



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

**Wednesday, 12 September 2012 6.30 p.m.
Council Chamber, Town Hall, Runcorn**

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

Chief Executive

BOARD MEMBERSHIP

Councillor John Gerrard (Chairman)	Labour
Councillor Keith Morley (Vice-Chairman)	Labour
Councillor John Bradshaw	Conservative
Councillor Frank Fraser	Labour
Councillor Pauline Hignett	Labour
Councillor Andrew MacManus	Labour
Councillor Stan Parker	Labour
Councillor Pauline Sinnott	Labour
Councillor Dave Thompson	Labour
Councillor Bill Woolfall	Labour
Councillor Geoff Zygadlo	Labour

*Please contact Gill Ferguson on 0151 5118059 or e-mail gill.ferguson@halton.gov.uk for further information.
The next meeting of the Board is on Wednesday, 21 November 2012*

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

Part I

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

REPORT TO: Environment and Urban Renewal Policy & Performance Board

DATE: 12 September 2012

REPORTING OFFICER: Strategic Director, Policy 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: 12 September 2012

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 and Executive Board Sub 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, Executive Board Sub Committee and Executive (Transmodal Implementation) Sub Board Minutes Relevant to the Urban Renewal Policy and Performance Board

EXECUTIVE BOARD MEETING HELD ON 24 MAY 2012

LEADER'S PORTFOLIO

EXB6 LIVERPOOL CITY REGION DEAL

The Board considered a report of the Chief Executive which provided an update on the development and timescale of the Liverpool City Region deal.

The Board was advised that in December 2011, the Government published a document "Unlocking Growth in Cities", which encouraged core cities and their surrounding economic areas to agree a bespoke set of Deals. This would identify additional powers devolved to local areas in return for additional performance. These additional powers and responsibilities were designed to remove blockages in a range of different areas and to deliver significant transformational change. In return, the City Region would commit to deliver a range of enabling actions in support of the 'asks'.

In January 2012, Liverpool City Council agreed a specific City Council deal with Government which contained additional responsibilities and funding. In addition, Liverpool City Council agreed to adopt a Mayoral Governance system. The Board was advised that the specific 'Mayoral' City Deal should be seen alongside the wider City Region Deal, with all partners and local authorities playing a full part in the wider City Region deal.

The report provided Members with an update on the progress to date; particular attention was drawn to the following elements which it was considered would be part of the final set of 'asks':-

- International Trade Exposition
- Superport
- Transport
- Knowledge, Economy and Science
- Low Carbon Economy

- Skills
- Business Investment Hub and
- Funding

The list of proposed 'asks' and 'offers' were attached at Appendix 1, and it was noted that this was still in the process of being refined through negotiation with Government.

RESOLVED: That the Board, having reviewed the asks and offers to Government as currently drafted,

- 1) welcomes the progress on agreeing a Liverpool City Region Deal with Government;
- 2) notes the timescales to negotiate and agree a City Deal; and
- 3) gives the Chief Executive, in conjunction with the Leader, delegated powers to conclude a City Deal with Government on behalf of the Council.

Chief Executive

PHYSICAL ENVIRONMENT PORTFOLIO

EXB8 3MG FUNDING AND INFRASTRUCTURE - KEY DECISION

The Board considered a report of the Strategic Director, Children and Enterprise, which provided an update on the Growing Places Fund and sought approval to accept the impending written offer from the Liverpool City Region Local Enterprise Partnership, to seek authority to utilise the Growing Places Fund and the Regional Growth Fund grant for the provision of infrastructure associated with HBC Field.

The Board was advised that the Regional Growth Fund (RGF) allocation towards the remediation works and provision of rail sidings to serve the HBC Field and wider 3MG area, was reported to the 3MG Executive Sub-Board on 12 January 2012. Since then, the final offer letter had been received which included the provision of the link road and associated costs.

In addition, the Council had successfully bid for the Growing Place Funds (GPF) and had secured £5.4m of funding for the 3MG access road. Members were advised that, although there was no formal clawback agreement imposed on the Council, it must budget for repayment at some time in the future, subject to either the HBC Field being developed or by December 2015, whichever was the sooner.

