides details of the delivery and progress of public rights of way improvements across Halton
Delivery / progress of	EATC	LCRCA Scheme Long term Delivery Plans 2030+
Delivery / progress of	A558 Daresbury Expressway	Scheme promoted for CRSTS2, Identified in the IDP Long term plan
Delivery / progress of	Watkinson Way / Ashley Way Gyratory	Gyratory completed 22/23 with sustainable transport links
Delivery / progress of	A562 Speke Road	Identified in the IDP Long term plan
Delivery / progress of	A557 Access improvements; and	Improvement completed 22/23
Delivery / progress of	Reconfiguration / improvement of infrastructure to the south of the SJB	Completed 2021/22
Delivery of Transport assessments and travel plans for all qualifying development over the plan period	100% of qualifying applications supported by Transport assessments / travel plans	Table 28 provides details of planning permissions determined between 01/04/2024 and 31/03/2025 where transport assessments/travel plans were required as part of the application process.
Protection and enhancement of transport hubs	100% retention of transport hubs	There has been no loss of public transport hubs (01/04/2024 – 31/03/2025)

FIGURE 36 PROGRESS OF PUBLIC RIGHTS OF WAY (PROW) IMPROVEMENTS IN HALTON

Reference	Location	Scheme	Progress
20/00337/OUTEIA	Land at Daresbury Park, Runcorn	Public Rights of Way contribution and railway crossing in vicinity of land.	Section 106 legal agreement, to make a financial contribution towards a PROW and a railway crossing in the location of Daresbury Park.

Strategic Objective: SO7, SO8

Transport Related Policies: C2 Parking Standards⁴³

Policy C2 sets out the requirements for parking standards expected on new development.

Indicators	Targets	Explanation
Development compliant with parking standards (car spaces)	100% compliant with parking standards (car spaces)	During the monitoring period (01/04/2024 -31/03/2025) 21 decisions cited parking standards criteria set out in Policy C2. Of the 29 decisions (20) 69% were compliant and 9) 31% were not. See Table 29 of the Appendix
Development compliant with parking standards (disabled spaces)	100% compliant with parking standards (disabled spaces)	During the monitoring period (01/04/2024 -31/03/2025) 29 decisions cited parking standards and disabled spaces criteria set out in Policy C2. Of the 29 decisions (15) 52% were compliant and (14) 48% were not. See table 29 of the appendix
Development compliant with cycle parking standards	100% compliant with cycle parking standards	During the monitoring period (01/04/2024 -31/03/2025) 29 decisions cited parking standards for provision of cycle spaces criteria set out in

⁴³ [DALP Adopted.pdf \(halton.gov.uk\)](#) Appendix D

		Policy C2. Of the 29 decisions (22) 76% were compliant and (7) 24% were not. See Table 29 of the appendix
Amount of completed non-residential development complying with local car parking standards	100% compliant with parking standards	During the monitoring period 14 relevant non-residential completion was recorded that cited parking standards criteria set out in Policy C2. Of the 14 decisions, 5 (36%) were compliant, 2 (14%) were not applicable and 7 (50%) were not compliant. See Table 29 of the Appendix

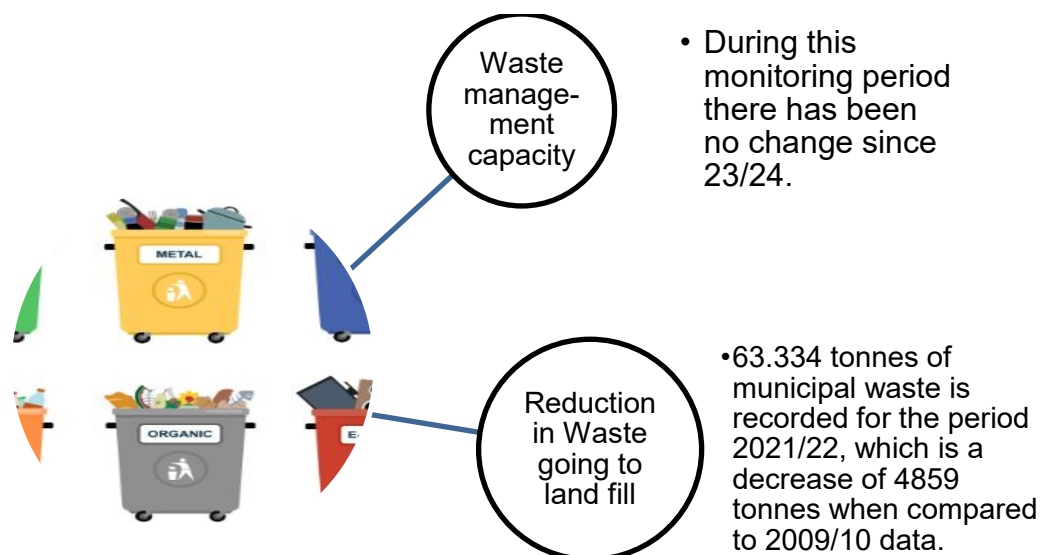
Strategic Objective: SO6

Transport Related Policies: C3 Delivery of Telecommunications Infrastructure

Policy C3 seeks to ensure that new telecommunications infrastructure development within the Borough is appropriately designed and sited in accordance with the principles of minimizing impacts.

Indicators	Targets	Explanation
No. times cited in decisions % upheld at appeal	100% of appeals upheld	There have not been any relevant planning appeals during the monitoring period. (01/04/2024 - 31/03/2025)

3.17 Waste Management



The Joint Merseyside and Halton Waste Local Plan (WLP)

The Joint Merseyside and Halton Waste Local Plan (WLP) was formally adopted by the six Merseyside (Liverpool City Council, Knowsley MBC, Sefton MBC, St Helens MBC and Wirral MBC) and Halton Councils, with effect from 18th July 2013. A separate high-level 5- year review of the WLP is currently underway. The review will identify any areas of the WLP which are sufficiently ineffective or out of date. 7. The WLP forms the waste planning element of the adopted Local Plans of the six Councils.

Monitoring of the WLP

Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012 requires Local Authorities to publish a Monitoring Report on an annual basis that shows progress with Local Plan implementation. The WLP, Waste Monitoring Reports and other related documents can be viewed on the Merseyside Environmental Advisory Service (MEAS) at: [Home \(meas.org.uk\)](https://meas.org.uk)

Definition of Waste

Waste is any material or object that is no longer wanted, and which requires management. If a material or object is reusable, it is still classed as waste if it has first been discarded.

Waste Management

Veolia manage waste for six authorities of the Joint Merseyside and Halton Waste Local Plan area. Further information relating to performance can be found at: [Performance | Veolia Merseyside and Halton](#)

The explanation data has been extracted from the 2018 Waste Monitoring Report published by MEAS and data provided to Halton Borough by MEAS in January 2024.

The following indicators and targets are included in the DALP (Adopted March 2022)

Strategic Objective SO13

Waste Related DALP Policy: CS24 Waste

Policy CS24 seeks to promote sustainable waste management in accordance with the waste hierarchy.

Indicators	Targets	Explanation
Safeguarding of sites for the purpose of waste management	Provision of sites for waste management purposes through DPD	Sites safeguarded through allocations H1. Allocation H2 no longer available. Policy WM7 safeguards existing waste management capacity and is used if there is a change of use from waste management to another use.
Capacity of new waste management facilities by waste planning authority	Increasing recovery capacity of waste facilities in the Borough	<p>Figure 37 shows new consented waste capacity for the six authorities between 2016 and 2019. During this period Halton had the highest increase of capacity with an addition of 250,000 tonnes. There has been no new capacity in Halton since adoption of DALP.</p> <p>Since adoption of the Waste Local Plan in 2013, Halton has contributed a large percentage of new waste capacity across the LCR.</p> <p>Table 30 of the Appendix details the provision of sites for waste management purposes.</p>

Total municipal waste	Decrease waste going to landfill each year (45,006 tonnes, 2009/10) and decrease in total municipal waste (68,203 tonnes, 2009/10)	<ul style="list-style-type: none"> 0 tonnes of Halton waste is recorded as going to land fill during the period 2014/15 to 2021/22 63,344 tonnes of municipal waste is recorded for the period 2021/22, which is a decrease of 4859 tonnes when compared to 2009/10 data. <p>ENVI8 - Local authority collected waste: annual results tables 2021/22 - GOV.UK (www.gov.uk)</p>
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FIGURE 37 CONSENTED CAPACITY OF NEW WASTE MANAGEMENT FACILITIES BY WASTE PLANNING AUTHORITY

	Apr 2016 – Mar 2017		Apr 2017 – Mar 2018		Apr 2018 – Mar 2019		Trend
District	Consented capacity (tonnes per annum)	No. of sites	Consented capacity (tonnes per annum)	No. of sites	Consented capacity (tonnes per annum)	No. of sites	
Halton	250000	2	0	0	250000	2	↑
Knowsley	0	0	Unspecified	1	0	1	-
Liverpool	0	0	0	0	unknown	1	-
Sefton	186000	2	60000	2	0	1	↓
St.Helens	270000	2	20000	1	150000 ¹⁰	2	↑
Wirral	0	0	0	0	0	1	↑
Total:	706000	6	80000	4	400000	8	↑

Source: Development Management planning application lists and Waste Local Plan sites database

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3.18 Appendix

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Table 28: PLANNING PERMISSIONS WITH TRAVEL PLANS (01/04/2024 to 31/03/2025)	Error! Bookmark not defined.
Table 29: COMPLETIONS OF NON-RESIDENTIAL DEVELOPMENT COMPLYING WITH PARKING STANDARDS (01/04/2024 to 31/03/2025)	Error! Bookmark not defined.
Table 30: PLANNING PERMISSIONS WITHIN THE MONITORING PERIOD 01/04/2024 to 31/03/2025 WITH 30 MINS OF BUS STOP OR TRAIN STATION.....	Error! Bookmark not defined.
Table 31: NEW RESIDENTIAL DEVELOPMENT WITHIN 30 MINUTES PUBLIC TRANSPORT (31/04/2023 -31/03/2025).....	Error! Bookmark not defined.
Table 32: PROVISION OF SITES FOR WASTE MANAGEMENT PURPOSES (2014 TO 2024).....	Error! Bookmark not defined.

Climate Change

TABLE I: RENEWABLE ENERGY PLANNING - PLANNING PERMISSIONS

Planning Reference	Development stage	Location	Description	Capacity
18/00087/FUL	Completed	St Michaels Jubilee Golf Course, Widnes	Solar photovoltaic array	Up to 1MW
21/00475/FUL	Completed	Daresbury Science Park, Keckwick Lane, Daresbury	Proposed installation of a ground-mounted solar array	561.6KW
22/00019/PLD	Not Started, Refused, Appeal Granted 14/09/2023	Land at Liverpool John Lennon Airport	Proposed installation of a ground-mounted solar array	3MW
24/00234/HBCFUL	Completed	Remainder of St Michaels Golf Course, Dundalk Road	Proposed Solar Microgrid with associated works including vehicular access and cable route at Land North of Ditton Road Widnes WA8 0PG	4MW
Total additional capacity potential:				8MW

Economy

TABLE 2: COMPLETIONS OF EMPLOYMENT LAND AND ANCILLARY USES

Ref	Location	Town	Plan Status	KURA	Site type	Application No.	Description	Use Class	Floorspace (sq.m)	Gain Employment Area (ha)
5375_0	HBC Fields, Halebank Road	Widnes	EMP – Site Completed	Halebank and Ditton Corridor	B	22/00152/FULEIA	Proposed storage and distribution unit (B8 use) with ancillary offices (E(g)(i) use), electricity substation, two security gatehouses, vehicle wash, highways infrastructure including accesses, car parking, service and delivery areas and associated other works including ground works, drainage and landscaping at Land Off Lovels Way Halebank	B8	50,632	22.12 (12.11ha is allocation)
5393_1	Teva Pharmaceuticals, Aston Lane North	Runcorn	EMP – Site Completed	N/A	B	20/00579/FUL	Proposed creation of new covered storage space using a prefabricated storage unit placed on an area of macadam surface which was previously occupied by a contractor's compound at the northwest of the site at	B8	300	1.55
5607_0	180 Albert Road	Widnes	EMP – Site Completed	N/A	E	17/00040/FUL	Proposed change of use and conversion of building to create 3 no. bungalows and 2 no. flats, demolition of existing garages, internal and external alterations, and landscaping at 180 Albert Road	E(g)(i)	0	0
5747_1	The Storage Team Ltd, Tanhouse Lane	Widnes	EMP - Completed	N/A	B	24/00047/FUL	Proposed siting of 13no. steel-coloured containers for storage purposes (Use Class B8) at The Storage Team Ltd Tanhouse Lane Widnes Cheshire WA8 0RR	B8	187	0
5802_0	Devenish Nutrition, Earle Road	Widnes	EMP – Site Completed	South Widnes	B	21/00038/FUL	Retrospective application for the erection of industrial building, lean-to canopy and silo, ancillary to existing operations at Devenish Nutrition Earle Road Widnes Cheshire WA8 0GY	B2	1222	0
5806_0	MCUK Ltd., Waterloo Road	Widnes	EMP – Site Completed	South Widnes	B	23/00118/FUL	Proposed industrial units and associated car parking at MCUK Ltd Waterloo Road Widnes WA8 0QR	B2	0	0

Ref	Location	Town	Plan Status	KURA	Site type	Application No.	Description	Use Class	Floorspace (sq.m)	Gain Employment Area (ha)
5807_0	Diageo Packaging Whitehouse Industrial Estate, Murdishaw	Runcorn	EMP – Site Completed	N/A	B	23/00134/FUL	Proposed extension to current storage facility at Diageo Packaging Whitehouse Industrial Estate Murdishaw Runcorn WA7 3BE	B8	1420	0
5809_0	Site at Ineos Inovyn Ltd., Bankes Lane Office, Bankes Lane	Runcorn	EMP – Site Completed	West Runcorn	E	23/00169/FUL	Proposed construction of a two-storey building on an existing disused concrete hardstanding. Building to house relocated engineering contracting staff currently housed in various building on adjacent site at Ineos Inovyn Ltd Bankes Lane Office Bankes Lane Runcorn WA7 4JE	E(g)(i)	0	0
5816_1	Contact House, Ditton Road	Widnes	EMP – Site Completed	Halebank and Ditton Corridor	B	23/00474/FUL	Proposed construction of a storage unit in an existing builder's yard at Contact House Ditton Road (west) Widnes Cheshire WA8 0TH	B8	233	0
5826_0	St Michaels Industrial Estate, Oldgate	Widnes	EMP – Site Completed		B	23/00041/FUL	Proposed 6 new build commercial units with units 1, 2 and 3 having Use Class B2 and units 4, 5 and 6 having Use Class B8 at St Michaels Industrial Estate Oldgate Widnes WA8 8TL	B2, B8	755	1.17
Total gross hectares of land completed for employment purposes between 01/04/2024 and 31/03/2025 (net)										24.84

TABLE 3: LOSS OF EMPLOYMENT LAND

For demolitions only, loss of floor space had been recorded, but not loss of hectares of land.

(This table includes the total loss of hectares of employment use over the plan period so far 2014 to 2024)

Ref	Location	Town	Plan Status	KURA	Application No.	Description	Site Status	Area (Ha)	Floorspace	Use Class
5607_0	180 Albert Road	Widnes	N/A	N/A	17/00040/FUL	Proposed change of use and conversion of building to create 3 no. bungalows and 2 no. flats, demolition of existing garages, internal and external alterations, and landscaping at 180 Albert Road	Completed	0.05	Loss of 130sq.m of E(g)(i)	B1a
Total hectares lost to non-employment use between 01/04/2024 and 31/03/2025								0.05		
Total hectares lost to non-employment use over the plan period so far 2014 to 2025								33.89		

TABLE 4: COMMERCIAL DEVELOPMENT CITING POLICY CS(R)19 01/04/2024 TO 31/03/2025

Planning Reference	Location	Proposal	Achieving BREEAM Standards
N/A			

TABLE 5: PROGRESS OF MIXED-USE AREAS

(Inclusive of Loss or Gain of Employment Use) Allocations with Planning Permission – Runcorn Area (Non employment is in red text, h/a not included in totals)

Address	Gross ha of Land	DALP Reference	Planning Application Reference	Description of Development	Status	Year of Completion
Riverside College, Halton	1.52	MUA1	23/00234/FUL	Proposed re fenestration of existing façade to main college building and new four storey building housing engineering workshops and classrooms, plus new substation and switch room to west of the site at Riverside College Kingsway Widnes Cheshire WA8 7QQ	Site Under Construction	N/A
Open bus park – Cadwell Road	0.17	MUA1	22/00198/HBCFUL	Proposed creation of vehicle parking area from original bus parking area at Caldwell Road Widnes Cheshire WA8 7JT	Site Completed	2022/23
Former BnQ, Widnes Trade Park, Dennis Road	2.16	MUA3	22/00200/S73	Application under Section 73 of the Town and Country Planning Act 1990 to vary Condition 7 of planning permission 21/00015/S73 (Application under Section 73 of the Town and Country Planning Act 1990 to vary Condition 16 of planning permission 05/00912/FUL	Site Completed	2023/24
Land Adjacent to St. Helens Canal, Tanhouse Lane	7.56	MUA3	19/00235/FUL	Application for proposed development consisting of 243 dwellings including access, open space and associated infrastructure at Land to The North of Railway and West of Tan House Lane	Site Completed	2022/23
Elite Housewares Ltd, Shaw Street	0.45	MUA5	16/00119/COU	Change of use from Storage and Distribution to Assembly and Leisure	Site Completed	2016/17

Land between Greenway Road and Expressway	0.69	MUA5	19/00446/COU	Change of use from tyre and exhaust fitting and vehicle repairs to tyre and exhaust fitting, vehicle repairs and MOT station	Site Completed	2020/21
Former National Grid Depot, Halton Road	0.99	MUA6	18/00616/FUL	Extension to existing storage facility comprising an additional 171 containers,	Site Completed	2019/20
Canal Walk, Halton Road Royal Navy Club	0.62	MUA6	20/00028/FUL	Proposed demolition of existing building and development comprising 28 no. dwellings with associated access and ancillary development at Canal Walks Site Halton Road Runcorn WA7 5QS	Site Completed	2023/24
Land between the expressway and the Bridgewater Canal and west of Norton Priory.	4.7	MUA11	24/00020/REM	Application for the approval of reserved matters for access, appearance, landscaping, layout, and scale of permission 20/00337/OUTEIA - Outline planning permission for the residential led mixed use development of the site	Site Under Construction	N/A
Totals of H/A of MUA Land	18.86					

Facilities

TABLE 6: PLANNING PERMISSIONS FOR GAIN AND LOSS OF COMMUNITY FACILITIES AND SERVICES

Planning Permission	Location	Proposal	Within/Adjacent to Existing Centres	Reason for Loss of Provision
I4/00077/FUL	St Johns Church, Greenway Road, Widnes	Proposed extension to north side to create Community room	Within existing centre	N/a
I4/00318/HBCFUL	Grangeway Youth and Community Centre, Grangeway, Runcorn	Proposed removal of 2m high steel mesh fencing from three sides of ball court and replacement to same line with 6m high steel ball stop fencing, erection of 2.4m high steel mesh perimeter fencing and double gate to existing garden area and creation of new pedestrian access to Community Centre grounds from highway footpath	Within existing centre	N/a
I4/00336/COU	Preston Brook Marina, Marina Lane, Runcorn	Proposed change of use of 42 no. leisure berths to residential moorings	Within existing centre	The proposal complies with Policies BE1, TP12, TP15 and S22 of the Halton Unitary Development Plan and it is acceptable.
I4/00555/FUL	Halebank C Of E Controlled Primary School, Heath View Road, Widnes	Proposed redevelopment of existing school, comprising demolition of existing buildings (except nursery building) and erection of new single storey school building, car parking, landscaping, play areas and ancillary works	Within existing centre	N/a
I5/00107/FUL	Croftwood, Whitchurch Way, Runcorn	Proposed single storey extension to existing care home	Within existing centre	N/a

15/00295/FUL	Palacefields Community Park, The Glen, Runcorn	Proposed construction of play and recreational facilities, including children's climbing apparatus and a wheeled sports facility.	Within existing centre	N/a
15/00508/FUL	Halton St Marys C Of E Primary School, Castlefields Avenue South, Runcorn	Proposed addition of 2 no. extensions to the front elevation of the school providing additional staff accommodation space and a secure lobby	Within existing centre	N/a
15/00585/HBCFUL	Fairfield Primary School, Peel House Lane, Widnes	Proposed extensions to both the junior and infant schools	Within existing centre	N/a
16/00076/FUL	Ormiston Chadwick Academy, Liverpool Road, Widnes	Proposed refurbishment of existing Artificial Grass Pitch to form extended pitch area with new playing surface, new 4.5m high ball stop fencing, replacement flood lighting, maintenance / sports equipment store	Within existing centre	N/a
16/00144/FUL	The Heath Specialist Technology College, Clifton Road, Runcorn	Proposed phased redevelopment of existing high school comprising provision of separate construction and school accessible zones, development of new school buildings, demolition of redundant buildings, hard and soft landscaping and provision of sports facilities	Within existing centre	N/a
16/00223/HBCFUL	Beechwood Primary School, Grasmere Drive, Runcorn	Proposed extension to existing play surface adjacent to southwest elevation of school including the construction of new retaining walls	Within existing centre	N/a

17/00202/COU	Land to the East of Wharford Lane And North of Sandymoor High School, Runcorn	Proposed Change of Use to a sports ground including the provision of a new grassed playing field, two tennis courts, a 3G football pitch and associated works	Within existing centre	N/a
17/00216/FUL	St Michaels Catholic Primary School, St Michaels Road, Widnes	Proposed erection of standalone single-storey meeting room within the grounds to the south of the school	Within existing centre	N/a
17/00279/COU	Unit 10B, Whitworth Court, Runcorn	Proposed change of use from office to enable use as gym / fitness studio	Within existing centre	N/a
17/00307/P3JPA	44 Victoria Road, Widnes	Prior notification for proposed change of use at ground floor from retail for use as a Dance Studio	Within existing centre	N/a
18/00275/FUL	Cartref House Nursing Home, 61 Derby Road, Widnes	Conversion of existing care home to 9 no. apartments	Within existing centre	The proposal complies with Policies BE1, BE2, TP6, TP17 and GE27 and satisfies the requirements of the Core Strategy and the NPPF.
18/00532/PLD	23 South Parade, Runcorn	Application for a certificate of proposed lawful development for use of the premises as a small children care home within the C3 (b) use class	Within existing centre	N/a
18/00582/DEM	Lord Taverners Woodside Youth Club, Palace	Prior notification of proposed demolition of former youth club	Within existing centre	The Council had no objection to the demolition and full

	Fields Avenue, Runcorn			planning permission was not required.
I9/00024/ELD	12 Lunts Heath Road, Widnes	Application for a Lawful Development Certificate for an existing use being the continuance of the use of the property as a small children's care home (use class C3b)	Within existing centre	N/a
I9/00298/EDU	St Augustine's Catholic Primary School, Conwy Court, Runcorn	Proposed erection of treehouse classroom within the school grounds	Within existing centre	N/a
I9/00325/FUL	Open Land to Northeast of Village Street to The East and West of Keckwick Brook and to the West of the West Coast Rail Line	Proposed erection of 235 dwellings and 100 extra care apartments, together with car parking, landscaping, roads, bridges, footways, drainage infrastructure and associated works	Allocation	The site is allocated for development and forms parts of the Sandymoor Masterplan.
I9/00359/COU	10 Coronation Drive, Widnes	Proposed change of use from a former care home to a place of worship and meditation with ancillary living accommodation	Within existing centre.	The proposal complies with policies BE1, BE2 and H8 of the UDP and Core Strategy.
I9/00500/COU	4 Bamford Close, Runcorn	Proposed change of use from dwelling house (use class C3) to residential care home for up to two children (use class C2)	Within existing centre	N/a
I9/00548/FUL	25-27 Appleton Village, Widnes, Cheshire	Proposed single storey wrap around extension to existing annex to create contemporary teaching space for pre-school children (resubmission of refused application I9/00224/FUL	Within existing centre	N/a

19/00615/HBCFUL	Chesnutt Lodge School, Green Lane, Widnes	Proposed extension to school to provide one extra classroom	Within existing centre	N/a
20/00206/HBCFUL	Land At Moor Lane, Widnes	Proposed demolition of existing buildings and the erection of a 2-storey leisure centre	Within existing centre	N/a
21/00102/FUL	Boat House, Cholmondeley Road, Runcorn	Proposed demolition of existing facilities and development of new clubhouse incorporating changing facilities, gym, social areas and ground floor boat and canoe	Within existing centre	N/a
21/00161/FUL	East Lane House, East Lane, Runcorn	Proposed demolition of the existing vacant office building and the erection of apartment block and townhouses totaling 153no. dwellings (use class C3), a 66no. bedroom care home (use class C2) and an 85no. bedroom hotel (use class C1) with associated hard and soft landscaping and parking	Within existing centre	N/a
22/00004/FUL	Land At Naylor Road, Widnes	Proposed development of a two-storey special education needs and disability school (SEND) (use class F), as well as hard and soft landscaping, multi-use games area (MUGA) and sports pitches, creation of on-site car parking and creation of new vehicular	Adjacent to existing centre	The proposed development is consistent with Policies GR1, GR2, C1, C2 and HC10 of the Delivery and Allocations Local Plan, and paragraph 95 of the NPPF. ⁴⁴
22/00056/COU	Former Doctor's Surgery, 18 Lugsdale Road, Widnes	Proposed change of use of the site from doctors to an SEN school, with associated car park layout changes and ancillary work	Within existing centre	N/a

⁴⁴ [\(Public Pack\)Agenda Document for Development Management Committee. 09/05/2022 18:30 \(halton.gov.uk\)](#)

22/00072/COU	59 Coroners Lane, Widnes	Proposed change of use from former residential care home (use class C2) to 3. no residential dwellings (use class C3) along with internal and external remodeling	Within existing centre	The proposed change of use is acceptable as the application site is designated as a primary residential area on the DALP Policies map. The means of access to the development are acceptable and enough parking would be provided as advised by the Council's Highways Officer. The proposal would bring back into use the vacant property that is in a prominent location and would also provide residential accommodation in the borough.
22/00625/COU	Westway, Delph Lane, Daresbury	Proposed change of use from a residential dwelling to a care facility) operating as a children and young people's specialist care facility for a maximum of six residents.	Within existing centre	N/a
22/00417/HBCFUL	The Brindley Theatre, High Street	Proposed two-storey extension to the Brindley Theatre including cafe/restaurant and library with ancillary accommodation. Demolition works to the existing building, i.e. the current glazed entrance and to internal elements where there are also some proposed remodeling works, together with ancillary works including landscape works within the site boundary.	Adjacent to existing centre	N/a
23/00057/PRIOR	Cavendish High Academy,	Prior notification of proposed remodeling of school to include removal of a redundant garage, and the erection of a two-classroom extension	Within existing centre	N/a

	Lincoln Close, Runcorn			
23/00128/FUL	Land Within and Adjacent to And Surrounding Palacefields Local Centre Runcorn	Proposed demolition of existing buildings (including 26 existing dwellings, the existing local centre incorporating the Bethesda Church, and part of the Tricorn Public House), the infilling of the existing subway; the construction of a new local centre (comprising 63 extra-care dwellings, with associated communal facilities, ground floor retail floorspace (Use Class E) and 2 bungalows (extra care)); a replacement church / community facility (Use Class F1 / F2 / E); the change of use of the retained Tricorn Public House and associated Stables into 10 dwellings; the erection of a further 59 dwellings together with improved public realm, play facilities, improvements to open space, hard and soft landscaping works; and other associated infrastructure and works at	Within existing centre	This loss is part of a regeneration project, and new facilities will be provided as part of the scheme, thus the temporary loss is acceptable.
23/00368/FUL	Land Comprising the Uplands, Palace Fields Runcorn	Proposed demolition of some of the existing buildings (including 317 existing dwellings and the Palace Fields Community Centre), the closure of two existing subways, and the erection of 257 replacement dwellings, together with associated new roads, footways and cycleways, new and improved open space including a new linear park, hard and soft landscaping works, and other associated infrastructure and works at	Within existing centre	This loss is part of a regeneration project, and new facilities will be provided as part of the scheme, thus the temporary loss is acceptable.
24/00040/HBCFUL	Land Off Rutland Street, Runcorn, Cheshire	Proposed construction of public realm with infrastructure and layout for canal-based visitor attraction including a new arm of the Bridgewater Canal west of Waterloo Bridge, privately accessed pedestrian footbridge over the canal arm, community growing areas, paved events space, water play area, formal play space, hard and soft landscaping, additional planting, car and cycle parking, pedestrian and cycle access, and new vehicular access from Rutland Street at	Within residential designation	N/a

Health

TABLE 7: MAJOR PLANNING PERMISSIONS FOR RESIDENTIAL USE (PROVISION OF HEALTH IMPACT ASSESSMENTS)

Planning Reference	Type	Decision Date	Address	Town	Total Dwellings	Provision of Health Impact Assessment
22/00178/FUL	Full	10/06/2024	Land To North of Derby Road, East of Mill Lane and South and West of Mill Green Lane	Widnes	441	Yes
22/00423/OUTEIA	Outline	24/07/2024	Land Off Hale Gate Road Widnes Cheshire	Widnes	500	Yes
23/00368/FUL	Full	24/06/2024	Land Comprising the Uplands Palace Fields	Runcorn	257	Yes
24/00007/FUL	Full	27/11/2024	Land Off South Lane Widnes Cheshire WA8 3UB	Widnes	185	No
23/00368/FUL	Full	24/06/2024	Land Comprising the Uplands Palace Fields Runcorn	Runcorn	257	Yes
22/00423/OUTEIA	Outline	24/06/2024	Land Off Hale Gate Road Widnes Cheshire	Widnes	500	Yes

