

## Environment & Urban Renewal PPB Priority Based Monitoring Report

Reporting Period: **Quarter 1 – Period 01<sup>st</sup> April to 30<sup>th</sup> June 2013**

### 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 2013/14.
- 1.2** Key priorities for development or improvement in 2013-16 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment and 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

There have been a number of developments during the period which include:

#### Development & Investment Services (WR)

- Quarterly Reviews for Ingeus and A4E Work Programme contracts took place. A4E were issued a Notice to Improve at the start of the quarter and this has been accepted and is being implemented in Quarter 2.
- England Growth Programme total allocation under the EU Structural Fund Programme 2014-20 will be €6.174 billion. For the first time, the European Regional Development Fund (ERDF) and European Social Fund (ESF) are to be rolled into one fund called the 'Single Local Growth Fund'. Responsibility for the 'Single Local Growth Fund' will be devolved to the Local Enterprise Partnerships (LEP). LEPs will develop investment strategies for their local area and develop projects which deliver the strategy. For the first time Halton will be able to access the Merseyside ring-fenced pot. It was anticipated that Liverpool City Region (LCR) will get £400-£450 million over a seven year period. However, the government's recent announcement of EU allocation per head of population 2014-20 was disappointing. The Liverpool City Region Local Enterprise Partnership has been allocated £222 million.

- The Council have submitted project proposals to the LCR thematic leads for a range of proposed projects. For example, under the Small and Medium Enterprise (SME) Competitiveness theme projects have been submitted for :-
  - SME Competitiveness (follow on project for the current ERDF 4.2 Business Support Programme).
  - Business Engagement (to proactively engage with the most significant employers and fastest growing companies in the Borough).
  - Advanced Manufacturing (to develop a bespoke Halton advanced manufacturing programme which compliments existing sub-regional and national provision, for example Advanced Manufacturing Supply Chain Initiative and the Manufacturing Advisory Service).
  - Maximising the Benefits of Superfast Broadband
  - Open Innovation (in partnership with Science & Technology Facilities Council and others).
- Sci-Tech Daresbury has developed a stand-alone proposition which complements the above.
- Halton, unlike most of the LCR, is not an Assisted Area. Assisted Areas are those locations where regional aid may be granted under EU legislation. The current Assisted Areas Map came into effect on 13 February 2007, and remains in force until 31 December 2013. The 2014-2020 UK Assisted Areas map is due to come into effect in January 2014, although June 2014 is more realistic. The Borough Council has been developing a proposal to have all or part of the Borough included in within the Merseyside Assisted Area. This involves the development of a detailed submission which takes into consideration population, deprivation and areas of opportunity. Assisted Areas must be contiguous. The Halton submission must, therefore, take into consideration both boundaries with neighbouring Boroughs which are within the existing Assisted Area designation and the desire to incorporate areas of opportunity which are on the periphery of the Borough.
- Round 3 of the Liverpool City Regional Growth Fund Grant 'Business Growth Grant' scheme has been soft launched and can provide grant of between £50,000 and £750,000 across the LCR excluding the City of Liverpool. Leverage is based on a ratio of 5:1.
- Halton companies can benefit from the scheme but the Borough's non-Assisted Area status means that grant can often only be awarded under EU General Block Exemption Regulations (GBER) which, for example cover Research & Development and training aid.
- Halton has yet to sign the contractual agreement between the LCR LEP and the Merseyside Local Authorities (LA). The Merseyside LA's are seeking to mitigate the risk and exposure associated with managing the grant.

- The LCR LEP has secured an additional £5 million under RGF Round 4 for a small grants programme (of less than £50,000). It is likely that the RGF 4 scheme, for grant of less than £50,000, will be delivered alongside the RGF 3 scheme, for grant greater than £50,000, as a single pan-Merseyside scheme delivered by the individual LCR Local Authorities.
- External Funding is working on the submission of thematic papers to the LEP which reflect Halton's priorities in relation to the Structural Funds programme 2014-20.
- Themes have now been merged by the LEP into 5 areas i.e. Blue-Green Economy / Innovative Economy / Business Economy / Place and Connectivity / Inclusive Economy.
- Work will continue over the next quarter to refine and develop Halton's priorities in relation to this and to ensure these are represented in the LEP's EU Investment Strategy.
- External Funding continues to support the Joint Venture Partnership in securing funding for the Phase I development at Sci-Tech Daresbury. The RGF grant monitoring is now kicking in, and an outline bid has now been submitted to secure £1.7 million in ERDF funding.

#### Open Spaces and Waste and Environmental Improvement (CP)

- In April, SITA SEMBCORP UK (SITA) were appointed by the Merseyside Recycling and Waste Authority as preferred bidder for the Merseyside and Halton Resource and Recovery Contract. Covanta, the unsuccessful bidder in the procurement process for the Contract, have launched a High Court challenge against MRWA's decision to appoint SITA as the preferred bidder. MRWA have rejected the challenge made by Covanta and intend to defend the claim brought against it.
- During this quarter negotiations took place with the current landfill contractor in order to extend the contract for a further year, and up to 3 years if required. Arrangements have been secured under favourable terms for the extension of the current contract, which was due to expire at the end of September 2013. However, given the increasing cost of landfill disposal (due to the Landfill Tax escalator) officers will continue to explore opportunities to provide more cost effective ways of dealing with waste for the period up to the commencement of the Resource Recovery Contract in 2016.
- The exercise to review properties that are currently served by a sack collection service was completed during this quarter. A number of areas where wheeled bins can be introduced were identified and Officers have been working closely with the local ward councillors in those areas to commence the introduction of new wheeled bin collection services.
- The Runcorn Hill Park HLF project has now begun. The five year project will see a complete refurbishment of the site and a number of new additions including a café/visitor centre. The HLF is also funding two posts (see CE5) and recruitment for both took place in Q1.

