



**Environment and Urban Renewal Policy  
and Performance Board**

**Wednesday, 15 November 2017 6.30 p.m.  
Council Chamber, Runcorn Town Hall**

A handwritten signature in black ink that reads 'David WR'.

**Chief Executive**

**BOARD MEMBERSHIP**

Councillor Bill Woolfall (Chair)	Labour
Councillor Mike Fry (Vice-Chair)	Labour
Councillor Valerie Hill	Labour
Councillor Harry Howard	Labour
Councillor Keith Morley	Labour
Councillor Paul Nolan	Labour
Councillor Joe Roberts	Labour
Councillor Pauline Sinnott	Labour
Councillor John Stockton	Labour
Councillor Andrea Wall	Labour
Councillor Geoff Zygadllo	Labour

*Please contact Gill Ferguson on 0151 511 8059 or e-mail [gill.ferguson@halton.gov.uk](mailto:gill.ferguson@halton.gov.uk) for further information.*

*The next meeting of the Board is on Wednesday, 28 February 2018*

**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 URBAN RENEWAL POLICY AND PERFORMANCE BOARD**

*At a meeting of the Environment and Urban Renewal Policy and Performance Board on Wednesday, 20 September 2017 at the Council Chamber, Runcorn Town Hall*

Present: Councillors Woolfall (Chair), Fry (Vice-Chair), V. Hill, Howard, Morley, Nolan, Joe Roberts, Sinnott, J. Stockton, Wall and Zygadlo

Apologies for Absence: None

Absence declared on Council business: None

Officers present: G. Ferguson, J. Gill, H. Roberts and W. Rourke

Also in attendance: Councillors R. Hignett, K. Loftus, P. Lloyd Jones, C. Plumpton Walsh and N. Plumpton Walsh.

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

EUR9 MINUTES

The Minutes of the meeting held on 28<sup>th</sup> June 2017, having been circulated were signed as a correct record.

EUR10 PUBLIC QUESTION TIME

It was confirmed that no public questions had been received.

EUR11 EXECUTIVE BOARD MINUTES

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

RESOLVED: That the Minutes be received.

*(N.B. Councillors Zygadlo and Morley declared a disclosable other interest in the following item of business as both are a member of Halton Borough Transport)*

*Action*

EUR12 MERSEY GATEWAY PRESENTATION

The Board received a presentation from Wesley Rourke on the Mersey Gateway Regeneration Plan (Plus) document. The document identified a number of Key Impact Areas and Regeneration Opportunities which would arise following the completion of the Mersey Gateway. There were three distinct elements to the Plan:

- It provided the strategic context for growth and recognised the Mersey Gateway Project as a catalyst for change; and
- It sets out a cohesive package of development and investment opportunities, identified the key infrastructure and enabling projects that would be brought forward to complement and support economic growth; and
- It outlined the approach to implementation and delivery.

It was reported that the Plan would facilitate the development of a steady pipeline of regeneration and development opportunities over a 10-15 year period, and that it would be the first in a suite of documents that would form Halton's Economic Growth Strategy.

Arising from the discussion it was agreed that:

- I. a working party to develop the Mersey Gateway Regeneration Plan be established with the following Membership: Councillors Morley, Nolan, Sinnott, Wall, Woolfall and Zygadlo.
- II. The working party terms of reference be circulated to all Members of the Board.
- III. An update report on the progress of the working party be submitted to a future Board meeting.

Members also noted that a meeting had been set up with Arriva, the Executive Board Member for Transportation and Council Officers to discuss future bus routes in and around the Runcorn Old Town area when the new bridge opens.

RESOLVED: That

1. the Board welcome the positive progress being made to promote regeneration in the Borough following completion of the Mersey Gateway Bridge;
2. a working party to develop the Mersey Gateway

Regeneration Plan be established with the following Membership: Councillors Morley, Nolan, Sinnott, Wall, Woolfall and Zygadlo;

3. the working party terms of reference be circulated to all Members of the Board; and
4. an update report on the progress of the working party be submitted to a future Board meeting.

#### EUR13 SCI TECH DARESBUY - PRESENTATION

The Board received a presentation from Helen Roberts, Lead Regeneration Officer for Sci-Tech Daresbury, regarding existing and proposed developments at Sci-Tech Daresbury, including an overview of the Sci-Tech Daresbury Enterprise Zone, achievements to date and details of an emerging Master Plan for the area.

The presentation highlighted the progress made in the first five years of Sci-Tech Daresbury Enterprise Zone Status which included:

- Over 100 companies on campus, 20 new business, 250 new jobs and 12 apprentices;
- Occupancy rate of 75% for commercial property;
- £25m investment in the Techspace One and Two Buildings, a power upgrade for the site and the wider east Runcorn area and £300m Government investment; and
- A new and improved gateway to the campus.

Members were also advised on the 25 year masterplan for expanding the campus; the immediate proposals for the next 4 years which would focus on the delivery on the corner plot of the A56 and Daresbury Expressway; and an outline of the proposal for a 'Skills Factory'.

RESOLVED: That the Board notes the presentation and acknowledges the wider role Sci-Tech Daresbury plays in giving Halton a competitive edge when attracting and retaining businesses in the borough.

#### EUR14 REVIEW OF PRIMARY GRITTING ROUTES FOR MARGINAL NIGHTS

The Board considered a report of the Strategic Director, Enterprise, Communities and Resources, which sought support for the proposed introduction of a Cold Route

to the winter gritting routes for the marginal nights and the rationalisation of the existing primary gritting routes as a result of the updating of Halton's thermal map for highways.

At present gritting operations were undertaken on all routes on marginal nights. Using data obtained from the thermal mapping exercise, this could be reduced from treating 303km to 117km of road infrastructure, thereby reducing the number of gritting vehicles from 5 to 2. This equated to revenue saving of approximately £8,500 per year. Records from previous years had indicated that on average, there had been 10 occasions when the Cold Route could have been utilised instead of the complete primary route.

In addition to the Cold Route for marginal nights, it was proposed to treat the following roads on Secondary Route in accordance with the Winter Service Plan during periods of severe prolonged weather:

- (Widnes) Foundary Lane – Broughton Way – Pickerings Road – Mersey View Road; and
- (Runcorn) Keckwick Lane – Arkwright Road – Brindley Road – Goddard Road – Edison Road – Hardwick Road.

RESOLVED: That the Board supports the proposed introduction of a Cold Route to the winter gritting routes for marginal nights and the rationalisation of primary gritting route.

*Meeting ended at 8.05 p.m.*

**REPORT TO:** Environment and Urban Renewal Policy & Performance Board

**DATE:** 15<sup>th</sup> November 2017

**REPORTING OFFICER:** Strategic Director, Enterprise, Community and Resources

**SUBJECT:** Public Question Time

**WARD(s):** Borough-wide

### **1.0 PURPOSE OF REPORT**

- 1.1 To consider any questions submitted by the Public in accordance with Standing Order 34(9).
- 1.2 Details of any questions received will be circulated at the meeting.

### **2.0 RECOMMENDED: That any questions received be dealt with.**

### **3.0 SUPPORTING INFORMATION**

- 3.1 Standing Order 34(9) states that Public Questions shall be dealt with as follows:-
- (i) A total of 30 minutes will be allocated for dealing with questions from members of the public who are residents of the Borough, to ask questions at meetings of the Policy and Performance Boards.
  - (ii) Members of the public can ask questions on any matter relating to the agenda.
  - (iii) Members of the public can ask questions. Written notice of questions must be given by 4.00 pm on the working day prior to the date of the meeting to the Committee Services Manager. At any one meeting no person/organisation may submit more than one question.
  - (iv) One supplementary question (relating to the original question) may be asked by the questioner, which may or may not be answered at the meeting.
  - (v) The Chair or proper officer may reject a question if it:-
    - Is not about a matter for which the local authority has a responsibility or which affects the Borough;
    - Is defamatory, frivolous, offensive, abusive or racist;

- Is substantially the same as a question which has been put at a meeting of the Council in the past six months; or
  - Requires the disclosure of confidential or exempt information.
- (vi) In the interests of natural justice, public questions cannot relate to a planning or licensing application or to any matter which is not dealt with in the public part of a meeting.
- (vii) The Chairperson will ask for people to indicate that they wish to ask a question.
- (viii) **PLEASE NOTE** that the maximum amount of time each questioner will be allowed is 3 minutes.
- (ix) If you do not receive a response at the meeting, a Council Officer will ask for your name and address and make sure that you receive a written response.

Please bear in mind that public question time lasts for a maximum of 30 minutes. To help in making the most of this opportunity to speak:-

- Please keep your questions as concise as possible.
- Please do not repeat or make statements on earlier questions as this reduces the time available for other issues to be raised.
- Please note public question time is not intended for debate – issues raised will be responded to either at the meeting or in writing at a later date.

#### **4.0 POLICY IMPLICATIONS**

None.

#### **5.0 OTHER IMPLICATIONS**

None.

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

6.1 **Children and Young People in Halton** - none.

6.2 **Employment, Learning and Skills in Halton** - none.

6.3 **A Healthy Halton** – none.

6.4 **A Safer Halton** – none.

6.5 **Halton's Urban Renewal** – none.

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

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

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

**REPORT TO:** Environment and Urban Renewal Policy and Performance Board

**DATE:** 15<sup>th</sup> November 2017

**REPORTING OFFICER:** Chief Executive

**SUBJECT:** Executive Board Minutes

**WARD(s):** Boroughwide

## **1.0 PURPOSE OF REPORT**

- 1.1 The Minutes relating to the relevant Portfolio which have been considered by the Executive Board are attached at Appendix 1 for information.
- 1.2 The Minutes are submitted to inform the Policy and Performance Board of decisions taken in their area.

## **2.0 RECOMMENDATION: That the Minutes be noted.**

## **3.0 POLICY IMPLICATIONS**

- 3.1 None.

## **4.0 OTHER IMPLICATIONS**

- 4.1 None.

## **5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

### **5.1 Children and Young People in Halton**

None

### **5.2 Employment, Learning and Skills in Halton**

None

### **5.3 A Healthy Halton**

None

### **5.4 A Safer Halton**

None

### **5.5 Halton's Urban Renewal**

None

**6.0 RISK ANALYSIS**

6.1 None.

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

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

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

APPENDIX 1

**Extract of Executive Board Minutes Relevant to the Environment and Urban Renewal Policy and Performance Board**

**EXECUTIVE BOARD MEETING HELD ON 21 SEPTEMBER 2017**

**TRANSPORTATION PORTFOLIO**

**EXB37 PROPOSED INSTALLATION OF BUS SHELTERS AT BUS STOPS LOCATED ON CLIFTON ROAD WITH THE JUNCTION OF MALPAS ROAD**

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on the proposed installation of bus stops on Clifton Road, Runcorn.

The Board was advised that a request for the installation of a bus shelter had been received in May 2016. A period of consultation undertaken with residential properties resulted in two residents in support and two against. Following this, a further period of consultation was undertaken in respect of an additional bus stop across the road (as identified in Appendix 1). The report detailed the outcome of this further consultation.

It was noted that the Environment and Urban Renewal Policy and Performance Board had considered and supported the proposals, at its meeting held on 28 June 2017. However, since that meeting, the Council had received a complaint from those that objected to the initial installation, and as two of the complainants were Members of the Council, it was felt that the matter should be presented to the Executive Board for their further consideration.

RESOLVED: That the installation of bus shelters on Clifton Road, Runcorn, as identified in Appendix 1, be approved.

Strategic Director  
Enterprise,  
Community &  
Resources

**EXB38 STREET LIGHTING HIGHWAY ELECTRICAL TERM MAINTENANCE CONTRACT**

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which

sought approval to extend the current term maintenance contract for Street Lighting.

The Board was advised that the current contractor, Tarmac, commenced a term maintenance contract in November 2010 to maintain all highway electrical equipment within the Borough. Members were advised that extending the contract represented value for money and would save the Council the cost of re-tendering the work.

It was reported that normal expenditure covered by this contract had been around £0.5m each year. However, capital funding had been secured through this contract for the installation of LED lanterns, which would increase the work carried out through this contract. Therefore, the Board was advised that expenditure was anticipated to exceed £1.0m for the next extension period. In the longer term, with the installation of LED lanterns, street lighting maintenance costs would reduce.

RESOLVED: That

- 1) the extension of the Street Lighting Term Maintenance Contract under Procurement Standing Order 1.15 for a period of one year from 1 November 2017 to 31 October 2018 be agreed; and
- 2) it be recorded that the expenditure is anticipated to be in excess of £1.0m per annum.

Strategic Director  
- Enterprise,  
Community &  
Resources

## **ENVIRONMENTAL SERVICES PORTFOLIO**

### **EXB39 HALTON RESIDENTS' FUNERAL - KEY DECISION**

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on the proposal to set up a Halton Residents' Funeral package.

The Board was advised that the average cost of a funeral had almost doubled since 2005, with costs expected to continue to rise in future years. Following the death of a loved one, families had to make decisions about funeral arrangements and to make choices which increasingly plunged them into serious and long term debt.

The report set out details of a proposed Halton Residents' funeral package to provide a reasonably priced

dignified funeral service, which would be indistinguishable from any other funeral service. The report set out in more detail what a fixed price Residents' Funeral package would include.

Reason(s) for Decision

To help to alleviate funeral poverty within the Borough.

Alternative Options Considered and Rejected

The Council could simply do nothing and leave the delivery of this type of service to the market. If that option was taken, prices for funerals would continue to rise, putting more residents into debt.

Implementation Date

January 2018.

RESOLVED: That the setting up of a Halton Residents' Funeral offer, as set out in Section 4 of the report, be approved.