Housing

TABLE 8: PLANNING PERMISSIONS FOR SELF-BUILD DWELLINGS

Planning Reference	Decision Date	Address	Location	Description of Development	Status (31/03/2025)
17/00078/FUL	26/04/2017	Land adjoining 5 Weston Road	Runcorn	Proposed erection of 1 no. three storey dwelling house and creation of access on Land Adjoining 5 Weston Road	Site Completed
17/00309/FUL	08/11/2017	317 Upton Lane	Widnes	Proposed demolition of existing dwelling and erection of new 2 storey dwelling at 317 Upton Lane	Site Completed
17/00425/FUL	03/11/2017	Land to the Northwest of The Rookery, Hobb Lane	Runcorn	Proposed development of 1 detached dwelling with integral garage, turning area and garden space at Land to The Northwest of the Rookery Hobb	Site Completed
17/00509/REM	08/02/2018	Barn To the Rear of Morphany Cottage	Runcorn	Application for approval of reserved matters on permission 16/00453/OUT for appearance, landscaping, layout and scale (together with discharge of conditions 5 to 11 inclusive for development of 1 no. 4 bedroom 1.5 storey dwelling	Site Completed
18/00289/FUL	28/11/2018	Rear of (Ivy Cottage) 106 Runcorn Road	Runcorn	Proposed erection of dwelling with access from Moss Lane within the rear garden area at Ivy Cottage 106 Runcorn Road Moore Cheshire WA4 6UB	Site Completed
18/00559/FUL	21/12/2018	Land to rear of 21 Highlands Road	Runcorn	Proposed erection of one detached dwelling on land to rear of 21 Highlands Road Runcorn Cheshire WA7 4PS	Site Completed
19/00521/FUL	11/12/2019	The Chains, Warrington Road	Runcorn	Proposed construction of 1 no. two storey, four bed detached dwelling, single storey detached garage and associated works at The Chains Warrington Road Runcorn Cheshire WA7 1TB	Site Completed

19/00530/FUL	31/03/2020	Rose Farm Barn, Moss Lane	Runcorn	Proposed demolition of single storey block of 9 stables and construction of 1 no. single storey dwelling at Rose Farm Barn Moss Lane Moore Warrington Cheshire WA4 6WF	Site Completed
20/00053/REM	17/11/2020	Land at side of 137 Runcorn Road	Runcorn	Application for approval of Reserved Matters (Appearance, Landscaping, Layout and Scale) of outline permission 17/00602/OUT at Land to The East Of 137 Runcorn Road Moore Warrington Cheshire	Site Completed
21/00295/FUL	11/11/2021	Church End Farm, 5 Church End, Hale	Widnes	Proposed subdivision of plot, conversion and extension of existing annex to form single dwelling at Church End Farm 5 Church End Hale Liverpool L24 4AX	Site Completed
21/00367/FUL	20/09/2021	Land Between Grange Road North and Grange Park Avenue	Runcorn	Proposed erection of no. 1 detached dwelling with access and ancillary works at Land Between Grange Road North and Grange Park Avenue Runcorn	Site Stalled
22/00144/FUL	28/07/2022	Land Adjacent to 22 Kemberton Drive	Widnes	Proposed erection of a dwelling on Land Adjacent To 22 Kemberton Drive Widnes	Site Completed
24/00076/FUL	07/06/2024	Land at 386 Hale Road	Widnes	Proposed erection of a two-storey dwelling on a similar footprint and in the same location as the previously demolished dwelling and erection of a single storey detached garage (Resubmission of approved application ref: 20/00033/FUL) at 386 Hale Road Widnes Cheshire WA8 8UT	Site Not Stared

Nature

TABLE 9: PLANNING PERMISSION LOCATED IN PRIORITY HABITAT AREAS

Planning Reference	Location	Site Designation	Proposal	Measures
23/00272/FUL	Land To the West of Shell Green Widnes WA8 0GW	woodland	Class B8 storage and offices	Condition 5 sets out timings to least affect wildlife with construction and felling. Conditions 6 and 9 set out requirements for RAMS for wildlife ⁴⁵ .
23/00504/DEM	Belvedere House And Churchill Hall Cooper Street Runcorn Cheshire WA7 1DN	woodland	demolition	Demolition must be carried out with RAMS for wildlife and breeding birds
24/00206/HBCDEM	1-4 High Street Runcorn Cheshire WA7 1AT	woodland	demolition	Demolition must be carried out with RAMS for wildlife and breeding birds ⁴⁶
24/00076/FUL	386 Hale Road Widnes Cheshire WA8 8UT	woodland	residential	Investigation into impact of development must be undertaken before construction beings, and if deemed necessary, a remediation plan must be submitted and followed.
23/00272/FUL	Land To the West of Shell Green Widnes WA8 0GW	woodland	Class B8 offices	Construction must be carried out with RAMS for reptiles and hedgehogs

⁴⁵ [23_00272_FUL-DECISION_NOTICE-1580643.pdf](#)

⁴⁶ [Our Ref](#)

TABLE 10: PLANNING PERMISSIONS LOCATED WITHIN COASTAL CHANGE MANAGEMENT AREAS

Planning Reference	Location	Description
22/00047/MGCON	Land At Widnes Lying Between Speke Road and The River Mersey	Application to discharge condition No(s). 7 (COPE/CEMP/contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA, 12/00003/FULEIA, 13/00328/FUL and 08/00200/FULEIA and 15 (contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA and 12/00003/FULEIA and 16 (contamination) of 08/00200/FULEIA
22/00325/MGCON	Land At Widnes Lying Between Speke Road and The River Mersey	Application to discharge condition No(s). 7 (COPE/CEMP/contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA, 12/00003/FULEIA, 13/00328/FUL and 08/00200/FULEIA and 15 (contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA and 12/00003/FULEIA and 16 (contamination) of 08/00200/FULEIA
22/00460/FUL	Pickerings Pasture, Mersey View Road, Widnes	Retrospective application for proposed erection of a brazier beacon in celebration of the Queens platinum jubilee
22/00546/MGCON	Land At Widnes Lying Between Speke Road and The River Mersey	Application to discharge condition No(s). 7 (COPE/CEMP/contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA, 12/00003/FULEIA, 13/00328/FUL and 08/00200/FULEIA and 15 (contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA and 12/00003/FULEIA and 16 (contamination) of 08/00200/FULEIA
22/00586/MGCON	Land At Widnes Lying Between Speke Road and The River Mersey	Application to discharge condition No(s). 7 (COPE/CEMP/contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA, 12/00003/FULEIA, 13/00328/FUL and 08/00200/FULEIA and 15 (contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA and 12/00003/FULEIA and 16 (contamination) of 08/00200/FULEIA a
23/00093/MGCON	Land At Widnes Lying Between Speke Road and The River Mersey	Application to discharge condition No(s). 7 (COPE/CEMP/contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA, 12/00003/FULEIA, 13/00328/FUL and 08/00200/FULEIA and 15 (contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA and 12/00003/FULEIA and 16 (contamination) of 08/00200/FULEIA

TABLE 11: PLANNING PERMISSIONS FOR LOSS OF PROTECTED TREES (01/04/2024 AND 31/03/2025)

Planning Reference	Location of TPO	Description	Number of Trees Felled	Reasoning why Tree(s) given Permission to be Felled
21/00609/TPO	Moore Hall Hobb Lane Moore Warrington Cheshire WA4 5QS	Proposed felling of trees T3; Sycamore and group G1; 3 no. Sycamore within TPO 012 at	4	Poor condition and deadwood in crown of trees. Felling makes surrounding area safer and will allow new trees to grow
24/00322/TPO	249 Liverpool Road, Widnes, Cheshire, WA8 7HL	Proposed felling of Sycamore tree G1 protected by TPO 091 due to fungal infection at	1	Tree has succumbed to a fungal infection and is in danger of falling or spreading fungus
24/00247/TPO	18 Moughland Lane, Runcorn, Cheshire, WA7 4SE	Proposed work to trees covered by TPOs 004 and 060: Felling of T1 and T3 Horse Chestnut Trees due to decline and felling of T2 Lime Tree which is exposed and vulnerable. Propose replacement planting with Lime Trees at	3	Trees have succumbed to fungal infection; third tree is over exposed and at danger of falling.

TABLE 12: NO OBJECTION RAISED FOR LOSS OF TREE(S) IN A CONSERVATION AREA (01/04/2024 TO 31/03/2025)

Planning Reference	Location of Tree	Description	Number of Trees Felled
n/a			

Open Space

TABLE 13: ON-SITE OPEN SPACE SECURED BY A SECTION 106 AGREEMENT (01/04/2014 TO 31/03/2025)

Planning Reference	Decision Date	Location	Proposal	Obligation Secured	Status
14/00087/FUL	17/09/2014	Land on the north-side of Beechwood Avenue, Runcorn	In-lieu of on-site open space provision	£35,692.42	Funds received and secured for Wood Land Pond
16/00024/FUL	17/05/2016	Land to the northeast of Abbots Park and bounded by the M56 and Chester Road, Preston Brook, Runcorn	In-lieu of on-site open space	£22,299.75	Funds received
17/00389/FUL	20/06/2018	Land to rear of Appleton Village Pharmacy, Widnes	In lieu on-site open space	£11,714.64	Funds received
20/00028/FUL	19/11/2020	Canal Walks site, Halton Road Runcorn	In-lieu of on-site open space	£35,501.66	Funds received
21/00613/FUL	17/03/2022	Former site of Express Dairies Perry Street/Sewell Street Runcorn	In lieu on-site open space	£8659	Funds received

TABLE 14: OFF-SITE OPEN SPACE SECURED BY A SECTION 106 AGREEMENT

Planning Reference	Decision Date	Location	Reason for Requirement	Obligation Secured	Status
13/00042/FUL	16/04/2015	Former HDL, Queens Avenue, Widnes	Loss of designated greenspace Off-site open space contribution	£12,890.82	Funds received
13/00235/FUL/ 14/00476/S73	20/03/2015	188 Derby Road, Widnes	Off-site open space	£17,452.64	Funds received
15/00015/FUL	25/04/2016	Land at Crossway, Widnes	Provision and establishment of off-site open space / boundary improvements to King George V playing fields	£12,890.82	Funds received
15/00493/FUL	21/01/2016	Land bounded by Grangeway, Pine Road and Thorn Road, Runcorn	Loss of greenspace/in-lieu of on-street open space in the locality	£37,596.76	Funds received
20/00618/S73 application to vary condition of 17/00351/FUL	03/01/2023	The New Inn 294 Hale Road Widnes Cheshire WA8 8PZ	Off-site open space	£13,750.21	No funds received
21/00161/FUL	06/02/2023	East Lane House East Lane Runcorn Cheshire WA7 2UR	Open space (in lieu of on-site provision)	£196,865.98	No funds received
22/00318/FUL	10/11/2023	Land North of Lunts Heath Road Widnes	Off-site open space	£153,785.90	50% received
22/00377/FUL	21/12/2023	Land At South Lane Widnes Cheshire	Off-site open space	£71,995.92	No funds received

22/00638/FUL	27/03/2023	Land Bounded by Church End & Town Lane Hale L24 4AX	Off-site open space	£21,204.52	Funds received
22/00493/OUT	28/02/2025	Land At Sumners Farm East of Barkers Hollow Road Preston on The Hill Warrington WA4 4AZ	Off-site open space	£12,841.92	No funds received
24/00007/FUL	27/11/2024	Land Off South Lane Widnes Cheshire WA8 3UB	Off-site open space Recreation Contribution	£203,710.31 £12,868.60	No funds received
22/00178/FUL	10/06/2024	Land To North of Derby Road, East of Mill Lane and South and West of Mill Green Lane	Off-site open space Recreation Contribution	£209,098.00 £119,095.28	No funds received
22/00179/FUL	24/06/2024	Land To the South of South Lane and East of Barrows Green Lane Widnes Cheshire	Recreation Contribution	£14,191.26	No funds received
23/00041/FUL	28/06/2024	St Michaels Industrial Estate Oldgate Widnes WA8 8TL	Habitat Creation	£16,200	No funds received
23/00272/FUL	25/07/2024	Land To the West of Shell Green Widnes WA8 0GW	Off-Site Biodiversity works	£54,500	No funds received

TABLE 15: LOSS AND GAIN OF SPORTS/PLAYING PITCH PROVISION

Planning Permission	Location	Proposal	Loss/Gain Detail
16/00076/FUL	Ormiston Chadwick Academy, Liverpool Road, Widnes	Proposed refurbishment of existing Artificial Grass Pitch to form extended pitch area with new playing surface, new 4.5m high ball stop fencing, replacement flood lighting, maintenance / sports equipment store	Refurbishment -no loss or gain
17/00202/COU	Land to the East of Wharford Lane and North of Sandymoor High School, Runcorn	Proposed Change of Use of vacant land to a sports ground including the provision of a new grass playing field, two tennis courts, a 3G football pitch and associated works	Creation of: <ul style="list-style-type: none"> • 3g synthetic grassed football pitch • 2 synthetic grassed tennis courts • Grass pitched running track. Facilities are available for public use
20/00206/HBCFUL	Land At Moor Lane, Widnes	Proposed demolition of existing buildings and the erection of a 2-storey leisure centre	The proposal will replace the existing facility at Kingsway, Widnes
24/00175/COND	Land At Naylor Road Widnes WA8 0BS	Application to discharge condition no 19 (Community Use Agreement) of planning permission 22/00004/FUL	Gain a public-usable grass pitch and MUGA

Retail

TABLE 16: COMPLETIONS OF MAIN TOWN CENTRE USES WITHIN DESIGNATED CENTRES (GAIN AND LOSS)

District/Town Centre	Location Address	Planning Reference	Completion Date	Description	Loss/Gain	Floorspace (GIA) (SQM)
Widnes Town Centre	1A Deacon Road	23/00247/COU	31/03/2025	Proposed change of use from residential flats to offices	Loss	Loss of 85sq.m of E(c)(ii)

TABLE 17: PLANNING PERMISSIONS FOR MAIN TOWN CENTRE USES (GAIN OR LOSS)

Address	Planning Reference	Progress	Description	Floorspace (Gross ha)
Runcorn				
The Brindley Theatre, High Street	22/00417/HBCFUL	Site Under Construction	Proposed two-storey extension to the Brindley Theatre including cafe/restaurant and library with ancillary accommodation. Demolition works to the existing building, ie the current glazed entrance and to internal elements where there are also some proposed remodeling works, together with ancillary works including landscape works within the site boundary, all at The Brindley Theatre	+0.99
McDonalds Restaurants Ltd, West Lane	23/00153/FUL	Site Not Started	Proposed extension to existing restaurant including a new remote refuse store to be formed within the car park and associated works to the site. Relocation of the customer order displays and amendments to fenestration at McDonalds Restaurants	+0.17
Runcorn Library, Granville Street	23/00450/HBCCOU	Site Not Started	Proposed change of use from existing library (use class F1) to health and education hub with multi-purpose spaces (use class E) at Runcorn Library	+0.06

Site at Ineos Inovyn Ltd, Bankes Lane Office, Bankes Lane	23/00169/FUL	Site Completed	Proposed construction of a two-storey building on an existing disused concrete hardstanding. Building to house relocated engineering contracting staff currently housed in various buildings on adjacent site at Ineos Inovyn Ltd Bankes Lane Office Bankes Lane Runcorn WA7 4JE	+0.07
Unit 3, 2 Kings Court	24/00103/P3JPA	Site Not Started	Prior notification for proposed change of use from commercial, business and service (Use Class E) to provide 6 dwelling units (Use Class C3) at	-0.1
343 The Uplands	24/00134/COU	Site Not Started	Proposed change of use of the existing dwelling (Use Class C3) to an office (Use Class E(g)(i)).	+0.01
Widnes				
1A Deacon Road	23/00247/COU	Site Completed	Proposed change of use from residential flats to offices	0.02
58 Albert Road	23/00293/COU	Site Not Started	Proposed change of use from retail to form 1 No. bedroom apartment and 1 No. studio apartment at first floor level	0.01
180 Albert Road	17/00040/FUL	Site Completed	Proposed change of use and conversion of building to create 3 no. bungalows and 2 no. flats, demolition of existing garages, internal and external alterations and landscaping at 180 Albert Road	-0.03
61-63 Albert Road	24/00226/COU	Site Not Started	Proposed change of use of the first floor from commercial (Class E) to 2 No. apartments (Class C), and the subdivision of the ground floor to create three separate units with amendments to the front elevation. Change of use to the rear unit from Class E to Class B8 to accommodate a self-storage unit at	-0.04

TABLE 18: APPLICATIONS FOR RETAIL DEVELOPMENT IN EDGE OR OUT OF CENTRE LOCATIONS

Area	Location Address	Planning Reference	Stage of Development	Description	Sequential Assessment / Impact Assessment	Floorspace (Gross)
Widnes Out of Centre	The Blundell Arms, Hale Road	21/00156/COU	No start	Proposed change of use of the ground floor (270m ²) of the public house (use class sui generis) to convenience store (use class E)	Sequential	Loss of 270sq.m of public house (SG) Gain of 270sqm of convenience store (E (a))
Widnes Out of Centre	Aldi Food store, Green Oaks Way	21/00278/ FUL	Under construction	Replacement food store	Sequential	Gain of 412sq.m of convenience store (E (a))
Runcorn Out of Centre	Land Adjacent To 2 Highlands Road	24/00248/FUL	No start	Proposed single storey extension to existing bakery at	Not needed	Gain of 18sq.m of E(b)

TABLE 19: COMPLETED OFFICE AND RETAIL USE 2024/25

District/ Town Centre	Location Address	Planning Reference	Description	Loss/Gain	Floorspace (SQM)
Widnes Out of Centre	HBC Fields, Halebank Road	22/00152/FULEIA	Proposed storage and distribution unit (B8 use) with ancillary offices (E(g)(i) use), electricity substation, two security gatehouses, vehicle wash, highways infrastructure including access, car parking, service and delivery areas and associated other works including groundwork, drainage and landscaping at Land Off Lovels Way Halebank	Gain office	Gain of 50632sq.m of B8

TABLE 20: LONG TERM VACANT UNITS RUNCORN OLD TOWN

Ref	Street Number	Road	Footprint (sqm)	Primary Shopping Area
OT004		High Street	33.48	no
OT007	6	Church Street	289.80	no
OT007	6	Church Street	289.80	no
OT008	8	Church Street	137.00	no
OT009	10	Church Street	576.00	yes
OT010	12	Church Street	55.80	yes
OT012	16	Church Street	174.00	yes
OT015	22	Church Street	58.58	yes
OT018	28	Church Street		yes
OT019	28	Church Street		yes
OT021	32	Church Street	56.80	yes
OT022	34	Church Street	47.78	yes
OT023	36	Church Street	87.00	yes
OT024	38	Church Street	83.20	yes
OT031	56	Church Street	198.00	no
OT033	60	Church Street	30.88	no
OT037	68	Church Street	48.45	no
OT037	68	Church Street	48.45	no
OT038	70	Church Street	53.20	no
OT039		Church Street	341.00	yes
OT040	19	Church Street	279.50	yes
OT040	19	Church Street	279.50	yes
OT042	25	Church Street	98.22	yes
OT043	27	Church Street	80.36	yes
OT044	29	Church Street	27.95	yes
OT045	31	Church Street	31.50	yes
OT046	33	Church Street	29.75	yes

OT046	33	Church Street	29.75	yes
OT047	35	Church Street	69.30	yes
OT052	41	Church Street	43.20	yes
OT053	43	Church Street	37.41	yes
OT055	45	Church Street	71.75	yes
OT056	47	Church Street	30.40	yes
OT056	47	Church Street	30.40	yes
OT057	47	Church Street	42.66	yes
OT057	47	Church Street	42.66	yes
OT061	55	Church Street	56.70	yes
OT064	65	Church Street	52.00	no
OT065	67	Church Street	18.25	no
OT066	67	Church Street	52.80	no
OT067	69	Church Street	90.00	no
OT067	69	Church Street	90.00	no
OT069	75	Church Street	32.30	no
OT070	77	Church Street	25.20	no
OT070	77	Church Street	25.20	no
OT071	79	Church Street	89.60	no
OT087	57	Devonshire Place	86.84	no
OT100	1	Granville Street	36.31	yes
OT100	1	Granville Street	36.31	yes
OT101	3	Granville Street	47.26	yes
OT102	5	Granville Street	35.63	yes
OT113	5	Granville Street	262.00	yes
OT117	2	Granville Street	32.40	yes
OT117	2	Granville Street	32.40	yes
OT127	10	High Street	77.43	no
OT127	10	High Street	77.43	no
OT128	40	High Street	143.75	no

OTI29	44	High Street	68.82	no
OTI34	56	High Street	49.50	no
OTI36	58	High Street	34.20	no
OTI38	60	High Street	55.20	no
OTI39	60	High Street	370.00	no
OTI60	33	High Street	27.30	no
OTI60	33	High Street	27.30	no
OTI61	35	High Street	89.44	no
OTI62	39	High Street	21.66	no
OTI62	39	High Street	21.66	no
OTI65	53	High Street	186.85	no
OTI66	55	High Street	126.70	no
OTI85	1	Loch Street	28.70	no
OTI86	3	Loch Street	33.30	no
OTI86	3	Loch Street	33.30	no
OTI87	4	Loch Street	33.30	no
OTI87	4	Loch Street	33.30	no
OTI94	12	Regent Street	72.60	no
OTI94	12	Regent Street	72.60	no
OTI95	14	Regent Street	14.62	no
OTI95	14	Regent Street	14.62	no
OTI97	26	Regent Street	13.76	no
OTI97	26	Regent Street	13.76	no
OTI99	34	Regent Street	29.30	no
OT200	40	Regent Street	14.88	no
OT200	40	Regent Street	14.88	no
OT201	42	Regent Street	54.80	no
OT201	42	Regent Street	54.80	no
OT202	44	Regent Street	61.00	no
OT203	50	Regent Street	36.00	no

OT203	50	Regent Street	36.00	no
OT204	52	Regent Street	61.13	no
OT205	3	Regent Street	42.90	no
OT206	7	Regent Street	31.60	no
OT206	7	Regent Street	31.60	no
OT207	9	Regent Street	15.51	no
OT208	11	Regent Street	17.78	no
OT209	13	Regent Street	42.75	no
OT209	13	Regent Street	42.75	no
OT210	19	Regent Street	25.20	no
OT210	19	Regent Street	25.20	no
OT211	21	Regent Street	36.75	no
OT211	21	Regent Street	36.75	no
OT212	23	Regent Street	37.80	no
OT213	25	Regent Street	57.75	no
OT215	29	Regent Street	32.66	no
OT215	29	Regent Street	32.66	no
OT216	31	Regent Street	32.85	no
OT216	31	Regent Street	32.85	no
OT217	33	Regent Street	13.00	no
OT217	33	Regent Street	13.00	no
OT218	35	Regent Street	20.70	no
OT219	37	Regent Street	38.50	no
OT220	41	Regent Street	37.40	no
OT220	41	Regent Street	37.40	no
OT224	3	Fryer Street	16.27	yes
OT225	5	Fryer Street	21.52	yes
OT226	2	Loch Street	46.72	no
OT237	1	Regent Street	51.08	no
OT239	45	Fryer Street	85.00	yes

OT242	3	High Street	47.00	no
OT242	3	High Street	47.00	no
OT243		Fryer Street	49.00	yes
OT243		Fryer Street	49.00	yes

TABLE 21: LONG TERM VACANT UNITS, HALTON LEA, RUNCORN

Ref	Street Number	Road	Footprint (sqm)	Primary Shopping Area
HL007	36	Orchard Walk	92.90	Yes
HL008	95	River Walk	62.24	Yes
HL009	207	Town Square (Above)	353.03	Yes
HL010		Town Square (Above)	16.72	Yes
HL011	213	Town Square (Above)	33.44	Yes
HL012	74	Town Walk	62.24	Yes
HL013	108	Bridge Walk	111.48	Yes
HL014	54	Forest Walk (North)	83.61	Yes
HL015	49	Forest Walk (North)	139.35	Yes
HL016	48	Forest Walk (North)	139.35	Yes
HL017	84	Forest Walk (South)	408.77	Yes
HL018	90	Forest Walk (Town Sq)	334.45	Yes
HL019	38	Orchard Walk	315.87	Yes
HL020	43	Orchard Walk	929.02	Yes
HL021	94	River Walk	167.22	Yes
HL022	96	River Walk	62.24	Yes
HL023	98	River Walk	62.24	Yes
HL024	100	River Walk	92.90	Yes
HL025	115	River Walk	199.74	Yes
HL026	117	River Walk	83.61	Yes
HL027		Town Square	102.19	Yes
HL028	9	Orchard Walk	111.48	Yes

HL033	107	Bridge Walk	111.48	Yes
HL035	47	Forest Walk (North)	139.35	Yes
HL042	6	Orchard Walk	111.48	Yes
HL043	118	River Walk	278.71	Yes
HL044	201	Town Square (Above)	91.04	Yes
HL047		Town Square (Above)	33.44	Yes
HL048	206	Town Square (Above)	75.25	Yes
HL049	5	Town Walk	353.03	Yes
HL050	4	Town Walk	62.24	Yes
HL051	10	Town Walk	92.90	Yes
HL052	92	Forest Walk	3,716.09	Yes
HL053	105	Bridge Walk	111.48	Yes
HL055	110	Bridge Walk	891.86	Yes
HL056	2	Forest Walk (North)	222.97	Yes
HL057	55	Forest Walk (North)	2,229.65	Yes
HL059	37	Forest Walk (North)	139.35	Yes
HL060	82	Forest Walk (South)	232.26	Yes
HL061	88	Forest Walk (South)	427.35	Yes
HL063	44	Forest Walk (Town Sq)	2,369.01	Yes
HL066	39	Orchard Walk	394.83	Yes
HL067	42	Orchard Walk	274.06	Yes
HL068	97	River Walk	62.24	Yes
HL069	99	River Walk	139.35	Yes
HL070	101	River Walk	92.90	Yes
HL073	119	River Walk	55.74	Yes
HL075		Town Square	743.22	Yes
HL076	77	Town Square	102.19	Yes
HL078	3	Town Walk	143.07	Yes
HL079	2	Town Walk	76.64	Yes
HL080	73	Town Walk	92.90	Yes

HL082	12	Orchard Walk	134.71	Yes
HL083	11	Town Walk	120.77	Yes
HL085	79	Town Square	83.61	Yes
HL088	7	Town Walk	241.55	Yes
HL089	9	Town Walk	214.55	Yes
HL090	11	Orchard Walk	204.38	Yes
HL093	8	River Walk	111.48	Yes
HL094		Town Square (Above)	149.57	Yes
HL095	10	Orchard Walk	111.48	Yes
HL099	46	Forest Walk (North)	139.35	Yes
HL100	7	Orchard Walk	111.48	Yes
HL101	3	Orchard Walk	288.00	Yes
HL104		Town Square (Above)	875.14	Yes
HL105		Town Square (Above)	1,569.58	Yes
HL107	109	Bridge Walk	14.00	Yes
HL110	12	Halton Lea	1,223.00	Yes
HL111	13	Halton Lea	358.00	Yes
HL119	3	Halton Lea	978.00	Yes
HL128	1	Orchard Walk	343.74	Yes
HL129	35	Orchard Walk	175.58	Yes
HL131	1	Halton Lea	265.00	Yes
HL135	1	Halton Lea	3,779.00	Yes
HL136	1	Halton Lea	265.00	Yes
HL144		Town Square	53.40	Yes
HL150	32	Forest Walk	111.30	Yes
HL151	31	Forest Walk	110.50	Yes
HL156		Northway	2,023.00	no
HL157		Second Avenue	1,366.00	no
HL162		Town Square (Above)	33.44	Yes
HL163		Town Square (Above)	33.44	Yes

HL164		Town Square (Above)	33.44	Yes
HL165		Town Square (Above)	33.44	Yes
HL166		Town Square (Above)	322.40	Yes
HL167		Town Square	87.19	Yes
HL168		Town Square	378.50	Yes
HL169		Halton Lea	0.00	no
HL172		Trident Retail Park	32.90	no

TABLE 22: LONG TERM VACANT UNITS WIDNES TOWN CENTRE

Ref	Street Number	Road	Floorspace (sqm)	Primary Shopping Area
W003	8	Albert Road	121.00	Yes
W009	24	Albert Road	71.25	Yes
W013	34	Albert Road	52.92	Yes
W016	1	Brook Street	82.50	Yes
W022	46	Albert Road	31.50	No
W023	48	Albert Road	59.80	No
W025	52	Albert Road	257.25	No
W029	66	Albert Road	45.90	No
W031	70	Albert Road	51.78	No
W039	86	Albert Road	38.48	No
W085	41	Albert Road	78.00	Yes
W096	65	Albert Road	76.00	No
W099	71	Albert Road	402.17	No
W100	73	Albert Road	42.50	No
W101	75	Albert Road	63.11	No
W103	79	Albert Road	59.40	No
W128	15	Albert Square	138.60	Yes
W130	18	Albert Square	50.40	Yes
W131	20	Albert Square	72.80	Yes

W136	34	Albert Square	101.18	Yes
W140	7	Albert Square	101.40	Yes
W141	9	Albert Square	164.90	Yes
W142	11	Albert Square	84.38	Yes
W143	14	Albert Square	95.81	Yes
W145	15	Albert Square		Yes
W146	19	Albert Square	97.30	Yes
W148	21	Albert Square	97.75	Yes
W149	25	Albert Square	89.40	Yes
W150	26	Albert Square	82.15	Yes
W151	27	Albert Square	72.00	Yes
W152	28	Albert Square	129.94	Yes
W157	17	Albert Square	170.45	Yes
W174	2	Gladstone Street	41.25	No
W196	4	Robert Street	16.00	No
W197	75	Albert Road (on Ross Street)	28.80	No
W198	1	Rylands Street	30.80	No
W199	3	Rylands Street	13.75	No
W201		Salisbury Street	206.40	No
W202		Salisbury Street		No
W291	134	Widnes Road	39.10	No
W297	152	Widnes Road	51.25	Yes
W306	5	Widnes Road	142.50	No
W307	72	Albert Road	89.10	No
W308	7	Widnes Road	142.54	No
W309	13	Widnes Road	79.29	No
W310	15	Widnes Road	26.25	No
W311	17	Widnes Road	70.20	No
W312	19	Widnes Road	30.80	No
W313	21	Widnes Road	693.12	No

W316	31	Widnes Road	25.60	No
W318	33	Widnes Road	121.50	No
W319	33	Widnes Road	57.40	No
W321	35	Widnes Road	66.13	No
W322	37	Widnes Road	28.20	No
W324	41	Widnes Road	43.94	No
W333	65	Widnes Road	29.25	No
W355	8			Yes
W359	5			Yes
W363	17			Yes
W368	8			Yes
W400	9		2,240.00	Yes
W415	50	Albert Road	41.85	No
W425	57	Widnes Road	0.00	No
W429	16	Albert Road	0.00	Yes
W430	110	Widnes Road	0.00	No
W433	116	Widnes Road	0.00	No
W438	102	Widnes Road	0.00	No
W439	106	Widnes Road	0.00	No
W440	108	Widnes Road	0.00	No
W498		Widnes Road	0.00	No
W511		Salisbury Street	0.00	No
W544		Travis Street	0.00	No
W549		Kingsway	0.00	No