- Progress has been made on re-fitting Phoenix Park visitor centre with café facilities. In Q1 a tender was issued for the works which will begin in Q2. An advert was also placed inviting expressions of interest to operate the café and visitor centre. There have been seven acceptable expressions and in Q2 a tender will go out to them. It is anticipated that an operator will be in place by the Autumn. This will give them the winter to get up and running.
- Catch 22 the charity that provides services for young people has taken over the operation of the Spike Island Visitor Centre. Previously the centre had been run by the West Bank Community Group but that arrangement came to an end at the beginning of Quarter 1. Catch 22 will operate the centre using young people who will gain valuable skills. Refreshments will be available to the general public and 'Catch 22' intends to have the visitor centre open on most days during the summer season.

### Highways, Transportation & Physical Environment (MN)

#### *Highways*

- Phase 2 of the construction of the 3MG Access Road is currently being procured. This will complete the highway link from the planned 3MG Logistics site to the A562 Speke Road / Knowsley Expressway.
- The award of this contract is anticipated to be mid-September 2013 with a completion date in mid-February 2014, to co-ordinate with the 3MG Development construction programme.
- The Department for Transport has confirmed approval of the scheme submitted by Knowsley Metropolitan Borough Council (MBC) to improve the junction of the A5300 Knowsley Expressway with A562 Speke Road.
- The Council has supported the Knowsley bid and with the scheme will benefit journeys through the Borough and improve access to the 3MG development.
- The new Contract with Lafarge Tarmac for the provision of highway improvement and maintenance works became operational on 01 June 2013.

This followed a mobilisation period in which Tarmac transferred staff under the Transfer of Undertakings (Protection of Employment) Regulations 2006 (TUPE) from the previous incumbent contractor and established a new operational depot in Alexandra Street, Widnes. This depot is a temporary facility, as a new location is being sought, suitable to act as a central facility for both the Warrington and Halton Contracts. There is also the potential for the facility to accommodate Tarmac supply chain involvement in the Mersey Gateway (MG) project.

#### *Transportation*

- DFT recently announced that [the devolvement of the Bus Service Operators Grant \(BSOG\)](#) to local authorities will be delayed till January 2014. The BSOG reimbursement will remain at the current level of operating mileage until 2016/17 regardless of whether the operating mileage increases or decreases.

- The Hospital Transport Discharge Service trial which ran until the end of May 2013 was considered by all concerned to be a success. However, due to budget constraints the Clinical Commissioning Group (CCG) have decided that the service could not be moved to a more permanent footing and has therefore unfortunately had to cease.

#### *Physical environment*

- The Mersey Gateway Project Team entered into a Competitive Dialogue procurement process with three bidders in March 2012. Final Tenders were received on 10 April 2013, with a Preferred Bidder appointed on [20 June 2013](#) (Merseylink consortium). The Project Team will continue to work with Merseylink, with Financial Close expected by the end of 2013.
- Halton has submitted a scheme to the European Regional Development Fund (ERDF) "[Call for projects](#)" for Research & Innovation projects on Merseyside. In addition the Council has submitted 3 schemes to the 'Growing Places Fund Initiative'. The scheme is to provide small loans to kick start infrastructure, or economic growth with Johnsons Lane in Widnes being identified as a scheme that would benefit from such funding.
- This scheme will provide a spine road into the site, as this has been the major barrier to development on this site. Halton has already received interest in developing a section of this site if the spine road was in place. The loan of £500k if granted would be repaid via land receipts.
- A submission to the Homes and Communities Agency's ([Local Infrastructure Fund](#) (LIF) has been made and this funding mechanism is being explored to provide the essential infrastructure to open up the wider Strategic Site at Daresbury, primarily to develop 2 vehicular bridges and a spine road in Daresbury.
- Transport and Highways have provided support to the Environmental Health Team and their submission to Defra's Air Quality Management Areas (AQMA) [action plan grant](#). Halton was invited to submit an application as it has 2 designated AQMA's in the borough.
- Grants of up to £60k were allowed to be submitted and Halton has requested £20k for modelling work, which will enable the authority to determine the optimum solution to reduce NO<sub>x</sub> emissions in the Milton Road, Widnes AQMA. The bid was submitted on the 28 June 2013.
- The Mersey Gateway's multiple planning consents are now actively being implemented. There are a significant number of conditions to discharge before works commence and financial year closes.
- The planning application for the permanent Gypsy and Traveller site at Warrington Road, Runcorn has been submitted to the Council for approval. The reinstated planning application for HBC Fields in Halebank is being reprocessed.

- Appeals have been received for the following planning applications. In these cases the applicant has requested that the appeal be undertaken by way of a Public Inquiry:
  - Ineos have appealed the refusal of permission to vary Condition 57 (limit on the delivery of fuel via road transport).
  - EMR, Everite Road, Widnes. Appeal against refusal of consent application 12/00444/FUL to allow metal recycling.
  - Ineos, Runcorn. Appeal against non-determination of the application 12/00343/COND for discharge of conditions.
  - Land at junction of Newton Lane and Chester Road, Daresbury, Runcorn. Appeal against refusal of consent 12/00428/S73 to allow a permanent Gypsy and Traveller Site.