The report provided details of the most prominent risks that remained for the Council, together with the associated costs, which were in addition to the direct road construction contract and were approximately £1.8m. The Board noted that these costs were deemed necessary, in order to bring forward the road construction and could be funded through RGF and GPF.

Reason for Decision

The Council to enter into a Funding Agreement with the Liverpool City Region Local Enterprise Partnership and its accountable body to utilise the Growing Places Funding allocated for 3MG, specifically the provision of infrastructure associated with HBC Field.

Alternative Options Considered and Rejected

Officers have reviewed the various mechanisms to bringing forward the development of HBC Field and the Growing Places Funding was the option recommended as it provided the necessary funding and was interest free until December 2015.

The Council had considered alternative ways of progressing the infrastructure associated with HBC Field, including working with a developer. However, the opportunity of the Growing Places Fund, in conjunction with the previous secured Regional Growth Fund allowed the Council to lead this aspect of the development.

Implementation Date

The funding agreement would be implemented as soon as practicable and before July 2012.

RESOLVED: That the Board

- 1) accepts the offer of £5.4m of Growing Places

Strategic Director
- Children and
Enterprise

Funding (GPF) from the Liverpool City Region Local Enterprise Partnership.

- 2) authorises the use of the £5.4m GPF for the provision of infrastructure associated with HBC Field.
- 3) authorises the use of £4.5m of the Regional Growth Fund (RGF) grant for the provision of infrastructure associated with HBC Field in line with the final offer letter dated 8 March 2012.

EXB9 CONSTRUCTION OF ACCESS ROAD TO 3MG DEVELOPMENT - WAIVER OF PROCUREMENT STANDING ORDERS - KEY DECISION

The Board considered a report of the Strategic Director, Policy and Resources, on the construction of the western access road to the 3MG HBC Field development and a waiver of Procurement Standing Orders.

The report provided details of the previous approval of the preliminary design of the access road, the preliminary estimates and tender submissions, and the business case for the waiver of Procurement Standing Orders.

Reason for Decision

Continuing progress on the provision of infrastructure to support the 3MG HBC Field development would enable the draw-down of Regional Growth Fund and Growing Places Fund allocated to the 3MG Programme that had been identified for this purpose. Construction of the western access road removed elements of risk to programme delivery, enhanced the value of the site and its attractiveness to potential developers / customers and took advantage of the competitive tender submission for the construction of the road from Balfour Beatty Civil Engineering Ltd (BBCEL).

Alternative Options Considered and Rejected

The contract for the construction of the western access road could be re-tendered. However, this would incur additional procurement costs, including tenderer pre-qualification and selection, preparation of tender documentation, management of the tender process and tender evaluation

and award. The process was estimated to add approximately £75,000 to the cost of the scheme and would take around 20 weeks from inviting expressions of interest to award of Contract. The existing tender from BBCEL was considered to offer excellent value for money and there was no guarantee that a new tender process would result in lower prices.

The original plan was for the transport infrastructure relating to the development of HBC Field to be delivered through a Development Agreement with Pro Logis UK (PUK), the Council's development partner. For the reasons stated in paragraph 3.1.4 of the report to the Executive Board, PUK were not in a position to let a contract for the road construction. Therefore if the Council accepted and wished to continue to make progress as set out in Paragraph 9.0 of the report, it was not an option to wait for a pre-let agreement to be signed with a customer.

The scope of works tendered in July by PUK included the whole of the western access road and bridge (as designed by Atkins) from Newstead Road into the proposed HBC Fields development site. This was on the basis of a potential customers' requirements. The contract could be retendered on this same scope of works, however, the value of the scheme would be above the public procurement thresholds and would require re-tendering with the consequent additional costs and delays as set out in paragraph 10.1.

In addition to the reasons for rejection described in paragraph 10.3, the scope of the scheme for the construction of the western access road had been modified from that originally tendered by PUK, because at this stage we did not know whether the site would eventually be developed for single or multiple occupiers. This retained a degree of flexibility in the future layout of the road south of the railway lane.

Implementation Date

Subject to Board approval, the advance site investigations and further design work would commence in early June 2012. It was anticipated that contract award would follow confirmation of amended design approvals in July 2012.