TABLE 23: CHANGE OF USE OF UPPER FLOORS

Location	Address	Planning Reference	Status at April 2024	Previous Upper Floor Use	Proposed Upper Floor Use
Widnes Town Centre	52 - 56 Albert Road	19/00372/COU	Under Construction (stalled)	Restaurant -E (b)	Residential - C3
Halton Lea, Runcorn	Grosvenor House, Northway	20/00354/COU	Under Construction	Office - E (g) (i)	Residential -C3
Runcorn, Out of Centre	31 - 33 Ashridge Street	22/00640/COU	Completed (Retrospective)	Public House - SG	Residential – C3
Widnes Town Centre	61-63 Albert Road	24/00226/COU	Granted	Commercial - E	Residential – C3

TABLE 24: CHANGE OF USE TO RESIDENTIAL

Location	Address	Planning Reference	Status at April 2024	Previous Upper Floor Use	Number of Residential Units Created
Runcorn, Out of Centre	22 Grange Road	14/00310/COU	Completed	E (a)	1
Widnes, Out of Centre	281 Warrington Road	14/00338/COU	Completed	Bookmakers SG	1
Widnes Town Centre	52 - 56 Albert Road	19/00372/COU	Under Construction	Restaurant E (b)	7
Halton Lea Town Centre	Grosvenor House, Northway	20/00354/COU	Under Construction	Offices E (g) (i)	5
Runcorn, Out of Centre	31 - 33 Ashridge Street	22/00640/COU	Completed	Public House -SG	1
Widnes Town Centre	61-63 Albert Road	24/00226/COU	Granted	Commercial - E	2
Total Dwellings Created					17

TABLE 25: PROGRESS OF RETAIL AND TOWN CENTRE ALLOCATIONS

Allocation Reference	Location	H/a	Proposed Use	Progress
TC1	Land to the north of the Brindley (former Brindley Mound), Runcorn Old Town	0.42	Retail & Leisure	22/00417/HBCFUL approved: Proposed two-storey extension to the Brindley Theatre.
TC2	Bus Interchange, Car Park and Former HDL, Runcorn Old Town	0.54	Retail	Not progressed
TC3	Widnes Retail Park (Phase 2)		Retail	Not progressed
TC5	East Lane House	1.14	Mixed (Retail, Leisure & Residential)	Demolition approved: 22/00065/DEM. 21/00161/FUL.
TC6	Sandymoor Local Centre	1.35	Retail	Completed development of a local district centre to include Retail units 1 & 2: Display or retail sale of goods, other than hot food, Use Class E(a) and/or Restaurants and Cafes, Use Class E(b); Retail units 3 & 4: Takeaways, Use class Sui Generis - hot food takeaways; Retail unit 5: Veterinary Practice, Use Class E(e). Elderly living facilities for the over 55's in the form of: an apartment block providing 20no. one bed flats and 24no. two bed flats, and 5no two bed bungalows - all Use Class C3(a) Dwelling houses; together with ancillary development including cycle stores for 20no cycles, and landscaping etc. planning permissions: 21/00053/COND; 21/00177/COND; 21/00628/FUL; 21/00688/COND; 22/00029/COND; 22/00432/COND; 23/00230/NMA
TC7	TA Centre	1.44	Mixed (Retail & Residential)	Not progressed

TC8	Library, Grosvenor House, Former Magistrates Court, Police Station et al, Halton Lea	2.32	Mixed (Office, Retail, Leisure and Residential)	20/00354/COU; 21/00185/NMA Change of use of part of the building to 5 apartments
TC9	Albert Square car park		Retail	Not progressed
TC10	Daresbury Local Centre	0.39	Retail	Not progressed
TC11	South Widnes (West Bank)		Retail	Not progressed

TABLE 26: PLANNING DECISIONS CITING POLICY HC4

Planning Reference	Location	Proposal	Decision
24/00078/ADV	Former Abbey Farm, South Lane, Widnes, Cheshire, WA8 3UB	Application for advertising consent for the erection of one V stack sign and four marketing flagpoles at	Approved
24/00075/ADV	The Woodyard, Weaver View, Clifton, Runcorn, WA7 4XU	Application for advertisement consent for forecourt canopy signage, logo signage, totem ID signs, building signs and pump island signs at	Approved
24/00072/ADV	The Woodyard, Weaver View, Runcorn, Cheshire, WA7 4XU	Proposed installation of 3 no. fascia signs, 3 no. booth lettering signs and 1 no. digital booth screen at	Approved
24/00067/ADV	The Woodyard, Weaver View, Runcorn, Cheshire, WA7 4XU	Application for advertisement consent for the installation of a freestanding totem sign at	Approved
24/00068/ADV	The Woodyard, Weaver View, Clifton, Runcorn, WA7 4XU	Application for advertisement consent for various site signage including 4 no. freestanding signs, 3 no. banner units and 16 no. dot signs (dot signage comprises; 2 no. accessible bays, 2 no. parked order bays, 2 no. no entry, 4 no. pedestrian crossing, 2 no. give way, 2 no. look both ways and 2 no. look left/right) at	Approved
24/00085/ADV	19-23 Church Street, Runcorn, Cheshire, WA7 1LX	Proposed erection of a digital display poster on gable end at	Approved

24/00199/ADV	Widnes Trade Park, Dennis Road, Widnes, WA8 0GU	Application for advertisement consent to display 5 no. non-illuminated signs at	Approved
23/00218/ADV	Former HSS Hire Group Plc, Moor Lane, Widnes, Cheshire, WA8 7AL	Application for advertisement consent for one totem sign at	Approved
24/00255/ADV	Land Off Lovels Way, Halebank, Widnes	Application for advertisement consent for two illuminated totem signs and three illuminated fascia signs at	Approved
24/00352/ADV	Green Oaks Centre, Green Oaks Way, Widnes, Cheshire	Application for advertisement consent for two fascia signs (internally illuminated) at	Approved

TABLE 27 PLANNING PERMISSION GRANTED FOR HOT FOOD TAKEAWAY'S

Prior to adoption of the DALP in March 2022 development of/change of use to hot food takeaways was not closely monitored, as such there may be some data gaps.

District/Town Centre	Location Address	Planning Reference	Percentage of Hot Food Takeaways in Retail Centres	Date of Planning Permission	Floorspace (GIA) (SQM)	Description
Hale Local Centre	6/7 Ivy Farm Court, Town Lane, Hale	19/00332/COU 23/00372/S73	1 of 10 = 10%	09/04/2020	132	Proposed change of use from former NHS clinic to mixed use pizza cafeteria and takeaway
Bechers, Local Centre, Widnes	4 Danescroft	20/00353/COU	2 of 8 = 25%	27/08/2020	80	Proposed change of use from former pharmacy to snack/sandwich bar (Use Class A3)

Widnes Town Centre	45 Albert Road	22/00154/COU	4 of 136 = 3%	12/07/2022	95	Proposed change of use from former betting shop to a hot food takeaway
Widnes out of Town Centre	Land Adjacent, East and Southeast of Intersection Between Johnsons Lane and Gorsey Lane, Widnes	23/00429/FUL		05.02.2024	70	Proposed removal of existing Munch Mobile food truck adjacent to Johnsons Lane and installation of new Munch Mobile truck in existing space. Installation of new 20ft long, 6ft tall gate in existing fence line to match existing.

Transport

TABLE 28: PLANNING PERMISSIONS WITH TRAVEL PLANS (01/04/2024 TO 31/03/2025)

Planning Reference	Decision Date	Address	Proposal
22/00179/FUL	24/06/2024	Land To the South of South Lane and East of Barrows Green Lane Widnes Cheshire	Proposed residential development including supporting infrastructure, public open space, landscaping, sustainable urban drainage and car parking at
22/00423/OUTEIA	24/06/2024	Land Off Hale Gate Road Widnes Cheshire	Proposed hybrid planning application comprising; Full planning permission for the construction of the primary access points, primary internal link road and site enabling works including site levelling and Outline planning permission, with all matters reserved except for access, for the construction of up to 500 residential dwellings (use class C3), later living units (C2), a new primary school, a local centre (use class E) and associated infrastructure and open space at
24/00007/FUL	27/11/2024	Land Off South Lane Widnes Cheshire WA8 3UB	Proposed residential development with associated open space, landscaping and infrastructure with new site accesses at

TABLE 29: GRANTED NON-RESIDENTIAL DEVELOPMENT COMPLYING WITH PARKING STANDARDS (01/04/2024 TO 31/03/2025)

Address	Planning Application Reference	Description of Development	Compliant?
The Woodyard Weaver View Clifton Runcorn WA7 4XU	23/00018/FUL	Proposed filling station with ancillary convenience store (325 sq m GIA), forecourt with 4, 2 sided, pump islands , canopy, electric vehicle charging points and associated car parking, a drive thru fast food restaurant (349 sq m GIA)(Use Class E(b)/sui generis hot food takeaway use) with associated car parking, new site access road, new electricity substation, firewall to valve compound and associated works at	Yes
St Michaels Industrial Estate Oldgate Widnes WA8 8TL	23/00041/FUL	Proposed 6 new build commercial units with units 1, 2 and 3 having Use Class B2 and units 4, 5 and 6 having Use Class B8 at	Yes
Halton Lodge Dental Surgery 49 Festival Way Runcorn Cheshire WA7 5JU	23/00395/FUL	Proposed single storey side and rear extension to an existing dental surgery (Use Class E) with associated parking and pedestrian access at	Yes
66 Porthleven Road Runcorn Cheshire WA7 6BG	24/00225/COU	Proposed change of use from residential (C3) to childrens home (C2) at	Yes
Unit 3 Linkway Runcorn WA7 5EJ	24/00385/FUL	Proposed repositioning of entrance door to existing retail unit (Class E), erection of 2.4m high timber fence to enclose external plant, provision of secure cycle racks, retrospective retention of totem advertisement sign and associated works at	Conditions make parking acceptable
Hutchinson Engineering Ltd Everite Road Widnes Cheshire WA8 8PT	24/00302/FUL	Proposed extension (part retrospective) of existing industrial unit to create new B2/B8 floor space and new three storey office facilities and associated external works at	Yes

Landscape World Ltd Sankey Street Widnes WA8 0PY	24/00383/FUL	Proposal for commercial steel building for use class B8 Storage and Class E Retail at	Yes
5 Sarus Court (Unit 1003) Runcorn Cheshire WA7 1UL	25/00042/COU	Proposed change of use from dual fuel smart meter installer training facility (Use Class F1) to light industrial use (Class E) and storage (B8) at	Yes

TABLE 30: MAJOR PLANNING PERMISSIONS WITHIN THE MONITORING YEAR 2024/25 WITH 30 MINS OF BUS STOP OR TRAIN STATION

Planning Reference	Location	Development Type	Bus Stop	Train Station
22/00178/FUL	Land To North of Derby Road, East of Mill Lane and South and West of Mill Green Lane	Residential	X	X
22/00179/FUL	Land To the South of South Lane and East of Barrows Green Lane Widnes Cheshire	Residential	X	X
22/00423/OUTEIA	Land Off Hale Gate Road Widnes Cheshire	Mixed use	X	
22/00493/OUT	Land At Sumners Farm East of Barkers Hollow Road Preston on The Hill Warrington WA4 4AZ	Residential	X	X
23/00368/FUL	Land Comprising the Uplands Palace Fields Runcorn	Residential	X	X
23/00452/FUL	Vacant Land the Ridgeway Runcorn Cheshire	Residential	X	X
24/00007/FUL	Land Off South Lane Widnes Cheshire WA8 3UB	Residential	X	X
24/00243/FUL	Greenoaks Farm Industrial Estate Warrington Road Widnes Cheshire WA8 0SY	Residential	X	X
25/00007/FUL	Land To the Northeast of Junction Between Wilmere Lane and Lunts Heath Road Widnes WA8 5BA	Residential	X	X
25/00042/COU	5 Sarus Court (Unit 1003) Runcorn Cheshire WA7 1UL	industrial	X	
24/00224/FUL	Univar Pickerings Road Widnes Cheshire WA8 8XW	storage	X	X
24/00138/S73	Land Bounded by Pitts Heath Lane and Otterburn Street Runcorn Cheshire	nursery	X	X

23/00018/FUL	The Woodyard Weaver View Clifton Runcorn WA7 4XU	retail	X	X
23/00272/FUL	Land To the West of Shell Green Widnes WA8 0GW	Offices, B8	X	X
24/00047/FUL	The Storage Team Ltd Tanhouse Lane Widnes Cheshire WA8 0RR	Storage B8	X	X
23/00041/FUL	St Michaels Industrial Estate Oldgate Widnes WA8 8TL	Industrial, B2, B8	X	X
24/00383/FUL	Landscape World Ltd Sankey Street Widnes WA8 0PY	Storage and retail	X	X

TABLE 31: NEW RESIDENTIAL DEVELOPMENT WITHIN 30 MINUTES OF PUBLIC SERVICES (31/04/2024 -31/03/2025)

Planning Reference	Location	GP	Hospital	Primary School	Secondary School	Employment Area	Major Retail Centre
22/00178/FUL	Land To North of Derby Road, East of Mill Lane and South and West of Mill Green Lane	X	X	X	X	X	X
22/00179/FUL	Land To the South of South Lane and East of Barrows Green Lane Widnes Cheshire	X	X	X	X	X	X
22/00423/OUTEIA	Land Off Hale Gate Road Widnes Cheshire	X	X	X		X	
22/00493/OUT	Land At Sumners Farm East of Barkers Hollow Road Preston on The Hill Warrington WA4 4AZ	X	X	X	X	X	X
23/00368/FUL	Land Comprising the Uplands Palace Fields Runcorn	X	X	X	X	X	X
23/00452/FUL	Vacant Land the Ridgeway Runcorn Cheshire	X	X	X	X	X	X
24/00007/FUL	Land Off South Lane Widnes Cheshire WA8 3UB	X	X	X		X	X
24/00243/FUL	Greenoaks Farm Industrial Estate Warrington Road Widnes Cheshire WA8 0SY	X	X	X	X	X	X
25/00007/FUL	Land To the Northeast of Junction Between Wilmere Lane and Lunts Heath Road Widnes WA8 5BA	X	X	X	X	X	X

Waste

TABLE 312: PROVISION OF SITES FOR WASTE MANAGEMENT PURPOSES (2014 TO 2024)

Planning reference	Year of Perm	Status of Development	Facility type	Site Name	New Capacity (tonnes/ year)	Waste Hierarchy
14/00613/FUL	14/15	Unknown	Incinerator Bottom	Ash Recycling Land Bounded by Dismantled Railway and South of Johnsons Lane Widnes	250000	Preparing for re-use/ Recycling
15/00180/FUL	15/16	Operational	Landfill restoration	Hedco Closed Landfill Site, Desoto Road, West Bank Estate, Widnes	32800	Disposal
15/00256/FUL	15/16	Operational	Anaerobic Digestion	Refood UK Ltd, Desoto Road, Multi Modal Gateway, Widnes	20000	Other Recovery
15/00332/FUL	15/16	Unknown	Inert land raise and solar scheme	South of Johnsons Lane, Widnes	189600	Disposal
16/00124/FUL EIA	16/17	Operational	Waste Transfer Station	WSR Recycling Ltd Ditton Road Widnes	100000	Recycling
16/00158/COU	16/17	Operational	Processing and storage of wood facility	Land To the Northwest of Junction Between Ditton Brook and Stewards Brook, Foundry Lane, Widnes	150000	Other Recovery
17/00435/WST	17/18	Unknown	Biomass boiler at Waste Transfer Station	GSH Waste Recycling LTD Pickerings Road Widnes	0	Other Recovery
18/00417/S73	18/19	Operational	variation of condition to increase amount of fuel delivered by road	Runcorn Energy from Waste Facility Barlow Way Off Picow Farm Road	250000	Other Recovery
19/00008/FUL	18/19	Unknown	Proposed extension to the raw material reception building	Secanim Desoto Road Widnes	0	Other Recovery

REPORT TO:	Environment and Regeneration Policy and Performance Board
DATE:	11 th February 2026
REPORTING OFFICER:	Executive Director Environment and Regeneration
PORTFOLIO:	Environment and Urban Renewal
SUBJECT:	Call for Sites Exercise
WARD(S)	Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 To provide the Environment and Urban Renewal Policy and Performance Board with an update on the Call for Sites exercise, conducted in late 2025.

2.0 RECOMMENDATION: That this exercise is noted.

3.0 SUPPORTING INFORMATION

- 3.1 The Local Plan for Halton currently comprises of the adopted Delivery and Allocations Local Plan (2022) and the Joint Waste Plan (2013). The statutory Local Development Plan is the set of Local Plans also known as Development Plan Documents (DPDs) that together form the statutory basis for determining whether or not planning permission should be granted. The Council last conducted a Call for Sites exercise in preparation for the Delivery and Allocations Local Plan (DALP), which was adopted in March 2022.
- 3.2 As part of the routine maintenance of the Local Plan and general responsibilities of a Planning department, the Planning Policy team are expected to do a Call for Sites exercise. This exercise enables landowners, developers and site promoters to submit to the council land which they want to develop. It is important to note, that not all of the sites submitted in this exercise will be suitable. However, this helps the council understand potentially available sites for future development. This exercise forms a crucial part in forming the evidence base of a Local Plan but does not necessarily indicate that the authority is conducting a full review of its Local Plan.
- 3.3 The Call for Sites exercise is included within the Local Development Scheme, which is a document which details the Planning Policy teams workplan for the year. The Planning Policy

team is coming to the Policy and Performance Board with a review of the submissions to the Call for Sites exercise.

- 3.4 The Council opened the Call for Sites exercise on the 15th August and planned to run until the 24th October. This was extended to run until the 5th December after the Council received a request from a stakeholder to extend the deadline so they can submit a site(s) to the Council.
- 3.5 The Council received 15 submissions during the Call for Sites exercise.
- 3.6 6 submissions included land which was already safeguarded, which means it has already been assessed for its suitability, availability, and achievability in the development of the DALP (2022). This means that the identified land has been designated for future development, as and when land availability is required. E.g. not being able to demonstrate a 5-year supply.
- 3.7 Any new submitted sites will now be assessed against the latest government guidance to check its suitability, availability and achievability. These sites will become part of the upcoming partial review of the Local Plan, in late 2026.

4.0 POLICY IMPLICATIONS

- 4.1 As part of the routine maintenance of the Local Plan the Council is to keep an up-to-date register of the level and nature of interest in developing land in the borough. This will then inform the future review of the Local Plan's policies and allocations.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The Call for Sites exercise has no direct financial implications for the Council.

6.0 IMPLICATIONS FOR THE COUNCIL'S

6.1 Improving Health, Promoting Wellbeing and Supporting Greater Independence

As part of the Call for Site's Assessment process, the Council will evaluate each site on its distance to existing centres, community facilities, and transport hubs. This ensures the most appropriate sites are put forward and the health, wellbeing and independence of residents is supported.

6.2 Building a Strong, Sustainable Local Economy

The Call for Sites process identifies the most suitable sites within the Borough for different types of employment land such as office and commercial space. This will provide floor space for local businesses and create job opportunities for the local community.

6.3 Supporting Children, Young People and Families

As part of the Call for Site's Assessment process, the Council will evaluate each site on its distance to existing infrastructure like schools and greenspace. Prioritising sites which are close to these services ensures adolescents have appropriate education provision nearby and also open spaces to exercise.

6.4 Tackling Inequality and Helping Those Who Are Most In Need

As part of the Site Assessment for Housing sites within the Call for Sites, the Council will assess sites for affordable housing, ensuring people looking to buy their first home are able to get on the housing market. The Call for Sites also helps identify opportunities to develop employment land, which can offer job opportunities for the unemployed.

6.5 Working Towards a Greener Future

The Call for Sites exercise helps identify any brownfield land which might be available for development. Sites are also assessed on their connectivity, where the Council assesses how the site can be accessed by sustainable modes of transport, and eventually selecting the sites which score well.

6.6 Valuing and Appreciating Halton and Our Community

The Call for Sites exercise offers multiple opportunities for the local community to submit sites that they want to develop. The Council also assesses each site on its impact on the local community to ensure development is located close to existing services.

7.0 Risk Analysis

7.1 The Call for Sites exercise helps identify potential future development land, which is then assessed against a national criteria to ascertain its suitability to be considered in the future for development. By ensuring there is enough suitable developable land as per National Planning Policy Guidance will ensure unsuitable development for the borough is not permitted.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 Building stronger communities through community engagement and good planning is a key aspect of the Local Plan. The Council is already committed to equality regardless of age, sex, caring responsibility, race, religion, marital status, maternity issues, gender reassignment, socio economic need, sexuality or disability and these commitments are reflected in the Local Plan as far as is relevant.

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 There are no direct climate change implications of the Call for Sites exercise.

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

‘None under the meaning of the Act.’

REPORT TO:	Environment and Regeneration Policy and Performance
DATE:	11 th February 2026
REPORTING OFFICER:	Executive Director Environment and Regeneration
PORTFOLIO:	Environment and Urban Renewal
SUBJECT:	Performance Management Reports for Quarter 3 of 2025/26
WARD(S)	Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 To consider, and to raise any questions or points of clarification, in respect of performance management for the third quarter period to 31st December 2025.
- 1.2 Key priorities for development or improvement in 2025-26 were agreed by Members for the various functional areas reporting to the Board as detailed below:
- Development and Investment Services
 - Highways and Transportation, Logistics and Development Services
 - Waste and Environmental Improvement and Open Space Services
- 1.3 The report details progress made against objectives and milestones and performance targets and provides information relating to key developments and emerging issues that have arisen during the period.

2.0 RECOMMENDATION: That the Policy & Performance Board:

- 1) Receive the third quarterly performance management report.**
- 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 FINANCIAL IMPLICATIONS

- 5.1 There are no financial implications associated with this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

- 6.1 All Key Performance Indicators relate directly to the following Council's priorities:
- Improving Health, Promoting Wellbeing and Supporting Greater Independence
 - Building a Strong, Sustainable Local Economy
 - Supporting Children, Young People and Families
 - Tackling Inequality and Helping Those Who Are Most In Need
 - Working Towards a Greener Future
 - Valuing and Appreciating Halton and Our Community

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 None identified.

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 None identified.

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

None under the meaning of the Act

Environment & Regeneration Performance Monitoring Report - Quarter 3

Directorate: Environment & Regeneration

Departments: **Community & Environment, Planning & Transportation, Economy, Enterprise & Property Services**

Period: Quarter 3- 1st October – 30th December 2025

1.0 Introduction

This quarterly performance monitoring report covers the **Environment & Regeneration Directorate's** third quarter period up to 30th December 2025.

It describes key developments and progress against 'key' milestones and performance indicators for the service in line with the Corporate plan.

2.0 Data Quality Statement

The author provides assurance that the information contained within this report is accurate and valid and that every effort has been made to avoid the omission of data.

Where data has been estimated, it has been sourced directly from partner or other agencies, or where there are any concerns regarding the limitations of its use, this has been clearly annotated.

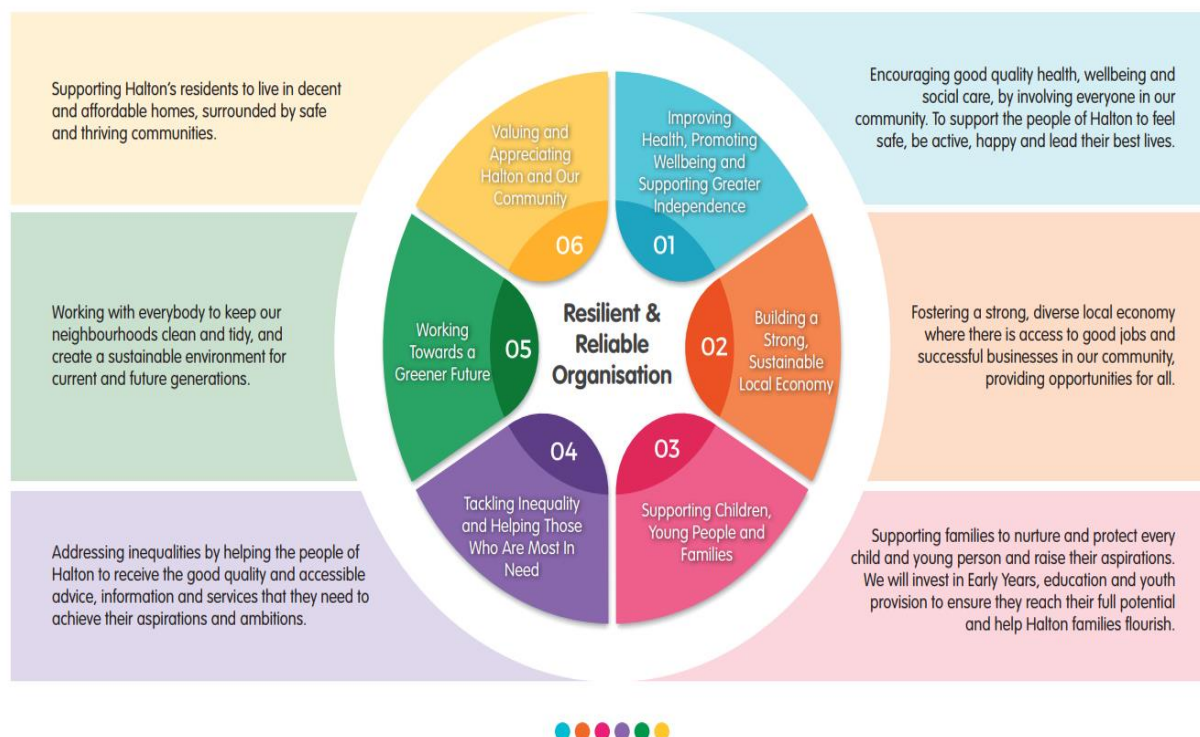
3.0 Appendices

Appendix 1: Progress Against Objectives / Milestones

Appendix 2: Explanation of Symbols



Appendix 3: Progress Against Performance Indicators





Appendix 4: Financial Statement







Appendix 1: Progress Against Objectives / Milestones

Corporate Priority	Priority 2 – Building a strong sustainable local economy. Regeneration
ERD 01	Deliver key regeneration programmes and work with partners to increase social and financial investment.









Milestone	Progress Q3	Supporting Commentary
Deliver Widnes Town Centre UKSPF funded by March 2026.	 	<p>Spend has continued in Q3 however we are expecting the majority of the spend to be in Q4.</p> <p>New Street art project – Artists appointed and engagement work completed.</p> <p>Music Trail – Likely to be completed for a launch March 2026.</p> <p>Enhancement Study – team appointed and work has started.</p> <p>Widnes Road Public Realm – new street furniture ordered with installation early 2026.</p>

The following Runcorn Town Deal funded projects to be completed or in contract by March 2026 – Creative and Digital Skills Centre, Health and Education Hub, Unlock Runcorn, Rutland Street, Connectivity Project, Enterprise Centre.	 	<p>Health and Education Hub is due to complete early 2026 with commissioning to follow.</p> <p>Creative and Digital Skills Centre 57 59 due to complete summer 26</p> <p>Creative and Digital Skills Centre 63 65 not yet in contract</p> <p>Unlock Runcorn not yet in contract</p> <p>Rutland Street planning due for submission by March 26</p> <p>Connectivity due to start onsite early 2026</p> <p>Enterprise centre not yet in contract</p> <p>Deadline for spend has been extended to March 2028 by Government</p>
Submit Runcorn Regeneration plan by December 2025 following further guidance from government being signed off by Runcorn Neighbourhood Board, Stakeholders and Executive Board.	 	Completed and approved by respective stakeholders including the Council's Executive Board.





Corporate Priority	Priority 2 – Building a strong sustainable local economy Regeneration
ERD 02	Support development & growth at Sci-tech Daresbury


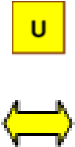
Milestone	Progress Q3	Supporting Commentary
Assist JV to secure £9.5m funding from the CA by July 2025 for Project Violet Phase 2 and commence delivery by March 2026	 	The JV has now secured almost £20m funding from the CA for both buildings that form Violet Phase 2.
Make the CPO to bring forward circa 30 acres of future development land by January 2026	 	Continue to work with the JV and legal advisors to compile the necessary documentation to make a CPO, including seeking Legal Counsel.

Corporate Priority	Priority Six – Valuing and Appreciating Halton and our Community Regeneration
ERD 03	Providing new homes that meet Halton's needs.


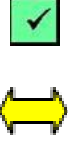

Milestone	Progress Q3	Supporting Commentary
Undertake public consultation on Draft Borough wide Housing Strategy by August 2025	 	<p>full public consultation exercise was undertaken for six weeks from 3rd October until 16th November. A Corporate decision was taken to move the Housing Strategy Public Consultation to the Autumn.</p> <p>At Full Council meeting on the 3rd December, the Council approved the revised Housing Strategy.</p>
Agree Housing Delivery Plan for Halton with SPP partners by March 2026.	 	On Target. The Council has submitted sites for inclusion within the Liverpool City Region Housing Pipeline. Sites align with the approved Liverpool City Region SPP Business Plan.
Sign Development Agreement with Halton Housing Trust for Runcorn Waterfront Development by December 2025	 	Heads of Terms Agreed. Formal Exchange anticipated March 2026 to align with Halton Housing governance and approvals processes.
Complete Phase 1 Housing delivery of 63 houses (30 shared ownership and 33 for social rent) at Foundry Lane by November 2026.	 	On Target. Handover of first completed homes anticipated in May 2026, followed by all homes completed by November 2026.




Corporate Priority	Priority Two – Building a Strong, Sustainable Local Economy Business Investment & Growth
ERD 04	To provide support to all Halton's businesses and encourage start-ups.