Summary of Planning Applications during Quarter 1:

Total applications received: 142 (includes those withdrawn and returned)			
Applications decided	144	Applications on-hand (undecided)	121
Pre-applications received	86	Pre-applications closed	68

Housing Strategy (PMcW)

- The June 2013 Spending Review announced that the Government is providing a £3.3 billion package to support 165,000 new affordable homes over three years from 2015-16. This includes:
  - Extending the Affordable Homes Programme by investing £957 million capital funding each year from 2015-16 to 2017-18. In a ‘something for something’ approach Government expects housing providers to make best use of their assets to subsidise development costs by converting more of their properties to ‘affordable rents’ which are typically 80% of market rents;
  - providing certainty that from 2015-16 social rents will rise by CPI plus 1 per cent each year for 10 years and allowing the Homes and Communities Agency to charge fees for its regulation services;
  - launching a new Affordable Rent to Buy scheme, with £250 million in 2015-16 and £150 million in 2016-17 to support new affordable homes for rent and eventual sale.
- This will sit alongside £300 million of funding in 2015-16 for private rented homes through the ‘Build to Rent’ fund and £1.3 billion in 2015-16 to support the Help to Buy home owner scheme in England.

- The Government is also providing £102 million of loan and equity finance in 2015-16, to meet upfront infrastructure requirements that will enable the delivery of thousands of homes on large housing sites.
- Following a period of consultation a new Housing Strategy was approved by Executive Board on 27<sup>th</sup> June in accordance with Part V11 of the Local Government Act (2003) which will continue to meet the Boroughs housing needs.

### 3.0 Emerging Issues

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

#### Development & Investment Services (WR)

- The Liverpool City Region Cabinet have considered a report on strategic governance across the City Region, which brings together two pieces of work. The first is a formal review of governance in the City Region, which has been conducted as set out by primary legislation. Based on the current available evidence it recommends that the City Region pursue the option of creating a Liverpool City Region Combined Authority to provide strategic leadership on economic development, housing, transport and employment and skills. The Combined Authority would not be a 'super-Council' but would be a lean and efficient organisation that would signal to businesses and Government that we are serious about working together; it is hoped that it would be able to attract devolved powers and funding from Government in time. The second piece of work looks at how a Combined Authority might operate, and this includes the legal scheme that we need to create the Combined Authority.
- External Funding is now supporting the Connecting Cheshire partnership one day per week with support in relation to ERDF, and other funding streams until June 2015.

#### Open Spaces and Waste and Environmental Improvement (CP)

- The Alternate Bin Collection (ABC) service will be extended to a further 5,000 properties in August. This will take the total number of properties on the ABC scheme to approximately 17,600, which equates to 36% of wheeled bin properties across the borough. The borough-wide roll out of the scheme to all suitable properties will be completed in 2014.
- Quarter 1 has been much busier in 2013 than in the previous year as the weather has been much better. The public parks have been extremely busy especially at weekends. This has created additional pressures on the service as bins have needed to be emptied more frequently and there has been a big increase in general litter.



## Highways Transportation & Physical Environment (MN)

### *Highways*

- The latest phase of major bridge maintenance work within the Silver Jubilee Bridge (SJB) Complex using Department for Transport Major Maintenance Capital funding commenced on 08 April 2013. There will be a need for a short period of consecutive weekend lane closures in July to allow completion of painting of those elements of steelwork at the Runcorn end of the SJB which are too close to live traffic to be addressed within scaffolding.
- The advanced state of the procurement of the [Mersey Gateway \(MG\) project](#), culminating in the recent confirmation of Preferred Bidder status to the Merseylink Group, significantly increases the certainty that the project will overlap with the delivery of the major bridge maintenance programme in the Silver Jubilee Bridge (SJB) Complex.
- The construction phase of the MG project involves significant changes to the existing highway network, particularly at its interfaces with the approaches to the new crossing. The provision of new elevated junctions and the delinking of the Widnes route to the SJB have the potential to create significant disruption for cross river traffic during construction.
- There is now therefore the prospect that any major maintenance work within the Silver Jubilee Bridge (SJB) Complex which would require significant traffic management from the commencement of MG construction in January 2014 could be considered to conflict with the principles of the MG contract. Indeed, should the disruption associated with on-going SJB Complex maintenance works conflict with Merseylink's construction activities, which is very likely, there could be significant contractual consequences.
- As a result HBC are requesting permission from the Department for Transport (DfT) to defer a significant element of approved funding until opening of MG bridge in May 2017. This deferred maintenance work would be undertaken during a total closure of the SJB at the same time as modifications to the lane configuration on the SJB are being undertaken to suit its local function post MG.
- HBC have also submitted a major funding bid to [Liverpool City Region \(LCR\) Local Transport Body \(LTB\)](#) (£1.1m/year for 3 years commencing 2016/17) to finance a programme of steady state maintenance in the SJB complex to allow future maintenance to be carried out on a lifecycle planned basis rather than allowing significant backlogs to grow as has been historically been the case.

### *Transportation & Logistics*

- Achieving consistent reductions in the numbers of road casualty injuries is going to be extremely difficult in the years ahead both because of the success that has been enjoyed over the past ten years and also due to the impact of funding cuts which have caused a halving of the number of road safety officers in Halton.



- The Council will continue to work jointly with neighbours from Warrington Borough Council and other partner organisations, such as Cheshire Police and Cheshire Fire & Rescue Services in order to mitigate as far as possible the impact of reducing resources.
- A programme of 20mph zones is being investigated to complement the existing zones. These will take some time to implement due to the statutory process.
- A number of street lights are being converted to LED's to reduce operating costs and save energy. Options are being investigated to accelerate this programme to assist with achieving budget savings. In order to achieve some savings it is possible that street lighting may need to be removed from some areas but this has yet to be determined.
- Discussions are on-going with bus operators regarding the re-imburement rate for the current concessionary travel scheme. The Council is seeking a cut of 9% in the rate which is in line with the Revenue Support Grant (RSG) settlement from Central Government.
- Initial discussions with the operators have identified that if the rate is cut by the suggested 9% then it will have a detrimental effect on some borderline services which will result in the services being withdrawn.
- There is concern with the current levels of bus punctuality following a statement of intent to close the bus only lanes on the approaches to Liverpool City Centre. This will not only have a detrimental effect on the cross boundary services but also services that operate solely within the Borough due to the interworking of service in operator schedules.