RESOLVED: That

1. the Board approves the project as described in the Preliminary estimates section of the report;

Chief Executive

2. the Operational Director Policy, Planning and Transportation be authorised to award the contract for the construction of the 3MG Access Road to the Contractor Balfour Beatty Civil Engineering Ltd. in the sum of £4,330,784; and that in the light of the exceptional circumstances, namely that:

- (i) Compliance with Standing Orders would result in a clear financial detriment to the Council; and
 - (ii) Compliance with Standing Orders would result in the Council having to forego a clear financial benefit; and
 - (iii) Compliance with Standing Orders would result in the Council having to forego a clear commercial benefit;
- and in accordance with Procurement Standing Order 1.8.3, Procurement Standing Orders 2.2 – 2.12 and 2.14 be waived on this occasion.

3. the Operational Director Policy, Planning and Transportation be authorised to award a contract for advance site investigation works (comprising sampling and testing) to the contractor Balfour Beatty Civil Engineering Ltd. in the estimated sum of £15,000 and that in the light of the exceptional circumstances, namely that:

- (i) Compliance with Standing Orders is not practicable because the Council's requirements can only be delivered by a particular supplier;

and in accordance with Procurement Standing Order 1.8.3(e), Procurement Standing Order 4.1 be waived on this occasion.

4. the Operational Director Policy, Planning and Transportation be authorised to award the contract for further scheme design work to Atkins (Engineering and Design Consultants) in the estimated sum of £95,000 and that in the light of the exceptional circumstances, namely that:

- (i) Compliance with Standing Orders is not practicable because the Council's requirements can only be delivered by a particular supplier;

and in accordance with Procurement Standing Order

1.8.3(e), Procurement Standing Order 4.1 be waived on this occasion.

5. the Chief Executive, in consultation with the Leader and the following Portfolio holders; Physical Environment, Transportation and Resources, be authorised to take such action as he judges necessary to implement the construction access road to 3MG.

EXB10 AFFORDABLE HOUSING SUPPLEMENTARY PLANNING DOCUMENT - APPROVAL FOR A PERIOD OF PUBLIC CONSULTATION - KEY DECISION

The Board considered a report of the Strategic Director, Policy and Resources, on the publication of the consultation draft for the Affordable Housing Supplementary Planning Document (SPD) for a six week period of public consultation.

The Board was advised that, in planning terms, 'affordable housing' referred to a particular type of housing tenure, delivered by a Registered Provider and secured in perpetuity. National planning policy supported affordable housing being sought through the planning system on private housing sites as a form of 'planning gain'.

It was noted that the Unitary Development Plan was set to introduce a policy requiring the provision of affordable housing on market housing sites delivering ten or more residential units. The Affordable Housing SPD would provide greater certainty and clarity for all parties involved in the delivery of affordable housing in Halton through the planning system. The report outlined the development of an affordable housing policy within the Core Strategy for Members' consideration.

Reason for Decision

These were as set out in Section 3 of the report, Supporting Information.

Alternative Options Considered and Rejected

No alternative options had been considered at this stage.

Implementation Date

The SPD would be effective from the date of adoption by Executive Board and would be a material consideration in the determination of planning applications from this point. It was hoped that the SPD would be adopted at the same time as the Halton Core Strategy later this year.

RESOLVED: That

- 1) the consultation draft Affordable Housing SPD, attached at Appendix A to the report, be approved for the purposes of public consultation for a six week period; and
- 2) any minor drafting amendments which may be made to the consultation draft Affordable Housing SPD prior to public consultation, be delegated to the Operational Director, Policy, Planning and Transportation, in consultation with the Executive Board Member for Physical Environment.

Strategic Director
- Policy &
Resources

EXB11 ADOPTION OF THE DESIGN OF RESIDENTIAL DEVELOPMENT SUPPLEMENTARY PLANNING DOCUMENT

The Board considered a report of the Strategic Director, Policy and Resources, on the adoption of the Design of Residential Development Supplementary Planning Document (SPD), as part of the Local Development Framework.

The Executive Board was advised that, at its meeting in November 2011, approval had been given to undertake a period of consultation on the Design of Residential Development SPD document. The public consultation, carried out between January and March 2012, generated representations from 11 parties, which were detailed in the Statement of Consultation, attached at Appendix B. All comments had been fully considered and they had informed the final version of the SPD which was the proposed adopted version, attached at Appendix A.