Milestone	Progress Q3	Supporting Commentary
Deliver key sector network events (including Green, Logistics and Advance Manufacturing) and workshops to create an environment for businesses to come together to collaborate and create Growth. Target to engage 160 unique businesses 25/26	 	<p>The business team have delivered 5 sector network events and 10 workshops, engaging with 58 unique businesses, 18 Liverpool City Region partners and 8 students to create an environment for collaboration and stimulating growth.</p> <p>The team have an Economic Forum and Marketplace planned for 26th January 2026.</p>
Provide specialist business support to 20 Halton Businesses by March 2026	 	The business team have completed specialist support to 21 businesses with a further 4 businesses currently receiving specialist support. The total amount of hours completed through support are 378 with a further 183 hours of support committed.







Provide a series of workshops to support 10 business start ups by March 2026		The business team have provided 1 workshop and 1 to 1 support to 8 entrepreneurs to assist them to start their business. In addition, the team have attended 9 1 to 1 drop-in sessions with HPIJ, offering advice and support and have attended 2 jobs fairs. The business team have provided intensive 1 to 1 support to 46 entrepreneurs to assist them to be enterprise ready and will continue to support new enquiries until March 2026.
The business Investment and growth team will identify and account manage the 50 local priority companies ensuring that they meet each of the businesses on one occasion during the financial year to provide relevant signposting and support		The business team continue to meet with local businesses, including through the CA's Key Account Management process. Work is ongoing to develop a list of priority companies for ongoing support.

Corporate Priority	Priority One – Improving Health, Promoting Wellbeing and Supporting Greater Independence Programmes Office
ERD 05	Maximise new external funding opportunities and effectively manage and monitor existing funding programmes




Milestone	Progress Q3	Supporting Commentary
Deliver 4 training sessions to internal and external partners during 25/26 to upskill colleagues in bid-writing and monitoring. Target is to upskill 20 people throughout the year.		4 courses delivered in Qtr. 3 with 17 people attending and 100% positive feedback. Training is free and there are a number of 'no shows' each time so Team is considering delivering via a webinar approach.
Complete and maintain a Regeneration Pipeline Tracker and liaise with CA colleagues to ensure Halton's key projects are profiled. Moving 10 projects through the discover stage each year.		<p>Regeneration Pipeline tracker established – being used to pilot Phase 1 of the new Project Management System. Phase I has been reviewed and agreed changes being implemented.</p> <p>Programmes Office has begun to set up meetings with relevant CA colleagues in order to co-ordinate pipelines across housing, regen, transport etc. 'Supertracker' being developed for the Division to record all funding applied for, secured, gap funding etc.</p>
Support 6 grant funding submissions per quarter – 3 internal and 3 external and monitor the success rate.		The team received 19 requests for funding support in the quarter. 17 bids were submitted – 14 external and 3 internal. 7 of these are

		pending, 3 were unsuccessful and 7 successful to the value of £407,121.
Submit successful (no clawback) bi-annual claims to Government for the Town Deal Programme and quarterly to the CA for UK Shared Prosperity Programme.	 	Successful Town Deal performance report submitted May 2025; no issues or clawback from MHCLG; no claim required Nov 2025 – next claim due May 26. Successful UKSPF claims submitted end Sept 2025, projects largely on track. Qtr. claims due Jan 26.



Corporate Priority	Priority Two – Building a Strong, Sustainable Local Economy Visitor Economy
ERD 06	To commission and deliver a Place-making Strategy for the borough to incorporate Visitor Economy, Inward Investment and Regeneration opportunities to highlight Halton as a great place to live, work, invest, study and visit.

Milestone	Progress Q3	Supporting Commentary
Commission the production of Place-Making Strategy by December 2025 following a workshop with key stakeholders and approval from Executive Board by March 2026	 	Place Strategy commissioned Sept 2025; monthly review meetings diarised. Update presentation mid-Jan to Exec Director; series of focus groups and an online survey to be delivered in Jan/Feb. Final strategy due March 26.
Deliver the Destination Halton Marketing programme, including Visit Halton and Marketing Halton to March 2026 with 3 campaigns throughout the year with key themes.	 	Home Grown in Halton campaign delivered in July/August showcasing food/drink offer in Halton; second campaign Look Up Halton in Sept-Oct delivered as part of Heritage Open Days 25 showcasing Halton's architecture; third campaign being developed for Jan-Mar 26 Wish You Were Here campaign linking with the Culture26 programme and comprising an A-Z of Halton poster and postcards
Secure £300k in external funding by March 2026 to support the delivery of Culture26, including an Arts Council bid and an NLHF bid themed on Lewis Carroll.	 	Bid submitted to ACE Place Partnership programme for £120k - unsuccessful Dec 25; bid to NLHF for £220k submitted Nov 25 – outcome due Feb 26. Match funding being sought from various sources - £25k received from Ineos Energy from Waste Fund.



Corporate Priority	Priority Five – Working Towards a Greener Future. Property Services
ERD 10	Reduce Carbon Emissions from the Council's Property Portfolio

Milestone	Progress Q3	Supporting Commentary
Deliver the solar connection to the Leisure Centre by March 2026		Works now out to tender with a return date on 21 st January. Works unlikely to start on site prior to June 2026. This is due to delays associated with capacity within the procurement team.
Carry out decarbonisation measures on a minimum of 2 buildings to produce carbon emission reductions to contribute towards 1.5% by March 2026	 	Contractor appointed for the Picow Farm decarbonisation works, RIBA stage 4 design work currently being completed with a view to starting on site in the New Year subject to Executive Board approval if necessary. Rooftop solar project approved for St Patrick's Care home and the Frank Myler pavilion, contractor appointed for phase one works, start on site anticipated prior to March. Runcorn Town Hall and Kingsway Learning Centre decarbonisation works currently out to tender via Liverpool City Region Net Zero hub.









Corporate Priority	Priority One – Improving Health, Promoting Wellbeing and Supporting Greater Independence. Priority Two – Building a Strong, Sustainable Local Economy. Priority Three – Supporting Children, Young People and Families. Priority Four - Tackling Inequality and Helping Those Who Are Most in Need. Priority Five – Working Towards a Greener Future. Priority Six - Valuing and Appreciating Halton and our Community Planning & Development
ERD 11	Create and maintain statutory plans, generated through community consultation, that guide decisions on future development proposals and address the needs and opportunities of the area

Milestone	Progress Q3	Supporting Commentary
Delivery of the DALP during the plan period (2037)		Ongoing data collection indicates that the DALP is meeting most of policy requirements however a full analysis cannot be made until March/April 2026
Publication of the LCR LTP4 in 2025		The LTP4 (LCR) is due to go out to public consultation in Q3, I would assume the Document will be published towards the end of Q4.

Corporate Priority	Priority Two – Building a Strong Sustainable Local Economy. Planning & Development
ERD 12	Providing new homes that meet Halton's needs



Milestone	Progress Q3	Supporting Commentary
Number of homes granted planning permission		In Q3 there have been 4 planning applications granted which total 42 dwellings.
Number of annual completions of market and affordable homes		The Housing AMR states the number of Net homes built in 24/25 was 387.

Corporate Priority	Priority Two – Building a Strong Sustainable Local Economy. Planning & Development
ERD 13	Provide an efficient Planning service that supports business investment in Halton







Milestone:	Progress Q3	Supporting Commentary
60% major determined within 13 weeks (or agreed extension)	 	100% 3 applications determined within agreed extension of time
70% minor application determined in 8 weeks (or agreed extension)	 	100% 8 applications determined within agreed extension of time
70% other application determined in 8 weeks (or agreed extension)	 	98% 39 applications determined within agreed extension of time out of 40
30 number of applications per development management (DM) officer.	 	Average of 25 per officer

Corporate Priority	Priority Four - Tackling Inequality and Helping Those Who Are Most in Need. Logistics
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ERD 14	Deliver travel choices that are safe, inclusive, affordable, and low carbon
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Milestone	Progress Q3	Supporting Commentary
Review roll-out of bus franchising in neighbouring boroughs.		Ongoing discussions taking place with the Combined Authority to clarify Halton's involvement with the LCR franchising model
Undertake preparations for franchising Halton's network including route design, identifying a timetable and frequencies.		As above.

Corporate Priority	Priority Four - Tackling Inequality and Helping Those Who Are Most in Need. Logistics
ERD 15	Deliver travel choices that are safe, inclusive, affordable, and low carbon



Milestone	Progress Q3	Supporting Commentary
Within available budgets, ensure all areas of Halton have access to a bus service	 	All areas of Halton are covered by a minimum of 1 bus service per hour.
Monitor the punctuality of bus services <i>Baseline 96%</i> <i>Target 97%</i>	 	97% - 2% increase in bus service punctuality from previous quarter. Closure of Halton Lea North Bus Station necessitating major diversion has impacted services, alterations to timetables has lessened the impact. Ongoing liaison with operators
Monitor the cost of bus fares in Halton	 	£2.00 flat fare across the LCR.

Corporate Priority	Priority Four - Tackling Inequality and Helping Those Who Are Most in Need. Logistics
ERD 16	Maintain Corporate Fleet Availability

Milestone	Progress	Supporting Commentary
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	Q3	
Provision of transport arrangements as requested by Council services: <ul style="list-style-type: none"> • Refuse collection vehicle fleet availability • Daily delivery of community meals • Service users transported – children • Service users transported - adults 	  	100% vehicle fleet availability, including two spares. 4929 Meals delivered, numbers are decreasing due to cessation of the service. Transport on in-house fleet (passenger journeys): Adults 6,854, Children 11,771. Adults similar to Q2, Children greatly increased as Q2 included school summer holidays.

Corporate Priority	Priority One - Improving Health, Promoting Wellbeing and Supporting Greater Independence. Logistics
ERD 17	Deliver travel choices that are safe, inclusive, affordable, and low carbon.





Milestone	Progress Q3	Supporting Commentary
Monitor uptake of travel training and report.	 	17 referrals during the reporting period with 9 individuals (53%) taking up the travel training offer, this has decreased from the previous quarter. 0 individuals have taken part in weekly classroom-based sessions nor taken part in weekly outdoor practical group sessions; this is due to a heavier concentration during the quarter on travel training delivery. 18 individuals have taken part in 1-2-1 ITT sessions in the same time period; this has increased from the previous quarter.

Corporate Priority	Priority Five - Working Towards a Greener Future Highways
ERD 18	Deliver travel choices that are safe, inclusive, affordable, and low carbon








Milestone	Progress Q3	Supporting Commentary
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Identify a pipeline of infrastructure schemes according to need / policy drivers	 	As per last quarter. Current pipeline of schemes identified historically and funding via CRSTS1 is available and secured. Work has started on following 5 year Capital Programme April 2027- March 2032 known as TCR.
Securing funding for infrastructure schemes in the pipeline	 	As per last quarter. 5 year Capital Programme April 2027- March 2032 known as TCR - work has started on outline pipeline programme over Summer 2025 including movement through funding gateway process. Work is ongoing securing funding from Active Travel England etc. to progress design development work and deliver smaller on-site active travel schemes (e.g. North Albert Road, Runcorn High St)

Corporate Priority	Priority Five - Working Towards a Greener Future Highways
ERD 19	Deliver travel choices that are safe, inclusive, affordable, and low carbon


Milestone	Progress Q3	Supporting Commentary
Secure funding for highway maintenance to protect the asset		None in the period.
Update and monitor a highway asset management plan		Ongoing
Deliver highway improvement and maintenance schemes	 	<p>We have successfully recruited 2 new Highway Inspectors who are due to attend Highway Inspector Training early Feb. Adverts to recruit 2 Senior engineers in mid-October were unsuccessful and have been readvertised over Xmas. Alternative methods of schemes delivery are currently being discussed.</p> <p>The major refurbishment works to the northern busway viaduct at Runcorn Shopping City that commenced on site in September are progressing well. The expected duration of the works is 6 months.</p>


Corporate Priority	Priority One – Improving Health, Promoting Wellbeing and Supporting Greater Independence Traffic
ERD 20	Deliver travel choices that are safe, inclusive, affordable, and low carbon

Milestone	Progress Q3	Supporting Commentary
Programme of education relating to road safety	 	8 sessions working with KS1s 10 sessions working with KS2 pupils Road safety education training delivered to Engineering students 459 children received Bikeability training Campaigns: Morrisons Widnes, Cronton College, Aldi Widnes, Asda Widnes Adults, same as above SCP Staff, Site Visits & T&P counts Generation of Priority List
Safety cameras and speed indication devices	 	One new SiD has been supplied using PCC funds and is operational at a new site. Two SiDs are undergoing repairs – Bluetooth issues with one, solar panel problems with the other. All fixed camera sites still being operated by CRSG are functioning and red-light camera at Watkinson Way is working well.
Analysis of collision sites		Collision analysis complete, a number of sites selected for accident remedial works
Road safety audits for new schemes	 	None in the period.

Corporate Priority	Priority Five – Working Towards a Greener Future Environment Services
ERD 27	Provide a clean, safe, and attractive environment



**No comparable data for 23/24 LAMS inspections across parks and public open spaces were introduced in June 2024 after testing completed in Q1. **

Milestone:	Progress Q3	Supporting Commentary
Environmental standards to be measured using the Association for Public Service Excellence (APSE) Land Audit Management System (LAMS) system scoring.		122 inspections completed in Q3



<p>Ensure that inspections of sites across the Council's Parks and Public Open Spaces are carried out bi-monthly throughout the year with results uploaded to APSE for benchmarking purposes.</p> <p>Quarterly target 120 inspections</p>		
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Corporate Priority	Priority Five – Working Towards a Greener Future Environment Services
ERD 28	Provide clean, safe and attractive Cemeteries

**No comparable data for 23/24 LAMS inspections across parks and public open spaces were introduced in June 2024 after testing completed in Q1. **



Milestone:	Progress Q3	Supporting Commentary
<p>Environmental Standards to be measured using the Association for Public Service Excellence (APSE) Land Audit Management System (LAMS) system scoring</p> <p>Ensure that inspections across the Council's four Cemeteries are carried out bi-monthly throughout the year with results uploaded to APSE for benchmarking purposes.</p> <p>Quarterly target 50 cemetery inspections.</p>	 	<p>20 inspections were completed in Q3, the significant reduction is due to unforeseen staff absence with reduced capacity.</p>



Corporate Priority	Priority Five – Working Towards a Greener Future Environment Services
ERD 29	Safety within Parks and Open Spaces

Milestone:	Progress Q3	Supporting Commentary
<p>Ensure the safety of play equipment on Council managed sites across the borough by carrying out regular inspections and carrying out any remedial works required.</p> <p>Target to carry out 1,000 inspections quarterly.</p>	 	<p>The Council is responsible for 42 playgrounds, 37 MUGGAS and 5 boulders, which are inspected weekly.</p> <p>Members are advised that data was only available for the period up to 12th December (10 days of the month). Up to this date within the quarter, 848 safety inspections were due, with 879 inspections on all play areas being carried out.</p>

		<p>Following the inspections, it was identified that 39 interventions were required to carry out safety, repair or improvement works. This compares to 100 in Q2.</p> <p>The cost of interventions was £1,050 (parts and materials only – does not include staff costs).</p> <p><i>NB direction of travel n/a as uncontrollable impacts from inspections</i></p>
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Corporate Priority	Priority Five – Working Towards a Greener Future Environment Services
ERD 30	Increase the Council's recycling rate and reduce the amount of waste produced per household

Milestone:	Progress Q3	Supporting Commentary
600kgs of waste produced per household per year.		<p>Q3 (451.93 kgs)</p> <p>Waste production is subject to seasonal variation. This is an estimated figure, but it does show that household waste levels per household are lower than those in Q3 in the previous year (468 kgs).</p>
To achieve the national 44.4% average of waste recycled		<p>Q3 (36.8%)</p> <p>The need to improve recycling levels is being included in the ongoing review of Environment Services.</p> <p>This is an estimated figure, but it does show that recycling levels are marginally higher than in Q3 in the previous year (36.5%)</p> <p>In terms of the target to achieve the national recycling rate average, it is unlikely that this will be met in 2025/26. However, the Council's plans for both service redesign, the introduction of planned new recycling services, together with enhanced communication and behaviour change initiatives, will help the Council work towards improving recycling performance and the future achievement of this target.</p>

<p>To reduce the levels of waste contamination in blue recycling bins.</p>		<p>2,485.43 tonnes of material collected in blue bins in Q3; this compares to 2,411.26 tonnes in Q2</p> <p>687.47 tonnes of contamination (non-target material) in Q3; this compares to 660.92 tonnes in Q2</p> <p>28% of contamination in blue bins in Q3; this compares to 27% in Q2</p> <p>£68,808.89 costs to dispose of contaminated material in Q3; this compares to £66,151.17 in Q2</p> <p>Whilst this is not an improved picture the aspiration for the direction of travel is to significantly improve recycling rates and reduce contamination.</p>
<p>Implementation of weekly food waste collections to all households in Halton from April 2026.</p> <p>Target Milestones:</p> <ol style="list-style-type: none"> 1. Procurement of fleet and receptacles Q1 25/26. 2. Household collection timetable designed Q3 25/26. 3. Resident communication and engagement framework mobilised by Q3 25/26. 		<p>Orders placed for the delivery of food waste vehicle fleet and caddies.</p> <p>Work programme mobilised for route optimisation and household collection schedules.</p>

4.0 Financial Statements

ECONOMY ENTERPRISE & PROPERTY DEPARTMENT

Revenue Operational Budget at 30 Nov 25

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	3,915	3,314	3,134	180	250
Agency - covering vacancies	0	0	206	(206)	(270)
Repairs & Maintenance	1,700	1,262	1,262	0	0
Premises	174	136	137	(1)	(2)
Energy & Water Costs	1,075	560	506	54	80
NNDR	647	647	676	(29)	(29)
Rents	157	118	117	1	1
Economic Regeneration Activities	3	3	8	(5)	0
Security	508	257	256	1	3
Supplies & Services	578	317	317	0	(1)
Supplies & Services - Grant	1,040	485	485	0	0
Grants to Voluntary Organisations	72	35	35	0	0
Capital Finance	22	0	0	0	0
Total Expenditure	9,891	7,134	7,139	(5)	32
Income					
Fees & Charges Income	-398	-272	-308	36	89
Rent - Commercial Properties	-929	-572	-571	(1)	4
Rent - Investment Properties	-38	-26	-25	(1)	(1)
Government Grant	-1,118	-1,119	-1,119	0	0
Reimbursements & Other Grant Income	-203	-172	-172	0	0
Schools SLA Income	-55	-55	-58	3	3
Recharges to Capital	-367	-158	-158	0	0
Transfer from Reserves	-564	-535	-535	0	0
Total Income	-3,672	-2,909	-2,946	37	95
Net Operational Expenditure	6,219	4,225	4,193	32	127
Recharges					
Premises Support	2,738	1,826	1,826	0	0
Transport	26	17	17	0	0
Central Support	2,878	1,918	1,918	0	0
Asset Rental Support	4	0	0	0	0
HBC Support Costs Income	-9,342	-6,228	-6,228	0	0
Net Total Recharges	-3,696	-2,467	-2,467	0	0
Net Departmental Expenditure	2,523	1,758	1,726	32	127

Comments on the above figures

Finance maintains regular communication with the department to monitor and analyse expenditure, helping to identify potential savings that can support both current and future priorities. In today's climate of tight budgets, achieving these efficiencies is more important than ever

The latest report indicates that the department is projected to be under budget by £0.127 million at year-end.

This forecast is largely due to increased income from fees and charges, following the reconciliation of service charge invoices, as well as a review of repairs and maintenance spending throughout the year.

Supporting Information

Maximising grant funding remains a key priority, supported by diligent account monitoring and careful planning. Specific projects have been identified, with staff time allocated to ensure delivery aligns with funding objectives. Compliance with grant conditions is maintained at every stage, and this focused approach will continue throughout the year.

Maintaining a fully staffed team is essential to fulfilling statutory and contractual obligations and driving forward the borough's regeneration agenda. Despite the introduction of a market supplement, recruitment for key roles, particularly estates surveyors, recruitment has proven to be fruitless, and these are covered by agency staff but with no overall impact on the staffing budget. The successful appointment of Project Managers marks a significant step forward and has resulted in no more reliance on agency staff in this area. Agency staffing costs are currently projected at £0.270m for this financial year however the vacancies are budgeted at £0.250m. These roles are critical to the delivery of regeneration activity; without them there is a risk of project delays, which could impact future revenue from business rates and council tax and reduced capital receipts. Where possible, staffing costs are recovered through capital budgets and external funding streams.

The financial impact of vacant properties across the borough continues to present a significant budgetary challenge. In addition to the loss of rental income while these properties remain unoccupied, further costs are incurred for utilities, repairs, and ongoing maintenance. As of the end of November, total costs stood at £0.154m, rising to £0.202m over the past two months. To help reduce these expenses, it is essential to accelerate leasing activity or explore interim uses, such as short-term rentals or community-based initiatives, that could generate income and offset costs. However, several properties are currently in poor condition and will require refurbishment before they can be considered for letting.

Despite a notable rise in energy costs over recent years, the department is currently forecasting a year-end underspend of £0.080m. However, this projection may be reduced if energy usage increases e.g. if demand rises due to seasonal temperature fluctuations.

The Repairs and Maintenance programme is subject to ongoing review to ensure expenditure remains within the allocated budget. It is projected that costs will be contained within budget for the remainder of the financial year. Regular monitoring will continue to ensure early identification of any emerging pressures, allowing for timely intervention and mitigation where possible, as long as no large emergency repairs are necessary.

Approved 2025/26 Savings

Please see Appendix A for details of progress towards achieving budget efficiency savings agreed by Council in March 25.

Capital Budget at 30 Nov 25

Scheme Detail	2025/26 Original Allocation £000	2025/26 Revised Allocation £000	Cumulative Spend to 30 Nov 2025 £000	Cumulative Forecast Spend to 31 Jan 2026 £000	Cumulative Forecast Spend to 31 March 2026 £000	Allocation remaining £000
Foundry Lane Residential Area	3,520.9	3,520.9	1,229.3	1,850.0	3,520.9	0.0
Property Improvements	231.1	231.1	121.7	153.6	231.1	0.0
Town Deal	21,823.1	13,210.2	6,294.6	9,550.0	13,210.2	0.0
UK Shared Prosperity Fund	101.2	101.2	0.0	55.0	101.2	0.0
Runcorn Waterfront Residential Development	82.0	82.0	4.2	35.0	82.0	0.0
Changing Places	17.0	17.0	0.0	0.0	17.0	0.0
Kingsway Centre Demolition	708.0	708.0	438.3	488.0	538.0	170.0
Port of Weston	0.0	0.0	0.0	0.0	0.0	0.0
Sci-tech Daresbury Project Violet	2,200.0	0.0	0.0	0.0	0.0	0.0
Astmoor Masterplan	81.6	902.6	902.6	902.6	902.6	0.0
Sci-tech Daresbury - CPO	3,000.0	0.0	0.0	0.0	0.0	0.0
Warm Homes Plan	0.0	587.6	0.0	0.0	587.6	0.0
Runcorn Town Centre Management	0.0	822.0	524.6	650.0	822.0	0.0
Widnes Town Centre Framework	0.0	200.0	53.0	100.0	200.0	0.0
Economy, Enterprise & Property Departmental Total	31,764.9	20,382.6	9,568.3	13,784.2	20,212.6	170.0

Comments on above figures**Foundry Lane**

The Foundry Lane development is progressing at pace, with several key milestones achieved over the past two months. On-site activity remains well-coordinated and steady, keeping the project firmly on track to deliver this exciting new housing scheme. First handover is May 26 with all remaining Phase 1 homes scheduled for completion by November 26.

To maintain momentum, outline planning permission has now been submitted for Phase 2, ensuring the next stage of development can move forward. Site investigations are underway for Phase 2, with plans for a further land acquisition incorporated into the outline planning submission, scheduled for January.

Sci-Tech Daresbury Project Violet

The LCR CA has approved the business case for both buildings in Violet Phase 2, with the final panel sign off for the additional £7.5m funding anticipated in December. The Grant Funding Agreement for Innovation Zone funding is anticipated in January 2026. The project will then move through to procurement with an anticipated start on site in summer 2026. The Enterprise Zone capital allocation will likely be drawn down from summer 2026.

Property Improvements

Various works undertaken as and when required, works ongoing, the budget will be spent at year end

Changing Places

Works complete; all retention monies have now been paid.

Town Deal

All Town Deal funded projects are progressing at different stages of work. The Brindley extension started on site August 2024. Estimated date for completion is Late Spring 2026. RIBA stage 4 of the Brindley Green has started following submission of the planning application.

The youth centre -part of the Creative and Digital Skill centre - started September 2024, with the new build now well advanced with interior work now taking place. Completion is expected summer 2026.

The Health Hub started work on site April 2025, after the library vacated to temporary location. The construction work is expected to be completed in December followed by commissioning by the NHS.

The Runcorn Street art was delivered in May 2025. A celebration event was held 26 July. This project is complete.

The construction of the Temple Hall started March 2025, with foundation complete. All steelwork is up, and block walls erected, with outer skin of brick work progressing well. Practical completion is expected early 2026.

The construction of two canal trip boats was commissioned at a boatyard in Liverpool, with one boat having been launched in Runcorn on the canal 26 July. All December boat trips were sold out.

The over 55s apartment block Mercia House is under construction at High Street is well advanced with completion expected in April 2026. HBC has entered into a pre-construction service agreement with F Parkinsons through a design and build route for the Enterprise Facility. Design work progresses on the remaining projects.

Kingsway Leisure Centre Demolition

The demolition works are now complete.

UKSPF


New reduced allocation for 25/26 which is for town centre improvements was secured in early 2025.

Sci-tech Daresbury Project – CPO

The JV continues to develop the required documentation to make the CPO in order to secure land for the delivery of the Sci-Tech Daresbury masterplan. It is anticipated that the CPO process will run during 2026 with funds only required at the conclusion of that project or shortly after. The majority of spend is potentially in 26-27 at the earliest.

ECONOMY, ENTERPRISE AND PROPERTY DEPARTMENT

APPENDIX A

Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value		Current Progress	Comments
			25/26 Agreed Council 01 February 2023 £'000	25/26 Agreed Council 05 March 2025 £'000		
Asset Management		Accelerate the lease or sale of surplus land, non-operational buildings, surplus space within building, etc. to either generate lease rentals or capital receipts to help fund capital schemes and thereby reduce future capital financing costs.	0	100		It is not expected this saving will materialise in the current year.

COMMUNITY & GREENSPACE**Revenue Budget as at 30 November 2025**

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	15,639	10,403	9,996	407	611
Agency - Covering vacancies	20	16	16	0	0
Agency - In addition to establishment	16	16	201	(185)	(272)
Premises	3,304	1,973	1,995	(22)	(32)
Supplies & Services	3,659	2,416	2,597	(181)	(272)
Transport	117	72	91	(19)	(28)
Extended Producer Responsibility	500	30	30	0	0
Other Agency Costs	454	287	275	12	17
Other Expenditure	187	102	99	3	4
Waste Disposal Contracts	7,121	2,867	2,906	(39)	(57)
Transfers to Reserves	1,091	0	0	0	0
Total Expenditure	32,108	18,182	18,206	(24)	(29)
Income					
Sales Income	-1,359	-931	-916	(15)	(23)
Fees & Charges Income	-6,300	-4,678	-4,806	128	192
Rental Income	-1,118	-632	-573	(59)	(88)
Government Grant Income	-5,210	-1,458	-1,458	0	0
Reimbursement & Other Grant Income	-871	-493	-493	0	0
SLA Income	-23	0	0	0	0
Internal Fees Income	-216	-98	-199	101	152
Capital Salaries	-236	-76	-67	(9)	(14)
Transfers From Reserves	-619	-4	-4	0	0
Total Income	-15,952	-8,370	-8,516	146	219
Net Operational Expenditure	16,156	9,812	9,690	122	190
Recharges					
Premises Support	1,657	1,105	1,105	0	0
Transport Support	2,433	1,714	1,781	(67)	(102)
Central Support	4,297	2,865	2,865	0	0
Asset Rental Support	199	0	0	0	0
Recharge Income	-843	-562	-562	0	0
Net Total Recharges	7,743	5,122	5,189	(67)	(102)
Net Departmental Expenditure	23,899	14,934	14,879	55	88

Comments on the above figures

Net spend against the Community and Greenspaces department has seen an improvement to the net outturn position since the previous report at 30th September 2025. The forecasted outturn is now expected to fall £0.8m under the approved budget profile (in comparison to £0.72m underspend previously forecasted).

Employee spend continues to be an area providing underspend for the department into the new financial year, forecast spend being £0.611m under the approved budget profile. There continue to be vacancies held for restructures taking place contributing to the underspend. However, as a result of this, in order to facilitate the very visible services provided to the residents of Halton, both Agency and Supplies & Services expenditure is forecasted to be (£0.272m and £0.272 respectively) above the approved 2025/26 budget.

Estimated spend on premises costs is forecast to be £0.032m over budget in 2025/26. The Stadium utility costs are notably higher than the available budget and will continue to be a budget pressure this year.



Supplies and Services is forecasting an overspend of £0.272m which is a budget pressure throughout the Department and is primarily caused by inflationary cost increases of key goods and services over recent years. There is a risk if the Council were to contain these costs within the budget profile there would be a reduction in the service provided.


Historically, Waste Disposal Contracts had contributed to an underspend for the department, however, due to the rise in costs last year, expenditure is now likely to fall close to the approved budget profile. It is worth noting, as the size of the contracts are very large, small percentage changes to the invoices can have significant impacts on the outturn position of the department. These invoices also are received several periods after the costs are incurred; therefore, the outturn position may change throughout the year. Within 2025/26 there has been a budget line created for the Extender Producer Responsibility Scheme, this funding has been provided to manage packaging waste. In order to facilitate the scheme and ensure compliance, £0.500m has been forecasted to be utilised within the financial year, should there be any budget underutilised by 31st March 2026 this will require carrying forward into the 2026/27 financial year.

Income for the Community and Greenspaces Department is on track to be higher than the approved budget by £0.219m. The main contributor to the overachievement however is with Halton Leisure Centre, income is remaining consistently high, and forecasts have been adjusted as such to reflect this.

There also continues to be pressures with the Brindley as the extension works are underway, income did fall within the previous financial year and is currently forecast to do the same this year. Once the works are completed the income is likely to rise again, however, this will require close monitoring as the utility expenditure will also increase with the larger site.