#### *Physical Environment*

- Four additional staff have now been recruited to the Planning and Development Team and are now in post to provide additional capacity to improve the speed of decisions with regards to planning applications. In addition the recruitment of 2.5 Full Time Equivalent (FTEs) is underway to fill vacant posts within the Planning and Transport Policy Team.
- A study to review potential release of land from the Green Belt of North Widnes and Hale is underway. The first stage is to set out the methodology and criteria by which sites will be assessed. The government Inspector who examined the Core Strategy stipulated that this review must be undertaken. This study is likely to attract significant public and developer interest.

#### Housing Strategy (PMcW)

- The Supported Housing Network (Learning Disabilities) service will refresh its quality standards to ensure that service users have the best quality outcomes. This will be achieved through reviewing the Active Support (a means of staff supporting service users towards independence) and will be subject to systematic evaluation.

#### **4.0 Risk Control Measures**

Risk control forms an integral part of the Council's Business Planning and performance monitoring arrangements.

As such progress concerning the implementation of all high risk mitigation measures will be monitored in Quarter 2 and Quarter 4.

#### **5.0 Progress Against Equality Actions**

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.


As a result the Board will receive further information following the completion of the Annual Equality Assessment which will be undertaken during Quarter 3.

## 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.

### 6.1 Development and Investment Services

#### Key Objectives / Milestones

Ref	Milestones	Q1 Progress
EEP 01	Continue to market the Lakeside and Canalside development sites Continue the development of Mossbank Park Commence development of SciTech Phase 1 by <b>June 2013</b>	

#### Supporting Commentary

With regards to the Lakeside and Canalside development sites a variation to the proposed terms of sale of the Barge site will be presented to Executive Board at its September meeting.

Provisional agreement in place (with HCA support) for the disposal of phase 1 Lakeside to Keepmoat Homes. Full planning permission was secured by Keepmoat in December 2012. Asset Management staff are finalising details of land disposal which has been delayed whilst Keepmoat address a perceived drainage connection. A revised planning application on part of the site is due to be determined by the Development Control Committee in September 2013. This has resulted in a delayed start on site, which is now due in September / October 2013.

Discussions are progressing with Plus Dane for the release of a second parcel of Lakeside for a mixed tenure development, as required by newly adopted Halton Core Strategy affordable housing policy. Pre-planning discussions commenced in January 2013.









Due to the viability of the scheme, a revised development proposal is being explored with Plus Dane looking to bring in a commercial development partner. Key hurdles to cross are: securing HCA funding, investigate site access arrangements and negotiate land disposal.

Following the expiry of the renewed outline planning permission covering the entirety of Lakeside and Canalside, an assessment is being made of the cost, benefit and risks associated with submission of new outline planning application dealing with remaining parcels of Lakeside and Canalside.

In relation to Phase I of the Sci-Tech development, RGF funding has been secured and the Joint Venture is progressing design, planning and procurement. Phase 1 will deliver a new build office and laboratory space, increased power supply to the Labs, green transport initiatives and environmental improvements. Work will be completed by March 2014.

European Regional Development funding is now being sought to 'fill the gap' in funding left by the reduced amount secured from Regional Growth Fund. Bid for £1.7m submitted July 2013.

## Key Performance Indicators

Ref	Measure	12/13 Actual	13/14 Target	Q1	Current Progress	Direction of travel
DIS LI 05	Number of inward investment enquiries per annum	246	180	81		
DIS LI 06	Inward investment enquiry conversion rate percentage	15%	10%	7%		
DIS LI 01	Occupancy of HBC Industrial Units.	86%	85%	86%		
DIS LI 02	Occupancy of Widnes Market Hall.	92%	90%	92%		

### Supporting Commentary

There has been a notable increase in inward invest enquiries during the first quarter period and the conversation rate remains positive.

The current occupancy level of industrial units is variable with, for example, Seymour Court declining and currently operating at 53% and St Michaels' Industrial Estate operating at 100%. This is due to a number of factors including prevailing trading conditions and the age and condition of the Council's holdings.



Following a detailed review of the continued feasibility of maintaining such stock in March 2013 Executive Board approved the release of Seymour Court, subject to a reserve price, and this is currently being marketed.

Although marginally lower than the same period last year occupancy of the Market is currently ahead of target and we remain cautiously optimistic that trading activity will continue to strengthen during the remainder of the year.

## 6.2 Open Spaces and Waste and Environmental Improvement

### 6.2.1 Open Spaces

#### Key Objectives / Milestones

Ref	Milestones	Q1 Progress
CE 05	Runcorn Hill Park (Parks for People bid) – Deliver project subject to success of funding bid. <b>March 2014.</b>	
	Woodland Expansion - Additional 200m2 of Woodland planted Borough wide - <b>March 2014.</b>	

### Supporting Commentary

During Quarter 1 the Heritage Lottery funded posts of Parks and Conservation Partnership Officer and Park Community Engagement Officer were filled and work has begun on identifying locations for woodland planting during the Autumn.

### Key Performance Indicators




Ref	Measure	12/13 Actual	13/14 Target	Q1	Current Progress	Direction of travel
CE LI 18	Number of Green Flag Awards for Halton.	12	12		Refer below	

### Supporting Commentary

All 12 current Green Flag Award sites have been entered for the award. Judging is currently taking place and the results will be announced in Quarter 2.