In addition, the Board was advised that since the closure of consultation, the Government had published the National Planning Policy Framework, which replaced the previous Planning Policy Statements and Planning Policy Guidance. The SPD had been updated to include up to date policy references.

The Board was further advised that once adopted, the SPD would form part of Halton's Local Development Framework, and would be a material consideration for the determination of all appropriate residential development applications and as such, provide greater detail and certainty to the Council to control and guide residential development across the Borough.

Reason for Decision

These were as set out in Section 3 of the report, Supporting Information.

Alternative Options Considered and Rejected

No alternative options had been considered at this stage.

Implementation Date

The SPD would be effective from the date of adoption by Executive Board and would be used to provide guidance to supplement the existing adopted Halton Unitary Development Plan policies and those in the Council's emerging Core Strategy.

RESOLVED: That

- 1) the Design of Residential Development SPD (Appendix A) be adopted as a Local Development Document and the procedures for adoption, as set out in the Town and Country Planning (Local Planning) 2012 (England) Regulations be carried out;
- 2) the results of the two periods of public consultation, as set out in the Statement of Consultation (Appendix B) be noted; and
- 3) any further editorial and technical changes that do not materially affect the content or intended purpose of the SPD be agreed by the Operational Director: Policy, Planning and Transportation in consultation with the Portfolio Holder for the Physical Environment if necessary, before the document is published.

Strategic Director
- Policy &
Resources

ENVIRONMENTAL SUSTAINABILITY PORTFOLIO

EXB15 WASTE TREATMENT SERVICES TENDER

The Board considered a report of the Strategic Director, Communities seeking approval to carry out a tender exercise to test the current market on the appointment of a contractor to provide waste treatment services.

The Board was advised that the Council currently had contractual arrangements in place for the re-use, recycling, composting or disposal of municipal waste produced in Halton. These contracts had been either directly procured by the Council or secured in partnership with the Merseyside Recycling and Waste Authority (MRWA).

The Council, in partnership with MRWA, were involved in the procurement of a Resource Recovery Contract (RRC) for the diversion of residual waste from landfill from 2015. Increasing costs associated with waste disposal (as a result of the Landfill Tax), meant that a continued reliance on landfill would impose an increasing and significant financial burden on the Council's budgets over the coming years.

The report outlined details of costs associated with the Landfill Tax over the next three years. The Board noted that it was intended to test the current market in order to establish whether there were more cost effective alternatives to the current landfill disposal arrangements.

RESOLVED: That

- 1) the tender procedure outlined in the report be approved; and
- 2) on completion of the tender exercise, a further report be presented to Executive Board in accordance with Part 2 of the current Procurement Standing Orders.

Strategic Director
- Communities

TRANSPORTATION PORTFOLIO

EXB18 PASSENGER TRANSPORT TENDER

The Board considered a report of the Strategic Director, Policy and Resources, on Passenger Transport Tenders.

The Board was advised that the Transport Co-ordination Section were responsible for a range of passenger transport contracts and arrangements for vulnerable children and adults on behalf of both the Children and Enterprise and the Communities Directorates. Where possible, this was provided by the Council's in-house fleet provision, but supplemented by contracted services by external transport providers. These included licensed taxi operators and minibus/coach companies.

The Board noted that each Directorate was responsible for the provision of transport for any vulnerable passenger that needed, and was entitled to, assisted transport to educational requirements and to adult day care facilities and community venues. Transport Co-ordination Services were responsible for the procuring of the most cost effective and practical means of transport, depending on the needs of each passenger.

Appendix 1 attached to the report provided information on the contracts that would be published via The Chest, in compliance with the EU Public Procurement Regulations 2006, in line with Standing Orders part 6.0 and 6.7.

RESOLVED: That the Board note and support the advertising of transport tenders for services on behalf of the Children and Enterprise and Communities Directorates, required from September 2012.