APPROVED BUDGET SAVINGS COMMUNITY AND GREENSPACES DEPARTMENT

Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value		Current Progress	Comments
			25/26 Agreed Council 01 February 2023 £'000	25/26 Agreed Council 05 March 2025 £'000		
Stadium & Catering Services – School Meals	12	Cease to deliver the school meals service, which has made significant losses of over £200,000 for a number of years and is forecast to make a similar loss by year-end. Work would be undertaken with schools over the next two years to support them to secure an alternative means of delivery, whether in-house or via an external provider.	12	0		School meals service has ceased and is reflected in the 25/26 budget.
Green Waste		Green Waste – increase green waste charges from £43 to £50 per annum, to bring Halton onto a comparable	0	100		Green waste charges have been increased to £50.

Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value		Current Progress	Comments
			25/26 Agreed Council 01 February 2023 £'000	25/26 Agreed Council 05 March 2025 £'000		
		basis with charges levied by neighbouring councils.				
Area Forums		Area Forums – cease the funding for Area Forums.	0	170		Area forum budgets have been removed in 25-26
Total Community & Greenspace Dept			12	270		

Capital

Scheme Detail	2025/26 Original Allocation £000	2025/26 Revised Allocation £000	Cumulative Spend to 30 Nov 2025 £000	Cumulative Forecast Spend to 31 Jan 2026 £000	Cumulative Forecast Spend to 31 March 2026 £000	Allocation remaining £000
Stadium Minor Works	22.1	22.1	24.6	24.6	24.6	-2.5
Halton Leisure Centre	99.7	99.7	92.5	94.0	95.0	4.7
Children's Playground Equipment	67.8	67.8	52.5	60.5	65.0	2.8
Landfill Tax Credit Schemes	340.0	0.0	0.0	0.0	0.0	0.0
Upton Improvements	13.0	13.0	0.0	0.0	13.0	0.0
Crow Wood Park Play Area	12.0	12.0	0.0	0.0	12.0	0.0
Open Spaces Schemes	600.0	770.0	650.9	700.0	770.0	0.0
Runcorn Town Park	450.6	450.6	10.2	60.0	125.0	325.6
Spike Island / Wigg Island	1,841.6	250.0	173.4	180.0	250.0	0.0
Pickerings Pasture Cafe	469.2	450.0	301.2	360.0	450.0	0.0
Cemetery Infrastructure work	469.1	469.1	10.5	207.0	410.0	59.1
Stadium Public Address System	810.0	346.0	34.9	286.0	346.0	0.0
Litter Bins	20.0	20.0	0.0	0.0	20.0	0.0
Replacement Cremator	0.0	0.0	0.0	0.0	0.0	0.0
Stadium Steelwork Repairs	0.0	0.0	0.0	0.0	0.0	0.0
Brindley Lighting	0.0	200.0	0.0	100.0	200.0	0.0
Homeless Accommodation Refurbishment	0.0	52.0	49.3	51.0	52.0	0.0
CCTV Infrastructure Works	0.0	105.0	1.2	50.0	105.0	0.0
Equality Act Improvement Works	303.5	303.5	17.7	150.0	303.5	0.0
Community and Greenspaces Departmental Total	5,518.7	3,630.8	1,418.9	2,323.1	3,241.1	389.7

There have been delays to capital projects starting within the last financial year due to staffing issues, so a number of schemes had been rolled into the 25/26 capital programme these works have begun, but again there will be a knock-on effect to 26/27 based on this, so the forecasted and revised allocations have been adjusted to reflect this. In regards to the cemetery infrastructure work there is potential to receive grant/external funding rather than rely on solely on borrowing. The *replacement cremator* line is in relation to a cremator installed last year; however, the contractors are requiring some additional works required to get it fully commissioned and proper emissions testing to be carried out. Management are currently reviewing options, where possible this will be funded from underspend from other schemes.

Planning, Provision and Transportation Department

Revenue Budget as at 30th November 2025

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	5,957	3,961	3,570	391	587
Efficiency Savings	-100	-66	0	(66)	(100)
Premises	188	122	100	22	34
Hired & Contracted Services	415	98	103	(5)	(8)
Supplies & Services	142	203	350	(147)	(220)
Street Lighting	1,643	479	527	(48)	(72)
Highways Maintenance - Routine & Reactive	1,803	781	1,142	(361)	(542)
Highways Maintenance - Programmed Works	812	574	153	421	632
Fleet Transport	1,467	921	927	(6)	(10)
Bus Support - Halton Hopper Tickets	14	9	4	5	8
Bus Support	506	587	587	0	0
Agency Related Expenditure	8	6	141	(135)	(202)
Grants to Voluntary Organisations	31	31	31	0	0
NRA Levy	75	74	74	0	1
LCR Levy	1,553	1,164	1,164	0	0
Contribution to Reserves	359	0	0	0	0
Total Expenditure	14,873	8,944	8,873	71	108
Income					
Sales & Rents Income	-97	-72	-64	(8)	(12)
Planning Fees	-798	-534	-750	216	324
Building Control Fees	-251	-167	-131	(36)	(55)
Other Fees & Charges	-971	-634	-1,166	532	798
Reimbursements & Grant Income	-174	-160	-160	0	0
Government Grant Income	-57	-57	-57	0	0
Halton Hopper Income	-15	-10	-7	(3)	(5)
Recharge to Capital	-119	0	0	0	0
LCR Levy Reimbursement	-1,553	-1,164	-1,164	0	0
Contribution from Reserves	-132	-157	-157	0	0
Total Income	-4,167	-2,955	-3,656	701	1,050
Net Operational Expenditure	10,706	5,989	5,217	772	1,158
Recharges					
Premises Recharges	739	493	493	0	0
Transport Recharges	808	517	517	0	(2)
Central Recharges	2,505	1,672	1,672	0	0
Asset Charges	918	0	0	0	0
HBC Support Costs Income	-6,347	-4,346	-4,502	156	234
Net Total Recharges	-1,377	-1,664	-1,820	156	232
Net Departmental Expenditure	9,329	4,325	3,397	928	1,390

Comments on the above figures

Financial Position

As of 30th November 2025 it is forecast net spend will be £1.390m under the approved 2025/26 budget.

Supporting Information

As in previous years budget holders are working closely with the Finance Officers to ensure a balanced budget is achieved. Wherever possible, capital expenditure is being prioritised to relieve pressure on the revenue budgets. The projected figures in this report are very much subject to change as there is currently a major departmental staffing restructure in progress.

Therefore, there are a large number of vacancies across two divisions that have not yet been filled. The Highways restructure has been taken out of the projections from the last report to now, as it is unlikely that

it will be in place before March 26. Efficiency savings for PPT are not expected to be met and more information is provided about this further within the report.

Supplies and services and contracted services are projected to be over budget as in previous years due to there being no budget for software licences, and maintenance of computer systems, yet these are an essential requirement for the department to carry out its day-to-day tasks.

The street lighting expenditure is projected to come in over budget. Various actions have been taken to decrease the amount of power being used such as lights being turned off 12am – 6am on some routes and around 98% of HBC owned street lighting stock of around 20,500 columns have been upgraded to LED. There is just some of the non-standard equipment left to upgrade. However, this has been offset by a small amount by new developments that have become adopted and therefore added to the energy bill. This is being monitored as a budget pressure with managers. There has been an amendment to the projected spend figures as it was deemed the creditors from 24/25 financial year were overstated. This has brought the projected overspend down from around £0.275m at September 2025 to £0.072m now.

Highways maintenance budgets are now projected to come in under budget. Capital funding is being utilised where appropriate. The report is again broken down into routine and reactive schemes and programmed works so the various areas can be looked at in more detail. Since the period 2 report it has been agreed that all expenditure against programmed works will cease, and alternative funding will be sourced if possible. This will in turn net off the projected overspend against routine and reactive works.

Planning income is an ever-moving area and unlike earlier reports it is now expected to be over its income target. Following on from the 2024/25 financial year there is a downturn in the number of applications being received so there is some reliance on receiving planning applications from housing developers. This forecast is based on the income that has been received so far, this financial year and what is likely to be achieved going forward. Building control income is projected to not achieve its income target as in previous years.

Fees and charges income is projected to overachieve its income target, but this is constantly in flux as it is fully dependent on the amount of permit applications etc that is received. It is anticipated that the high level of permit income that was seen in previous years will eventually drop off but for now has been consistent for the past 8 months, due to the large number of housing developers requiring permission to install utilities. There are a number of reasons for the current over achievement of permit income, including:

- The number of permits being received has been higher than usual due to several companies carrying out fibre roll outs and upgrades. This seems to be coming to an end and the number of permits relating to fibre are most likely to severely decrease for the remainder of the year.
- As a result of the increased amount of works, this also increases potential for FPNs, S74 charges and defect charges to be issued against permits. As the number of works decreases, so will the associated charges.
- There is higher than usual income associated to traffic management due to the amount of works taking place since April.
- There are more inspections now than in previous years, which has increased income.

Transport income recharges will be over on its income target, but these are offset by overspends in the other departments.

Approved 2025/26 Savings

Savings that were put forward for 2025/26 can be seen in Appendix A at the end of this report.

Risks/Opportunities

Across the whole department inflation has significantly driven costs up and every division is bearing the cost of this. The Highways / Traffic and Logistics divisions are seeing the largest impact of

Planning, Provision and Transportation Department
Capital Budget as of 30th November 2025

Scheme Detail	2025/26 Original Allocation £000	2025/26 Revised Allocation £000	Cumulative Spend to 30 Nov 2025 £000	Cumulative Forecast Spend to 31 Jan 2026 £000	Cumulative Forecast Spend to 31 March 2026 £000	Allocation remaining £000
Bridge and Highway Maintenance	839.2	839.2	181.2	510.2	839.2	0.0
Runcorn Busway	90.0	90.0	35.9	63.0	90.0	0.0
ATF3 Murdishaw to Whitehouse	757.0	757.0	538.3	647.7	757.0	0.0
ATF4 - Widnes Town Centre Accessibility	114.5	114.5	0.0	0.0	0.0	114.5
A56 Reconstruction	943.7	943.7	95.0	519.4	943.7	0.0
LCWIP phase 2 Daresbury	3,862	100	30.9	57.7	84.5	15.5
Pot Hole Funding	968	968	243.8	605.9	968.0	0.4
CRSTS	4,405	4,405	2,709.9	3,557.5	4,405.0	0.0
Street Lighting - Structural Maintenance	1,025.1	1,025.1	0.0	100.0	200.0	825.1
Street Lighting - Upgrades	728.4	728.4	0.0	50.0	50.0	678.4
East Runcorn Connectivity	5,851.7	14,442.2	6,283.7	10,363.0	14,442.2	0.0
Risk Management	712.9	120.0	23.0	23.0	23.0	97.0
Widnes Loops	0.0	0.0	65.1	65.1	65.1	-65.1
Fleet Replacements	4,482.0	2,500.0	1,070.1	1,785.0	2,500.0	0.0
Early Land Acquisition Mersey Gateway	210.0	80.0	49.4	73.0	80.0	0.0
Mersey Gateway Crossings Board	60.0	-226.7	-226.7	-226.7	-226.7	0.0
Highways and Transportation Departmental Total	25,049.8	26,886.8	11,099.6	18,193.6	25,221.0	1,665.8

Comments on the above capital figures


The East Runcorn Connectivity (ERC) scheme is on track and additional funding from LCR has been secured. It is projected that this scheme will finish late Q4 25/26 or early Q1 26/27. The budget has increased from the last report to now due to the increased spending and progression of the scheme. This now includes the full remaining CA grant and HBC match funding – any underspend this financial year will be moved into 26/27.

The A56 project is in support of the new junction completion for the Redrow development which overlaps with the ERC scheme mentioned above. Progress has been slow on this scheme for various reasons and expenditure will increase into Q4 25/26.

LCWIP Phase 2 (Local Cycling and Walking Infrastructure Plan) Runcorn to Daresbury is currently underway on Long Benton Way. A change request has been accepted by LCR as expenditure is not projected to reach the original budget of £5.7m.

POLICY, PLANNING AND TRANSPORTATION DEPARTMENT




APPENDIX A

Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value		Current Progress	Comments
			24/25 £'000	25/26 £'000		
Highways		LED Advertising Screens – install LED advertising screens at appropriate locations within the Borough in order to generate advertising revenue. The estimated annual income is the Council's share of advertising revenue net of capital financing costs for the installations.	0	100		It is not anticipated that this income will be achieved this financial year as the LED screens are no closer to being installed.
Total PPT Dept			0	100		




Appendix 2: Explanation 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.

REPORT TO: Environment and Regeneration Policy and Performance Board

DATE: 11 February 2026

REPORTING OFFICER: Finance Director

PORTFOLIO: Corporate Services

SUBJECT: Councilwide Spending as at 30 November 2025

WARD(S): Borough-wide

1.0 PURPOSE OF REPORT

- 1.1 To report the Council's overall revenue spending position as at 30 November 2025, together with the latest year-end outturn forecast.

2.0 RECOMMENDED: That;

- (i) **The Council's overall spending position as at 30 November 2025 outlined in the Appendix, be noted.**

3.0 SUPPORTING INFORMATION

- 3.1 On 15 January 2026 the Executive Board received the report shown in the Appendix. This presented details of Councilwide revenue spending by each Department as at 30 November 2025 along with forecasts to year-end, and outlines the reasons for key variances between spending and budget.
- 3.2 Given the scale of the Council's current financial challenges, Executive Board requested that a copy of the report be shared with each Policy and Performance Board for information.
- 3.3 A Councilwide monitoring report is presented to Executive Board every two months and the attached report covers the period 1 April 2024 to 30 November 2025 in terms of revenue and capital spending.
- 3.4 Within the report, Appendix 1 provides a Councilwide summary of revenue spending, while Appendix 2 presents details relating to each Department. In addition to spending as at 30 November 2025, the latest year-end forecasts of variances between revenue spending and budget are provided.
- 3.5 Appendix 3 outlines the forecast deficit on the schools high needs budget.
- 3.6 Appendix 4 indicates progress with implementation of previously approved budget savings for 2024/25 and 2025/26. Appendix 4 presents an update of the budget risk register.
- 3.7 Appendix 5 presents spending to date against the capital programme.

4.0 POLICY IMPLICATIONS

4.1 None.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 **Improving Health, Promoting Wellbeing and Supporting Greater Independence**

5.2 **Building a Strong, Sustainable Local Economy**

5.3 **Supporting Children, Young People and Families**

5.4 **Tackling Inequality and Helping Those Who Are Most In Need**

5.5 **Working Towards a Greener Future**

5.6 **Valuing and Appreciating Halton and Our Community**

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

6.0 RISK ANALYSIS

6.1 There are a number of financial risks within the budget. However, the Council has internal controls and processes in place to ensure that spending remains in line with budget as far as possible.

6.2 A budget risk register of significant financial risks is maintained and is included at Appendix 6 of the attached report.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

8.0 CLIMATE CHANGE IMPLICATIONS

8.1 None

9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1072

9.1 There are no background papers under the meaning of the Act

APPENDIX

REPORT TO: Executive Board

DATE: 15 January 2026

REPORTING OFFICER: Director of Finance

PORTFOLIO: Corporate Services

SUBJECT: 2025/26 Councilwide Spending as at 30 November 2025

WARD(S): Borough-wide

1.0 PURPOSE OF REPORT

- 1.2 To report the Council's overall revenue net spend position as at 30 November 2025 together with a 2025/26 forecast outturn position.

3.0 RECOMMENDED: That;

- (ii) Executive Directors continue to implement the approved 2025/26 saving proposals as detailed in Appendix 4;
- (iii) Executive Directors continue to identify areas where they can further reduce their directorate's spending or generate income, in order to ensure the council wide forecast outturn overspend position for the year remains within budget.
- (iv) This report be shared with each Policy and Performance Board, in order to ensure they have a full appreciation of the councilwide financial position, in addition to their specific areas of responsibility.
- (v) Council be asked to approve the revisions to the capital programme set-out in paragraph 3.31 and incorporated within Appendix 5;
- (vi) The forecast position for High Needs set-out in Para 3.19 to 3.24 and Appendix 3, be noted.

3.0 SUPPORTING INFORMATION**Revenue Spending**

- 3.1 Appendix 1 presents a summary of spending against the operational revenue budget up to 30 November 2025 (period 8) and Appendix 2 provides detailed figures for each individual Department. In overall terms, net Council spending as at 30 November 2025 is £0.294m over budget. The outturn forecast for the year estimates that net spending will be over

budget by £1.281m if no further corrective action is taken. This is a much improved position from that reported at the end of September 2025 (period 6) where forecast spend for the year was estimated to be £4.672m over budget.

3.2 The improved position on the forecast outturn from that reported at the end of September 2025 can be linked across a number of areas, including:

- Adult Social Care Directorate – The forecast outturn position for Community Care is £0.683m at the end of November, compared to a forecast outturn of £2.315m from two months prior. The position has improved due to more flexible utilisation of the Disabled Facility Grant (DFG) through the capitalisation of qualifying staffing and equipment costs against the grant, which it is intended to continue for future years.
- Care Homes - The overspending forecast against the Council's in-house care homes has decreased by a further £0.218m as a result of a lower forecast of agency spend, stemming from the ongoing review of sickness absence. Overall the Adult Social Care forecast outturn position has improved by £1.723m.
- Children and Families Department – The outturn position for the Department has improved by £1.601m. Employee costs are forecast to be under budget profile by the end of financial year 2025/26 by £0.096m which is a reduction of £0.822m since last reported at 30 September 25. Residential care costs are forecast to be under budget profile by £0.513m which is a reduction of £0.571m since last reported on 30 September 25.
- Environment and Regeneration Directorate – The forecast outturn position for the Directorate has improved by £1.006m. This is largely as a result of revised forecasts of income generation within the Planning and Transportation department, related to planning fees and the number of approved utility permit applications.

3.3 Despite the reduction in forecast net costs for the year it remains vital the Council continue to limit expenditure through to the end of the financial year to achieve as a minimum, a balanced budget position. It should be remembered that in setting the current year budget the Council have planned to utilise £29.385m of Exceptional Financial Support.

3.4 As part of the action to ensure spend for the year remains within budget, recovery meetings have been put into action where directorate leads will provide action points on how they aim to keep net spend within the approved budget.

- 3.5 On 10 February 2025 Government issued a letter to the Council confirming it was minded to approve a capitalisation direction of a total not exceeding £52.8 million. The total is broken down by each financial year of the Council's request:
- £20.8 million in 2024-25.
 - £32 million in 2025-26.
- 3.6 Consistent with those councils that have previously sought Exceptional Financial Support, in order for Government to provide a final capitalisation direction, the council is required to undergo an external assurance review which will include, but will not be limited to, an assessment of the council's financial position and governance arrangements. There is uncertainty in when MHCLG will commission this review and therefore the Council has taken a proactive approach and commissioned CIPFA to support a review of the Council's financial resilience and financial management arrangements. The review is currently being undertaken on the same basis of the latest specification for such reviews required by MHCLG for councils requesting EFS.
- 3.7 Council approved the annual budget of £183.052m on 05 March 2025, in doing so they agreed to the use of EFS totalling £29.385m. As a minimum the Council must ensure that spend for the year remains within the approved budget to ensure the provisional capitalisation direction is not breached.
- 3.8 The cost of EFS is significant over the long term for the Council, for every £1m borrowing undertaken it is estimated will cost the Council approximately £100k over each of the next 20 years. It is imperative action is taken now to reduce the level of planned spend over the remainder of the year and that approved saving proposals are implemented with immediate effect.
- 3.9 Within the Corporate and Democracy table (included at Appendix B), current year costs relating to EFS have been included. It is forecast the cost of EFS interest will be £1.096m with repayment of the principal debt totalling £0.500m
- 3.10 The figures reflect a prudent yet realistic view of spend and income levels through to the end of the year. Work will continue to progress on updating the financial position as more information is made available.
- 3.11 In setting the 2025/26 budget Council approved significant levels of growth to ensure the budget was more relevant to the planned level of spend. Budget growth of £33.555m (22%) was added to the 2025/26 budget to bring the approved net budget to £183.052m.
- 3.12 There are continued demand pressures on the budget which are above growth levels provided in the 2025/26 budget, these are more notable against adults community care and home to school transport. Levels of demand covering children in care appear to be under control, although still

too high for an authority the size of Halton. Further information is provided within the report on the main budgetary pressure areas.

- 3.13 In setting the 2025/26 budget, inflation of 2% was provided for the pay award. The pay award has been agreed at 3.2%, therefore budgetary growth for the pay award is insufficient, the revised forecast of the additional cost of the 3.2% pay offer will add approximately £1.2m to the Council's running cost for the year. This additional cost is included within the reported forecast position for the year.
- 3.14 Another major factor in achieving a balanced budget position for the year is that all approved savings are fully achieved to the agreed levels. In total, savings of £7.225m were agreed for the current year, Appendix 4 provides detail on progress against the approved savings. As per Appendix 4, savings have been RAG rated to inform on progress, high level summary of this is provided below.

Department	On-course to be achieved	Uncertain or too early to say	Highly likely or certain will not be achieved
	£'000	£'000	£'000
Adult Social Care	100	125	1,655
Finance	0	100	90
Legal	6	0	0
Children & Family Services	0	1,900	22
Education, Inclusion and Provision	0	0	300
Community and Greenspaces	282	0	0
Economy, Enterprise and Property *	0	0	100
Planning & Transportation *	0	0	100
Public Health	45	0	0
Corporate	100	500	1900
Totals	533	2,125	4,667

*note alternative one-off savings have been identified for the current year.

- 3.15 The use and cost of agency staff continues to be one of the main contributing factors to the overspend position for the year. This is mostly evident within the Children & Families Department and the Council's in-house Care Homes. Initiatives and support from the Transformation Programme are ongoing to reduce reliance upon agency staff.

- 3.16 Analysis of agency spend for the year to date, together with comparative analysis of 2024/25 costs, is included in the table below.

	2025/26					2024/25
	As at 31 May 2025	As at 31 July 2025	As at 30 September 2025	As at 30 November 2025	Total 2025/26 To Date	As at 31 March 2025
	£'000	£'000	£'000		£'000	£'000
Adult Social Care	955	1,687	805	573	4,020	6,035
Chief Executives Delivery Unit	130	145	146	118	539	810
Children & Family Services	574	739	594	564	2,471	5,220
Community & Greenspace	71	59	52	53	235	447
Corporate & Democracy	0	0	0	6	6	0
Economy, Enterprise & Property	60	77	86	72	295	417
Education, Inclusion & Provision	54	72	48	56	230	295
Finance	3	0	1	1	5	114
Legal & Democratic Services	63	59	43	37	202	881
Planning & Transportation	2	0	0	0	2	210
Public Health & Public Protection	0	0	0	0	0	22
Total	1,912	2,838	1,775	1,480	8,005	14,451

Revenue - Operational Spending

- 3.17 Operational net spending for the first eight months of the year is higher than the budget to date by £0.294m Based on current forecasts it is estimated net spend will be over budget for the year by £1.281m if no further corrective action is taken.
- 3.18 Within the overall budget forecast position for the period, the key budget pressure areas are as follows;

(i) Children and Families Department

The net departmental outturn position is estimated to be over budget profile at the end of financial year 2025/26 by £0.209m with the majority relating to Social Care Services. Since last reported at 30 September 25 there has been a reduction in forecast outturn for the department of £1.6m.

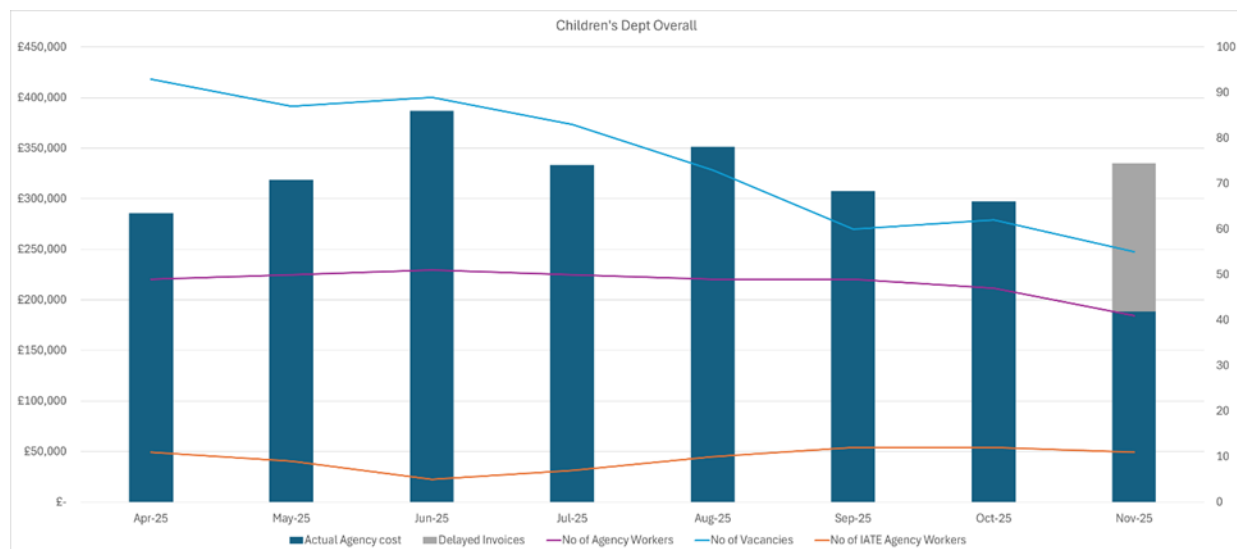
Employee costs are forecast to be under budget profile by the end of financial year 2025/26 by £0.096m which is a reduction of £0.822m since last reported at 30 September 25.

A large proportion of the reduction relates to the utilisation of a number of grants that are available to the service, this equates to £0.486m to 30 November 2025 and has supported the reduction in forecast overspend.

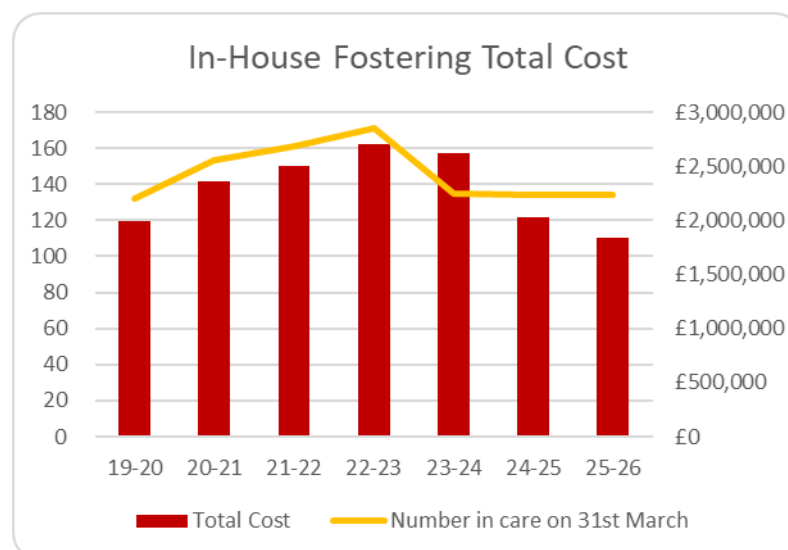
Since last reported on 30 September 25, a number of agency have converted to Council employment, with hopeful further planned conversions over the coming months. Forecasts will be updated as and when to reflect the changes in staffing.

The chart below demonstrates the following information, for the period April to November 2025:

- Agency costs
- The number of agency staff that the Council have received an invoice for within each month
- The number of vacancies across the Children and Families Department
- The number of staff that are currently in addition to the establishment (IATE)

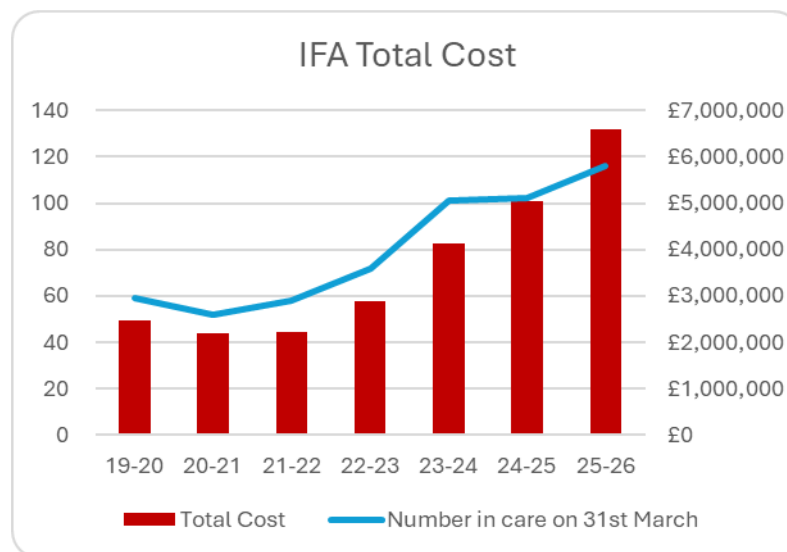


In-House fostering placements are estimated to be £0.548m under budget profile for financial year 2025/26.



Work continues to recruit and retain Halton's In-house foster carers, along with training to develop carers enabling them to accommodate more specialist placements. This therefore means that costs could increase. However, the ability to accommodate young people within in-house provision provides a substantial saving in comparison to Independent Fostering Agency (IFA) or residential care.

Increasing numbers of children in care and insufficient in-house fostering provision has meant increased reliance on Independent Fostering Agencies (IFA). Higher numbers of children placed within IFA provision and increased IFA rates has resulted in an estimated forecast overspend for the end of 2025/26 of £1.114m.

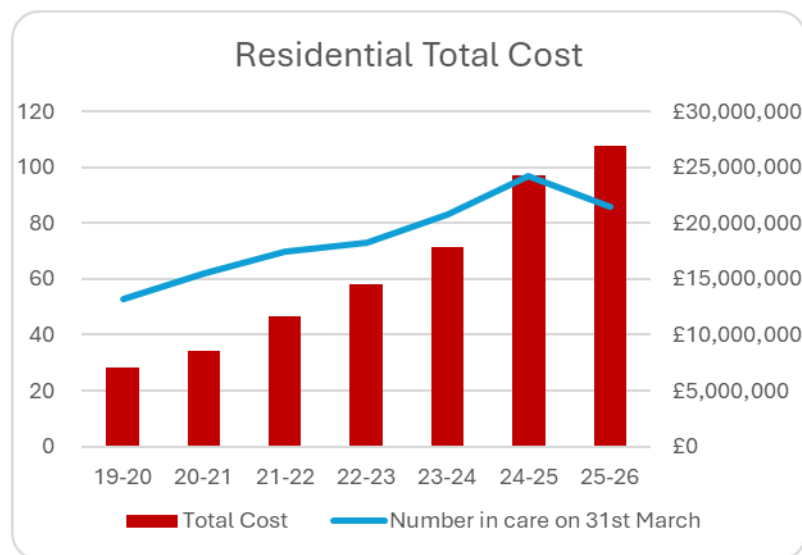


Out of Borough Residential Care continues to be a budget pressure for the Children and Families Department as the costs of residential care have continued to rise year on year. The numbers of young people in residential placements remains high and the cost of placements is rising significantly year-on-year.