## 6.2.2 Waste Management

### Key Objectives / Milestones

Ref	Milestones	Q1 Progress
CE 6	Continue to review and assess the effectiveness of projects and initiatives to help improve energy efficiency and reduce CO <sub>2</sub> emissions - <b>March 2014</b> .	
	Develop and publish a Waste Communications Plan and implement actions arising from the Plan - <b>March 2014</b> .	
CE 7	Continue to develop Action Plans and Protocols with External Agencies to effectively prevent and tackle a range of waste and environmental offences - <b>March 2014</b> .	







### Supporting Commentary

An audit of heating systems for participants in the Low Carbon Schools programme is being carried out with funding from the Schools Forum. Potential savings were identified in all schools, including one over 10%. A similar process to identify opportunities to reduce energy usage is now being applied to all corporate buildings. Individual building performance charts, comparing all monitored sites, now provide building managers with feedback on relative progress towards the achievement of energy usage targets.

A Waste Communications Plan has been produced and will be published. A number of actions arising out of the Plan have already been completed or implemented, including the development of specific Waste Management Facebook and Twitter accounts and the delivery of an interactive education programme to primary schools.

Officers are continuing to work on joint operations with external organisations and enforcement agencies such as local Housing Associations, Cheshire Police and the Environment Agency to tackle waste and environmental related nuisance. An example in this first quarter included 'Operation White Van Man', a joint exercise with Halton Housing Trust and Cheshire Police to tackle unauthorised waste collectors who charge residents for the removal of rubbish and other household items. The operation resulted in the issuing of 2 Fixed Penalty Notices and the seizure and impounding of a vehicle.

### Key Performance Indicators







Ref	Measure	12/13 Actual	13/14 Target	Q1	Current Progress	Direction of travel
CE LI 13	Residual household waste per household (Previously NI191). (Kgs)	633 kgs	700 kgs	158 (Est.)		
CE LI 14	Household waste recycled and composted (Previously NI192). (%)	37.3%	40%	42.13% (Est.)		
CE LI 15	Municipal waste land filled (Previously NI193). (%)	58%	60%	53.8% (Est.)		

### Supporting Commentary

All three measures are showing a positive direction of travel in that residual household waste has reduced from 163.36 kgs, recycling has increased from 40% and waste landfilled has reduced from 54.5% when compared to the same period last year. As referenced within the key developments section of this report, additional initiatives being implemented this year should further assist progressing recycling efforts.

### [6.3 Highways, Transportation & Logistics \(MN\)](#)

#### Key Objectives / Milestones

Ref	Milestones	Q1 Progress
PPT 01	Review progress, revise SJB maintenance strategy document and deliver 2013/14 major bridge maintenance works programme. <b>March 2014</b>	
PPT 02	To deliver the 2013/14 LTP Capital Programme. <b>March 2014</b>	
PPT 03	Develop and consult on a local flood risk strategy for Halton by <b>November 2013</b> and progress to adoption by <b>March 2014</b> .	
PPT 06	Progress the Delivery and Site Allocations Local Plan (DALP) towards adoption. <b>March 2014</b>	
PPT 07	Mersey Gateway - Enter into Project Agreement and Demand Management Participation Agreement – <b>November 2013</b> .	
	Mersey Gateway – Full business case approval, Financial close and Contract award and mobilisation – <b>November 2013</b> .	

## Supporting Commentary

The delivery of the major bridge maintenance programme is now underway with programmes being adjusted in line with budget availability. In regards to the LTP Capital Programme, integrated transport schemes are currently at the design, consultation or construction phase and the first phase of footway reconstruction schemes will commence in July.

A draft local flood risk strategy has now been prepared and is at the internal consultation stage. A report detailing the findings of the strategy will be reported to the Environment and Urban Renewal Policy and Performance Board in November.





In relation to the Delivery and Site Allocations Plan the recruitment to vacant posts (2.5 Full Time Equivalents) is progressing and the initial scoping of the DALP and necessary evidence base is underway.

In regards to the Mersey Gateway Project, work is progressing to submit a further business case to the Department for Transport to secure the final funding decision in order that the project reaches financial close. This will include confirmation of the governance structure, staffing and budget arrangements, and the policies and constitution of the Mersey Crossings Board Ltd.

## Key Performance Indicators

Ref	Measure	12/13 Actual	13/14 Target	Q1	Current Progress	Direction of travel
PPT LI 01	Number of third party compensation claims received due to alleged highway / footway defects.	150	110	36		
PPT LI 11	Damage to roads and pavements (% dangerous damage repaired within 24 hours).	74	98	100		
PPT LI 4	% Processing of planning applications as measured against targets for:					
	a) 'major' applications > 13 weeks	66.7	60	10		
	b) 'minor' applications > 8 weeks	30.9	83	43.48		
	c) 'other' applications	70.4	83	77.22		
PPT LI 05	To ensure a five year rolling supply of housing land available for 2, 000 homes over 5 years. Measure as supply of ready to develop housing sites (%).	119	100	N/A		
PPT LI 15	Bus service punctuality:					
	a) Percentage of buses starting route on time	97.74	97.80	96.73		
	b) Percentage of buses on time at intermediate timing points	89.31	97.40	83.80		



Ref	Measure	12/13 Actual	13/14 Target	Q1	Current Progress	Direction of travel
PPT LI 17	No. of passengers on community based accessible transport	275,518	255,000	68,879		
PPT LI 19	Number of local bus passenger journeys originating in the authority area in one year (000's)	5,491	5,500	1,360		

### Supporting Commentary

The percentage of dangerous damage to roads and pavements repaired within 24 hours has been positively influenced by the implementation of the new contract with Lafarge Ltd and is currently at ceiling and it is anticipated that this will have a positive influence upon compensation claims in the mid-term.