Strategic Director  
- Enterprise,  
Community &  
Resources

**PHYSICAL ENVIRONMENT PORTFOLIO**

EXB44 MURDISHAW REGENERATION

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on an amendment to the Capital Programme to allow for funding for the improvement of the Murdishaw area of Runcorn.

The Board was advised that, since the closure and subsequent demolition of the former Jolly Brewer Public House, the Council had been working closely with local partners to reinvigorate Murdishaw local centre. It was noted that the Council had sold the former Jolly Brewer site to Liverpool Housing Trust (LHT), who had agreed to deliver 18 new homes and a new re-located car park to the front of the local centre retail units. The car park element would be completed by November 2017.

It was reported that in October 2016, Mott Macdonald were appointed as an independent consultant to drive forward the visioning process for the wider regeneration of the Murdishaw area. Two pieces of work had been

completed – the Visioning Framework and a housing market analysis - and in conjunction with this, it was proposed that a series of small scale projects be delivered which targeted areas of most need. A Steering Group would oversee the development of the options, and lead on resident engagement as proposals emerged.

RESOLVED: That Council be recommended to amend the Capital Programme to include £46,000 for the Murdishaw Estate Regeneration Programme to provide the Council's contribution to the actions and activities outlined in the report, to be funded from the Capital Receipt received for the Jolly Brewer Pub.

Strategic Director  
- Enterprise,  
Community &  
Resources

EXB45 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

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

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

## PHYSICAL ENVIRONMENT PORTFOLIO

*(N.B. Councillor Hignett declared a Disclosable Pecuniary Interest in the following item of business as one of the parcels of land referred to in the report, was located close to his own property. He left the room during consideration of the item and took no part in the discussion)*

### EXB47 STARTER HOMES AND ACCELERATED CONSTRUCTION OPPORTUNITY - KEY DECISION

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on the development of a detailed project to identify suitable sites for Starter Homes.

The Board was advised that, as part of the Housing White Paper, the Government was consulting on widening the definition of 'affordable housing', to include Starter Homes. In February 2017, the Homes and Communities Agency invited local authorities to submit Expressions of Interest for their Accelerated Construction Programme (AC). It was reported that AC was the Government's new approach to land disposal which increased overall delivery in the sector, at a faster rate than the housing market.

Since the publication of the agenda, and following consultation with the respective Ward Councillors, one of the sites had been removed from the list for proposed development. A revised report was circulated. The remaining sites had a strategic fit with the Healthy New Town's Project, had been identified as suitable for potential development and fitted well within the current HBC development strategy for housing growth, regeneration of brownfield sites and generation of new homes bonus.

#### Reason(s) For Decision

To accelerate housing development in the Borough and to establish a good working relationship with the Homes and Communities Agency to promote future joint working.

#### Alternative Options Considered and Rejected

The other options were:

- a) Do nothing. However, this would not lead to any

additional housing units being created.

- b) The Council to invest resources in bringing these sites forward. The Council did not have available resources to invest in this type of activity.
- c) Seek alternative funding sources. There were no other resources available.

Implementation Date

1 October 2017.

RESOLVED: That

- 1) the proposal to ascertain the feasibility of developing the proposed sites, as outlined in the report, be supported;
- 2) the sites identified at paragraph 4.3 are declared surplus assets;
- 3) the Strategic Director, Enterprise, Community and Resources, in consultation with the relevant Portfolio Holder, be authorised to take all appropriate steps to develop these proposals; and
- 4) Members agree that a report will be presented to the Executive Board for final decision, once the outcome of the feasibility work and consultation with relevant stakeholders, including further consultation with Ward Councillors, is available.

Strategic Director  
- Enterprise,  
Community &  
Resources

EXB48 RUNCORN VISION AND REGENERATION

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on the progress on the regeneration of Runcorn Town Centre.

The Board was advised that Runcorn Town Centre was one of eight key impact areas within the Council's Mersey Gateway Regeneration Plus Plan, which was approved by the Board on 16 March 2017. The document, circulated at the meeting, set out the Council's aspirations for the regeneration of Runcorn, the details of which were provided in the report for Members' consideration.

RESOLVED: That

- 1) the attached Vision Document for Runcorn be

Strategic Director

approved;

- 2) the continuation of discussions between Langtree and the Council to progress the development of a Master Plan for Runcorn Station Quarter be agreed;
- 3) a future update on these discussions will be provided; and
- 4) Members note the next steps and actions outlined in Section 3 of the report.

- Enterprise,  
Community &  
Resources

#### EXB49 EGERTON STREET DEVELOPMENT

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which updated Members on the progress on the agreement with Bryan Developments to develop a site at Egerton Street, Runcorn.

This proposal was previously reported to the Board in June 2017, where the item was deferred so that further options for the site could be investigated. Details of the current offer from the developer were set out in the report for Members' information.

RESOLVED: That

- 1) Members noted the action taken by the Chief Executive under his delegated powers, and in consultation with the Leader, to progress the Egerton Street Development in Runcorn; and
- 2) the Board notes the authority given to the Operational Director, Economy, Enterprise and Property, to arrange for all required documentation to be completed to the satisfaction of the Operational Director, Legal and Democratic Services, on the basis of the revised terms received.

Strategic Director  
- Enterprise,  
Community &  
Resources

**EXECUTIVE BOARD MEETING HELD ON 19 OCTOBER 2017**

**ENVIRONMENTAL SERVICES PORTFOLIO**

**EXB53 VARIATION OF THE NON-STATUTORY FEES OF HALTON REGISTRATION SERVICE FOR 2019/2020**

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which sought approval to vary the non-statutory fees offered by Halton Registration Service for 2019/2020.

The Marriage Act 1995 and the Civil Partnership Act 2005 allowed local authorities to set fees for ceremonies in approved premises. In January 2011, the Executive Board Sub-Committee agreed to set the non-statutory fees outside of the usual timeframe for setting fees, due to ceremonies being planned up to two years in advance.

The proposed fee structure was set out in Appendix 1 for Members' consideration.

RESOLVED: That

- 1) the variations to the non-statutory fees of Halton Registration Service, as set out in Appendix 1 attached to the report, be approved; and
- 2) the introduction of a non-statutory administration fee for the making of a pre-arranged Marriage and/or Civil Partnership Notice appointment be approved.

Strategic Director  
- Enterprise,  
Community &  
Resources

**EXB54 EUROPEAN REGIONAL DEVELOPMENT FUNDING (ERDF) RENEWABLE ENERGY SCHEME**

The Board considered a report of the Chief Executive, on plans to develop a Solar Farm on the former St Michael's Golf Course, and to accept funding towards the capital cost of the scheme.

The Board was advised that the Council had explored the potential to develop a Solar Farm on part of the former St Michaels' Golf Course in Widnes. A feasibility study had indicated that the site would be technically suitable with the opportunity to bring a brownfield site back into use. In addition, it was noted that Halton Stadium would be

connected to the Solar Farm and estimated that they could use approximately 50% of the energy generated, thereby significantly reducing the Stadium's running costs over the next 25-30 years.

Members were advised that, as part of the development of the scheme, the Council had successfully submitted an application to the European Regional Development Funding Renewable (ERDF) Energy Scheme, to meet 50% of the cost of the scheme. It was noted that the Council would need to provide 50% match funding which it was proposed would be taken from the Capital Programme/ Environmental Fund. The report set out details of the offset costs and the potential income generation for Members to consider.

RESOLVED: That

- 1) The proposal to develop a Solar Farm on the former St Michael's Golf Course be approved;
- 2) Subject to final confirmation from the Department for Communities and Local Government, the ERDF funding be accepted; and
- 3) Council be recommended to amend the Capital Programme accordingly, to provide 50% match fund for the project, as required by ERDF.

Chief Executive

### **PHYSICAL ENVIRONMENT PORTFOLIO**

EXB58 DELIVERY AND ALLOCATIONS LOCAL PLAN (INCORPORATING REVISED CORE STRATEGY POLICIES) CONSULTATION DRAFT (DALP) - APPROVAL FOR A PERIOD OF PUBLIC CONSULTATION

This item was deferred for further consideration.

EXB59 RUNCORN REGENERATION UPDATE

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on the development of a proposed Masterplan for the Runcorn Station Quarter.

At its meeting on 21 September 2017, the Board had approved a 10-15 year vision document for Runcorn Town Centre. It was reported that a Masterplan Design Brief for

the Runcorn Station Quarter area would deliver an economic impact in a short timeframe. The report set out details of a number of options for Members to consider.

It was noted that, as it was felt that the Council had the necessary skills knowledge, experience and understanding of the Masterplan area, Option 2 was therefore recommended for the Council to complete this stage of the development.

RESOLVED: That Option 2, set out in the report, be agreed, so that the Council fulfils the project co-ordination role for the development of the Masterplan for the Runcorn Station Quarter.

Strategic Director  
- Enterprise,  
Community &  
Resources

**REPORT TO:** Environment and Urban Renewal  
Policy and Performance Board

**DATE:** 15<sup>th</sup> November 2017

**REPORTING OFFICER:** Strategic Director, Enterprise, Community &  
Resources

**PORTFOLIO:** Transportation

**SUBJECT:** Annual Road Traffic Collision & Casualty Report.

**WARD(S)** Boroughwide

### 1.0 PURPOSE OF THE REPORT

1.1 To report on road traffic collision and casualty numbers within the Borough in the year 2016 and to recommend a continuance of road traffic collision reduction work.

### 2.0 RECOMMENDATION: That:

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

**2) Concerns with regard to the achievement of further casualty prevention, as a result of resource reductions, be noted; and**

**3) The continuing programme of road traffic collision reduction schemes and road safety education, training and publicity be endorsed.**

### 3.0 SUPPORTING INFORMATION

3.1 The Department for Transport (DfT) has advised that comparisons with previous years' figures should be interpreted with caution, given that there have been changes in the systems for severity reporting by police forces. Whilst this year's figures for Halton are a cause for concern, it must be emphasised that this is based on one year's figures only and remembering that casualty figures can be very volatile from one year to the next. Many collisions occur that could not have necessarily been avoided regardless of the effort or engineering measures put into road safety. However, trends will now need to be carefully monitored over coming years in order to try and determine whether there is any correlation between casualties and the reduction in resources that can be put into road safety. The Mersey Gateway works must also be seen as a contributory factor over the last few years, as the available highway network decreased in size and consequently traffic migrated onto more minor roads.

3.2 Appendix 'A' sets out full details of the numbers of traffic collisions and casualties in the year 2016, and compares these figures with those for previous years. Whilst the long-term trends remain downward last year saw significant increases in the numbers of people being slightly injured (SLI) and of those killed/seriously injured (KSI) compared to the figures for the previous year. Within the KSI total, both the number of adults and of children increased but the latter figure is known to be volatile in Halton due to the low numbers and fluctuates from year to year.

3.3 **In summary during 2016:**

- **There were 258 road traffic collisions involving personal injury within Halton, this total is above what the level trend lines would have indicated. These incidents produced 354 casualties, a 16% increase on the 2015 figures;**
- **45 of the casualties were classed as serious, and sadly there was 1 death, compared to 4 in 2015. The total of 46 killed or seriously injured (KSI) is significantly higher than last year, but not notably above the levels achieved in other recent years;**
- **The child serious injury (CKSI) total of 6 represents a large percentage increase over 2015's total of 2. The CKSI annual total is subject to relatively large year to year variations.**
- **The number of people of all ages being slightly injured (SLI) increased to 308 from 272 in 2015.**

3.4 It remains to be seen if the casualty and collision increases seen locally in 2016 are a return of an upward trend (after last year's dramatic reduction and recent year's flat-lining) or just a temporary increase caused by unique local circumstances. Nationally, road casualties decreased by 3% in 2016, as set out in the Department for Transport 2016 Comprehensive Annual Report on Road Casualties available via:

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2016>

Looking at the data and in terms of casualty reduction in 2016, Halton was one of the worst performing Local Authorities, both regionally and nationally.

Examination of the table and chart on page 3 of Appendix A reveals that with the exception of Local Authorities within the Liverpool City Region, most surrounding Local Authorities achieved significant reductions in KSI numbers.

3.5 Halton's 2016 casualty figures illustrates there are no guarantees that achieving further reductions will be possible, especially in the current climate of reduced resources

3.6 As previous annual reports to this PPB on this subject have stated, in April 2011, Halton lost capital and revenue grants allocated specifically for Road Safety which in part funded Road Safety education, training and publicity

and associated staff resource. Like many parts of the Council's activities, the resources available to promote road safety have significantly reduced. This means that work must now be prioritised to where the largest potential accident savings can be achieved.

- 3.7 In 2010, the ten year casualty reduction targets set in 2000 expired. The new Government published its 'Strategic Framework for Road Safety' in May 2011, based on what the Government described as the "key principles" of localism, the "Big Society", non-regulatory approaches and deficit reduction. Within this Strategic Framework is an Outcomes Framework which does set out an expectation for progress on road casualty reductions. Without providing specific targets, and quoting a central KSI reduction forecast of 40% by 2020 based on a 2005-09 base average, the Framework sets out a belief that reductions can be made by encouraging best practice amongst local authorities and comparing local progress with national trends. The only other countries in the EU that do not have targets as part of their road safety strategies are Luxembourg and Malta. The national focus of future casualty reduction work remains unclear.

#### 4.0 **POLICY IMPLICATIONS**

- 4.1 The work on casualty reductions is consistent with the policies and approaches incorporated in the Liverpool City Region's Transport Plan for Growth.