Residential care costs are forecast to be under budget profile by £0.513m which is a reduction of £0.571m since last reported on 30 September 25.

A number of initiatives are taking place to help reduce residential spend, including a High Cost Placement Panel, Medium Cost Placement Panel and particular cohort focused projects. The panels have been created to ensure that an effective care plan is in place for all young people at the best available cost of placement this work is ongoing.

The graph below illustrates the rising costs of residential care, for consistency this does not include the costs of Unaccompanied Asylum-Seeking Children (UASC) as these costs were not included previous years.



(ii) Adult Social Care Directorate

Community Care

The net spend position for the community care budget at the end of November 2025 is currently £0.411m over the available budget and the year-end anticipated spend is forecast to be £0.683m over planned budget.

In September the expected year-end forecast was reduced from £2.627m to £2.315m due to the impact of the recovery plan. The forecast has since been reduced further to £0.683m by capitalising qualifying staffing and equipment costs against the Disabled Facility Grant (DFG) enabling revenue budget to be utilised against community care budget pressures. Additionally the pool budget has released £0.400m toward this budget's financial performance.

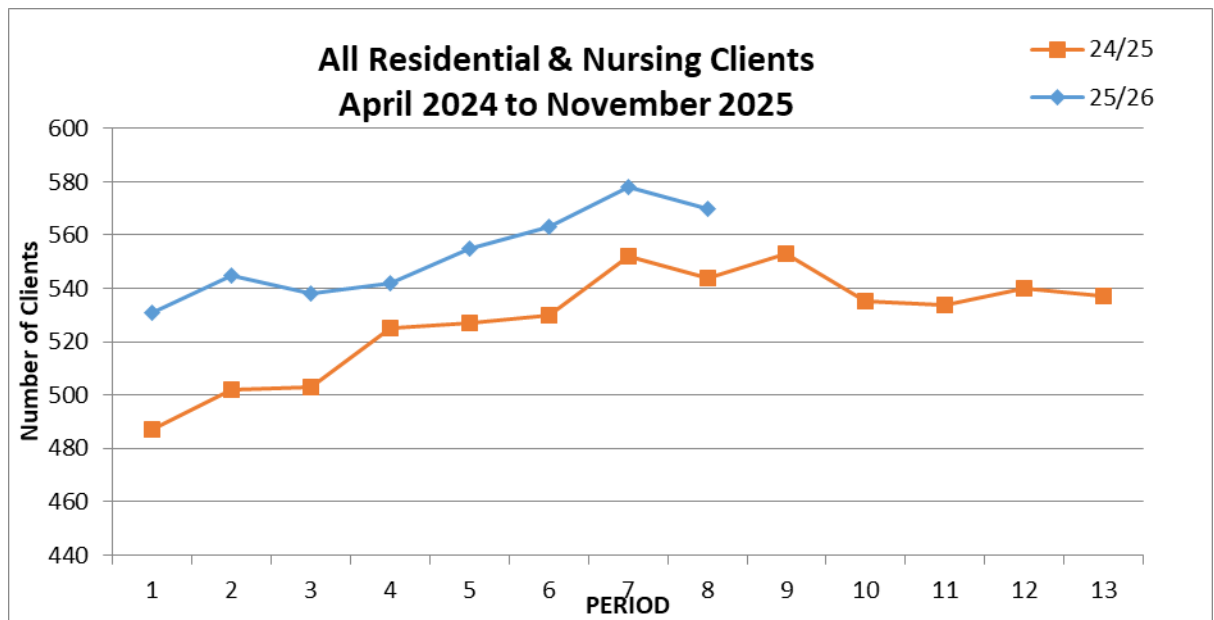
Recovery meetings continue and currently focus is on the following areas to try to reduce spend further:-

- Review 1 to 1 packages of care for appropriateness
- Identify and signpost new 15 minute packages of domiciliary care (medicine prompts) which should be commissioned and funded by health under the Care Act.
- Ensure assessments carried out on discharge from hospital are complete and appropriate
- Maximise internal care home capacity

Residential Care

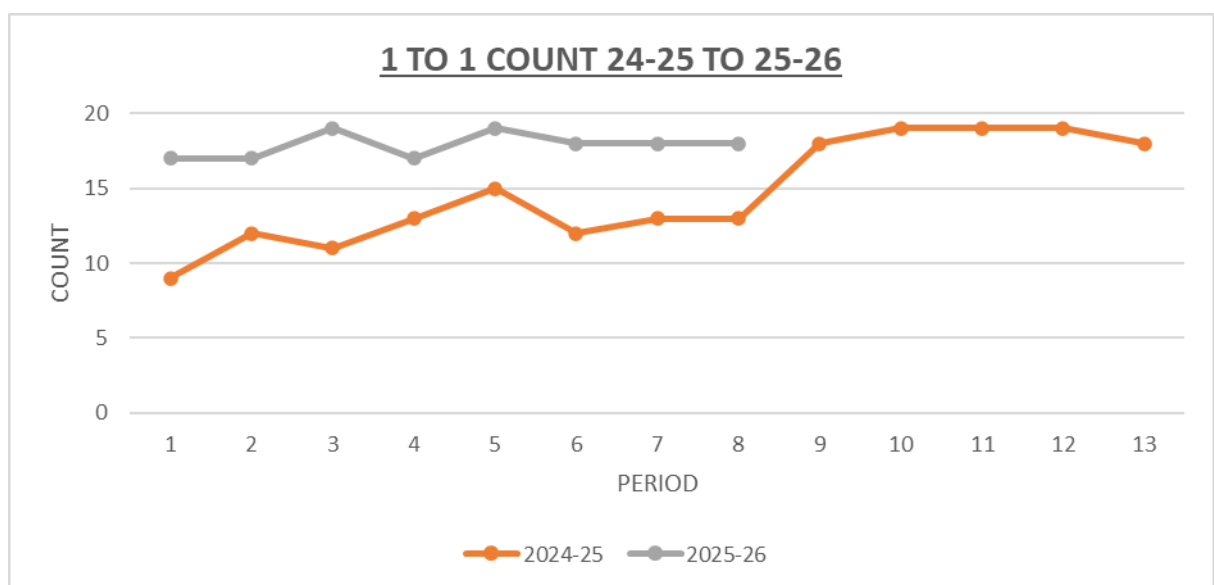
There are currently 570 residents in external residential/nursing care as at the end of November 2025. Compared to the 2024/25 average of 520 this is an increase of 9.6%. The average cost of a package of care is currently £949.76 compared to £850.24 at the end of 2024/25 an increase of 11.7%.

The graph below illustrates the demand for all residential and nursing placements.



Payments for 1 to 1 support continue to exert pressure on the budget. These are generally to mitigate the risk from falls particularly on discharge from hospital. The full year cost for 2024/25 was £837,882.

The graph below shows the count of service users receiving 1 to 1 care by period. Currently there are 18 compared to 13 at the same point last year. This is an increase of 38%. It is expected that these should reduce as packages continue to be reviewed, however commissioning of new packages with a 1:1 care element are resulting in numbers remaining high.

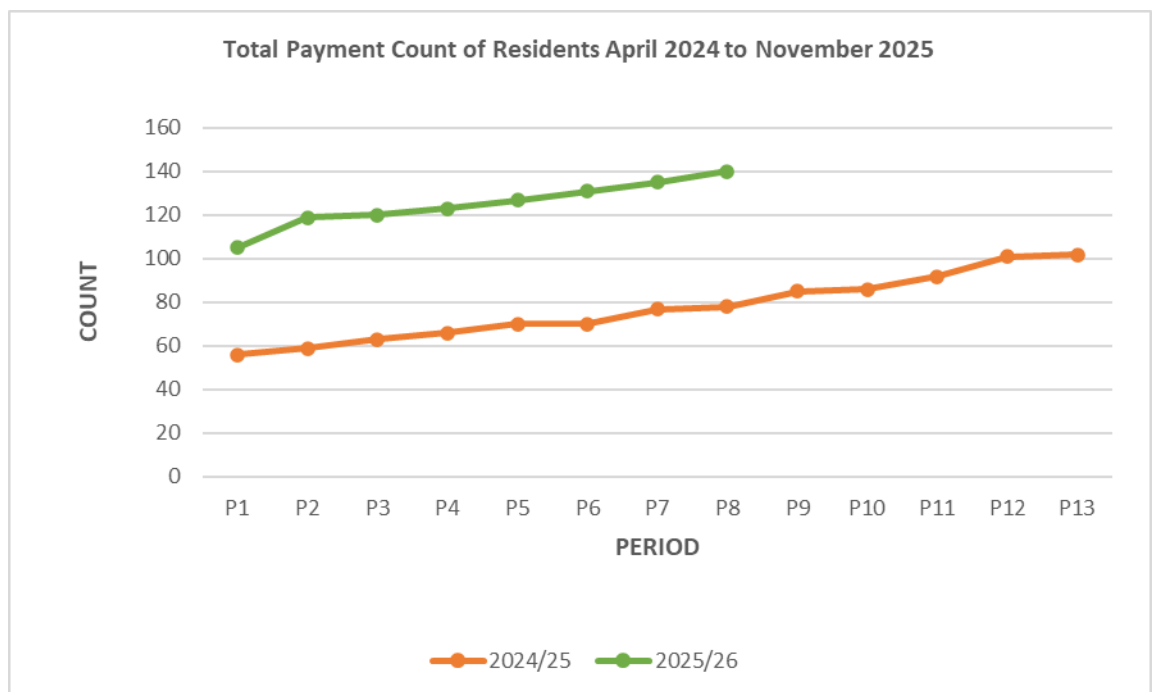


Additional Payments 2025/26

Additional payments to providers rose sharply throughout the last financial year, both in and out of the borough. These are where the care home charges an additional amount on top of the contracted bed rate. The cost of this for 2024/25 was £0.424m.

The graphs below illustrate the count and spend of service users with an additional payment by period.

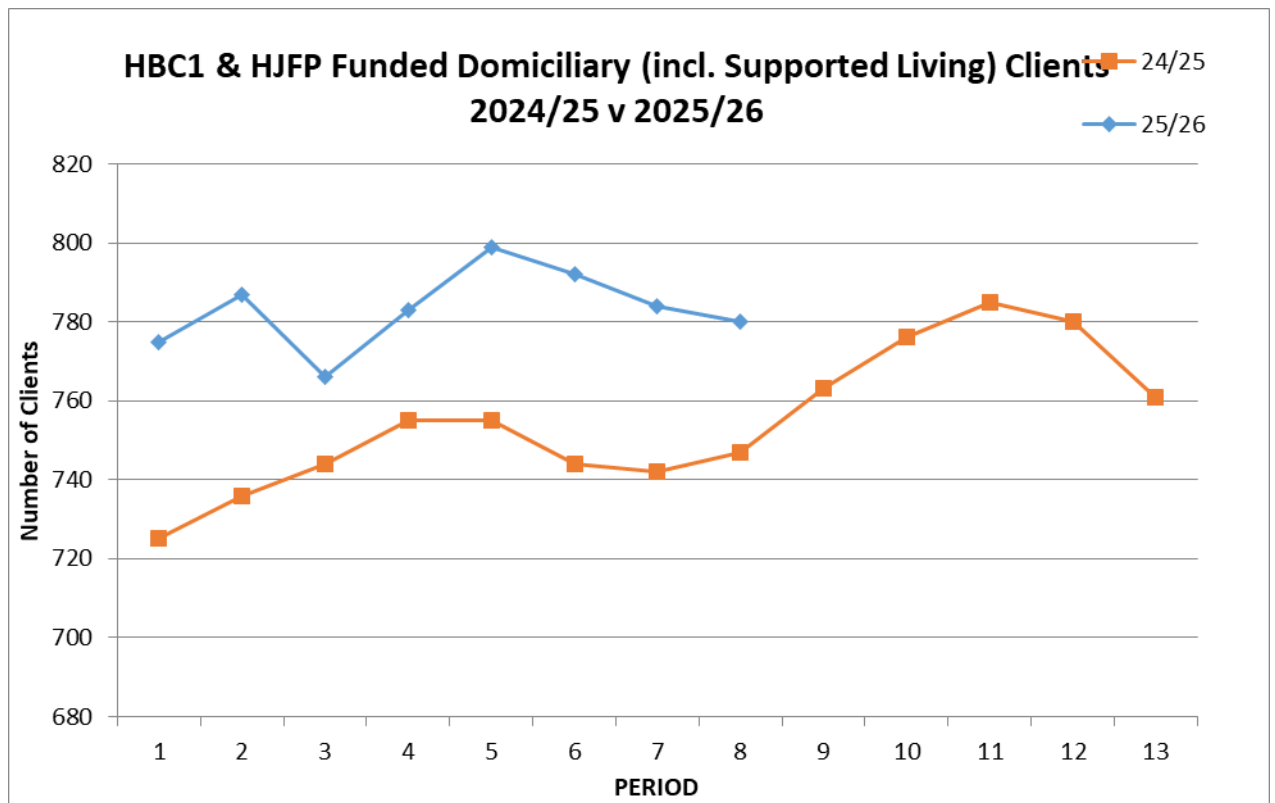
This clearly shows a steady increase in numbers and costs for 2025/26, the spend up to November is £0.405m. If numbers and costs remain the same, the forecast spend for the year will be approximately £0.696m.



Domiciliary Care & Supported Living

As at November there are 780 service users receiving a package of care at home, compared to the average in 2024/25 of 754, an increase of 3.4%. The average cost of a package of care is currently £537.15 compared with the average of £450.64 in 2024/25 an increase of 19.19%.

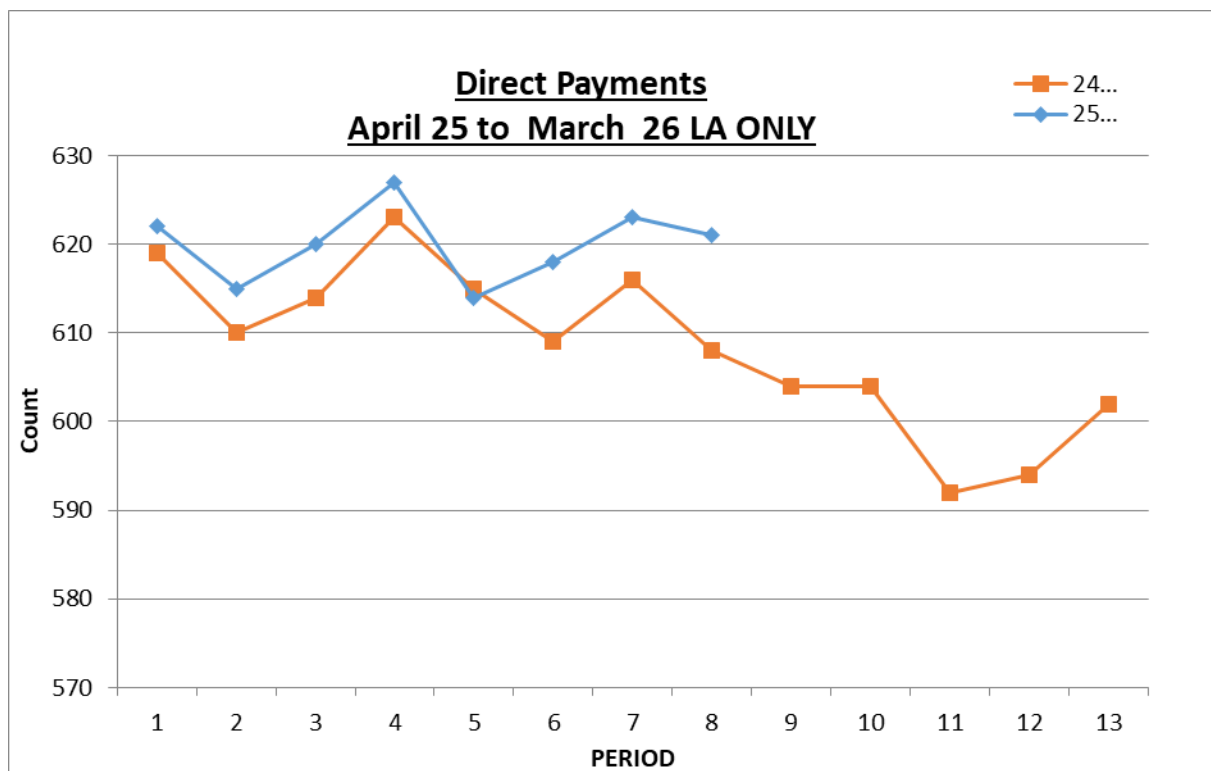
The graph below illustrates the demand for the service from April 2024 to November 2025.



Direct Payments

The average number of clients who received a Direct Payment (DP) in November was 621 compared with 622 in April, a small decrease. The average cost of a package of care has also decreased from £571.26 to £491.76, a reduction of 13.9%. The financial impact of this is a reduction in spend of approximately £200k per month.

The graph below shows movement throughout the year.



Care Homes

Spend for the first nine months of the 2025/26 Financial Year to 30 November is £0.084M above profile, with an estimated spend above budget for the year of £0.385M. This primarily relates to unbudgeted agency staffing costs, and a current shortfall against target of client finance and out of borough income.

Employee related expenditure is anticipated to be above budget at the end of financial year by £0.152M. Projections take into account agency spending patterns over the previous 3 financial years, but also with reference to the recent decrease in agency expenditure, this has dropped considerably from previously reported as a result of the ongoing review of sickness absence.

Income Targets include those for privately funded residents, out of borough placements, and reimbursements from the ICB in respect Of Continuing Health Care, Funded Nursing Care, and Joint Funded placements. Income across all headings is currently projected to be under-achieved by £0.131M for the full year.

Adult Social Care (excluding Care Homes and Community Care)

Net Department Expenditure is currently £0.609m over budget profile at the end of the sixth period of the financial year. Current expenditure projections indicate an overspend for the full financial year in the region of £0.768m.

Factors relating to the projected overspend include;

Unbudgeted agency costs in respect of covering vacant posts, particularly in terms of front line Care Management and Mental Health Team posts. However, there continues to be a reduction in agency use across these divisions due to filling of vacancies.

A projected £0.199m forecasted full-year spend above supplies and services budget relates to an increased volume of caseload with respect to Deprivation of Liberty Standards (DoLs) assessments. Spend to November 2025 was £0.132m, with a total spend for this financial year forecast at £0.217m. Demand for this service has increased significantly over the last few years, with this trend continuing throughout the current financial year.

Income as a whole is under the budgeted income target by £0.627m with a projected under achieved target at the end of the financial year being £0.668m. The main areas making up the under achievement of targeted income are Community Meals, Telehealthcare, Transport, Positive Behaviour Service and the Day Services Trading areas.

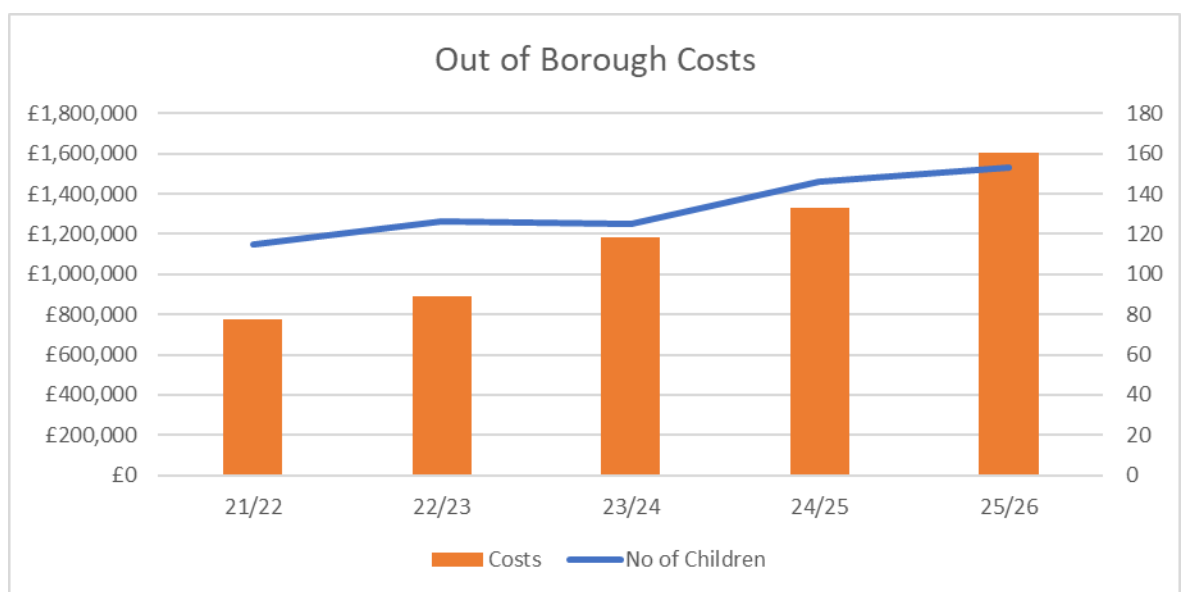
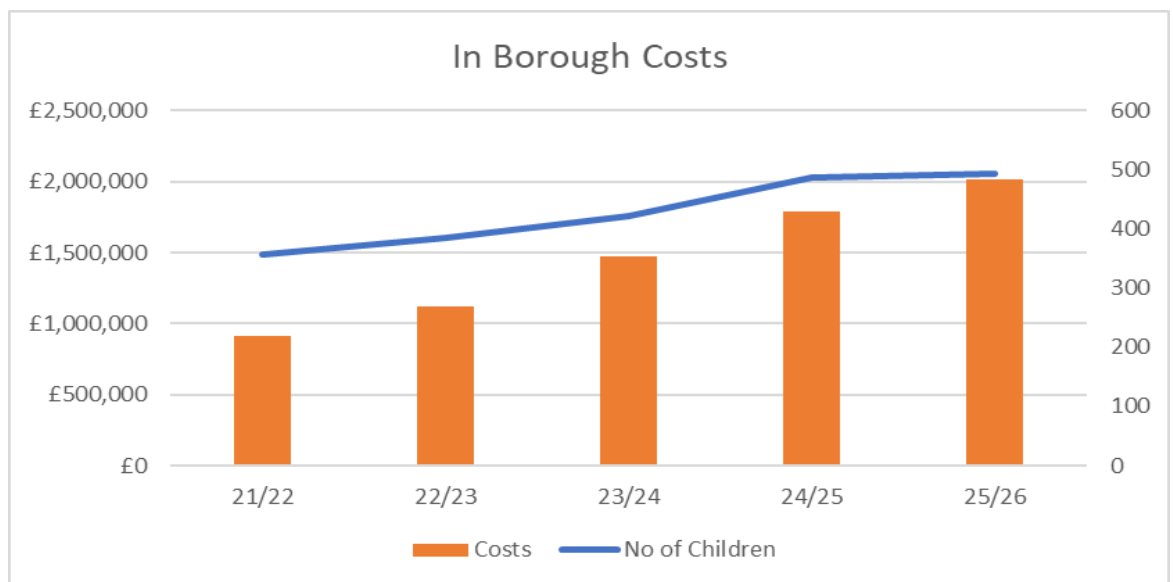
(iii) Education, Inclusion and Provision

Net departmental expenditure is £0.593m over budget at the end of November, based on available information. The forecast outturn for 2025/26 is currently an overspend against budget of £1.034m. The main variances are school transport, Inter Authority Income and schools SLA income.

Schools Transport is the main budgetary demand pressure for Education, Inclusion and Provision. The Council has a statutory responsibility to provide Special Educational Needs (SEN) pupils with transport. This is split into two main areas of SEN pupils attending In Borough and out of Borough Schools.

The current records show 647 service users, the majority of which attend schools within the Borough. The Out of Borough overspend has decreased compared to the previous year's overspend of £0.799m due to £0.712m added to the budget in 2025/26 for growth. The demand for the School Transport service has increased by roughly 7% since the last report, for both in and out of borough transport, although average cost per user has reduced by 6%. The graphs below show the number of SEN children using this service.

The graphs below show the trend in the number of SEN children using this service and the associated costs.



(iv) Planning and Transportation

As of 30th November 2025 it is forecast net spend will be £1.390m under the approved 2025/26 budget. This is a significant increase of the underspend of £0.364m forecasted at the end of September 2025. This is largely due to revised forecasts around staffing and income.

There are a large number of vacancies across the department that have not yet been filled. The Highways restructure has been taken out of the projections from the last report to now, as it is unlikely that it will be in place before March 26. This has resulted in a forecast staffing underspend of £0.487m

Overall, it is forecast income for the department will be £1.050m over the budgeted income target.

Planning income is an ever-moving area and unlike earlier reports it is now expected to be over its income target. Following on from the 2024/25 financial year there is a downturn in the number of applications being received so there is some reliance on receiving planning applications from housing developers. This forecast is based on the income that has been received so far, this financial year and what is likely to be achieved going forward. Building control income is projected to not achieve its income target as in previous years.

Fees and charges income is projected to overachieve its income target, but this is constantly in flux as it is fully dependent on the amount of permit applications etc that is received. It is anticipated that the high level of permit income that was seen in previous years will eventually drop off but for now has been consistent for the past 8 months, due to the large number of housing developers requiring permission to install utilities. There are a number of reasons for the current over achievement of permit income, including:

- The number of permits being received has been higher than usual due to several companies carrying out fibre roll outs and upgrades. This seems to be coming to an end and the number of permits relating to fibre are most likely to severely decrease for the remainder of the year.
- As a result of the increased amount of works, this also increases potential for FPNs, S74 charges and defect charges to be issued against permits. As the number of works decreases, so will the associated charges.
- There is higher than usual income associated to traffic management due to the amount of works taking place since April.
- There are more inspections now than in previous years, which has increased income.

Dedicated Schools Grant

- 3.19 As at 31 March 2025 the Council had a deficit on the Dedicated Schools Grant (DSG) reserve of £14.469m. This is as an impact of the increasing demand and costs of High Needs.
- 3.20 The DSG deficit currently has no impact on the Council's General Fund as Government have in place an override which allows the Council to carry the deficit on its balance sheet. The override is due to end at 31 March 2028 at which point the accrued DSG deficit will have to be funded from Council resources. This is a significant pressure for a large number of local authorities with Government due to report on plans to mitigate the impact at 31 March 2028 and future funding of High Need demands.
- 3.21 Forecast 2025/26 costs for all anticipated demands on High Needs funding are estimated to be £42.508m, which is a substantial amount in excess of the budgeted High Needs allocation of £29.760m. After applying a 2% across-the-board increase to High Needs funding rates, the Council began

the financial year anticipating a DSG shortfall of £9.4m, the first 8 months of 2025-26 have seen that increase by £3.35m.

- 3.22 The projected overspend is in the main due to significant expansions in numbers and specifications of resource bases, increasing numbers and costs of high-cost specialist placements in or out of Borough, and increases in numbers and value of EHCP (Education & Health Care Plan) assessments.
- 3.23 There is a cost to the General Fund in managing the DSG deficit, this relates to the cashflow impact of a deficit position. The deficit position results in more borrowing costs for the Council which can not be allocated against DSG and therefore are coded against the General Fund. Interest costs in the current year are estimated at £0.891m
- 3.24 Appendix 3 provides detail on the High Needs 2025/26 forecast outturn position

Collection Fund

- 3.25 The council tax collection rate through to the end of November 2025 is 71.34% which is 0.09% lower than the collection rate at the same point last year.

Debt relating to previous years continues to be collected, and the Council utilises powers through charging orders and attachment to earnings/benefits to secure debts. £1.992m has so far been collected this year in relation to previous years' debt.

- 3.26 Business rate collection through to the end of November 2025 is 75.01% which is 1.02% lower than the collection rate at the same point last year.

£0.945m has so far been collected this year in relation to previous years' debt.

Review of Reserves

- 3.27 As at 30 November 2025 the Council's General Reserve is unchanged from the previous period at £5.149m, which represents 2.81% of the Council's 2025/26 net budget. This level of General Reserve is considered to be insufficient and provides little to cover unforeseen costs. Within the Medium Term Financial Strategy, growth to reserves will be included at a rate of £2m per year.
- 3.28 There is a regular review of earmarked reserves undertaken to determine whether they can be released in part or in full to assist with funding the Council's current financial challenges, recognising that this only provides one-year funding solutions.

Reserves Summary

- 3.29 A summary breakdown of the Council's reserves is presented in the table below, showing the balance of reserves as at 30 November 2025.

Summary of General and Earmarked Reserves	
Reserve	Reserve Value
	£m
Corporate:	
General Fund	5.149
Capital Reserve	0.398
Insurance Reserve	0.849
Specific Projects:	
Adult Social Care	0.711
Fleet Replacement	0.454
Highways Feasibility Costs	0.102
Local Development Framework	0.544
Community & Environment	0.542
Mersey Valley Golf Club	0.480
Mersey Gateway	33.542
CCLA Property Fund	0.263
Various Other	0.159
Grants:	
Building Schools for the Future	6.529
Public Health	1.147
Supporting Families Performance Payments	0.204
Children's & Education	1.257
Domestic Abuse	0.915
Enterprise & Employment	0.777
Food Waste Collection	0.237
Mersey Gateway Environmental Trust	0.492
Various Other	0.154
Total Earmarked Reserves	54.903

- 3.30 The above table shows the diminishing level of reserves available to assist with funding any future budget overspends and balancing future budgets. Only the £5.149m of the General Fund could now be used for these purposes, as all remaining reserves are committed for specific purposes.

Capital Spending

- 3.31 Council approved the 2025/26 Capital Programme on 5 March 2025. Since then the capital programme has been revised to reflect a number of changes in spending profiles and funding as schemes have developed. Appendix 5 brings all the separate elements together and report on the Council's total planned capital programme expenditure. The schemes which have been revised within the programme are as follows:

- i. Sci-tech Daresbury Project Violet
- ii. Astmoor Masterplan
- iii. Sci-tech Daresbury – CPO
- iv. Runcorn Town Centre Management
- v. Widnes Town Centre Framework
- vi. East Runcorn Connectivity
- vii. Mersey Gateway Crossings Board

3.32 Capital spending at 30 November 2025 totalled £28.258m, which represents 53% of the total Capital Programme of £53.064m (which assumes a 20% slippage between years).