With regards to the processing of planning applications the low figure for major applications results from a focus upon dealing with the backlog of older cases. However, 2 new staff have now been recruited and will be in post by quarter 2 and this should have a positive impact upon performance.


Data in relation to availability of housing land is produced as part of the Strategic Housing Land Availability Assessment (SHLAA) which will be available in Q2/Q3 of 2013/14. The 5 year requirement is becoming increasingly difficult to achieve as cumulative undersupply since 2010 due to market conditions inflates the 5 year requirement i.e. 2012 target = 3,368 units (2,760 policy figure + 608 undersupply).

Bus service punctuality is slightly lower when compared to the same period last year and operators have indicated that this is the result of emergency roadwork's being carried out during the first 3 months of this financial year.

The number of passengers on community based accessible transport is showing a slight increase as compared to the same period last year and demand remains high. Although the numbers of passenger journey's originating in the area are showing a decrease of 1.6% when compared to the same period last year they are slightly higher than the preceding quarter and within expected levels.

## 6.4 Housing Strategy (P.McW)

### Key Objectives / Milestones

Ref	Milestones	Q1 Progress
CCC 3	Continue to negotiate with housing providers and partners in relation to the provision of further extra care housing tenancies, to ensure requirements are met (including the submission of appropriate funding bids). <b>March 2014</b>	

**Supporting Commentary**

The outcome of funding bids by Halton Housing Trust to develop two new extra care schemes at Pingot and Halton Brook is still awaited. Funding from the HCA has been confirmed to develop an Extra Care Housing Scheme and Supported Bungalows on the former Pingot site off Dundalk Road in Widnes.

## 7.0 Financial Statements

### ECONOMY ENTERPRISE & PROPERTY DEPARTMENT

#### SUMMARY FINANCIAL POSITION AS AT 30 JUNE 2013

	Annual Budget £'000	Budget to Date £'000	Expenditure to Date £'000	Variance to Date (overspend) £'000
<b><u>Expenditure</u></b>				
Employees	4,337	1,074	1,106	(32)
Repairs & Maintenance	2511	873	868	5
Energy & Water Costs	673	156	147	9
NNDR	695	625	626	(1)
Rents	404	180	177	3
Marketing Programme	77	9	6	3
Promotions	60	9	1	8
Supplies & Services	1,312	281	255	26
Capital Financing	9	2	2	0
Agency Related Payments	176	35	35	0
<b>Total Expenditure</b>	<b>10,254</b>	<b>3,244</b>	<b>3,223</b>	<b>21</b>
Fees & Charges	-453	-118	-118	0
Rent - Markets	-750	-164	-164	0
Rent - Industrial	-1,028	-264	-227	(37)
Rent – Commercial	-568	-137	-130	(7)
Government Grant Income	-1,147	-251	-251	0
Transfer from Reserves	-142	-35	-35	0
Recharges to Capital	-444	-36	-20	(16)
Reimbursements & Other Grant Income	-688	-155	-155	0
Schools SLA Income	-556	-254	-254	0
<b>Total Income</b>	<b>-5776</b>	<b>-1,414</b>	<b>-1,354</b>	<b>(60)</b>
<b>NET OPERATIONAL BUDGET</b>	<b>4,478</b>	<b>1,830</b>	<b>1,869</b>	<b>(39)</b>
Premises Support Costs	1,498	401	401	0
Transport Support Costs	38	5	5	0
Central Support Service Costs	1,709	419	419	0
Asset Rental Support Costs	2,390	0	0	0
Repairs & Maintenance Recharge Income	-2,185	-546	-546	0
Accommodation Recharge Income	-2,759	-690	-690	0
Central Supp. Service Rech Income	-1,661	-415	-415	0
<b>Total Recharges</b>	<b>-970</b>	<b>-826</b>	<b>-826</b>	<b>0</b>
<b>Net Expenditure</b>	<b>3,508</b>	<b>1,004</b>	<b>1,043</b>	<b>(39)</b>

Expenditure for Employees is above budget as staff savings targets are not being achieved. This is due to an insufficient level of staff turnover compared to staff savings across the department.

In order to ease budget pressures only necessary spending on supplies and services has occurred in year.

The adverse variances relating to property income have continued as of the seven Industrial Estates, five are currently on target to achieve the budgeted rental income. However, there remains a shortfall in income on Seymour Court and contingency plans are in place for 2014/15 budgets. During 13/14 we are also seeing a steady decline in rental income on Moor Lane Business Centre as the tenants gradually vacate the units in year as a result of the closure of the Business Centre.

Although the team are working on various Capital Projects, we are showing a shortfall in Capital Salaries income at quarter 1 as we are unable to recharge the salary costs back to Capital Projects (due to restrictions on the allowable recharges to Capital Salaries).

In overall terms it is anticipated that net expenditure will be above the overall Departmental budget by year-end, primarily as a result of the shortfalls in income outlined above. Steps will therefore need to be taken where possible to reduce expenditure to offset the shortfalls in income.