Strategic Director
- Policy &
Resources

**EXB19 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972
AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION)
ACT 1985**

The Board considered:

- (1) whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following item of business in accordance with Sub-Section 4 of Section 100A 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 outweighs the public interest 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 Sub-Section 4 of Section 100A of the Local Government Act 1972 because it is likely that, in view of the nature of the business, exempt information will be disclosed, being information defined in Section 100 (1) and paragraphs 1,2,3 and 5 of Schedule 12A of the Local Government Act 1972.

EXB20 CONTRACT AWARD FOR THE PROVISION OF COMMERCIAL VEHICLE AND PLANT SPARES AND COMPONENTS

The Board considered a report of the Strategic Director, Policy and Resources, on the award of a contract for the provision of Commercial Vehicles and Plant Spares and Components.

The Board was advised that the current contract for the supply and management of commercial vehicle and plant spares and components would end on 31 May 2012. The evaluation of tenders had been undertaken using the Most Economically Advantageous Tender (MEAT) principles and the report contained details of the evaluation matrix and those companies that submitted a tender, together with the prices as submitted.

It was noted that the new 3 year contract would be awarded from 1 June 2012, and would provide a greater level of flexibility, as it did not commit the Council to any exclusive arrangements. The contract would also have the potential for up to two separate extensions, each of one year

duration, subject to satisfactory performance and pricing.

RESOLVED: That Carberry Park and Bootle Brake and Clutch Ltd be awarded the contract for the supply and management of Commercial Vehicle and Plant Spares and Components for a period of three years from June 2012 to May 2015, with potential for up to two, one year extensions to cover the period to May 2017.

Strategic Director
- Policy &
Resources

EXECUTIVE BOARD MEETING HELD ON 14 JUNE 2012

PHYSICAL ENVIRONMENT PORTFOLIO

EXB26 PORTAS PILOT AND HIGH STREET INNOVATION FUND- KEY DECISION

The Board considered a report of the Strategic Director, Children and Enterprise, on the Portas Pilot and High Street Innovation Fund.

The Board was reminded that Council had made a bid to Government in March 2012 for Runcorn Town Centre to be nominated as a Portas Pilot Town Centre. The concept of forming a Town Team to improve town centre locations was included within the 28 recommendations contained in the Portas Review. Government had agreed to fund twelve pilots, with a maximum allocation of £100,000 per town team.

The Board was advised that Halton's bid for Runcorn focused on making Runcorn Town Centre a unique destination by developing a mixed use leisure, business, retail and cultural offer, with an emphasis on longer term legacy and the attraction of visitors 'for the future'.

Since the report was written, it was noted that Halton's bid for nomination had been unsuccessful.

It was further noted that as part of the Government's response to the Portas Review, it had also agreed to establish a £10million fund to support councils, and that Halton had been allocated £100,000 to work collaboratively with landlords to encourage them to contribute to supporting new occupiers.

Reasons for Decision

The reason was based on an opportunity to link the High Street Innovation Fund to other regeneration activity taking place in Runcorn Town Centre.

Alternative Options Considered and Rejected

To allocate resources across other parts of the Borough, but, given this was a small amount of revenue funding, this could dilute any potential impact the funding might have. Therefore, it was proposed to concentrate the resource on one distinctive area – Runcorn Town Centre.

Implementation Date

The High Street Innovation Fund allocation was imminent. A Town Team would need to be set and the anticipated start date would be September 2012.

RESOLVED: That

- 1) the submission of a bid for Portas Pilot funding be noted;
- 2) the establishment of a Town Team for Runcorn be approved;
- 3) the total allocation of the High Street Innovation Fund to Runcorn Town Centre be approved; and
- 4) the Runcorn Town Team be invited to prepare a funding plan, outlining how the High Street Innovation Fund could be spent.

Strategic Director
- Children and
Enterprise

EXB27 HALTON CORE STRATEGY - POST SUBMISSION
CHANGES - KEY DECISION

The Board considered a report of the Strategic Director, Policy and Resources, which sought approval to consult on the changes required to be made to the Halton Core Strategy.

The Board was reminded that, in July 2011, Council approved the Halton Core Strategy Revised Proposed Submission Document to the Secretary of State, to commence the examination into the soundness of the document. The examination by the Planning Inspector (the

Inspector) appointed, has to date consisted of public hearing sessions in November and December 2011. The main issues discussed at the sessions were set by the Inspector prior to their commencement and were listed in the report. It was noted that discussions centred around total housing provision, the proposed housing split between Runcorn and Widnes and the interrelated issue of the potential need for a Green Belt Review to ensure sufficient housing land existed.