3.33 Capital receipts available to fund the programme are expected to be fully utilised by the end of the financial year. If planned use of receipts is to allocation there is risk to £0.375 of these costs falling on the General Fund position. Provision has been included within Corporate and Democracy to cover the event of this happening.

4.0 CONCLUSIONS

4.1 As at 30 November 2025, net revenue spend is forecast to be £1.281m over the budget to date despite significant levels of growth being included within the budget.

4.2 Urgent corrective should be taken as soon as possible across all Council services to identify spend reductions and ensure that agreed savings are fully implemented in a timely manner.

4.3 Departments should ensure that all spending continues to be limited to what is absolutely essential throughout the remainder of the year, to ensure that the forecast outturn overspend is minimised as far as possible and future spending is brought in line with budget.

5.0 POLICY AND OTHER IMPLICATIONS

5.1 None.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 **Improving Health, Promoting Wellbeing and Supporting Greater Independence**

6.2 **Building a Strong, Sustainable Local Economy**

6.3 **Supporting Children, Young People and Families**

6.4 **Tackling Inequality and Helping Those Who Are Most In Need**

6.5 **Working Towards a Greener Future**

6.6 Valuing and Appreciating Halton and Our Community

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

7.0 RISK ANALYSIS

7.1 There are a number of financial risks within the budget. The Council has internal controls and processes in place to ensure that spending remains in line with budget as far as possible.

7.2 A budget risk register of significant financial risks has been prepared and is included at Appendix 6.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 None.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 None

10.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1072

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

Summary of Revenue Spending to 30 November 2025

APPENDIX 1

Directorate / Department	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance (Overspend) £'000	November 2025 Forecast Outturn (o'spend) £'000
Adult Social Care	24,559	16,097	16,706	(609)	(768)
Care Homes`	8,077	5,664	5,748	(84)	(385)
Community Care	28,404	18,203	18,614	(411)	(683)
Complex Care Pool	13,249	3,667	3,128	539	303
Adults Directorate	74,289	43,631	44,196	(565)	(1,533)
Finance	5,662	4,318	3,984	334	432
Legal & Democratic Services	323	150	10	140	102
ICT & Support Services	269	170	125	45	68
Chief Executives Delivery Unit	1,157	577	616	(39)	(108)
Chief Executives Directorate	7,411	5,215	4,735	480	494
Children & Families	55,584	31,144	31,799	(655)	(209)
Education, Inclusion & Provision	12,142	7,978	8,571	(593)	(1,034)
Children's Directorate	67,726	39,122	40,370	(1,248)	(1,243)
Community & Greenspace	23,899	14,934	14,879	55	88
Economy, Enterprise & Property	2,523	1,758	1,726	32	127
Planning & Transportation	9,329	4,325	3,397	928	1,390
Environment & Regeneration Directorate	35,751	21,017	20,002	1,015	1,605
Corporate & Democracy	-4,025	-763	-774	11	(635)
Public Health Directorate	1,900	-1,779	-1,792	13	31
Total Operational Net Spend	183,052	106,443	106,737	(294)	(1,281)

Adult Social Care

APPENDIX 2

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	18,815	12,544	11,645	899	1,052
Agency- Covering Vacancies	0	0	1,180	(1,180)	(1,441)
Premises	498	353	327	26	67
Supplies & Services	698	628	768	(140)	(199)
Aids & Adaptations	37	24	28	(4)	2
Transport	341	227	239	(12)	(22)
Food & Drink Provisions	228	152	94	58	128
Supported Accommodation and Services	1,408	939	737	202	301
Emergency Duty Team	157	78	70	8	(20)
Transfer To Reserves	290	13	13	0	0
Contracts & SLAs	1,043	619	606	13	16
<u>Housing Solutions Grant Funded Schemes</u>					
Homelessness Prevention	548	397	275	122	0
Rough Sleepers Initiative	167	111	106	5	0
Trailblazer	75	50	38	12	0
Total Expenditure	24,305	16,135	16,126	9	(116)
Income					
Fees & Charges	-1,044	-696	-447	(249)	(314)
Sales & Rents Income	-538	-407	-351	(56)	(53)
Reimbursements & Grant Income	-2,203	-1,240	-937	(303)	(301)
Capital Salaries	-699	-640	-640	0	0
Housing Schemes Income	-783	-746	-727	(19)	0
Total Income	-5,267	-3,729	-3,102	(627)	(668)
Net Operational Expenditure	19,038	12,406	13,024	(618)	(784)
Recharges					
Premises Support	789	526	526	0	0
Transport	792	528	519	9	16
Central Support	4,039	2,693	2,693	0	0
Asset Rental Support	13	0	0	0	0
HBC Support Costs Income	-112	-56	-56	0	0
Net Total Recharges	5,521	3,691	3,682	9	16
Net Departmental Expenditure	24,559	16,097	16,706	(609)	(768)

Care Homes

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
<u>Madeline Mckenna</u>					
Employees	783	521	464	57	85
Agency - covering vacancies	0	0	69	(69)	(92)
Premises	90	51	49	2	9
Supplies & Services	25	14	16	(2)	1
Food Provison	51	29	36	(7)	(3)
Private Client and Out Of Borough Income	-127	-79	-73	(6)	(11)
Reimbursements & other Grant Income	-34	-21	-21	0	0
Total Madeline Mckenna Expenditure	788	515	540	(25)	(11)
<u>Millbrow</u>					
Employees	2,172	1,455	836	619	959
Agency - covering vacancies	0	0	665	(665)	(1,177)
Premises	117	72	95	(23)	(33)
Supplies & Services	72	39	36	3	14
Food Provison	81	47	53	(6)	1
Private Client and Out Of Borough Income	-13	-4	0	(4)	(21)
Reimbursements & other Grant Income	-635	-375	-421	46	70
Total Millbrow Expenditure	1,794	1,234	1,264	(30)	(187)
<u>St Luke's</u>					
Employees	4,096	2,757	1,609	1,148	1,732
Agency - covering vacancies	62	62	1,101	(1,039)	(1,742)
Premises	156	94	127	(33)	(50)
Supplies & Services	68	39	53	(14)	(15)
Food Provison	128	64	84	(20)	(34)
Private Client and Out Of Borough Income	-153	-82	-21	(61)	(24)
Reimbursements & other Grant Income	-1,497	-905	-895	(10)	(18)
Total St Luke's Expenditure	2,860	2,029	2,058	(29)	(151)
<u>St Patrick's</u>					
Employees	2,212	1,474	884	590	865
Agency - covering vacancies	0	0	617	(617)	(918)
Premises	144	88	89	(1)	2
Supplies & Services	67	41	45	(4)	0
Food Provison	127	83	57	26	12
Private Client and Out Of Borough Income	-99	-61	-5	(56)	(93)
Reimbursements & other Grant Income	-866	-439	-409	(30)	(40)
Total St Patrick's Expenditure	1,585	1,186	1,278	(92)	(172)
<u>Care Homes Divison Management</u>					
Employees	322	215	123	92	136
Care Home Divison Management	322	215	123	92	136
Net Operational Expenditure	7,349	5,179	5,263	(84)	(385)
Recharges					
Premises Support	65	43	43	0	0
Transport Support	0	0	0	0	0
Central Support	663	442	442	0	0
Asset Rental Support	0	0	0	0	0
Recharge Income	0	0	0	0	0
Net Total Recharges	728	485	485	0	0
Net Departmental Expenditure	8,077	5,664	5,748	(84)	(385)

Community Care

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Residential & Nursing	21,977	12,809	12,885	(76)	(169)
Domiciliary Care & Supported living	16,703	10,487	10,792	(305)	(488)
Direct Payments	15,665	10,528	10,608	(80)	(115)
Day Care	712	438	406	32	52
Total Expenditure	55,057	34,262	34,691	(429)	(720)
Income					
Residential & Nursing Income	-13,081	-7,610	-7,620	10	14
Community Care Income	-3,115	-1,747	-1,659	(88)	(140)
Direct Payments Income	-1,034	-540	-636	96	163
Income from other CCGs	-471	-230	-230	0	0
Market sustainability & Improvement Grant	-2,796	-1,864	-1,864	0	0
Adult Social Care Support Grant	-6,102	-4,068	-4,068	0	0
War Pension Disregard Grant	-54	0	0	0	0
Total Income	-26,653	-16,059	-16,077	18	37
Net Operational Expenditure	28,404	18,203	18,614	(411)	(683)

Complex Care Pool

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Intermediate Care Services	6,425	3,736	3,461	275	414
Oakmeadow	2,040	1,315	1,284	31	46
Community Home Care First	1,838	610	198	412	617
Joint Equipment Store	880	367	367	0	0
Contracts & SLA's	3,330	-7	-7	0	0
Inglenook	137	80	62	18	27
HICafs	3,729	1,578	1,383	195	292
Carers Breaks	445	240	240	0	0
Carers centre	365	-15	-15	0	0
Residential Care	7,236	4,524	4,524	0	0
Domiciliary Care & Supported Living	4,336	2,890	2,890	0	0
Pathway 3/Discharge Access	426	286	286	0	0
HBC Contracts	72	65	65	0	0
Healthy at Home	28	-28	-28	0	0
Capacity	30	21	13	8	12
Total Expenditure	31,317	15,662	14,723	939	1,408
Income					
BCF	-15,032	-10,022	-10,022	0	0
CCG Contribution to Pool	-3,034	-1,973	-1,973	0	0
Oakmeadow Income	-2	0	0	0	(1)
Total Income	-18,068	-11,995	-11,995	0	(1)
ICB Contribution Share of Surplus	0	0	0	0	(704)
HBC Transfer to Community Care Budget	0	0	400	(400)	(400)
Net Operational Expenditure	13,249	3,667	3,128	539	303

Finance Department

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	7,461	4,935	4,764	171	257
Insurances	1,048	812	636	176	264
Supplies & Services	1,127	577	648	(71)	(107)
Rent Allowances	31,500	17,330	17,330	0	0
Concessionary Travel	1,902	1,116	1,069	47	71
LCR Levy	1,902	0	0	0	0
Bad Debt Provision	223	0	0	0	(65)
Non HRA Rent Rebates	70	57	16	41	61
Discretionary Social Fund	106	68	1	67	101
Discretionary Housing Payments	279	145	145	0	0
Household Support Fund Expenditure	1,207	1,207	1,207	0	0
Total Expenditure	46,825	26,247	25,816	431	582
Income					
Fees & Charges	-361	-281	-316	35	53
Burdens Grant	-58	-55	-49	(6)	(9)
Dedicated Schools Grant	-150	0	0	0	0
Council Tax Liability Order	-670	-528	-528	0	0
Business Rates Admin Grant	-157	0	0	0	1
Schools SLAs	-319	-309	-308	(1)	(1)
LCR Reimbursement	-1,902	0	0	0	0
HB Overpayment Debt Recovery	-300	-205	-166	(39)	(58)
Rent Allowances	-30,700	-16,500	-16,219	(281)	(421)
Non HRA Rent Rebate	-70	-60	-27	(33)	(50)
Discretionary Housing Payment Grant	-279	-93	-93	0	0
Housing Benefits Admin Grant	-453	-302	-302	0	0
Housing Benefits Award Accuracy	0	-7	-22	15	22
Universal Credits	-5	-3	-9	6	4
Household Support Fund Grant	-1,207	-360	-360	0	0
CCG McMillan Reimbursement	-89	-44	-44	0	0
Reimbursements & Grant Income	-187	-180	-387	207	309
Transfer from Reserves	-27	-13	-13	0	0
Total Income	-36,934	-18,940	-18,843	(97)	(150)
Net Operational Expenditure	9,891	7,307	6,973	334	432
Recharges					
Premises Support	493	308	308	0	0
Transport	0	0	0	0	0
Central Support	2,092	1,246	1,246	0	0
Asset Rental Support	0	0	0	0	0
HBC Support Costs Income	-6,814	-4,543	-4,543	0	0
Net Total Recharges	-4,229	-2,989	-2,989	0	0
Net Departmental Expenditure	5,662	4,318	3,984	334	432

Legal Services

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	2,314	1,525	1,170	355	532
Agency Related Expenditure	79	79	202	(123)	(246)
Supplies & Services	181	151	136	15	32
Civic Catering & Functions	21	14	11	3	5
Legal Expenses	418	105	177	(72)	(144)
Transport Related Expenditure	8	3	3	0	0
Other Expenditure	1	1	2	(1)	(2)
Total Expenditure	3,022	1,878	1,701	177	177
Income					
Fees & Charges Income	-75	-39	-21	(18)	(35)
School SLA's	-100	-88	-77	(11)	(23)
Licence Income	-386	-177	-169	(8)	(17)
Total Income	-561	-304	-267	(37)	(75)
Net Operational Expenditure	2,461	1,574	1,434	140	102
Recharges					
Premises Support	62	42	42	0	0
Transport Recharges	0	0	0	0	0
Central Support Recharges	275	184	184	0	0
Asset Rental Support	0	0	0	0	0
Support Recharge Income	-2,475	-1,650	-1,650	0	0
Net Total Recharges	-2,138	-1,424	-1,424	0	0
Net Departmental Expenditure	323	150	10	140	102

ICT & Support Services Department

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	5,899	3,873	3,736	137	205
Supplies & Services	1,063	807	736	71	107
Capital Finance	496	287	249	38	57
Computer Repairs & Software	1,724	1,966	1,987	(21)	(30)
Communication Costs	138	84	104	(20)	(31)
Premises	139	87	83	4	10
Transport	3	2	1	1	1
Other	4	1	4	(3)	(5)
Total Expenditure	9,466	7,107	6,900	207	314
Income					
Fees & Charges	-849	-255	-283	28	42
Schools SLA Income	-659	-561	-364	(197)	(295)
Transfer from Reserves	0	0	-7	7	7
Total Income	-1,508	-816	-654	(162)	(246)
Net Operational Expenditure	7,958	6,291	6,246	45	68
Recharges					
Premises Support	373	249	249	0	0
Transport	22	15	15	0	0
Central Support	1,391	928	928	0	0
Asset Rental Support	1,494	0	0	0	0
HBC Support Costs Income	-10,969	-7,313	-7,313	0	0
Net Total Recharges	-7,689	-6,121	-6,121	0	0
Net Departmental Expenditure	269	170	125	45	68

Chief Executives Delivery Unit

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	3,569	2,339	2,313	26	40
Employees Training	99	67	60	7	11
Apprenticeship Levy	330	176	215	(39)	(59)
Supplies & Services	412	341	384	(43)	(65)
Agency	3	3	3	0	0
Total Expenditure	4,413	2,926	2,975	-49	-73
Income					
Fees & Charges	-241	-176	-206	30	46
Schools SLA Income	-580	-550	-495	(55)	(81)
Total Income	-821	-726	-701	(25)	(35)
Net Operational Expenditure	3,592	2,200	2,274	(74)	(108)
Recharges					
Premises Support	157	105	105	0	0
Transport Support	0	0	0	0	0
Central Support	1,008	672	672	0	0
Asset Rental Support	53	35	0	35	0
Recharge Income	-3,653	-2,435	-2,435	0	0
Net Total Recharges	-2,435	-1,623	-1,658	35	0
Net Departmental Expenditure	1,157	577	616	(39)	(108)

Children & Families

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	20,973	13,328	13,192	136	96
Other Premises	392	222	214	8	11
Supplies & Services	1,729	1,210	1,631	(421)	(522)
Transport	367	211	161	50	76
Direct Payments	1,220	803	708	95	141
Commissioned services to Vol Orgs	232	119	119	0	0
Residential Care	27,751	15,759	15,933	(174)	513
Out of Borough Adoption	97	49	5	44	92
Out of Borough Fostering	5,605	3,047	3,772	(725)	(1,114)
In House Adoption	557	177	161	16	23
Special Guardianship Order	2,604	1,615	1,535	80	119
In House Foster Carer Placements	2,766	1,706	1,341	365	548
Lavender House Contract Costs	279	163	160	3	4
Home Support & Respite	496	385	316	69	103
Care Leavers	434	257	248	9	15
Family Support	81	44	15	29	41
Contracted services	3	2	2	0	0
Emergency Duty	184	33	33	0	0
Youth Offending Services	461	32	127	(95)	(143)
Total Expenditure	66,231	39,162	39,673	(511)	3
Income					
Fees & Charges	-49	-36	-27	(9)	(14)
Sales Income	-1	-1	-1	0	0
Rents	-82	-50	-50	0	0
Reimbursement & other Grant Income	-512	-566	-423	(143)	(212)
Transfer from reserve	-16	8	-1	9	14
Dedicated Schools Grant	-50	0	0	0	0
Government Grants	-13,838	-9,960	-9,960	0	0
Total Income	-14,548	-10,605	-10,462	(143)	(212)
Net Operational Expenditure	51,683	28,557	29,211	(654)	(209)
Recharges					
Premises Support	736	490	490	0	0
Transport	10	6	7	(1)	0
Central Support Recharges	3,331	2,221	2,221	0	0
Asset Rental Support	0	0	0	0	0
HBC Support Costs Income	-176	-130	-130	0	0
Net Total Recharges	3,901	2,587	2,588	(1)	0
Net Departmental Expenditure	55,584	31,144	31,799	(655)	(209)

Education, Inclusion & Provision

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	8,796	5,550	5,321	229	310
Agency - covering vacancies	0	0	131	(131)	(204)
Agency - in addition to establishment	66	72	85	(13)	6
Premises	15	9	1	8	2
Supplies & Services	3,281	1,799	1,819	(21)	(34)
Independent School Fees	10,155	7,805	7,805	0	0
Schools Contingency	430	168	168	0	0
Transport	43	27	42	(15)	(26)
Schools Transport	2,772	1,293	1,760	(466)	(777)
Early Years Payments including Pupil Premium	15,805	10,217	10,217	0	0
Commissioned Services	2,193	1,251	1,255	(4)	(7)
Inter Authority Special Needs	1,400	1,282	1,282	0	0
Grants to Voluntary Organisations	115	-21	19	(40)	(67)
Capital Finance	4,599	2,844	2,847	(2)	(4)
Total Expenditure	49,670	32,295	32,752	(456)	(800)
Income					
Fees & Charges Income	-338	-325	-349	24	41
Government Grant Income	-6,896	-4,193	-4,189	(4)	0
Dedicated Schools Grant	-30,134	-20,088	-20,088	0	0
Inter Authority Income	-446	-366	-243	(124)	(206)
Reimbursements & Other Grant Income	-1,767	-1,064	-1,061	(3)	(5)
Schools SLA Income	-538	-369	-334	(35)	(59)
Transfer From Reserves	-551	-134	-142	8	0
Total Income	-40,670	-26,540	-26,407	(133)	(229)
Net Operational Expenditure	9,000	5,756	6,345	(589)	(1,029)
Recharges					
Premises Support	405	270	270	0	0
Transport Support	773	654	658	(3)	(5)
Central Support	1,947	1,298	1,298	0	0
Asset Rental Support	17	0	0	0	0
Recharge Income	0	0	0	0	0
Net Total Recharges	3,142	2,222	2,226	(3)	(5)
Net Departmental Expenditure	12,142	7,978	8,571	(593)	(1,034)

Community & Greenspaces

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	15,639	10,403	9,996	407	611
Agency - Covering vacancies	20	16	16	0	0
Agency - In addition to establishment	16	16	201	(185)	(272)
Premises	3,304	1,973	1,995	(22)	(32)
Supplies & Services	3,659	2,416	2,597	(181)	(272)
Transport	117	72	91	(19)	(28)
Extended Producer Responsibility	500	30	30	0	0
Other Agency Costs	454	287	275	12	17
Other Expenditure	187	102	99	3	4
Waste Disposal Contracts	7,121	2,867	2,906	(39)	(57)
Transfers to Reserves	1,091	0	0	0	0
Total Expenditure	32,108	18,182	18,206	(24)	(29)
Income					
Sales Income	-1,359	-931	-916	(15)	(23)
Fees & Charges Income	-6,300	-4,678	-4,806	128	192
Rental Income	-1,118	-632	-573	(59)	(88)
Government Grant Income	-5,210	-1,458	-1,458	0	0
Reimbursement & Other Grant Income	-871	-493	-493	0	0
SLA Income	-23	0	0	0	0
Internal Fees Income	-216	-98	-199	101	152
Capital Salaries	-236	-76	-67	(9)	(14)
Transfers From Reserves	-619	-4	-4	0	0
Total Income	-15,952	-8,370	-8,516	146	219
Net Operational Expenditure	16,156	9,812	9,690	122	190
Recharges					
Premises Support	1,657	1,105	1,105	0	0
Transport Support	2,433	1,714	1,781	(67)	(102)
Central Support	4,297	2,865	2,865	0	0
Asset Rental Support	199	0	0	0	0
Recharge Income	-843	-562	-562	0	0
Net Total Recharges	7,743	5,122	5,189	(67)	(102)
Net Departmental Expenditure	23,899	14,934	14,879	55	88

Economy, Enterprise & Property

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	3,915	3,314	3,134	180	250
Agency - covering vacancies	0	0	206	(206)	(270)
Repairs & Mainenance	1,700	1,262	1,262	0	0
Premises	174	136	137	(1)	(2)
Energy & Water Costs	1,075	560	506	54	80
NNDR	647	647	676	(29)	(29)
Rents	157	118	117	1	1
Economic Regeneration Activities	3	3	8	(5)	0
Security	508	257	256	1	3
Supplies & Services	578	317	317	0	(1)
Supplies & Services - Grant	1,040	485	485	0	0
Grants to Voluntary Organisations	72	35	35	0	0
Capital Finance	22	0	0	0	0
Total Expenditure	9,891	7,134	7,139	(5)	32
Income					
Fees & Charges Income	-398	-272	-308	36	89
Rent - Commercial Properties	-929	-572	-571	(1)	4
Rent - Investment Properties	-38	-26	-25	(1)	(1)
Government Grant	-1,118	-1,119	-1,119	0	0
Reimbursements & Other Grant Income	-203	-172	-172	0	0
Schools SLA Income	-55	-55	-58	3	3
Recharges to Capital	-367	-158	-158	0	0
Transfer from Reserves	-564	-535	-535	0	0
Total Income	-3,672	-2,909	-2,946	37	95
Net Operational Expenditure	6,219	4,225	4,193	32	127
Recharges					
Premises Support	2,738	1,826	1,826	0	0
Transport	26	17	17	0	0
Central Support	2,878	1,918	1,918	0	0
Asset Rental Support	4	0	0	0	0
HBC Support Costs Income	-9,342	-6,228	-6,228	0	0
Net Total Recharges	-3,696	-2,467	-2,467	0	0
Net Departmental Expenditure	2,523	1,758	1,726	32	127

Planning & Transportation Department

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	5,957	3,961	3,570	391	587
Efficiency Savings	-100	-66	0	(66)	(100)
Premises	188	122	100	22	34
Hired & Contracted Services	415	98	103	(5)	(8)
Supplies & Services	142	203	350	(147)	(220)
Street Lighting	1,643	479	527	(48)	(72)
Highways Maintenance - Routine & Reactive	1,803	781	1,142	(361)	(542)
Highways Maintenance - Programmed Works	812	574	153	421	632
Fleet Transport	1,467	921	927	(6)	(10)
Bus Support - Halton Hopper Tickets	14	9	4	5	8
Bus Support	506	587	587	0	0
Agency Related Expenditure	8	6	141	(135)	(202)
Grants to Voluntary Organisations	31	31	31	0	0
NRA Levy	75	74	74	0	1
LCR Levy	1,553	1,164	1,164	0	0
Contribution to Reserves	359	0	0	0	0
Total Expenditure	14,873	8,944	8,873	71	108
Income					
Sales & Rents Income	-97	-72	-64	(8)	(12)
Planning Fees	-798	-534	-750	216	324
Building Control Fees	-251	-167	-131	(36)	(55)
Other Fees & Charges	-971	-634	-1,166	532	798
Reimbursements & Grant Income	-174	-160	-160	0	0
Government Grant Income	-57	-57	-57	0	0
Halton Hopper Income	-15	-10	-7	(3)	(5)
Recharge to Capital	-119	0	0	0	0
LCR Levy Reimbursement	-1,553	-1,164	-1,164	0	0
Contribution from Reserves	-132	-157	-157	0	0
Total Income	-4,167	-2,955	-3,656	701	1,050
Net Operational Expenditure	10,706	5,989	5,217	772	1,158
Recharges					
Premises Recharges	739	493	493	0	0
Transport Recharges	808	517	517	0	(2)
Central Recharges	2,505	1,672	1,672	0	0
Asset Charges	918	0	0	0	0
HBC Support Costs Income	-6,347	-4,346	-4,502	156	234
Net Total Recharges	-1,377	-1,664	-1,820	156	232
Net Departmental Expenditure	9,329	4,325	3,397	928	1,390

Corporate & Democracy

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	432	275	316	(41)	(40)
Contracted Services	12	6	0	6	0
Supplies & Services	102	89	-79	168	42
Premises Expenditure	24	18	17	1	0
Transport Costs	1	0	40	(40)	0
Members Allowances	994	663	703	(40)	0
Contingency	674	447	0	447	670
Contribution to Reserves	300	300	263	37	(647)
Debt Management Expenses	20	13	63	(50)	(13)
Precepts & Levies	244	244	244	0	0
Interest Payable - Treasury Management	2,303	1,538	1,298	240	360
Interest Payable - Other	215	143	143	0	0
Capital Financing (Minimum Revenue Provision)	3,004	3,004	2,966	38	38
Cost of Exceptional Financial Support					
Interest Payable	1,225	817	731	86	129
Capital Financing (Minimum Revenue Provision)	500	500	500	0	0
Cost of Dedicated School Grant Deficit					
Interest Payable	725	483	594	(111)	(166)
Efficiency Savings:					
Purchase of Additional Leave	-100	-67	-114	47	165
Voluntary Severance Scheme	-200	-133	0	(133)	(200)
Apprenticeship First Model	-200	-133	-17	(116)	(174)
Agency Staff Reduction	-1,700	-1,133	0	(1,133)	(1,700)
Accelerate the Lease or Sale of Surplus Land	-100	-67	0	(67)	(100)
Review of Debt Management	-100	-67	0	(67)	(100)
Review Existing Contracts	-200	-134	0	(134)	(200)
Total Expenditure	8,175	6,806	7,668	(862)	(1,936)
Income					
Interest Receivable - Treasury Management	-3,045	-2,030	-2,914	884	1,270
Interest Receivable - Other	-19	-13	-13	0	57
Other Fees & Charges	-146	-91	-80	(11)	(26)
Grants & Reimbursements	-334	-223	-223	0	0
Government Grant Income	-6,272	-4,181	-4,181	0	0
Total Income	-9,816	-6,538	-7,411	873	1,301
Net Operational Expenditure	-1,641	268	257	11	(635)
Recharges					
Premises Support	22	15	15	0	0
Transport	0	0	0	0	0
Central Support	898	632	632	0	0
Asset Rental Support	0	0	0	0	0
HBC Support Costs Income	-3,304	-1,678	-1,678	0	0
Net Total Recharges	-2,384	-1,031	-1,031	0	0
Net Departmental Expenditure	-4,025	-763	-774	11	(635)

Public Health

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	5,631	3,410	3,318	92	109
Other Premises	6	4	0	4	6
Supplies & Services	439	168	228	(60)	(90)
Contracts	6,918	3,910	4,075	(165)	0
SLA's	372	115	77	38	0
Transport	4	2	2	0	1
Transfer to Reserves	660	0	0	0	(150)
Grants to Voluntary Organisations	20	2	2	0	0
Other Agency	24	24	24	0	0
Total Expenditure	14,074	7,635	7,726	(91)	(124)
Income					
Fees & Charges	-122	-57	-86	29	43
Reimbursements & Grant Income	-647	-737	-795	58	88
Transfer from Reserves	-428	-348	-357	9	13
Government Grant Income	-12,478	-9,285	-9,294	9	13
Total Income	-13,675	-10,427	-10,532	105	157
Net Operational Expenditure	399	-2,792	-2,806	14	33
Recharges					
Premises Support	209	139	139	0	0
Transport Support	24	16	17	(1)	(2)
Central Support	1,937	1,304	1,304	0	0
Asset Rental Support	0	0	0	0	0
Recharge Income	-669	-446	-446	0	0
Net Total Recharges	1,501	1,013	1,014	(1)	(2)
Net Departmental Expenditure	1,900	-1,779	-1,792	13	31

High Needs 2025/26 Forecast Spend Position




Appendix 3



	Annual Budget £'000	Forecast Spend £'000	Forecast Outturn £'000
Expenditure			
High Needs Place Funding - Mainstream Units	1,432	2,047	(615)
High Needs Place Funding - Special Schools	4,946	7,365	(2,419)
High Needs Place Funding - PRU	996	1,089	(93)
Top-Up Funding - Maintained Mainstream Schools	2,728	4,512	(1,784)
Top-Up Funding - Maintained Special Schools	2,151	2,845	(694)
Top-Up Funding - Maintained PRU	1,743	1,739	4
Top-Up Funding - Maintained Academies, Free Schools and Colleges	2,029	3,383	(1,354)
Top-Up Funding - Academies Special	990	3,336	(2,346)
Top-Up Funding - Non-Maintained and Independent Providers	7,272	11,087	(3,815)
Top-Up Funding - Post 16 FE	2,796	2,167	629
SEN Support Services	2,280	2,234	46
Special Free School	331	579	(248)
Exclusions	0	59	(59)
Support for Inclusion	45	45	0
Therapies and Other Health Related Services	20	20	0
Total Expenditure	29,759	42,507	(12,748)

Progress Against Agreed Savings




APPENDIX 4

Adult Social Care

Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value		Current Progress	Comments
			25/26 Agreed Council 01 February 2023 £'000	25/26 Agreed Council 05 March 2025 £'000		
Housing Solutions	474	Remodel the current service based on good practice evidence from other areas.	125	0		Currently Under Review
Voluntary Sector Support	N/A	Review the support provided by Adult Social Care and all other Council Departments, to voluntary sector organisations. This would include assisting them to secure alternative funding in order to reduce their dependence upon Council funding. A target saving phased over two years has been estimated.	100	0		Achieved
Community Wardens/Telecare Service		Community Wardens/Telecare Service – a review will be undertaken of the various options available for the future delivery of these services, with support from the Transformation Delivery Unit.	0	280		Unlikely to be achieved – currently forecast overspend position. However, these services are currently being reviewed as part of the transformation programme.