## ECONOMY ENTERPRISE & PROPERTY CAPITAL PROJECTS

	2013/14 Capital Allocation £'000	Allocation To Date £000's	Expenditure to Date £'000	Variance to Date (overspend) £'000
<b>Economy, Enterprise &amp; Property Dep't</b>				
Castlefields Regeneration	827	50	15	35
3MG	5,695	1,424	1,532	(108)
Widnes Waterfront	488	0	0	0
The Hive	214	108	88	20
Decontamination of Land	155	39	28	11
Daresbury SciTech Scheme	3,937	400	386	14
Queens Arms	69	2	2	0
HBT Bus Park	71	71	71	0
Former Fairfield Site Demolition	450	1	1	0
Fairfield High Site - Contingency Costs	50	0	0	0
Disability Discrimination Act/Disabled Access	150	15	15	0
<b>Total</b>	<b>12,106</b>	<b>2,110</b>	<b>2,138</b>	<b>(28)</b>

**COMMUNITY & ENVIRONMENT DEPARTMENT**

**Revenue Budget as at 30 June 2013**

	Annual Budget £'000	Budget To Date £'000	Actual to Date £'000	Variance To Date (overspend) £'000
<b><u>Expenditure</u></b>				
Employees	12,104	2,936	3,002	(66)
Other Premises	1,366	468	437	31
Supplies & Services	1,457	302	277	25
Book Fund	225	78	77	1
Promotional	264	66	42	24
Other Hired Services	1,021	108	109	(1)
Food Provisions	835	209	208	1
School Meals Food	1,660	235	226	9
Transport	55	14	12	2
Other Agency Costs	877	69	70	(1)
Waste Disposal Contracts	4,799	538	531	7
Leisure Management Contract	1,492	260	268	(8)
Grants To Voluntary Organisations	333	111	107	4
Grant To Norton Priory	222	111	112	(1)
Capital Financing	54	11	6	5
<b>Total Spending</b>	<b>26,764</b>	<b>5,516</b>	<b>5,484</b>	<b>32</b>
<b><u>Income</u></b>				
Sales Income	-2,174	-534	-499	(35)
School Meals Sales	-2,224	-17	-38	21
Fees & Charges Income	-2,655	-612	-581	(31)
Rents Income	-156	-30	-27	(3)
Government Grant Income	-111	-23	-23	0
Reimbursements & Other Grant Income	-443	-56	-70	14
Schools SLA Income	-278	-243	-235	(8)
Internal Fees Income	-104	-18	-25	7
School Meals Other Income	-2,265	-1,552	-1,559	7
Meals On Wheels	-218	-38	-41	3
Catering Fees	-173	-39	-8	(31)
Capital Salaries	-103	0	0	0
Transfers From Reserves	-62	0	0	0
<b>Total Income</b>	<b>-10,966</b>	<b>-3,162</b>	<b>-3,106</b>	<b>(56)</b>
<b>Net Controllable Expenditure</b>	<b>15,798</b>	<b>2,354</b>	<b>2,378</b>	<b>(24)</b>
<b><u>Recharges</u></b>				
Premises Support	1,491	340	340	0
Transport Recharges	2,233	241	246	(5)
Departmental Support Services	9	0	0	0
Central Support Services	3,119	842	842	0
Asset Charges	3,052	0	0	0
HBC Support Costs Income	-375	-374	-374	0
<b>Net Total Recharges</b>	<b>9,529</b>	<b>1,049</b>	<b>1,054</b>	<b>(5)</b>
<b>Net Departmental Total</b>	<b>25,327</b>	<b>3,403</b>	<b>3,432</b>	<b>(29)</b>

### **Comments on the above figures:**

Net budget is £ 29,000 over budget profile at the end of the first quarter of the financial year.

Staffing expenditure is over budget profile by £ 66,000, primarily due to the quarterly savings target for premium pay of £ 64,100. Although there is still some spending on agency staffing this is much reduced from previous years and for Waste Management is within budget. With the exception of the Stadium and Leisure, all other employee budgets are under the budget profile and have helped contribute towards meeting some of the staff turnover savings target.

Other Premises and Supplies and Services expenditures are currently £ 55,000 under budget to date. The main reasons are very little advertising across the division, low repairs at the Stadium and Crematorium at this stage and some smaller budgets not yet utilised.

The Leisure contract is over budget profile and is expected to overspend by approximately £ 40,000 by year end. Negotiations will be pursued to address this budget pressure.

Income budgets across the Department continue to experience difficulty against targets with Sales, Fees & Charges and Internal Catering Fees currently underachieving. Income for Stadium executive suite hire, functions and catering are continuing to have difficulty meeting revised reduced targets. Trade Waste income has been hit with a fall in demand for both internal and external customer accounts.

School Meals budgets on food and income are both favourable at this stage. Food costs are under budget with meals and breaks income still achieving their targets due to certain items being very popular.

Waste disposal contract budgets have been affected by savings targets, therefore the large sums involved could put this budget in a precarious position. Invoices continue to arrive late and will be monitored closely.

It is expected that the Department will overspend by year end, mainly due to various income sources which have reduced gradually over the previous years.

### **Capital Projects as at 30 June 2013**

	2013/14 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
Stadium Minor Works	30	0	0	30
Children's Playground Equipment	81	1	1	80
Landfill Tax Credit Schemes	340	3	3	337
Arley Drive (Upton)	66	6	0	66
Crow Wood	13	3	0	13
Open Spaces Schemes	51	22	22	29
Runcorn Cemetery Extension	9	0	0	9
Litter Bins	20	0	0	20
Cremators At Widnes Crematorium	350	0	0	350
Runcorn Busway Works For Gas Powered Buses	30	30	30	0
	990	65	56	934