#### 5.0 **FINANCIAL IMPLICATIONS**

- 5.1 There are no direct funding implications from this report. However, the funding for casualty reduction work is derived from a number of sources. These include:

- **The Local Transport Plan** - Provides capital funding for engineering based casualty reduction schemes; and
- **Halton's Revenue Programme** – Provides funding for local road safety education, training and publicity initiatives, the School Crossing Patrol Service and traffic management measures.

Since April 2011, Halton has suffered the loss of specific annual Government funded capital and revenue Road Safety grants of £75k and £396k respectively. The continued appliance of national austerity measures looks set to require further reductions in the local resources available to continue road safety education, publicity and training campaigns

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

##### 6.1 **Children & Young People in Halton**

By helping to create a safer environment, road safety casualty reduction work assists in the safeguarding of children and young people and in the achievement of accessible services.

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

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

**6.3 A Healthy Halton**

Any reduction in road casualties will have the direct benefit of releasing health resources and thereby enable funding to be focused on other areas of health care.

**6.4 A Safer Halton**

Road safety casualty reduction work of all types supports this priority through the introduction of initiatives and interventions designed to deliver a safer environment.

**6.5 Halton's Urban Renewal**

There are no direct implications on the Council's 'Halton's Urban Renewal' priority.

**7.0 RISK ANALYSIS**

7.1 It is possible that continued reductions in road safety education, training and publicity resources could have an adverse effect on the Borough's road accident casualties and collision numbers but this link can only be established over a period of several years. No full risk assessment is required.

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 There are no direct equality and diversity issues associated with this report.

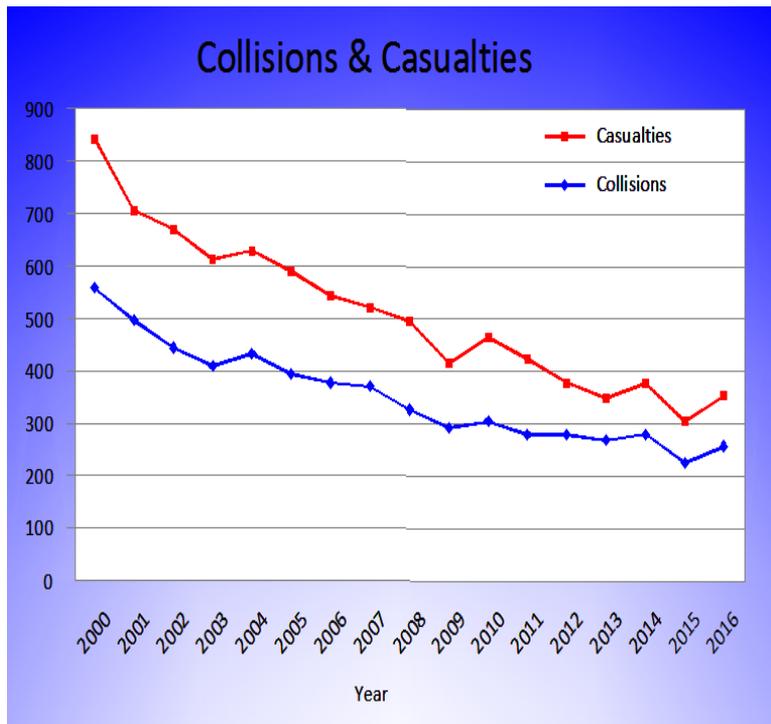
**9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

9.1 There are no background papers under section 100D of the Local Government Act 1972.

## Halton 2016 Traffic Collisions Review

## Appendix A

After the dramatic decrease in the number of road traffic collisions and casualties in Halton in 2015, 2016 has seen an increase in both casualty numbers and collisions. Whilst it is regrettable that these figures both increased by around 15%, the five year rolling average, a more reliable indicator of performance given the statistically small numbers involved, continued a downward trend.

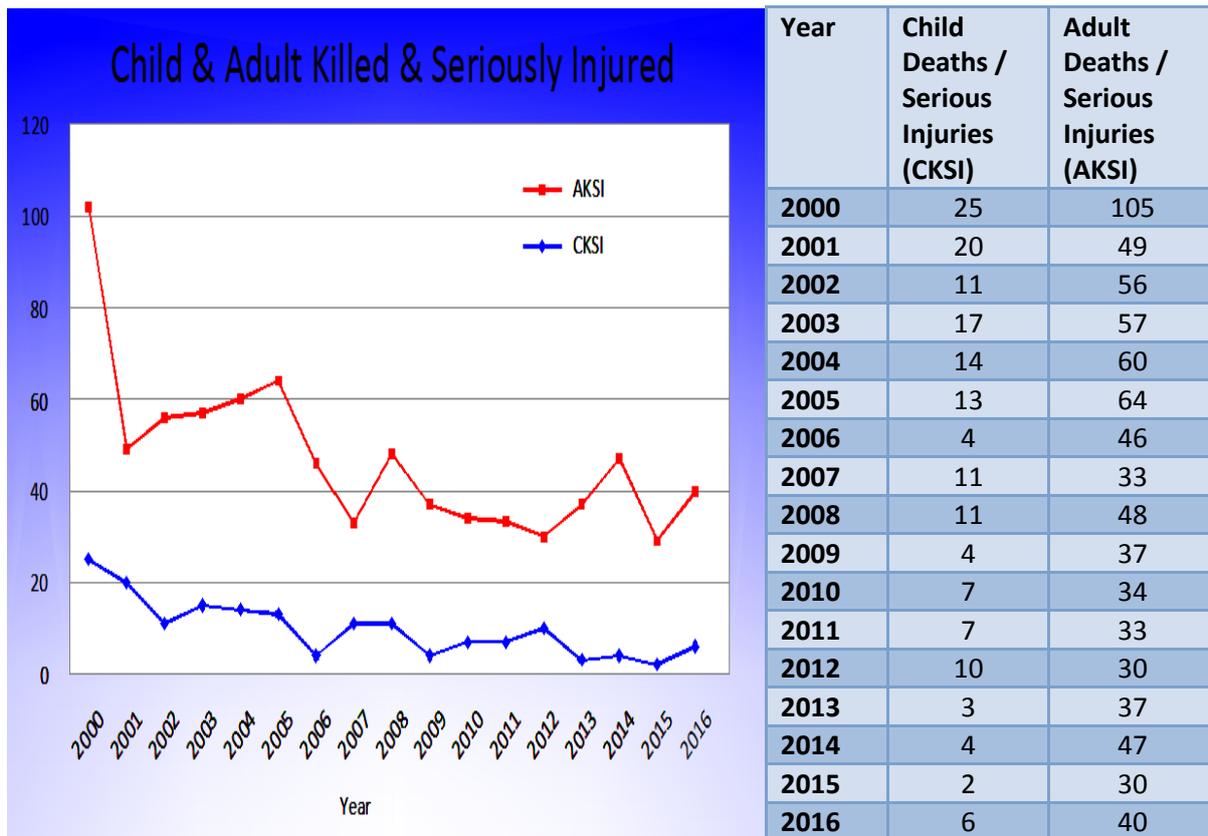


Year	Collisions	Casualties
2000	558	842
2001	497	706
2002	444	670
2003	409	612
2004	432	629
2005	394	590
2006	377	543
2007	370	521
2008	326	494
2009	291	415
2010	303	464
2011	278	422
2012	278	377
2013	267	347
2014	279	376
2015	224	304
2016	258	354

Increases were seen across all class of casualties – KSI, CKSI and SLI. It remains to be seen if these increases in casualty numbers are part of a wider trend, or more likely due to a combination of factors unique to Halton.

Nationally in 2016, there has been a 3% reduction in casualties whereas Halton has seen a 16% increase in casualty numbers. Whilst there is always a certain amount of volatility, given the small numbers involved, it is uncertain whether the increases seen in 2016 are a statistical blip or the start of an unwanted upward trend.

Consideration must be given to the impact of the Mersey Gateway works to casualty / collision numbers. 2016 saw more extensive road closures, junction re-modelling works and diversion routes, resulting in large amounts of traffic migrating onto minor roads. Indeed, looking at casualty locations, there were collisions occurring at junctions with no previous collision history, as increased traffic levels put additional and unwanted strain on the highway network.



## Local Indicators

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

2016 saw an increase in the number of all-age casualties killed or seriously injured (KSI) in Halton, to a total of 46. However, the DfT advises that comparisons with previous years' figures should be interpreted with caution, given that there have been changes in the systems used for severity reporting by police forces. Be that as it may, Halton, in comparison with other Authorities within the Cheshire Constabulary area is performing relatively poorly.

Whilst it is regrettable that one person lost their life on Halton's roads in 2016, this is a dramatic, and welcome, drop from 4 fatalities the previous year.

Other than last year, in recent times Halton has struggled to achieve reductions in KSI figures. As always, given the small numbers involved and their inherent volatility, it is always more advantageous to use a rolling average, taken over a number of years. The five year rolling average (PPTLI 6) grew slightly from 40.6 to 41.8 after decreasing last year. It remains to be seen whether the increase witnessed last year is part of a new and unwelcome upward trend or has been influenced by factors such as the Mersey Gateway works, reductions in staff and resources in Halton's Traffic Management and Road Safety Section and the changes to the police serious injury reporting system.

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

In 2016, 6 children were killed or seriously injured in Halton, an increase from 2 in 2015. Due to the numbers being so low, this annual total is traditionally very prone to variations, year on year. The five year rolling CSKI average (PPLTI 7) has fallen and is now 5.0, compared with 5.2 last year.

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

In 2016 there was 13% increase in people slightly injured in Halton, in contrast to a 13% decrease the year before.

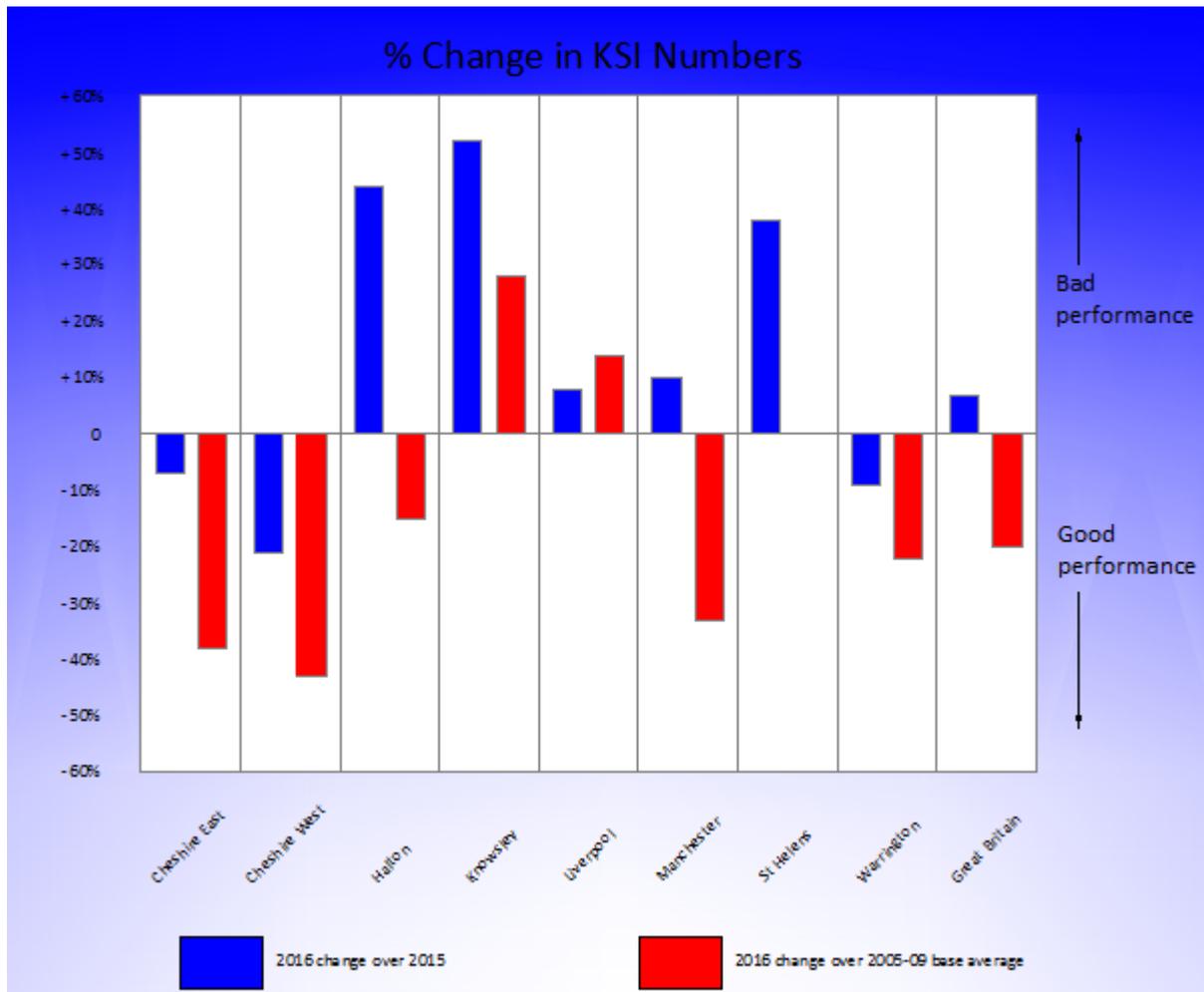
Halton compares unfavourably with the situation nationally, where a 4% reduction has been achieved.

### Strategic Framework for Road Safety

In 2011 the Government set out a strategy for Road Safety that set out an outcomes framework designed to help Local Government, local organisations and citizens to monitor progress towards improving road safety and decreasing the number of fatalities and seriously injured casualties.