Care Management Community Care Budget		Community Care – continuation of the work being undertaken to review care provided through the Community Care budget, in order to reduce the current overspend and ongoing costs.	0	1,000		Unlikely to be achieved to be achieved on a longer term basis. Interim measures in place to support the current year position includes use of surplus capital grants. While the current overspend is being reduced significantly, it is unlikely the required budget reduction will be achieved by year-end.
Various		Review of Service Delivery Options – reviews will be undertaken of the various service delivery options available for a number of areas including; Day Services, Halton Supported Housing Network, In-House Care Homes, Reablement Service and Oak Meadow.	0	375		Unlikely to be achieved by financial year-end.
Total ASC Directorate			225	1,655		

Finance



Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value		Current Progress	Comments
			25/26 Agreed Council 01 February 2023 £'000	25/26 Agreed Council 05 March 2025 £'000		
Internal Audit	300	Restructure in light of potential retirements over the next two years within the Internal Audit Team.	50	0		It appears unlikely that the proposed £50k budget saving will be fully realised this year, if at all
Council Tax	84	Increase the charges applied when a court summons is issued by 30% (£23), to achieve full cost recovery over the three year period.	40	0		Look to increase costs in 2026/27 but this is pending a Government consultation on council tax of which summons charges are being reviewed.
Debt Management		Debt Management – undertake a review of debt management policies and procedures, in order to implement a more robust approach to debt management and debt recovery, considering options such as seeking payment in advance wherever possible, to improve cashflow and reduce the risk of non-recovery.	0	100		Currently part of workstream being undertaken by the Transformation Programme.
Total Finance Department			90	100		

Legal and Democratic Services

Service Area		Description of Saving Proposal	Savings Value	Current	Comments
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	Net Budget £'000		25/26 Agreed Council 01 February 2023 £'000	25/26 Agreed Council 05 March 2025 £'000	Progress	
Members		Deputy Mayor – cease provision of the Deputy Mayor’s allowance, whilst retaining a nominated Deputy Mayor.	0	6		Achieved.
Total Legal and Democratic Services			0	6		


Children and Families Department

Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value		Current Progress	Comments
			25/26 Agreed Council 01 February 2023 £'000	25/26 Agreed Council 05 March 2025 £'000		
Children's Centres	1,293	Review the operation of Windmill Hill Children's Centre, where there is the potential to save on premises and staffing costs.	22	0		With the implementation of the family hubs the review of windmill hill will no longer be viable. The centre is located in an area of deprivation and the role of the centre as a family hub is a priority in the children's social care review and supporting families at an earlier level, improving access to services for the most vulnerable and ensure a positive start for all children. These priorities fit with the council priorities
Children's Residential Care		Residential Placements – continuation of the work being undertaken to review residential placements, especially high cost placements, and identify opportunities to step-down placements or find alternatives, in order to reduce the current overspend and ongoing costs.	0	1,500		<p>Whilst residential placement cost is currently forecast to be within budget, uncertainty continues on the saving being achieved given the risk of children entering into care during the remainder of the financial year.</p> <p>Residential placements were all reviewed in early 2024 with some reduction in costs established. As part of the longer term plan included in the sufficiency strategy, Halton has</p>




						partnered with a not for profit organisation, Juno, who are awaiting registration from OFSTED - this approach is part of the LCR approach working with NFP organisations. In addition significant changes have been made to reduce the numbers of children coming into care. Mocking bird constellation is in place and evidenced support has resulted in appropriate transition so the need for residential is mitigated. A property has been identified for care leavers and further properties identified for additional semi-independent provisions. Juno will focus on their second home after July
Fostering		Independent Fostering Agencies and Out of Borough Fostering – continuation of the work being undertaken to review placements, to increase use of In-Borough foster carers wherever possible and thereby reduce costs, in order to reduce the current overspend and ongoing costs.	0	200	U	Recruitment campaign has been launched to attract in house foster carers so Council reliance on IFA's is reduced. Unfortunately there is a national shortage of foster carers and as a result the reliance on IFA's continues
Legal Costs		Court Costs – implementation of measures in conjunction with Legal Services, to reduce the backlog and ongoing number of Children's cases going to court,	0	200	U	Progress has been made on reducing the cost of court with success in reducing the number of applications, the reduction in timeliness of proceedings, further work is currently

		thereby reducing the timescales involved and cost of court proceedings, in order to reduce the current overspend and ongoing costs.				underway to reduce the number of C2 applications to court. PLO process is proving effective for some families in diverting away from legal proceedings and safely maintaining children with parents, further exploration is taking place on the use of in house psychologists to undertake assessments in the court arena to further reduce court costs
Total Children & Families Department			22	1,900		

Education, Inclusion and Provision Department

Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value		Current Progress	Comments
			25/26 Agreed Council 01 February 2023 £'000	25/26 Agreed Council 05 March 2025 £'000		
Home to School Transport		Home to School Transport – undertake consultation with stakeholders and partners with regard to implementing a new Home to School and College Travel and Transport Policy for Children and Young People with Special Educational Needs and Disabilities.	0	300		The consultation with stakeholders and partners has taken place. The results have been analysed and recommendations put to Executive Board for possible policy changes which will not be implemented until Autumn 2026
Total EIP Department			0	300		

Community and Greenspace Department


Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value		Current Progress	Comments
			25/26 Agreed Council 01 February 2023 £'000	25/26 Agreed Council 05 March 2025 £'000		
Stadium & Catering Services – School Meals	12	Cease to deliver the school meals service, which has made significant losses of over £200,000 for a number of years and is forecast to make a similar loss by year-end. Work would be undertaken with schools over the next two years to support them to secure an alternative means of delivery, whether in-house or via an external provider.	12	0		School meals service has ceased and is reflected in the 25/26 budget.
Green Waste		Green Waste – increase green waste charges from £43 to £50 per annum, to bring Halton onto a comparable basis with charges levied by neighbouring councils.	0	100		Green waste charges have been increased to £50.
Area Forums		Area Forums – cease the funding for Area Forums.	0	170		Area forum budgets have been removed in 25-26

Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value		Current Progress	Comments
			25/26 Agreed Council 01 February 2023 £'000	25/26 Agreed Council 05 March 2025 £'000		
Total Community & Greenspace Dept			12	270		


Economy, Enterprise and Property Department

Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value		Current Progress	Comments
			25/26 Agreed Council 01 February 2023 £'000	25/26 Agreed Council 05 March 2025 £'000		
Asset Management		Accelerate the lease or sale of surplus land, non-operational buildings, surplus space within building, etc. to either generate lease rentals or capital receipts to help fund capital schemes and thereby reduce future capital financing costs.	0	100	U	It is not expected this saving will materialise in the current year.
Total EEP Dept			0	100		




Policy, Planning and Transportation Department




Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value		Current Progress	Comments
			24/25 £'000	25/26 £'000		
Highways		LED Advertising Screens – install LED advertising screens at appropriate locations within the Borough in order to generate advertising revenue. The estimated annual income is the Council's share of advertising revenue net of capital financing costs for the installations.	0	100		It is not anticipated that this income will be achieved this financial year as the LED screens are no closer to being installed.
Total PPT Dept			0	100		

Public Health Directorate Department

Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value		Current Progress	Comments
			24/25 £'000	25/26 £'000		
Environmental Health		Pest Control – increase charges for pest control on the basis of benchmarking data, to bring Halton onto a comparable basis with charges levied by neighbouring councils.	0	45		Charges Increased
Total Public Health Directorate			0	45		

Corporate and Democracy

Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value		Current Progress	Comments
			24/25 £'000	25/26 £'000		
Chief Executives Delivery Unit		Purchase of Additional Leave – development of a voluntary scheme to enable staff to purchase additional annual leave.	0	100		Scheme has been agreed and implemented. Prudent forecast of saving against the scheme is estimated to be in the region of £0.265m
Chief Executives Delivery Unit		Voluntary Severance Scheme – development of a policy whereby staff may be offered voluntary severance in appropriate circumstances, but without creating a significant pension strain liability.	0	200		Scheme to be designed and approved. Uncertainty to timing and sign-up to the scheme. Unlikely to be in place for this financial year.
Chief Executives Delivery Unit		Apprenticeships - implement an “Apprentice First” policy, with all appropriate vacant posts assessed initially to determine whether they might be suitable as an apprenticeship. This will build longer term resilience into the organisation’s workforce and provide short term cost savings by drawing down funding from the apprenticeship levy. The scheme will be co-ordinated by the newly appointed Apprenticeship Officer, funded and supported	0	200		Scheme being developed, uncertainty to take up of the scheme. It is currently forecasts savings of £0.026m will be achieved by financial year-end.

		by the Transformation Delivery Unit.				
Council Wide		Agency Staff Reduction – continuation of the work being co-ordinated by the Transformation Delivery Unit to reduce the reliance upon agency workers across the Council, in particular within Adults and Children’s Social Care. Target net savings of £1.7m for 2025/26, £1.3m for 2026/27 and £1.1m for 2027/28.	0	1,700		<p>There is evidence of reduced agency usage within the Children's directorate but targets have been built into directorate budget which duplicate what is included here.</p> <p>Uncertainty with regard to reductions across Adult Social Care.</p> <p>Highly unlikely the £1.7m saving will be achieved in the current financial year.</p>
Council Wide		Debt Management – undertake a review of debt management policies and procedures, in order to implement a more robust approach to debt management and debt recovery, considering options such as seeking payment in advance wherever possible, to improve cashflow and reduce the risk of non-recovery.	0	100		Review of debt management particularly with Adult Social Care has commenced.
Council Wide		Review all existing contracts across the Council to re-consider their requirements and performance on the basis of outputs achieved.	0	200		Currently part of workstream being undertaken by the Transformation Programme.

Total Corporate & Democracy			0	2,400		

Symbol

Objective



Indicates that the objective is on course to be achieved within the appropriate timeframe.



Indicates that it is uncertain or too early to say at this stage whether the milestone/objective will be achieved within the appropriate timeframe.



Indicates that it is highly likely or certain that the objective will not be achieved within the appropriate timeframe.

2025/26 Capital Programme as at 30 November 2025

APPENDIX 5

Scheme Detail	2025/26 Original Allocation £000	2025/26 Revised Allocation £000	Cumulative Spend to 30 Nov 2025 £000	Cumulative Forecast Spend to 31 Jan 2026 £000	Cumulative Forecast Spend to 31 March 2026 £000	Allocation remaining £000	2026/27 Forecast Allocation £000
Childrens Directorate							
Capital Repairs	882.1	882.1	700	700	754.0	128.1	0.0
Asbestos Management	10.0	10.0	0.5	6	10.0	0.0	0.0
Schools Access Initiative	37.7	37.7	34	34	41.0	-3.3	0.0
Basic Need Projects	600.8	600.8	0	0	100.0	500.8	0.0
Small Capital Works	173.0	173.0	98	105	170.0	3.0	0.0
SEND capital allocation	1,871.2	1,871.2	202	675	1,275.0	596.2	45.0
SEND capital unallocated	1,775.5	1,775.5	0.0	0.0	0.0	1,775.5	0.0
SCA unallocated	129.3	129.3	0.0	0.0	0.0	129.3	0.0
Family Hubs & Start for Life	63.0	63.0	11.0	11.0	63	0.0	65.0
Childcare Expansion	314.8	314.8	18	18	314.8	0.0	0.0
AMP Data	25.0	25.0	23	24	25.0	0.0	0.0
Childrens Directorate Total	5,882.4	5,882.4	1,086.6	1,573.1	2,752.8	3,129.6	110.0

2025/26 Capital Programme as at 30 November 2025 continued

Scheme Detail	2025/26 Original Allocation £000	2025/26 Revised Allocation £000	Cumulative Spend to 30 Nov 2025 £000	Cumulative Forecast Spend to 31 Jan 2026 £000	Cumulative Forecast Spend to 31 March 2026 £000	Allocation remaining £000	2026/27 Forecast Allocation £000
Adults Directorate							
Grants - Disabled Facilities	2,200.0	2,000.0	999.0	1,400.0	2,000.0	0.0	700.0
Stair Lifts	400.0	650.0	355.0	450.0	650.0	0.0	700.0
Joint Funding RSL Adaptations	300.0	250.0	187.0	220.0	250.0	0.0	300.0
Madeline McKenna Residential Home	300.0	200.0	43.0	100.0	200.0	0.0	0.0
Millbrow Care Home	200.0	200.0	54.0	100.0	200.0	0.0	0.0
St Lukes	50.0	200.0	115.0	150.0	200.0	0.0	0.0
St Patricks	200.0	200.0	63.0	100.0	200.0	0.0	0.0
Care Home Refurbishment	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Telehealthcare Digital Switchover	135.0	135.0	0.0	0.0	135.0	0.0	0.0
Oakmeadow and Peelhouse Network Improvements	40.0	40.0	0.0	0.0	40.0	0.0	0.0
Crow Wood Lane Specialist Housing	250.0	250.0	250.0	250.0	250.0	0.0	0.0
Adults Directorate Total	4,075.0	4,125.0	2,066.0	2,770.0	4,125.0	0.0	1,700.0
Public Health							
New database for Public Protection Regulatory Services	0.0	0.0	0.0	0.0	0.0	0.0	200.0
Public Health Directorate Total	0.0	0.0	0.0	0.0	0.0	0.0	200.0

2025/26 Capital Programme as at 30 November 2025 continued

Scheme Detail	2025/26 Original Allocation	2025/26 Revised Allocation	Cumulative Spend to 30 Nov 2025	Cumulative Forecast Spend to 31 Jan 2026	Cumulative Forecast Spend to 31 March 2026	Allocation remaining	2026/27 Forecast Allocation
	£000	£000	£000	£000	£000	£000	£000
Environment & Regeneration Directorate							
Stadium Minor Works	22.1	22.1	24.6	24.6	24.6	-2.5	30.0
Halton Leisure Centre	99.7	99.7	92.5	94.0	95.0	4.7	0.0
Children's Playground Equipment	67.8	67.8	52.5	60.5	65.0	2.8	65.0
Landfill Tax Credit Schemes	340.0	0.0	0.0	0.0	0.0	0.0	0.0
Upton Improvements	13.0	13.0	0.0	0.0	13.0	0.0	0.0
Crow Wood Park Play Area	12.0	12.0	0.0	0.0	12.0	0.0	0.0
Open Spaces Schemes	600.0	770.0	650.9	700.0	770.0	0.0	600.0
Runcorn Town Park	450.6	450.6	10.2	60.0	125.0	325.6	280.0
Spike Island / Wigg Island	1,841.6	250.0	173.4	180.0	250.0	0.0	1,591.6
Pickerings Pasture Cafe	469.2	450.0	301.2	360.0	450.0	0.0	19.2
Cemetery Infrastructure work	469.1	469.1	10.5	207.0	410.0	59.1	683.0
Stadium Public Address System	810.0	346.0	34.9	286.0	346.0	0.0	379.0
Litter Bins	20.0	20.0	0.0	0.0	20.0	0.0	20.0
Replacement Cremator	0.0	0.0	0.0	0.0	0.0	0.0	20.0
Stadium Steelwork Repairs	0.0	0.0	0.0	0.0	0.0	0.0	600.0
Brindley Lighting	0.0	200.0	0.0	100.0	200.0	0.0	0.0
Homeless Accommodation Refurbishment	0.0	52.0	49.3	51.0	52.0	0.0	948.0
CCTV Infrastructure Works	0.0	105.0	1.2	50.0	105.0	0.0	395.0
Equality Act Improvement Works	303.5	303.5	17.7	150.0	303.5	0.0	300.0
Foundary Lane Residential Area	3,520.9	3,520.9	1,229.3	1,850.0	3,520.9	0.0	0.0
Property Improvements	231.1	231.1	121.7	153.6	231.1	0.0	200.0
Town Deal	21,823.1	13,210.2	6,294.6	9,550.0	13,210.2	0.0	8,612.9
UK Shared Prosperity Fund	101.2	101.2	0.0	55.0	101.2	0.0	0.0
Runcorn Waterfront Residential Development	82.0	82.0	4.2	35.0	82.0	0.0	0.0

2025/26 Capital Programme as at 30 November 2025 continued

Scheme Detail	2025/26 Original Allocation £000	2025/26 Revised Allocation £000	Cumulative Spend to 30 Nov 2025 £000	Cumulative Forecast Spend to 31 Jan 2026 £000	Cumulative Forecast Spend to 31 March 2026 £000	Allocation remaining £000	2026/27 Forecast Allocation £000
Changing Places	17.0	17.0	0.0	0.0	17.0	0.0	0.0
Kingsway Centre Demolition	708.0	708.0	438.3	488.0	538.0	170.0	0.0
Port of Weston	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sci-tech Daresbury Project Violet	2,200.0	0.0	0.0	0.0	0.0	0.0	2,200.0
Astmoor Masterplan	81.6	902.6	902.6	902.6	902.6	0.0	0.0
Sci-tech Daresbury - CPO	3,000.0	0.0	0.0	0.0	0.0	0.0	3,000.0
Warm Homes Plan	0.0	587.6	0.0	0.0	587.6	0.0	587.6
Runcorn Town Centre Management	0.0	822.0	524.6	650.0	822.0	0.0	0.0
Widnes Town Centre Framework	0.0	200.0	53.0	100.0	200.0	0.0	0.0
Bridge and Highway Maintenance	839.2	839.2	181.2	510.2	839.2	0.0	0.0
Runcorn Busway	90.0	90.0	35.9	63.0	90.0	0.0	0.0
ATF3 Murdishaw to Whitehouse	757.0	757.0	538.3	647.7	757.0	0.0	0.0
ATF4 - Widnes Town Centre Accessibility	114.5	114.5	0.0	0.0	0.0	114.5	0.0
A56 Reconstruction	943.7	943.7	95.0	519.4	943.7	0.0	0.0
LCWIP phase 2 Daresbury	3,862	100	30.9	57.7	84.5	15.5	0.0
Pot Hole Funding	968	968	243.8	605.9	968.0	0.4	0.0
CRSTS	4,405	4,405	2,709.9	3,557.5	4,405.0	0.0	0.0
Street Lighting - Structural Maintenance	1,025.1	1,025.1	0.0	100.0	200.0	825.1	1,025.1
Street Lighting - Upgrades	728.4	728.4	0.0	50.0	50.0	678.4	528.4
East Runcorn Connectivity	5,851.7	14,442.2	6,283.7	10,363.0	14,442.2	0.0	0.0
Risk Management	712.9	120.0	23.0	23.0	23.0	97.0	120.0
Widnes Loops	0.0	0.0	65.1	65.1	65.1	-65.1	0.0
Fleet Replacements	4,482.0	2,500.0	1,070.1	1,785.0	2,500.0	0.0	4,482.0
Early Land Acquisition Mersey Gateway	210.0	80.0	49.4	73.0	80.0	0.0	80.0
Mersey Gateway Crossings Board	60.0	-226.7	-226.7	-226.7	-226.7	0.0	60.0
Environment & Regeneration Directorate Total	62,333.3	50,900.2	22,086.8	34,300.9	48,674.7	2,225.5	26,826.7

2025/26 Capital Programme as at 30 November 2025 continued

Scheme Detail	2025/26 Original Allocation	2025/26 Revised Allocation	Cumulative Spend to 30 Nov 2025	Cumulative Forecast Spend to 31 Jan 2026	Cumulative Forecast Spend to 31 March 2026	Allocation remaining	2026/27 Forecast Allocation
	£000	£000	£000	£000	£000	£000	£000
Chief Executives Directorate							
IT Rolling Programme	805.6	1,305.6	1,022.0	1,245.1	1,245.1	60.5	1,200.0
Halton Smart Microgrid	10,870.0	1,000.0	0.0	0.0	1,000.0	0.0	9,870.0
Transformation Programme	1,538.0	2,465.7	1,557.1	1,928.9	2,195.6	270.1	
Accelerated Growth	0.0	650.7	440.0	546.9	643.9	6.8	
Chief Executives Directorate Total	13,213.6	5,422.0	3,019.1	3,720.9	5,084.6	337.4	11,070.0
Grand Total	85,504.4	66,329.6	28,258.5	42,364.9	60,637.1	5,692.5	39,906.7

Risk No	Risk Identified	Impact	Likelihood	Risk Score	Risk Control Measures	Assessment of Residual Risk with Control Measures Implemented			Responsible Person	Timescale for Review	Progress Comments	Date Updated
						Impact	Likelihood	Risk Score				
1	Pay costs <ul style="list-style-type: none"> Pay award Staff Turnover Saving Target Agency, casuals and overtime National Living Wage Pension Costs 	4	4	16	<ul style="list-style-type: none"> Budget based upon individual staff members/vacancies Budget monitoring Contingency Balances Medium Term Forecast Engage with Cheshire Pension Scheme and pension actuary Market supplement paid in multiple service areas Employer of Choice Initiative Connect to Halton – Review of Scheme 	3	3	9	ED/SB/Directors	Monthly	<p>2025/26 budget includes pay growth at forecast 2% pay award. Pay offer agreed at 3.2%, backdated pay actioned in August 2025. Actual cost of the pay award higher at £1.214m that then £1m figure previously estimated.</p> <p>Agency costs and usage remain high although clear evidence of reduction in numbers.</p> <p>Market Supplements being paid across increasing number of services.</p>	30/11/25

											Connect to Halton scheme went live September 2024, agency and casual appointments to be covered by the scheme.	
2	Redundancy and Early Retirements	3	3	9	<ul style="list-style-type: none"> • Benefits Tracking Process • Future savings to take into account cost of redundancy and early retirements. • Seek Government approval to use capital receipts to fund transformation costs. • Develop policy for voluntary severance scheme 	2	3	6	ED/SB	Quarterly	<p>Tracker created to monitor redundancy costs in current year.</p> <p>Look to capitalise redundancy costs where possible where evidence exists it creates a longer term saving.</p> <p>£0.200m saving included in 25/26 budget for savings from voluntary severance scheme. Scheme unlikely to go live in current financial year.</p>	30/11/25

3	Savings not achieved	4	3	12	<ul style="list-style-type: none"> • Budget monitoring • Contingency • Rigorous process in approving savings. • Review of savings at departmental and directorate level • Monthly budget monitoring • Medium Term Financial Forecast • RAG monitoring of savings included in bi-monthly monitoring reports. • Transformation saving targets reported monthly through Transformation Programme Board. 	4	3	12	RR/ED/SB/Directors	Monthly	<p>Savings for 2025/26 have been written into Directorate budgets.</p> <p>Budget savings monitored closely and if necessary offsetting savings sought.</p> <p>Transformation Programme Board meet on monthly basis to discuss progress against programme.</p>	30/11/25
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4	Price inflation	3	3	9	<ul style="list-style-type: none"> • Prudent budget provision • Latest forecast information used eg. utilities • Budget monitoring • Contingency • Balances • CPI/RPI monitoring • MTFS 	3	3	9	ED/SB	Monthly	<p>CPI for November 2025 is 3.2% and RPI is 3.8%. Both running higher than inflation included in 2025.26 budget.</p> <p>Office of Budget Responsibility (OBR) forecast inflation is to remain above 3% for the remainder of 2025 and drop to 2.5% in 2026 and then hit the Government target of 2% in 2027.</p>	30/11/25
5	Review of LG Finance <ul style="list-style-type: none"> • Business rates retention – 100% Pilot and Review • Fair Funding Review • National Public Spending Plans • Social Care Green Paper 	4	4	16	<ul style="list-style-type: none"> • MPs • SIGOMA / LG Futures • Liverpool City Region & Merseyside Treasurers Group • Medium Term Financial Strategy • Member of business rate retention pilot region 	4	4	9	ED/SB/NS/MW/MG	Weekly/Monthly	<p>Business rate retention 100% scheme to continue over three year period 2026/27 to 2028/29.</p> <p>Provisional Local Government Finance Settlement issued 17 December 2025. Funding behind modelled levels from Fair Funding</p>	30/11/25

					<ul style="list-style-type: none"> • Dialogue with DCLG • Responding to reviews and consultations 						<p>consultation (Summer 2025) and LG Finance policy Statement (Nov 25). Government have redirected funding towards greater levels of funding for temporary accommodation needs.</p> <p>Core Spending Power increase for 2026/27 will be set at the 'floor level' of 5% and 2.1% and 2.9% in the following two years. Increases for last two years based on Council increasing Council Tax by 4.99% in each of them years.</p>	
6	Treasury Management <ul style="list-style-type: none"> • Borrowing • Investment 	2	3	6	<ul style="list-style-type: none"> • Treasury Management Strategy • Link Asset Services advice • Treasury Management planning and monitoring 	1	3	3	ED/SB/MG	Daily / Quarterly	<p>BoE base rate reduced to 3.75%.</p> <p>Impact of Exceptional Financial Support request to be assessed with regards to timing</p>	30/11/25

					<ul style="list-style-type: none"> Attendance at Networking and Benchmarking Groups Officer and Member Training 						of future borrowing.	
7	Demand led budgets <ul style="list-style-type: none"> Children in Care Out of borough fostering Community Care High Needs 	4	4	16	<ul style="list-style-type: none"> Budget monitoring Contingency Balances Review service demand Directorate recovery groups Monthly budget monitoring Children Improvement Plan Investment Funding 	4	4	16	ED/SB/NS/MW	Monthly	<p>Numbers of children in care and with protection plans reviewed on a weekly basis.</p> <p>Community care costs and numbers on increase, reviewed on a regular basis.</p> <p>Investment in Children Services following OFSTED inspection to be monitored with regard to control and reduction of future costs.</p>	30/11/25
8	Mersey Gateway Costs <ul style="list-style-type: none"> Costs 	4	2	8	<ul style="list-style-type: none"> Regular monitoring with Crossing Board 	2	1	2	ED/SB/MG	Quarterly	Arrangements in place to monitor spend and	30/11/25

	<ul style="list-style-type: none"> • Toll Income • Funding • Accounting treatment 				<ul style="list-style-type: none"> • Capital reserve • Government Grant • Liquidity Fund 						availability of liquidity fund.	
9	Council Tax Collection	3	3	9	<ul style="list-style-type: none"> • Council tax monitoring on monthly basis • Review of Collection Rate • Collection Fund Balance • Provision for bad debts • Review recovery procedures • Benchmarking 	3	2	6	ED/PG/SB/P D/BH/MG	Monthly	<p>Council tax collection rate through to the end of November 2025 is 71.34% which is 0.09% lower than the collection rate at the same point last year.</p> <p>Debt relating to previous years continues to be collected, and the Council utilises powers through charging orders and attachment to earnings/benefits to secure debts. £1.992m has so far been collected this year in relation to previous years' debt.</p>	30/11/25

10	Business Rates Retention Scheme	3	3	9	<ul style="list-style-type: none"> Review and monitoring of latest business rates income to baseline and estimate for year. Prudent allowance for losses in collection Prudent provision set aside for losses from valuation appeals Regular monitoring of annual yield and baseline / budget position Benchmarking Groups Review recovery procedures 	3	1	3	ED/SB/LB/MG	Monthly	<p>Business rate collection through to the end of November 2025 is 75.01% which is 1.02% lower than the collection rate at the same point last year.</p> <p>£0.945m has so far been collected this year in relation to previous years' debt.</p>	30/11/25
11	Income recovery <ul style="list-style-type: none"> Uncertainty to economy following cost of living and high inflation 	3	3	9	<ul style="list-style-type: none"> Corporate charging policy Budget monitoring Contingency Balances Income benchmarking 	3	1	3	ED/MM/SB	Monthly	<p>Income shortfalls identified and cause of increased concern in certain areas are being closely monitored.</p> <p>Additional posts created within Adult Social Care Directorate, responsible for improving the</p>	30/11/25

											overall collection of social care debt.	
12	Capital Programme <ul style="list-style-type: none"> Costs Funding Key Major Projects Clawback of Grant Availability and timing of capital receipts Cashflow Contractors 	4	3	12	<ul style="list-style-type: none"> Project Management Regular monitoring Detailed financial analysis of new schemes to ensure they are affordable Targets monitored to minimise clawback of grant. Contractor due diligence Dialogue with Government departments. 	3	2	6	Project Managers/ED /SB/LH	Quarterly	Capital receipts have been over committed therefore new capital schemes need to bring own funding.	30/11/25
13	Academy Schools <ul style="list-style-type: none"> Impact of transfer upon Council budget Loss of income to Council Services 	2	4	8	<ul style="list-style-type: none"> Early identification of school decisions DfE Regulations Prudent consideration of financial transactions to facilitate transfer Services continue to be offered to academies Transfer Protocol 	1	3	3	ED/SB/NS	Monthly	Consideration given in MTFS for loss of funding.	30/11/25

14	Reserves <ul style="list-style-type: none"> Diminishing reserves, used to balance budget, fund overspend positions. 	3	4	12	<ul style="list-style-type: none"> Monitored on a bi-monthly basis, reported to Management Team and Exec Board Benchmarking Financial Forecast Programme to replenish reserves. 	3	3	9	ED/SB	Quarterly	<p>Monitored and reported on a regular basis. Council reserves at historic low levels.</p> <p>Reserves will need to be replenished within future budgets</p>	30/11/25
15	Budget Balancing <ul style="list-style-type: none"> Council has struggled to achieve a balanced budget position for a number of years. Forecast for current year is an overspend position of £19m. Reserves insufficient to balance current year budget. Council has been given approval in-principle for Exceptional Financial Support (day to day costs funded through capital borrowings) 	4	4	16	<ul style="list-style-type: none"> Current year budgets monitored on a regular basis. Forward forecasting through to March 2029 reported on a prudent basis. Regular conversations with DHLUC re Council's financial position. LGA to undertake a financial assurance review. Transformation programme in place. Financial Recovery Plan required to better inform how the Council 	4	4	16	ED/SB	Ongoing	<p>Council has received in-principle agreement to fund day to day costs through Exceptional Financial Support.</p> <p>EFS covers a total of £52.8m over two years, split: 24/25 - £20.8m 25/26 - £32.0m</p> <p>Council utilised £10m of EFS in 24/25, below the approved amount.</p> <p>Financial recovery plan to</p>	30/11/25

	for 2024/25 and 2025/26.				will achieve future sustainable budgets.						be put in place to limit Council exposure to EFS and repayment of borrowings to date.	