**POLICY, PLANNING & TRANSPORTATION DEPARTMENT**

**Revenue Budget as at 30<sup>th</sup> June 2013**

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)
	£'000	£'000	£'000	£'000
<b>Expenditure</b>				
Employees	5,066	1,189	1,181	8
Other Premises	247	60	50	10
Hired & Contracted Services	841	97	97	0
Supplies & Services	357	85	91	(6)
Street Lighting	1,793	230	230	0
Highways Maintenance	2,225	233	233	0
Bridges	96	24	24	0
Fleet Transport	1,234	285	285	0
Lease Car Contracts	638	398	398	0
Bus Support – Halton Hopper Tickets	173	33	33	0
Bus Support	531	133	130	3
Out of Borough Transport	51	9	7	2
Finance Charges	411	271	270	1
Grants to Voluntary Organisations	68	34	34	0
NRA Levy	62	15	15	0
Mersey Gateway	3,236	172	172	0
<b>Total Expenditure</b>	<b>17,029</b>	<b>3,268</b>	<b>3,250</b>	<b>18</b>
<b>Income</b>				
Sales	-503	-139	-144	5
Planning Fees	-506	-140	-201	61
Building Control Fees	-81	-20	-24	4
Other Fees & Charges	-290	-73	-71	(2)
Rents	-8	-2	-1	(1)
Grants & Reimbursements	-564	-81	-89	8
School SLAs	-39	-39	-44	5
Recharge to Capital	-3,238	-95	-95	0
	-968	-191	-191	0
Contribution from Reserves				
<b>Total Income</b>	<b>-6,197</b>	<b>-780</b>	<b>-860</b>	<b>80</b>
<b>Net Controllable Expenditure</b>	<b>10,832</b>	<b>2,488</b>	<b>2,390</b>	<b>98</b>
<b>Recharges</b>				
Premises Support	779	236	235	1
Transport Recharges	556	159	156	3
Asset Charges	7,431	0	0	0
Central Support Recharges	3,250	815	813	2

Departmental Support Recharges	445	0	0	0
Support Recharges Income – Transport	-4,813	-992	-988	(4)
Support Recharges Income – Non Transport	-2,412	-269	-268	(1)
<b>Net Total Recharges</b>	<b>5,236</b>	<b>-51</b>	<b>-52</b>	<b>1</b>
<b>Net Departmental Total</b>	<b>16,068</b>	<b>2,437</b>	<b>2,338</b>	<b>99</b>

**Comments on the above figures:**

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

Staffing is below budget due to vacancies in Risk Management, Planning and Highway Development. These cost centres are expecting to fill the vacancies as the year progresses. All other cost centres with employee budgets are fully staffed and therefore may not meet the staff turnover targets set for the year.

Other Premises is below budget to date mainly due to lower than expected utility bills within Logistics division.

Planning fees are currently above budget due a number of individual developments across the borough. These consist of one- off large fee applications which cannot be guaranteed in the future. Therefore, this favourable variance may not continue throughout the financial year.

Schools SLA income is above target in Risk Management due to higher than anticipated demand for the service for the year.

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







**POLICY, PLANNING & TRANSPORTATION**

**Capital Projects as at 30<sup>th</sup> June 2013**

	2013/14 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
<b>Local Transport Plan</b>				
<b>Bridges &amp; Highway Maintenance</b>				
Bridge Assessment, Strengthening & Maintenance	3,060	400	400	2,660
Road Maintenance	1,715	400	401	1,314
<b>Total Bridge &amp; Highway Maintenance</b>	<b>4,775</b>	<b>800</b>	<b>801</b>	<b>3,974</b>
<b>Integrated Transport</b>	<b>725</b>	<b>25</b>	<b>25</b>	<b>700</b>
<b>Total Local Transport Plan</b>	<b>5,500</b>	<b>825</b>	<b>826</b>	<b>4,674</b>
<b>Halton Borough Council</b>				
Early Land Acquisition Mersey Gateway	23,046	3,083	3,083	19,963
Development Costs Mersey Gateway	3,500	95	95	3,405
Street lighting – Structural Maintenance	105	0	0	105
Risk Management	118	0	0	118
Fleet Replacement	950	0	0	950
<b>Total Halton Borough Council</b>	<b>27,719</b>	<b>3,178</b>	<b>3,178</b>	<b>24,541</b>
<b>Grant Funded</b>				
Surface Water Management Grant	214	0	0	214
Mid Mersey Local Sustainable Transport	150	5	5	145
<b>Total Grant Funded</b>	<b>364</b>	<b>5</b>	<b>5</b>	<b>359</b>
<b>Local Pinch Point Fund</b>				
A558 Access Improvements	1,805	0	0	1,805
<b>Total Local Pinch Point Fund</b>	<b>1,805</b>	<b>0</b>	<b>0</b>	<b>1,805</b>
<b>Total Capital Programme</b>	<b>35,388</b>	<b>4,008</b>	<b>4,009</b>	<b>31,379</b>

## 8.0 Appendix - Explanation for use of symbols

Symbols are used in the following manner:

<u>Progress</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.	Indicates that the annual target <u>is on course to be achieved</u> .
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.	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.
Red 	Indicates that it is <u>highly likely or certain</u> that the objective will not be achieved within the appropriate timeframe.	Indicates that the target <u>will not be achieved</u> unless there is an intervention or remedial action taken.
<b>Direction of Travel Indicator</b>		
<i>Where possible <u>performance measures</u> will also identify a direction of travel using the following convention:</i>		
Green 	<i>Indicates that <b>performance is better</b> as compared to the same period last year.</i>	
Amber 	<i>Indicates that <b>performance is the same</b> as compared to the same period last year.</i>	
Red 	<i>Indicates that <b>performance is worse</b> as compared to the same period last year.</i>	
N/A	<i>Indicates that the measure cannot be compared to the same period last year.</i>	

### Key for Operational Director lead:

(MN)	Mick Noone	Operational Director, Policy, Planning & Transportation
(CP)	Chris Patino	Operational Director, Community & Environment
(PMcW)	Paul McWade	Operational Director, Commissioning & Complex Care
(WR)	Wesley Rourke	Operational Director, Economy Enterprise & Property