The framework included six key indicators which relate to road deaths. These were intended to measure the key outcomes of the strategy, but in Halton, given the low number of fatalities, and the consequent fluctuations, it was proposed to use KSI rates instead. Halton's performance in reducing KSI casualties, relative to our neighbours, can now be compared:

KSI	2005-2009 average	2015	2016	2016 change over 2015	2016 change over 2005-09 average
Cheshire East	284	189	176	-7%	-38%
Cheshire West & Chester	238	171	135	-21%	-43%
<b>Halton</b>	<b>54</b>	<b>32</b>	<b>46</b>	<b>+44%</b>	<b>-15%</b>
Knowsley	58	47	74	+57%	+28%
Liverpool	218	231	249	+8%	+14%
Manchester	222	134	148	+10%	-33%
St Helens	65	47	65	+38%	-
Warrington	104	89	81	-9%	-22%
GB	30,041	24,101	25,893	+7%	-20%



Looking at neighbouring Local Authorities it is clear that, with regards to KSI casualties, the worst performing areas are located in the Liverpool City Region. However, unlike in Halton; Liverpool, Knowsley and St Helens all achieved reductions in slight casualties. With this in mind it can be surmised that perhaps the changes in severity recording impacted greater within the Merseyside Police area.

As stated previously, given the very small numbers involved, Halton's casualty figures are prone to wide percentage variations, year on year. 2015 saw a dramatic reduction in casualty numbers that, at the time, was difficult to explain. Last year saw our figures rise to levels, more or less in keeping with previous years. It will be a number of years before we know if these higher than normal fluctuations in casualty numbers in recent years are a statistical blip or part of a new upward trend.

What should not be ignored is the impact of the Mersey Gateway works on collision and casualty numbers. In 2015, much of the Mersey Gateway works involved site clearance that needed basic temporary traffic management, such as lane closures. It was felt at the time that the resulting lower traffic speeds made a positive contribution to casualty reduction.

However, as the Mersey Gateway works intensified last year, we saw large sections of the strategic highway network being dug up, particularly in Runcorn. The necessary diversion

routes resulted in large amounts of traffic migrating onto local distributor roads and a consequent steep rise in collisions here. Looking at collision locations it is not difficult to see how this displacement has had a negative impact on road safety. Roads and junctions in areas like Astmoor and Halton Lea both saw significant spikes in collision numbers, an unwanted outcome not unconnected with their use as Mersey Gateway diversion routes.

Despite the ongoing reductions in staff and resources, Halton was still able to undertake a number of successful road safety initiatives, targeting a wide variety of at-risk road users in 2016. In addition, the Traffic Management Team installed a number of accident remedial schemes. However, it should be noted that the Mersey Gateway works restricted the options available for engineering interventions.

Casualty reduction informs much of the work undertaken by the Traffic Management Team. However, the recent Efficiency Review has had a major impact on staff resources and the ability of Halton to engage in larger scale education or engineering road safety interventions.

The next few years will tell whether after years of a downward trend, this year's increases in casualty numbers are the start of a new trend. A reduced Traffic Management and Road Safety Team, together with large sections of Halton's busiest roads being beyond our direct control, may compromise our ability to manage an effective casualty reduction programme in the future. Government has targeted a reduction of 40% in KSIs by 2020, relative to the baseline 2005-09 figures, something Halton may find difficult to achieve.

<b>REPORT TO:</b>	Environment and Urban Renewal Policy and Performance Board
<b>DATE:</b>	15 <sup>th</sup> November 2017
<b>REPORTING OFFICER:</b>	Strategic Director, Enterprise, Community & Resources
<b>PORTFOLIO:</b>	Transportation
<b>SUBJECT:</b>	ePetition – Colvend Way – Effective Speed Control Measures
<b>WARD(S)</b>	Birchfield

### 1.0 PURPOSE OF THE REPORT

- 1.1 To update Members on actions taken relating to an ePetition regarding traffic calming measures, installed by Morris Homes at Colvend Way, Widnes as part of the residential development.

### 2.0 RECOMMENDATION: That:

**Members note that improvements were made to the speed control measures on 17<sup>th</sup> October 2017 and their ongoing effectiveness will be monitored. Colvend Way will be added to the list of sites at which the Council's mobile speed activated signs are periodically located.**

### 3.0 SUPPORTING INFORMATION

- 3.1 An ePetition ran from 30/08/2017 to 11/10/2017 on the Council's website stating the following:

***“We the undersigned petition the council to Install effective speed control measures on Colvend Way.***

*Colvend Way is a new development built in the Upton Rocks area. When the the new development was agreed it was provisioned to be a through road connecting Falkirk Avenue to Lanark Gardens. As the road is close to the local amenities it will be a busy through road.*

*When myself and other residents moved to the area we highlighted our concerns that there will be a lot of children who live on the street and wanted assurances that effective speed controls would be put in place on the street to protect our children.*

*On the 29th August two speed bumps were installed, these speed bumps are much smaller than the speed bumps installed on Falkirk Avenue nearby and having driven over them cause no level of disruption to someone driving over the 20 mph limit on the street. I am concerned that this will result in people using the road exceeding the 20 mph limit as there is no deterrent*

*such as damage to their vehicle. This will cause a danger to the many children who live on the street. As a result we require the council to install speed bumps up to the legal maximum limit of 100mm, This will act as a deterrent and cause drivers to keep to the minimum 20 mph and prevent injuries to children playing on the street. We would also request a electronic speed monitor similar to the one installed on Upton Bridle Path that displays the speeds of vehicles using the road as well as a community speed gun.”*

71 people signed the ePetition.

- 3.2 Colvend Way is a through road constructed by Morris Homes to serve its development. Alongside the adjoining Falkirk Avenue, it provides a route for traffic accessing the wider Upton Rocks area to and from Queensbury Way. It is subject to a Section 38 Agreement under the Highways Act for its future adoption by the Council. Colvend Way falls within an area wide 20mph speed restriction zone. 2 No. ‘thump’ type speed control measures were included within the development itself to help self-enforce the 20mph restriction. Following the installation of the thumps, a Road Safety Audit was carried out which did not find any road safety issue with the thumps, but did make a general observation regarding their effectiveness. The thump profiles were examined and found to be slightly lower than the current Council standard detail height of 37mm, which was the height approved by the Council shown in the Morris Homes drawings.
- 3.3 At the request of the Council, Morris Homes amended the thump profiles on 17 October 2017, to the maximum height allowable under current DfT advice of 45mm. It should be noted that is not permitted to install this type of traffic calming at a height of 100mm. Following the amendment of the thumps, a completion certificate was issued, allowing the road to open.
- 3.4 It is intended to continue to monitor the effectiveness of the traffic calming features. Speed activated signs have also been requested in the petition. It would be possible to add the road to the list of sites at which the mobile speed activated signs are periodically located.
- 3.5 A Community Speed Watch scheme is also requested in the petition. Unfortunately, the Council do not currently operate such a scheme, but this may be picked up again by the Road Safety Partnership in the future.

#### 4.0 **POLICY IMPLICATIONS**

- 4.1 There are no policy implications.

#### 5.0 **FINANCIAL IMPLICATIONS**

- 5.1 There may be future financial implications for the Council, should further traffic calming measures need to be installed in the future once Colvend Way is adopted.

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

**6.1 Children & Young People in Halton**

The changes made should help reduce traffic speeds and have a positive impact on road safety.

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

None

**6.3 A Healthy Halton**

None

**6.4 A Safer Halton**

The changes made should help reduce traffic speeds and have a positive impact on road safety.

**6.5 Halton’s Urban Renewal**

None

**7.0 RISK ANALYSIS**

7.1 There may be future financial implications for the Council, should further traffic calming measures need to be installed in the future once Colvend Way is adopted.

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 None.

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

Document	Place of Inspection	Contact Officer
ePetition	<a href="http://www.halton.gov.uk">www.halton.gov.uk</a>	
Colvend Way Stage 3 Road Safety Audit	Municipal Buildings	Jonathan Farmer

<b>REPORT:</b>	Environment & Urban Renewal Policy & Performance Board
<b>DATE:</b>	15 November 2017
<b>REPORTING OFFICER:</b>	Strategic Director, Enterprise, Community & Resources
<b>PORTFOLIO:</b>	Transportation
<b>SUBJECT:</b>	Petition Requesting zebra Crossing Facilities and 20 mph speed limit on Beechwood Avenue, Runcorn
<b>WARDS:</b>	Beechwood

## **1.0 PURPOSE OF REPORT**

- 1.1 To report on a petition comprising 82 individuals requesting the installation of zebra crossing facilities near Beechwood and Hillview Schools (the latter also mentions the new park) and a 20 mph speed limit on Beechwood Avenue (like Palace Fields, Brookvale, Murdishaw they are all 20 mph why should Beechwood be different).

## **2.0 RECOMMENDATION: That the petitioners are informed as follows:**

- that pedestrian/traffic surveys have been carried out and zebra crossing facilities are not justified and
- that a 20 mph speed limit has been considered previously and not progressed due to objections

## **3.0 SUPPORTING INFORMATION**

- 3.1 A petition comprising 82 individuals has been received requesting the installation of zebra crossing facilities and a 20 mph speed limit on Beechwood Avenue. It should be noted that 10 signatories are from outside of Runcorn.
- 3.2 There are no Pelican, Puffin or zebra crossings in the area of the schools at the present time. However there are School Crossing Patrols outside Beechwood and Hillview Primary Schools, although the site outside Beechwood Primary School is currently vacant due to the previous patrol leaving and the post will be advertised shortly.
- 3.3 Due to the design of the Beechwood estate, pedestrians and vehicles are segregated with limited crossing points of Beechwood Avenue. A few years ago pedestrian refuges were provided at several locations to assist pedestrians crossing the road and to encourage drivers to drive slower.
- 3.4 The Department for Transport criteria recommends that a controlled crossing

may be considered at points where the level of traffic/pedestrian crossing conflict expressed as  $PV^2$  (where P is the number of pedestrians per hour and V the number of vehicles per hour) reaches a value of  $10^8$  for the four busiest hours in a day. Pedestrian vehicle surveys have recently been carried out as part of the annual review of School Crossing Patrols and using the data from these surveys, the criteria for controlled crossings is not met for the peak periods and therefore they cannot be justified.

- 3.5 In addition, experience has shown that where controlled crossings have been installed where they are generally only required for very specific and short times of the day, they can become dangerous as drivers become accustomed to passing along the road without stopping and hence they may either fail to stop when they need to or stop suddenly.
- 3.6 For these reasons, the installation of a controlled pedestrian crossing adjacent to the school entrances is therefore not recommended.
- 3.7 In 2015 a proposal to make the whole of Beechwood including Beechwood Avenue a 20 mph zone was advertised. A number of objections were received and following consideration by this Board in June 2015 and subsequently the Executive Board in September 2015, the Traffic Regulation Order was made to make the whole of Beechwood a 20 mph zone excluding Beechwood Avenue. Given that the process only took place two years ago it is not the best use of resources to rerun it again as the same outcome is likely.
- 3.8 There have been five reported road traffic collisions involving personal injury in the area of Beechwood between 2011 and 2016 inclusive (2016 being the latest full period for which accident records are available). Three occurred in 2014 and two in 2016, unusually all the collisions in 2014 occurred in July, so they may have been related to traffic finding alternative routes, when the Mersey Gateway works commenced at M56 Junction 12.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 There are no other direct social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report

#### **5.0 FINANCIAL IMPLICATIONS**

- 5.1 There are currently no financial implications.

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

##### **6.1 Children & Young People in Halton**

The provision of controlled crossings outside of the school entrance cannot be recommended.

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

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

**6.3 A Healthy Halton**

There are no direct implications on the Council's 'A Healthy Halton' priority.

**6.4 A Safer Halton**

There are no direct implications on the Council's 'A Safer Halton' priority.

**6.5 Halton's Urban Renewal**

There are no direct implications on the Council's 'Halton's Urban Renewal'.

**7.0 RISK ANALYSIS**

7.1 No full risk assessment is required.

**8.0 EQUALITY & DIVERSITY ISSUES**

8.1 There are no direct equality and diversity issues associated with this report.

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

9.1 Report to Environment & Urban Renewal Policy & Performance Board on 24<sup>th</sup> June 2015;  
Report to Executive Board on 3<sup>rd</sup> September 2015.

<b>REPORT TO:</b>	Environment and Urban Renewal Policy and Performance Board
<b>DATE:</b>	15 November 2017
<b>REPORTING OFFICER:</b>	Strategic Director Enterprise, Community and Resources
<b>PORTFOLIO:</b>	Resources
<b>SUBJECT:</b>	Performance Management Reports for Quarter 1 of 2017/18
<b>WARDS:</b>	Borough-wide

## **1.0 PURPOSE OF REPORT**

- 1.1 To consider, and raise any questions or points of clarification, in respect of performance management for the first quarter periods to 30<sup>th</sup> June 2017.
- 1.2 Key priorities for development or improvement in 2017-18 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment and Urban Renewal Policy and Performance Board as detailed below:
  - Development and Investment Services
  - Highways and Transportation, Logistics and Development Services
  - Waste and Environmental Improvement and Open Space Services
  - Housing Strategy

The report details progress against service objectives and milestones, and performance targets and provides information relating to key developments and emerging issues that have arisen during the period.

## **2.0 RECOMMENDED: That the Policy and Performance Board**

- 1) Receive the first quarter performance management reports;**
- 2) Consider the progress and performance information and raise any questions or points for clarification; and**
- 3) Highlight any areas of interest and/or concern where further information is to be reported at a future meeting of the Board.**

**3.0 SUPPORTING INFORMATION**

3.1 Departmental objectives provide a clear statement on what services are planning to achieve and to show how they contribute to the Council's strategic priorities. Such information is central to the Council's performance management arrangements and the Policy and Performance Board has a key role in monitoring performance and strengthening accountability.

**4.0 POLICY IMPLICATIONS**

4.1 There are no policy implications associated with this report.

**5.0 OTHER IMPLICATIONS**

5.1 There are no other implications associated with this report.

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

6.1 Departmental service objectives and performance measures, both local and national are linked to the delivery of the Council's priorities. The introduction of a Thematic Priority Based Report and the identification of business critical objectives/ milestones and performance indicators will further support organisational improvement.

6.2 Although some objectives link specifically to one priority area, the nature of the cross - cutting activities being reported, means that to a greater or lesser extent a contribution is made to one or more of the Council priorities.

**7.0 RISK ANALYSIS**

7.1 Not applicable.

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 Not applicable.

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

Not applicable

## Environment and Urban Renewal PPB – Priority Based Monitoring Report

Reporting Period: **Quarter 1 – 1<sup>st</sup> April 2017 – 30<sup>th</sup> June 2017**

### 1.0 Introduction

- 1.1 This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the first quarter of 2017/18 for service areas within the remit of the Environment and Urban Renewal (E&UR) Policy and Performance Board.
- 1.2 Key priorities for development or improvement in 2015-18 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment & Urban Renewal Policy & Performance Board i.e.:
  - Development & Investment Services
  - Open Spaces and Waste and Environmental Improvement
  - Highways, Transportation & Logistics and Physical Environment
  - Housing Strategy
- 1.3 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 8 of this report.

### 2.0 Key Developments

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

#### *Development & Investment Services*

- 2.2 The Joint Venture are in lease negotiations with three companies which would take the occupancy of Techspace One to 25% and the design of the Project Violet buildings continues with a planning application expected in autumn 2017.
- 2.3 The Skills Factory proposal was submitted to the Liverpool City Region as an Outline Business Case and is expected to be presented to the Combined Authority on 14th August 2017.
- 2.4 A Skills for Growth broker has been appointed to focus solely on Sci-Tech Daresbury companies.
- 2.5 The Castlefields Lakeside Phase 2 development continues on site with completion expected in September 2017.
- 2.6 A developer has been chosen for the Picow Farm Road Development and will be working to obtain full planning permission on the site.
- 2.7 The Business Improvement and Growth (BIG) Team managed 63 commercial property inward investment enquiries in Quarter I 2017/18. The cumulative inward investment enquiries total (Quarter 1 – 4) is, therefore, 63 against a target of 250. 7 inward investment enquiries were 'converted' (inward investment enquiries 'converted' into actual investment projects) in Quarter I. The cumulative conversions total (Quarter 1 – 4) is, therefore, 11.11% against a target of 10%.

- 2.8 The Business Growth Programme (previously the “Liverpool City Region Integrated Business Support Programme”) within Halton continues to progress well. There are 168 businesses listed on the Business Growth Programme database. Of these 106 are engaged in the programme and are either in or have completed the Diagnostic phase in the programme. Of these 97 are in the Specialist Assistance phase. To date 64 businesses have been assisted and 13 jobs created and the Programme targets of “123 Businesses Assisted” and “108 Jobs Created” are on track to be realised.
- 2.9 In addition, the delivery of the Business Growth Programme continues to complement the business support offered by the Halton Borough Council Growth Hub. The programme activity pertinent to the Growth Hub has been logged on to the Evolutive CRM. Currently there are such 625 Evolutive entries.
- 2.10 To date Halton Growth Hub has engaged with 1,101 businesses, 325 business diagnostics have been undertaken which have resulted in 938 brokerages to additional business support services. Local companies have been brokered to 25 other business support providers or programmes including:-
- The Apprenticeship Hub
  - Chambers of Commerce RGF Programme
  - Enterprise Hub Start-Up Programme
  - The Business Growth Programme
  - New Markets 2
  - Merseyside Special Investment Fund
  - The Council’s commercial property finding service
  - Department for International Trade
  - LCR 4.0
  - Skills for Growth
  - Low Carbon Eco - Innovatory
- 2.11 A tender will be issued shortly for the installation of a new Automated Number Plate Recognition (ANPR) system on Astmoor Industrial Estate, including two new cameras at busway access points. The ANPR Wi-Fi connection will require Superfast Broadband (SfB), which is currently unavailable at the eastern side of the estate. A new MESH system will, therefore, be installed which will also benefit businesses struggling to access Super-Fast Broadband in the area.
- 2.12 A new Astmoor BID website was launched at the July AGM. The new Astmoor website will include a new Business Directory, details of the Board and a modified front page to include details of the ballot process [www.astmoorforbusiness.co.uk](http://www.astmoorforbusiness.co.uk)
- 2.13 A sub consultation with businesses on Widnes Business Park has been undertaken to determine whether they will remain within the BID should the BID3 ballot be successful. The new landlord has imposed a service charge that delivers similar services to the Business Improvement District (BID). As a consequence resident businesses are paying for two similar services.
- 2.14 The consultation, undertaken by Halton Borough Council’s Registration Officer, returned a clear majority, by both number of businesses and rateable value, in favour of leaving the Halebank BID Area and as a consequence the Halebank BID boundary will be changed to exclude Widnes Business Park and businesses within Widnes Business Park will not be consulted upon, or take part in, the BID3 ballot. Widnes Business Park companies will, however, remain members of the current BID programme until as of March next year.
- 2.15 Four new columns have been installed to gain line of site for the new CCTV cameras. Scottish Power completed the final connection on July 11 2017. Monitors, new PC and software have also been installed at Select Security who will monitor the system. It is anticipated that all works will be completed by July 31 2017.

- 2.16 A litter pick, shrub reduction, road clearance and treatment of weeds took place on Pickerings Road and Ditton Court at the end of May in response to business’s requests.
- 2.17 British BIDs have supplied the software required to undertake the BID 3 ballot. The software maps out the ballot process and includes a detailed dateline and associated legal documentation. The service also includes access to a dedicated account manager.
- 2.18 The initial ballot consultation period will take place during July and August. An external consultant, engaged by Halton Chamber of Commerce, will carry out 1-2-1 meetings targeting larger businesses.
- 2.19 Support for writing the draft Business Plan and the BID Proposal will be provided by the Business and Improvement Growth team.
- 2.20 Work has commenced to provide a new clubhouse at the Murdishaw Aldi development site, which is expected to be completed in During Quarter 3 2017/18 and work is ongoing to finalise the schedules for the remaining sections of the site.
- 2.21 White Young Green have been appointed to undertake a Masterplan and Delivery Strategy for the Healthy New Town Master Plan. The findings are expected to be made available in December 2017.

*Open Spaces and Waste and Environmental Improvement*

- 2.22 The garden waste collection service continues to operate successfully and remains popular amongst residents.
- 2.23 At the time of writing this note there was 15,411 homes subscribed to the service. As a number of householders have requested to pay for additional bins to be emptied, the total number of paid subscriptions to date this year is 15,968; which is over 1,200 more than the same point last financial year.
- 2.24 Total income to date is £404k which remains sufficient to cover the operational, management and administrative costs associated with providing the service.

*Highways, Transportation & Logistics and Physical Environment*

*Development Management*

- 2.25 An injunction against the residential use of the Gypsy site at Ponderosa in Daresbury was successfully obtained in the High Court in August 2016. The Council received notification on 6<sup>th</sup> April 2017 from the Court of Appeal that all attempts to challenge the August 2016 decision have been refused.
- 2.26 However the Council’s injunction remains stayed until Smith’s challenge to the Planning Inspectorate (PINS) decision of October 2016 (dismissing Smith’s planning appeal) is heard by the High Court. No trial date has been set at present.
- 2.27 Planning Application Statistics

Total Applications Received: 138 (Includes Those Withdrawn And Returned)			
Applications Decided	159	Applications On-Hand (Undecided)	172
Pre-Applications Received	21	Pre-Applications Closed	24

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

- 2.27 For the period 2016/17 we have seen 700 net additions to the housing stock. Our target is 552 units per annum. Of the total built, 138 units were affordable, which meets our policy target (25% of 552 = 138).

Halton			
	Completions	Losses	Net
2014 / 15	507	11	496
2015 / 16	484	4	480
2016 / 17	704	4	700

- 2.28 This level of total completions also means we pass the housing delivery test, as set out in the Gov's Housing White Paper, which is to deliver above 95% of our target for the last 3 years:

- 552 is our target x 3 years = 1656 units
- Completions 14/15 – 16/17 = 496+480+700 = 1676 units. Therefore we have exceeded our target.

#### *Planning & Transport Policy*

- 2.29 Delays are expected with the planning reform agenda, for example the promised updates to the National Planning Policy Framework (NPPF) will not be published until the Autumn.
- 2.30 The Speech of 21<sup>st</sup> June 2017 covered the need for more housing across the country. In 2016, the median house price in England was nearly eight times the median earnings – an all-time record high. Between 225,000 and 275,000 are needed annually to respond to this affordability challenge. The Housing White Paper of February was referenced and the policies are expected to be implemented.

#### **Traffic Division**

- 2.31 The LED street lighting conversion programme for this financial year is continuing in the current financial year. A programme to convert traffic signals to LED is underway as funds permit. Both these initiatives will reduce energy and maintenance costs.
- 2.32 The coordination of the works for the Mersey Gateway is increasing to try and minimise the impact of the works on the travelling public. This is continuing to prove a challenge as works are underway at multiple sites throughout the Borough in order to meet the completion date.
- 2.33 The work around Ditton, where the roundabout has been replaced with a traffic signal controlled junction, and the closure of Watkinson Way between Ashley Way and the Silver Jubilee Bridge are the most challenging and creating increased delays, especially northbound. Sections are re-opening in Runcorn, which is easing pressures but in September some changes are likely to be required which could create some delays until the Mersey Gateway opens to traffic.
- 2.34 When the Mersey Gateway opens, the Silver Jubilee Bridge will close to vehicular traffic on the same day to allow it to be refurbished, which will take about 12 months to complete (pedestrian access will be maintained).

- 2.35 A scheme that allows older drivers to receive training, free of charge, to help them deal with the challenges of driving with changes, not only since they passed their test but also to the Borough's Highways Network, is currently being offered to Halton's residents.
- 2.36 The scheme utilises the remaining funding from the disbanded Cheshire Safer Roads Partnership (CSRP) to offer older drivers free training from driving instructors registered on the Engage Driver Education Programme. The Engage Driver Education Programme provides a simple set of learning resources which helps drivers to be safer and better prepared for driving.
- 2.37 Places for the scheme have been advertised in local press and on Council websites, with the funding expected to cover approximately 140 older drivers within the borough on a first come, first served basis.
- 2.38 The Runcorn Site COMAH Operators Exercise was postponed in February 2017 due to Storm Doris, and took place in April 2017. This exercise is now an annual event as the site has been reclassified six separate COMAH sites.

#### *Highway Development*

- 2.39 Work is ongoing for major planning applications and site supervision for the Lead Local Flood Authority/Highways. There is continuing involvement with the Mersey Gateway project, in regulatory and approval authority roles.
- 2.40 The M56 junction 11A preferred route, a new junction from the M56 to the Central Expressway in Runcorn, is expected to be announced imminently.
- 2.41 Work is ongoing with Mersey Gateway Crossings Board on the feasibility for future delivery of West Bank – Widnes Loops link road – consultants are currently being commissioned by the Council to examine this further. Further feasibility work also ongoing on Runcorn SJB delinking.
- 2.42 Surveys of Highway Assets are underway for this year's Local Transport Plan (LTP) PI16, whilst information is being prepared for submission to DfT for previous results.
- 2.43 A preliminary Flood Risk assessment has been submitted in draft to Environment Agency (EA) and has also received endorsement from the Environment & Urban renewal PPB. The assessment is now pending Executive Board Approval, and EA review for final publication by December 2017.
- 2.44 [The Public Rights of Way Improvement Plan](#) (joint LCR document) is currently out to consultation. This is a joint 10 year plan prepared by the six Liverpool City Region local authorities and Merseytravel, on behalf of the Liverpool City Region Combined Authority, to improve the local network of public rights of way. The consultation is scheduled to end on 29<sup>th</sup> September 2017.
- 2.45 Halton are working with Cheshire East and Cheshire West and Chester to produce a Sustainable Urban Drainage Systems (SUDS) guide - this will need to go hand in hand with policy amendments as part of Land Allocations Plan. Highway Development also have transportation/highways advice input into this process

#### *Structures*

- 2.46 The Liverpool City Region (LCR) Year 2 major maintenance works task for the Silver Jubilee Bridge (SJB) (Task 21 – painting from Runcorn Trestle to Node Y5) has commenced and is progressing ahead of the agreed programme.
- 2.47 Development work is underway for the SJB carriageway reconfiguration scheme and a report on its procurement is being prepared for the July 2017 Executive Board meeting.

### 3.0 Emerging Issues

- 3.1 A number of emerging issues have been identified during the period that will impact upon the work of the Directorate including:-

#### *Development & Investment Services*

- 3.2 Delivery of the Liverpool City Region 'Place Marketing – Inward Investment' programme has commenced with the development of a suite of sectoral marketing materials, attendance at a number of international events and the appointment of key sub-contractors specifically, 'International Locational Consultants' covering Asia, the US and Europe. The International Location Consultants will promote the City Region offer in key territories and be tasked with generating 'live leads' from companies wishing to relocate
- 3.3 An online lead generation company has also been appointed, again tasked with generating live leads. Activity will be delivered along key sectoral line, with Halton Borough Council having representation on all sector groups.
- 3.4 The UK's largest event dedicated to the manufacturing sector will be held in Liverpool for the next three years. The event will take place on November 16 & 17 and will attract 8,000 companies\delegates. The event will also incorporate a Digital Manufacturing Expo and a standalone event for the 'German British Business Forum'. Halton Council is working closely with Sci-Tech Daresbury and other to bring delegates of the Conference to the Borough for dedicated, themed, tours.

#### *Open Spaces and Waste and Environmental Improvement*

- 3.5 The Contract with 3GS (UK) Ltd for the issuing of Fixed Penalty Notices for litter and dog fouling offences on behalf of the Council is due to expire at the end of November this year. Officers are currently considering options in respect of maintaining the delivery of enhanced environmental crime enforcement activity beyond that date.

#### *Highways, Transportation & Logistics and Physical Environment*

#### *Development Management*

- 3.6 Planning fees are set nationally. Recent discussions with civil servants at DCLG indicate the 20% fee uplift will be effective from October. The source was "confident it will happen", and this is welcome news in terms of resourcing the planning system in Halton.
- 3.7 Liverpool John Lennon Airport (LJLA) have [published their 2050 Masterplan for consultation](#). The Masterplan continues in the same direction as their 2030 Masterplan, published in Nov 2007. Key facts:
- Circa 5.5 million passengers in 2016, forecast increase to 7.8m by 2030 11.2 million passengers per annum by 2050 – 138% increase on 2016 levels
  - New hotels, retail offer, and car parking
  - 12,198 car parking spaces by 2050
  - Longer runway for long-haul flights
  - Runway to be extended by 314m plus 150m 'starter strip' towards Hale and extension of parallel taxiway Jobs uplift (inc direct, indirect, and wider tourism) of +6280 by 2030
  - GVA uplift £375m by 2030
  - Noise forecast to be comparable to those occurring today
  - Air quality – nitrogen dioxide and PM10 concentrations expected to be achieved under current conditions.
  - 50Ha nature reserve buffer between cargo area and estuary

- 3.8 As a unique asset in the LCR, the Council continues to support the growth of the airport, as it has done so to date e.g. through Core Strategy Policy CS17. Case for growth is well established. We will discuss the detail with LJA, so that full account can be taken in our Local Plan and growth strategy.
- 3.9 HBC continues to support proposals for increasing capacity at Heathrow, so Liverpool can have direct connection to the UK International Hub airport. Liverpool is one of very few large cities in Europe without a direct flight to the Capital City.
- 3.10 LJA will be holding the following two drop-in events to enable members of the public to speak with members of the project team and ask questions:
- LJA terminal building on Thursday 29 June 2017, 4pm – 7.30pm
  - Hale Youth Centre, Hale Village Hall on Saturday 8 July, 12.30pm – 4pm
- 3.11 Warrington has recently been awarded funding by the Department for Transport (DfT) to develop the case for [a potential new link around the south-west of the town](#). This business case needs to be presented to the DfT at the end of December 2017.
- 3.12 The proposed Warrington Western Link will provide a new road connection to the southwest of Warrington, which could link the A56/A5060 Chester Road with the A57/A562 in Great Sankey.
- 3.13 A public consultation will run until 28<sup>th</sup> July 2017 and following this, the six options will be narrowed to one preferred route in the autumn, before the business case is put to the DfT. Subject to securing funding and necessary planning consent, construction of the road could commence in the early 2020s. HBC is currently considering its response.
- 3.14 The Delivery and Allocations Local Plan (DALP) sets out the future development ambitions for the Borough to 2037 and will be used to update the relevant sections of the Core Strategy and will replace the Unitary Development Plan (UDP) which dates from 2005. Once the DALP is adopted, Halton's development plan / local plan will consist of the updated Core Strategy, the DALP, and the Joint Waste Local Plan.
- 3.15 The draft document has recently been to the Environment Policy & Performance Board (PPB) and there is also a Member Local Plan Working Party reviewing the emerging document. It is anticipated that a public consultation will be undertaken in the autumn, with a final document being submitted to the government for examination in summer 2018.
- 3.16 Following this tragic fire in Kensington and Chelsea, the Government has asked for building owners to check the type of cladding used on residential tower blocks greater than 18m tall.
- 3.17 HBC does not have any residential blocks over 18m tall in the Borough, and no longer owns any housing stock. However, the Building Control Team have offered support to HHT, who own Churchill Mansions and also the management company who look after The Deck development to ensure these buildings are safe.
- 3.18 The relevant part of the Building Regulations is 'Approved Document B: Fire Safety'. It is important to note there is no legal requirement for changes to the Building Regulations to be imposed on buildings retrospectively. Buildings are only required to meet the regulations in force at the time of construction.
- 3.19 It is expected that the Government will tighten the Building Regulations in due course. This tragedy brings home the importance of annual fire risk assessments for public buildings, and the need to have well-rehearsed emergency procedures.

*Logistics*

3.20 The current Concessionary Travel scheme agreement which is in operation in the Borough is due to come to an end in March 2018. The Council is in very early stages of negotiations with regards to a new scheme and in particular the level of revenue re-imburement due to bus operators for passengers using concessionary travel passes. It is anticipated agreement will be reached by November 2017, with a new two year agreement in place for the period April 2018 to March 2020.

*Traffic Division*

3.21 The Traffic Regulation Orders (TRO) throughout the Borough are in urgent need of review, whilst some are underway the resources to carry out this work have been reduced. The Mersey Gateway affects a number of TROs and that these need to be reviewed prior to its opening in the Autumn.

3.22 A new Upper Tier Control of Major Accident Hazards (COMAH) site has been designated in Widnes; it is the Emerald Kalama Ltd site off Dans Road. The site has moved to Upper Tier Status due to the increase in the inventory of two substances, which are already stored / involved in industrial processes on the Emerald Kalama site.

3.23 Data from Cheshire Police around those adults and children killed or seriously injured has been delayed due to staffing issues. Due to this, a backlog of data that requires processing before being officially released, some going back to January 2017, has built up. It is hoped that by the end of Q2, that the issues will have been resolved and that the annual figure for 2017/18 will be available as scheduled.

*Highway Development*

3.24 Results are still awaited for bid submissions to Local Growth Fund (LGF) 3 - schemes at Widnes Fiddlers Ferry Rd gyratory, Halton Lea and Gorse Point (Bayer) and station access applications are currently being appraised.

*Structures*

3.25 In Q2 2017/18, team resources will be reviewed and a business case compiled for additional support that is anticipated to be needed to manage the increased workload for the 18-24 month period commencing October 2017. Funding towards this is included within the LCR Major Maintenance business case.

3.26 The decision from DfT on a Challenge Fund bid to supplement the existing major maintenance funding was expected in May 2017, but is still awaited.

**4.0 Risk Control Measures**

4.1 Risk control forms an integral part of the Council's Business Planning and performance monitoring arrangements. As such Directorate Risk Registers were updated in tandem with the development of the suite of 2017 – 187 Directorate Business Plans.

Progress concerning the implementation any relevant high-risk mitigation measures will be reported to the various Policy and performance Boards at Quarter 2.

## 5.0 High Priority Equality Actions

5.1 Equality issues continue to form a routine element of the Council's business planning and operational decision making processes. Additionally the Council must have evidence to demonstrate compliance with the Public Sector Equality Duty (PSED) which came into force in April 2011.

The Councils latest annual progress report in relation to the achievement of its equality objectives is published on the Council website and is available via:

[http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality\\_-\\_objectives\\_progress\\_report\\_-\\_April\\_2013.pdf](http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality_-_objectives_progress_report_-_April_2013.pdf)

## 6.0 Performance Overview

The following information provides a synopsis of progress for both milestones and performance indicators across the key business areas that have been identified by the Directorate.

### Policy, Planning and Transportation

#### Key Objectives / milestones

Ref	Milestones	Q1 Progress
PPT 01	Review progress against Liverpool City Region (LCR) Silver Jubilee Bridge (SJB)maintenance strategy and deliver 2017/18 major bridge maintenance works programme.	
PPT 02	To deliver the 2017/18 LTP Capital Programme March 2018.	
PPT 03	Ensure continued unrestricted availability of the Highway network and to allow future maintenance to be delivered on a steady state, lifecycle planned basis.	
PPT 04	Continue to maintain the Highway Authorities statutory duties in accordance with Section 41 and 58 of the Highways Act.	
PPT 05	Consult on the draft Delivery and Site Allocations Local Plan (DALP) <b>November 2017</b>	
PPT 06	Ensure that at least one exercise is carried out each financial to test the COMAH plans <b>March 2018</b>	

#### Supporting

##### PPT 01

Site works for Task 21 are progressing ahead of schedule. Arrangements for the SJB monitoring and inspection activities within Year 2 are on course for site completion during the summer months.

##### PPT 02

Year 2 of the Sustainable Transport Enhancement Package (STEP) scheme to improve connectivity to Widnes Town Centre at Watkinson way was completed in the period commenced on site in this period and

the scheme to improve connectivity between Runcorn Town Centre to Heath Business Park are currently underway and due to be completed early in the next period.

A second Bus Priority Corridor scheme was completed in the period using Better Bus funding along Hale Road, from Chestnut Lodge to Ditton Road.

Design of a north/south cycle route is complete for West Runcorn intended to replace the cycling provision on Central Expressway has commenced and is expected to be completed shortly and procurement is due to commence.

Phase 1 of reconstruction of the Kingsway central reserve was completed in the period and design works are in progress for the phase 2 and phase 3.

Footway reconstruction programme is progressing well with works on site at Cradely, Hale Road and Bold Street

The Team is continuing to implement the new structure following the efficiency review. We are currently recruiting for 3 vacancies which is ongoing following internal movement of staff.

Working with Colleagues in providing bid information for LGF3 and continuing to partner with Merseytravel on procuring the future STEP Year 3 – 6 programme.

Design work is underway although in early stages to provide an additional 50 car parking spaces at Runcorn East Station on Barnfield Road, this work will include reconfiguration of the existing car park to better utilise existing land in the curtilage of the existing car park and make improvements to walking and cycling access to the Rail station, with improved facilities for disabled parking and provision of electric car charging spaces.

In addition we have commenced preliminary design work to improve walking and cycling access to businesses along Astmoor busway including upgrading existing traffic signal junction equipment.

The annual programme of Bus Stop upgrades will continue although with ITB funding considerably reduced this year we will not be able to upgrade as many stops as in previous years.

#### PPT 03

Highway Maintenance: The carriageway and footway programmes of resurfacing and reconstruction have been phased over the course of the year and delivery to the full budget allocation is anticipated.

An initial programme has been identified and topographical surveys have commenced, with investigations into existing pavement condition expected to commence in early July 2017.

#### PPT 04

2017/18 Quarter 1 inspections in accordance with S41 of the highways act have been completed and a second round of inspection will commence in the period.

#### PPT 05

Target taken from the adopted Local Development Scheme 2017. The DALP is available as an unpublished draft document with policies under preparation. A public consultation of the draft document is expected in October 2017.

#### PPT 06

The Runcorn Site COMAH Operators Exercise was postponed in February 2017 due to Storm Doris but was rescheduled and took place in April 2017. This is now an annual exercise due to the Runcorn Site now being reclassified as six separate COMAH sites.

**Key Performance Indicators**

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
PPT LI 01	Percentage of third party compensation claims due to alleged highway / footway defects successfully defended. Annual Calculation.	49.00%	N/A	49.00% (2016/17)	N / A	N / A
PPT LI 02	Net additional homes provided	700	552	N / A		
PPT LI 03	Number of affordable homes delivered (gross)	138	138	N / A		
PPT LI 04	Processing of planning applications (%) as measured against targets for, a) 'major' applications b) 'minor' applications c) 'other' applications	77.8% 88.9% 100%	60% 80% 80%	100% 96% 95%	  	  
PPT LI 05	To ensure a rolling five year supply of housing land. Deliverable supply (units) as a % of rolling 5 year requirement.	105%	105%	151%		N / A
PPT LI 06	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	N / A	N / A	N / A	N / A	N / A
PPT LI 07	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	N / A	N / A	N / A	N / A	N / A
PPT LI 08	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	41.2	N / A	N / A	N / A	N / A
PPT LI 09	The percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	5.4	N / A	N / A	N / A	N / A
PPT LI 10	No. of people slightly injured in road traffic collisions.	77	N / A	N / A	N / A	N / A

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
PPT LI 11	The percentage change in number of children killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	-8.30%	N / A	N / A	N / A	N / A
PPT LI 12	Damage to roads and pavements (% above intervention levels) repaired within 24 hours.	100%	100	100		
PPT LI 13	Average number of days taken to repair street lighting fault: non-DNO (Street lights controlled by the authority). (Previously BVPI 215a).	5	5	4		
PPT LI 14	Average number of days taken to repair street lighting fault: DNO (Street lights controlled by the energy provider). (Previously BVPI 215b).	28	30	27		
PPT LI 15	% of network where structural maintenance should be considered: A) Principal Roads B) Non-Principal Roads C) Unclassified Roads	1.00% 1.00% 3.00%	2.00% 4.00% 9.00%	N / A N / A N / A	N / A N / A N / A	N / A N / A N / A
PPT LI 16	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%): a) Percentage of buses starting route on time b) Percentage of buses on time at intermediate timing points	96.22% 86.52%	98.55% 95.00%	100% 86.04%	 	 
PPT LI 17	% of footpaths and Public Rights of Way (PROW) which are easy to use.	84%	82%	N / A	N / A	N / A
PPT LI 18	No. of passengers on community based accessible transport	177,146	182,000	44,075		
PPT LI 19	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	73% (434 Bus stops)	78.00% (470 Bus Stops)	73% (434 Bus stops)		

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
PPT LI 20	Number of local bus passenger journeys originating in the authority area in one year (000's)	5,719	5,676	1,379	?	

### Supporting Commentary

#### PPT LI 01

Figure reported annually at year end.

The Figures are reported for information only but an increase in the reported figure shows improved performance.

#### PPT LI 02

Target exceeded in 2016/17, full data to be reported annually at year end.

#### PPT LI 03

Target achieved in 2016/17.

#### PPT LI 04

At present, performance is on track to meet the target for the current financial year, as well as performing better than at the same period in the previous financial year.

#### PPT LI 05, 06, 07, 08, 09, 10 & 11

Data is only currently available up to January 2017 due to staff shortages.

#### PPT LI 12

Figures confirmed via monthly KPI results from Contractor.

#### PPT LI 13

Street lighting contractor repair time on track and ahead of same period last year.

#### PPT LI 14

DNO repair time on track and almost the same as the same period last year.

#### PPT LI 15

Annual surveys being undertaken at present and results will be reported as information becomes available. Performance is in-line with the Highways Asset Management Plan consideration needs to be given to further overall long term investment and highway condition.

#### PPT LI 16

This indicator has performed above expectations for Q1 given the difficulties currently being encountered along the various routes.

This indicator is slightly down on last year due to the current level of road works. However, it is anticipated that this will improve during the year.

#### PPT LI 17

Surveys & maintenance programme undertaken throughout the year, with results collated and reported in Q4.

PPT LI 18

Passenger figures are slightly down on last year which is thought to be due to there being four public holidays in the period. Historically public holidays have shown a decline in passenger numbers.

PPT LI 19

As discussed in the supporting commentary for PPT 02, due to reduced budget, fewer bus stops will be completed this year. 6 bus stops have initially been identified for upgrades, with 5 having been identified for completion in Q3 / Q4. Further bus stops will be identified to be upgraded during Q3.

PPT LI 20

Figures are slightly down on the same period last year. Discussions with bus operators have identified this is due to the Easter, May Bank holidays and school holidays being in the same period. Historically these periods have had an adverse effect on passenger numbers.

**Open Spaces and Waste and Environmental Improvement****Key Objectives / milestones**

Ref	Milestones	Q1 Progress
CE 03	Manage greenspace areas as per the agreed specification - <b>March 2018.</b>	
CE 04a	Continue to deliver communications and awareness raising initiatives to ensure that participation with the Council's recycling services is maximised and that residents comply with the requirements of the Council's Household Waste Collection Policy - <b>March 2018.</b>	
CE 04b	Undertake a review of the Council's Waste Management Strategy and associated Policies and update as necessary - <b>March 2018.</b>	
CE 05a	Review, assess the effectiveness of, and update as necessary the Council's Environmental Enforcement Plans and Policies - <b>March 2018.</b>	
CE 05b	Work in partnership with external organisations and enforcement agencies and deliver joint initiatives to tackle environmental crime and anti-social behaviour - <b>March 2018.</b>	

**Supporting Commentary**CE 03

The mowing season commenced on 20 March 2017. This mowing season will be the second since the implementation of the reduced frequency cutting (one cut every three weeks on amenity grass areas). At the end of Q1 all scheduled cuts had been delivered.

CE 04a

This work will remain on-going throughout the year. Actions in Q1 have included community engagement events being held in Widnes Town Centre, Runcorn Town Centre and Trident Retail Park with the aim of raising awareness of contamination in recycling services and to improve quality of the recycling material capture.

A new Recycling Guidelines document has been produced that will be used across Halton and Merseyside. The aim of this document is to reduce confusion for householders as to what they can and cannot recycle through the blue bin collection service to help improve material quality. This will help reduce contamination and save money.

CE 04b

This review is underway and Members will be provided with updates throughout the year

CE 05a

A review of the Council's arrangements for reducing incidents of fly-tipping, litter and dog fouling, and the subsequent issuing of Fixed Penalty Notices for such offences, has commenced. As part of this work, proposals will be presented to Members in respect of additional measures being covered by the new Public Spaces Protection Orders (PSPOs) to help deal more effectively with dog fouling and other forms of anti-social behaviour caused by irresponsible dog ownership.

CE 05b

This work will remain on-going throughout the year and Members will be provided with updates on joint initiatives delivered.

**Key Performance Indicators**

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
CE LI 05	Residual household waste per household.	580kgs	575kgs	153kgs (Estimated)		
CE LI 06	Household waste recycled and composted.	43.63%	44%	43.87% (Estimated)		

**Supporting Commentary**CE LI 05

This is a cumulative figure. Estimated performance in Q1 is in line with the corresponding period from last year and with initiatives planned to help reduce the amount of waste produced per household it is anticipated that this target will be met.

CE LI 06

Estimated performance in Q1 is in line with the corresponding period from last year and with initiatives planned to help increase recycling levels it is anticipated that this target will be met.

**Development and Investment Services****Key Objectives / milestones**

Ref	Milestones	Q1 Progress
EEP 01a	Develop Halton Inward Investment Prospectus – <b>April 2017</b>	
EEP 01b	Produce Local Economic Assessment – <b>September 2018</b>	
EEP 01c	Deliver Youth Employment Gateway – <b>December 2017</b>	
EEP 03a	Completion of Phase 1 of Alstom development – <b>November 2017</b>	

Ref	Milestones	Q1 Progress
EEP 03b	Completion of Phase 1 of Crosville Development – <b>April 2017</b>	
EEP 03c	Completion of Phase 2 of Crosville Development – <b>June 2017</b>	
EEP 03d	Completion of Castlefields Lakeside Phase 2 – <b>September 2017</b>	
EEP 03e	(In partnership with JV) Development of Sci-Tech Daresbury Masterplan – <b>September 2017</b>	
EEP 03f	Commence remediation of Gorse Point – <b>September 2017</b>	

### Supporting Commentary

#### EEP 01a

The Halton Inward Investment prospectus is an integral part of the development of the 'Halton Tomorrow' visioning document and will provide a local accent to the Liverpool City Region prospectus detailing the specific sites and propositions that make up the 'Halton Offer'. The prospectus will be completed in Quarter 3 2017/18.

#### EEP 01b

The Local Economic Assessment will provide the baseline data to inform the development of 'Halton Tomorrow' and the 'Halton Inward Investment Prospectus' and will be progressed, with the support of partners, and completed in Quarter 3 2017\18.

#### EEP 01c

Performance remains very good at end of Q1 (June 2017)

- **246** 18-24 year old unemployed people started on programme (October 2015 – December 2016) (original profile = 201 starts)
- **119** job starts (profile target = 101 by December 2017)
- **41** sustained jobs (26 weeks in work) (profile target = 70 by December 2017)

Recruitment of the IDS Officer progressed in Q1 and it is anticipated that the post holder will commence in Q2. A priority task will be to verify job starts and sustained job outcomes with employers.

#### EEP 03a

Work is proceeding as proposed.

#### EEP 03b

Marstons pub opened on schedule

#### EEP 03c

There have been issues in providing power to the Costa Coffee Shop. These issues have been resolved but have resulted in a delay. It is expected that the facility will be open in quarter 2

#### EEP 03d

Still on target to complete housing however ongoing highways issues to be resolved.

#### EEP 03e

It is not clear if the professional team engaged will deliver a masterplan document but our JV partners Langtree report that they continue to progress the masterplan.

EEP 03f

Work is proceeding as proposed.

**Key Performance Indicators**

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
EEP LI 02	Occupancy of HBC industrial Units	88%	90%	88%		
EEP LI 03	Occupancy of Widnes Market Hall	84%	84%	83%		
EEP LI 13	Number of Businesses Supported	N / A	TBC	TBC	N / A	N / A
EEP LI 14	Number of inward investment enquiries per annum.	221	250	63		
EEP LI 15	Inward investment enquiry conversion rate per annum (%)	9%	10%	11.11%		

**Supporting Commentary**EEP LI 02

The Council now owns only one industrial property Black Cat adjacent to Moor Lane having sold most of its industrial units in 2016/17

EEP LI 03

Trading conditions remain difficult. The Council now takes a firmer control of rental arrears (with arrears reducing). However, this has a bearing on occupancy and retention rates.

EEP LI 13

This is a new indicator from 2017/18 and it is hoped that by the end of the financial year the base line and standardised calculation will be formulated.

EEP LI 14

The cumulative inward investment enquiries total (Quarter 1 – 4) is 63 or 25.2% against a target of 250.

EEP LI 15

The cumulative conversions total (Quarter 1 – 4) is 11.11% against a target of 10%.

**Housing Strategy****Key Performance Indicators**

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
ASC 17	Number of households living in Temporary Accommodation.	1	17	11		

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
ASC 18	Households who considered themselves as homeless, who approached the LA housing advice service, and for whom housing advice casework intervention resolved their situation (the number divided by the number of thousand households in the Borough)	6.62	6.00%	1.35		

### Supporting Commentary

#### ASC 17

National and Local trends indicate a gradual Increase in homelessness, which will impact upon future service provision, including temporary accommodation placements. The changes in the TA process and amended accommodation provider contracts, including the mainstay assessment, have had a positive impact upon the level of placements and positive move on process.

The Housing Solutions Team is community focused and promote a proactive approach to preventing homelessness. The emphasis is focused on early intervention and empowerment to promote independent living and lifestyle change.

#### ASC 18

The Housing Solutions Team promotes a community focused service, with emphasis placed upon homeless prevention.

The officers now have a range of resources and options that are offered to vulnerable clients threatened with homelessness. The team strive to improve service provision across the district. Due to the early intervention and proactive approach, the officers have continued to successfully reduce homelessness within the district.

<b>7.0 Major Planning Applications Determined</b>
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The Major applications determined in Q1 2017 / 2018 are as follows:

REFVAL	PROPOSAL
17/00069/S73	Relocate 4 no 2 bed general needs bungalows plot 1 - 4 at Former Pingot Day Services, Dundalk Road, Widnes.
17/00113/REM	Application for approval of reserved matters on Planning Permission 16/00225/FUL for Appearance, Landscaping, Layout and Scale for 10 residential dwellings on land between Warrington Road and Watkinson Way, Widnes.
17/00122/FUL	Proposed sub-divison of former B & Q unit to provide 5 no units with use classes A1(retail) and D2 (Assembly and Leisure), access, car parking, servicing and landscaping at Former B & Q, Widnes Trade Park, Dennis Road, Widnes.
17/00138/S73	Application to enable amendments to retaining structures, relocation of footpath, amended access arrangements, hard and soft landscaping, boundary treatments and relocation of access gate at land bounded by Grangeway, Pine Road and Thorn Road, Runcorn
16/00272/FUL	Proposed conversion of existing office buildings to 5no. dwellings and garages, demolition of existing industrial sheds and redevelopment to provide 14 no. cottages and garages with associated external works and landscaping at Ramsbrook Farm, Ramsbrook Lane, Hale, Liverpool, WA8 8NZ
17/00077/S73	Application to amend final landscape levels to rear of plots 1 and 2 and the retention of pikes to rear of existing building and chimney to central element at Victoria House, Holloway Runcorn.
17/00183/S73	Application to enable the Phase 1 drainage works to be developed in two stages, Stage 1 and Stage 2 with Stage 2 representing the completion of the Phase 1 drainage works at HBC Field, Hale Bank Road, Hale Bank Widnes.

## 7.0 Financial Statement

**Policy, Planning & Transportation Department****Revenue Budget as at 30 June 2017**

	Annual Budget  £'000	Budget To Date  £'000	Actual To Date  £'000	Variance to Date (Overspend) £'000
<b><u>Expenditure</u></b>				
Employees	4,307	1,077	1,077	0
Other Premises	171	63	62	1
Contracted Services	244	10	11	(1)
Supplies & Services	172	59	50	9
Street Lighting	1,695	425	420	5
Highways Maintenance	2,365	620	619	1
Fleet Transport	1,397	349	295	54
Lease Car Contracts	40	8	7	1
Bus Support	660	165	186	(21)
Finance Charges	145	1	1	0
Grants to Vol. Organisations	68	34	34	0
LCR Levy	754	189	189	0
NRA Levy	63	16	16	0
<b>Total Expenditure</b>	<b>12,081</b>	<b>3,016</b>	<b>2,967</b>	<b>49</b>
<b><u>Income</u></b>				
Sales	-316	-81	-69	-12
Planning Fees	-562	-141	-89	-52
Building Control Fees	-209	-52	-30	-22
Other Fees & Charges	-592	-124	-129	5
Rent	-8	-2	0	-2
Grants & Reimbursements	-230	-61	-62	1
Government Grant Income	-129	-44	-44	0
Efficiency Savings	-60	0	0	0
Schools SLAs	-42	-42	-44	2
Capital Salaries	-317	0	0	0
LCR Levy Reimbursement	-754	-189	-189	0
Transfers from Reserves	-100	0	0	0
<b>Total Income</b>	<b>-3,319</b>	<b>736</b>	<b>656</b>	<b>-80</b>
<b>Net Operational Expenditure</b>	<b>8,762</b>	<b>2,280</b>	<b>2,311</b>	<b>-31</b>
<b><u>Recharges</u></b>				
Premises Recharges	579	145	145	0
Transport Recharges	484	121	109	12
Asset Charges	358	89	89	0
Central Recharges	1,573	393	393	0
Transport Recharge Income	-2,736	-684	-619	-65
Central Recharge Income	-1,391	-348	-378	30
<b>Net Total Recharges</b>	<b>-1,133</b>	<b>-284</b>	<b>-261</b>	<b>-23</b>
<b>Net Department Expenditure</b>	<b>7,629</b>	<b>1,996</b>	<b>2,050</b>	<b>-54</b>

**Comments on the above figures**

In overall terms revenue spending at the end of quarter 1 is over budget, due to a number of expenditure and income budget areas.

Supplies and services is currently underspent due to tighter controls from managers within the department.

Fleet transport is continuing to make savings on consumables as the year progresses, however this expenditure is linked to transport recharge income which as spend falls the income we receive from recharges also falls as shown in the underachievement of transport recharge income.

Bus support is currently overspent due to certain routes being continued with no funding in place. A decision around these issues is due before the end of the next quarter.

Both planning and building control income is off to a slow start for the year, it is anticipated at this stage that both income streams are not likely to not achieve their income target for the year. As the year progresses a better analysis of the figures can take place.

Central recharge income is over target due to increased costs within client transport and the meals on wheels area being passed on to the relevant departments, as these departments are recharged on an actual basis.

At this stage of the year it is anticipated that overall spend will be over the Departmental budget at the financial year-end.

**Policy, Planning & Transportation Department****Capital Projects as at 30 June 2017**

<b>Capital Expenditure</b>	<b>2017/18 Capital Allocation £'000</b>	<b>Allocation to Date £'000</b>	<b>Actual Spend £'000</b>	<b>Total Allocation Remaining £'000</b>
<b><u>Local Transport Plan</u></b>				
<b>Bridges &amp; Highway Maintenance</b>				
Bridge Assess, Strength & Maintenance	2,640	200	188	2,452
Road Maintenance	1,596	25	24	1,572
<b>Total Bridge &amp; Highway Maintenance</b>	<b>4,236</b>	<b>225</b>	<b>212</b>	<b>4,024</b>
<b>Integrated Transport</b>	<b>460</b>	<b>50</b>	<b>46</b>	<b>414</b>
<b>STEP Schemes</b>	<b>978</b>	<b>30</b>	<b>28</b>	<b>950</b>
<b>SJB MM – Arch Painting</b>	<b>4,880</b>	<b>0</b>	<b>0</b>	<b>4,880</b>
<b>Total Local Transport Plan</b>	<b>10,554</b>	<b>305</b>	<b>286</b>	<b>10,268</b>
<b>Halton Borough Council</b>				
Street Lighting	200	0	1	199
Lighting Upgrades	3,506	0	0	3,506
Risk Management	190	0	0	190
Fleet Vehicles	1,639	145	143	1,496
<b>Total Halton Borough Council</b>	<b>5,535</b>	<b>145</b>	<b>144</b>	<b>5,391</b>
<b>Total Capital Expenditure</b>	<b>16,089</b>	<b>450</b>	<b>430</b>	<b>15,659</b>

**Comments on the above figures.**

The third year of the STEP (Sustainable Transport Enhancement Package) programme has begun with carry forwards of grant allocation being agreed by the LCR for projects affected by the Mersey Gateway programme and one new project has begun relating to Runcorn East Station Access. The majority of the spending for these projects is due to show from quarter 3 onwards.

The SJB MM (Silver Jubilee Bridge Major Maintenance) arch painting programme is due to commence when the new Gateway opens and the current bridge is shut to vehicle traffic.

Works are commenced for the lighting upgrade programme spend will be reflected from quarter 3 onwards.

**Economy Enterprise & Property****Revenue Budget as at 30 June 2017**

	Annual Budget  £'000	Budget To Date  £'000	Actual To Date  £'000	Variance to Date  (Overspend) £'000
<b><u>Expenditure</u></b>				
Employees	4,681	1,119	1,126	(7)
Repairs & Maintenance	2,219	420	418	2
Premises	41	1	1	0
Energy & Water Costs	650	109	84	25
NNDR	546	503	491	12
Rents	352	170	169	1
Economic Regeneration Activities	42	0	0	0
Supplies & Services	3,109	443	444	(1)
Grant to Non Vol Organisations	75	9	9	0
Agency Related	1	0	0	0
<b>Total Expenditure</b>	<b>11,716</b>	<b>2,774</b>	<b>2,742</b>	<b>32</b>
<b><u>Income</u></b>				
Fees & Charges	-250	-34	-36	2
Rent – Markets	-789	-197	-197	0
Rent – Investment Properties	-187	-35	-35	0
Rent – Commercial Properties	-850	-152	-147	(5)
Government Grant	-3,156	-315	-315	0
Reim & Other Income	-237	-180	-180	0
Recharges to Capital	-161	-18	-18	0
Transfer from Reserves	-830	-89	-89	0
Schools SLA Income	-517	-435	-440	5
<b>Total Income</b>	<b>-6,977</b>	<b>-1,455</b>	<b>-1,457</b>	<b>2</b>
<b>Net Operational Expenditure</b>	<b>4,739</b>	<b>1,319</b>	<b>1,285</b>	<b>34</b>
<b><u>Recharges</u></b>				
Asset Rental Support Costs	4	0	0	0
Premises Support Costs	1,746	438	438	0
Transport Support Costs	23	6	6	0
Central Support Service Costs	1,865	512	512	0
Repairs & Maintenance Recharge Income	-2,412	-603	-603	0
Accommodation Recharge Income	-2,624	-656	-656	0
Central Support Service Recharge Income	-1,890	-473	-473	0
<b>Net Total Recharges</b>	<b>-3,288</b>	<b>-776</b>	<b>-776</b>	<b>0</b>
<b>Net Department Expenditure</b>	<b>1,451</b>	<b>543</b>	<b>509</b>	<b>34</b>

**Comments on the above figures**

Economy Enterprise & Property Departmental budget is projected to be slightly under budget profile at year end. The significant budget variances are listed below.

The negative variance on employee costs is due to targets against staff turnover savings not being met due to the low number of vacancies held within the Department.

Following reconciliation by the energy providers, we have received a number of refunds relating to previous years utility charges.

NNDR expenditure is below budget due to the revaluation of a number of council properties.

A delay in the Court Service relocating to Rutland House has resulted in the department not achieving the anticipated income target set for Commercial Property.

Every effort will be made to ensure that expenditure on controllable budgets is kept to a minimum within the Department for the remainder of the financial year. It is forecast net spend at year end will be below the annual budget.

**Economy Enterprise & Property****Capital Projects as at 30 June 2017**

<b>Capital Expenditure</b>	<b>2017/18 Capital Allocation £'000</b>	<b>Allocation to Date £'000</b>	<b>Actual Spend £'000</b>	<b>Total Allocation Remaining £'000</b>
3MG	4,591	29	29	4,562
Sci Tech Daresbury – EZ Grant	483	0	0	483
Johnsons Lane Infrastructure	66	0	0	66
Decontamination of Land	50	0	0	50
Venture Fields	6,000	6	6	5,994
Former Crossville Site	1,150	860	860	290
Signage at The Hive	87	0	0	87
Widnes Market Refurbishment	1,294	38	38	1,256
Equality Act Improvement Works	300	33	33	267
Linnets Club House	1,379	189	189	1,190
Milton Road (Former Simms Cross Caretakers House)	14	0	0	14
Widnes Road Car Park, 29-31 Moor Lane & Land at Halebank	235	2	2	233
The Croft	30	0	0	30
<b>Total Capital Expenditure</b>	<b>15,679</b>	<b>1,157</b>	<b>1,157</b>	<b>14,522</b>

**Comments on the above figures.**

**3MG** – Majority of the work on the rail siding is near completion. Rail has been in use since 28 June. Alstom will be operational on site 5 August.

**Sci Tech Daresbury EZ Grant** - Grant to be drawn down over this financial year to pay for JV design and planning fees for the next phase of the EZ – Project Violet (3 new buildings). Works have been commissioned by the JV and are underway with a submission date for planning anticipated in the October 2017.

**Johnsons Lane** – Work is now complete on site and final payment has been made to contractors.

**Equality Act Improvement Works** - Work at Norton Priory is now complete. Projects in the forthcoming months relate to Linnets Club House, Crow Wood Park Pavilion and the Vine Street Centre.

## Community &amp; Environment Department

Revenue Budget as at 30 June 2017

	Annual Budget	Budget To Date	Actual to Date	Variance to Date (Overspend)
	£'000	£'000	£'000	£'000
<b><u>Expenditure</u></b>				
Employees	13,355	3,512	3,606	(94)
Other Premises	1,950	830	820	10
Supplies & Services	1,580	399	377	22
Book Fund	167	49	48	1
Hired & Contracted Services	1,127	230	235	(5)
Food Provisions	570	193	205	(12)
School Meals Food	1,903	291	288	3
Transport	55	21	16	5
Other Agency Costs	432	87	84	3
Waste Disposal Contracts	5,775	1,444	1,458	(14)
Other Expenditure	0	0	0	0
Grants To Voluntary Organisations	67	14	1	13
Grant To Norton Priory	172	87	88	(1)
Rolling Projects	0	74	74	0
Capital Financing	84	2	0	2
<b>Total Expenditure</b>	<b>27,237</b>	<b>7,233</b>	<b>7,300</b>	<b>(67)</b>
<b><u>Income</u></b>				
Sales Income	-2,125	-510	-487	(23)
School Meals Sales	-2,244	-482	-497	15
Fees & Charges Income	-5,588	-1,889	-1,830	(59)
Rents Income	-297	-50	-21	(29)
Government Grant Income	-1,186	-31	-31	0
Reimbursements & Other Grant Income	-663	-256	-255	(1)
Schools SLA Income	-84	-77	-74	(3)
Internal Fees Income	-216	-32	-20	(12)
School Meals Other Income	-2,096	-1,371	-1,386	15
Catering Fees	-182	-45	-8	(37)
Capital Salaries	-123	0	0	0
Transfers From Reserves	-8	0	0	0
<b>Total Income</b>	<b>-14,812</b>	<b>-4,743</b>	<b>-4,609</b>	<b>(134)</b>
<b>Net Operational Expenditure</b>	<b>12,425</b>	<b>2,490</b>	<b>2,691</b>	<b>(201)</b>
<b><u>Recharges</u></b>				
Premises Support	1,760	440	440	0
Transport Recharges	2,072	669	669	0
Departmental Support Services	9	2	2	0
Central Support Services	3,467	943	943	0
Asset Charges	85	0	0	0
HBC Support Costs Income	-449	-254	-254	0
<b>Net Total Recharges</b>	<b>6,944</b>	<b>1,800</b>	<b>1,800</b>	<b>0</b>
<b>Net Department Expenditure</b>	<b>19,369</b>	<b>4,290</b>	<b>4,491</b>	<b>(201)</b>

**Comments on the above figures**

The net Department budget is £ 154,000 over budget profile at the end of the first quarter of the 2017/18 financial year.

Employee spend is currently over budget due to staff turnover saving targets not being achieved and casual and agency usage at the stadium and for catering being greater than expected. Agency spend is double what it was at the same stage last year, though has been necessary to maintain service standards and cover absences.

Food and bar provisions are also currently overspent by £12,000 to date. This is mainly due to spend at the Stadium. Stadium Catering and Bars being greater than at expected at this point of the year.

Income sources for the Department have in the past struggled to meet targets, and with savings targets increased by £ 538,000 this year it will be even more difficult to achieve.

Sales income is currently short of the target to date by £23,000 which is mainly due to Stadium Bars, Catering and Civic Catering.

Fees and charges income will again struggle to meet the budgeted target this year. Currently income to date is £47,000 under the profiled expectation, mainly due to income generation at the Stadium and within Open Spaces. Increased income targets on Open Spaces are yet to show any real results and chargeable works are slow this year. The Stadium is below income targets on fitness memberships, and executive suite hire.

Internal fees are under budget target so far and mainly due to little room hire income received in Leisure Centres, Stadium Catering and Fitness.

Catering fees which is also an internal income source is already £37,000 adrift of the income target to date.

## Community &amp; Environment Department

Capital Projects as at 30 June 2017

	2017-18 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
Stadium Works	30	0	0	30
Peel House Cemetery Works	383	0	0	383
Runcorn Cemetery Extension	9	0	0	9
Open Space Schemes	600	100	90	510
Childrens Playground Equipment	55	0	0	55
Upton Improvements	13	0	0	13
Playground – The Glen	25	0	0	25
Playground – Runcorn Hill Park	75	0	5	70
Playground – Crow Wood Park	450	0	0	450
Landfill Tax Credit Scheme	160	0	0	160
Phoenix Park	110	0	0	110
Sandymoor Playing Fields	600	50	24	576
Victoria Park Glass House	150	0	0	150
Widnes Recreation	0	0	7	-7
Litter Bins	20	0	0	20
Norton Priory Project	455	0	0	455
<b>Total</b>	<b>3,135</b>	<b>150</b>	<b>126</b>	<b>3,016</b>

## 8.0 Application of Symbols

Symbols are used in the following manner:

### Progress Symbols

<u>Symbol</u>	<u>Objective</u>	<u>Performance Indicator</u>
Green 	Indicates that the <u>objective is on course to be achieved</u> within the appropriate timeframe.	<i>Indicates that the annual target <u>is on course to be achieved</u>.</i>
Amber 	Indicates that it is <u>uncertain or too early to say at this stage</u> whether the milestone/objective will be achieved within the appropriate timeframe.	<i>Indicates that it is <u>uncertain or too early to say at this stage</u> whether the annual target is on course to be achieved</i>
Red 	Indicates that it is <u>highly likely or certain</u> that the objective will not be achieved within the appropriate timeframe.	<i>Indicates that the target <u>will not be achieved</u> unless there is an intervention or remedial action taken.</i>

### Direction of Travel Indicator

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