The Board was advised that the Inspector wrote to the Council in January 2012, recommending that two key (main change) modifications be made, to enable the plan to be capable of being found 'sound'. These changes were:

- To enshrine the percentage split in housing provision between Runcorn and Widnes/Hale, into a policy requirement within the document; and
- To include a reference to an early partial review of Green Belt boundaries, to serve the needs of Widnes/Hale.

The amendments had now been incorporated into a revised version of the Core Strategy, which was attached at Appendix B to the report. In addition to the changes which arose from the hearing sessions, the National Planning Policy Framework (NPPF) was published on 27 March 2012. The Inspector had requested that a further modification be made to the Core Strategy to incorporate a policy concerning the "presumption in favour of sustainable development", which would provide a link between the plan and the NPPF, detailing how the presumption would be applied in Halton.

The report outlined the next steps in terms of public consultation, how representations would be considered and the Inspector's final report.

RESOLVED: That Council be recommended to

- 1) approve the changes to be made to the Halton Core Strategy (attached at Appendix B), for the purposes of a six week period of public consultation;
- 2) agree that further minor editorial amendments as required, be made to the Halton Core Strategy by

Strategic Director
- Policy &
Resources

the Operational Director, Policy, Planning and Transportation, in consultation with the Portfolio Holder, Physical Environment and the Leader of the Council, before commencing the period of public consultation; and

- 3) agree that the Core Strategy be brought back to Council later in 2012, for formal adoption as part of the Development Plan for Halton.

EXB29 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 Sub-Section 4 of Section 100A 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 outweighs the public interest 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 Sub-Section 4 of Section 100A of the Local Government Act 1972 because it is likely that, in view of the nature of the business, exempt information will be disclosed, being information defined in Section 100 (1) and paragraphs 3 and 5 of Schedule 12A of the Local Government Act 1972.

PHYSICAL ENVIRONMENT PORTFOLIO

EXB31 RUNCORN TOWN CENTRE REGENERATION

The Board considered a report of the Chief Executive, which provided a summary of the bids received for the regeneration of key sites in Runcorn Town Centre.

In 2011, the Council produced an action plan for Runcorn Town Centre which identified key sites with potential for development. Expressions of interest were invited early in 2012, with the sites split into three phases, as detailed in the report.

The report provided Members with details of the bids that were received together with a summary and comparison for Members' consideration.

RESOLVED: That Council be recommended to

- 1) enter into detailed negotiations with Consolidated Property Group (CPG) for a binding development agreement, for the immediate redevelopment of the former Crossville Site and to explore further development of the Direct Link and temporary car park sites;
- 2) invite further discussions with the Neptune Partnership, to explore ways of engaging them and their partners to support the medium to longer term regeneration of the wider Runcorn Town Centre area, possibly including the Direct Link and temporary car park sites, depending on the outcome of further negotiations with CPG; and
- 3) recycle any capital receipts from land transactions generated from within the Runcorn Town Centre area, into further regeneration of Runcorn Town Centre.

Chief Executive

EXECUTIVE BOARD MEETING HELD ON 12TH JULY 2012

TRANSPORTATION PORTFOLIO

EXB44 TEMPORARY FIXED TERM CONTRACT FOR HIGHWAY IMPROVEMENT SCHEMES - WAIVER OF PROCUREMENT STANDING ORDERS

The Board considered a report of the Strategic Director, Policy and Resources, on the award of a temporary fixed-term contract for highway construction works for a period of eight months.

The Board was advised that works associated with improvement and maintenance of the highway network were currently delivered through two separate term contracts with Lambros Paving Contractors Ltd and Amey LG Limited respectively. The Highway Improvement Term Contract (with Lambros) was due to conclude in July 2012 and the Highway Maintenance Term Contract (with Amey) was due to end on 31 March 2013. It had been identified that the two existing contracts shared a number of common features and that there was potential to procure a combined contract. Executive Board Sub Committee had previously agreed that Lambros be approached with a view to securing contract price savings over a further eight month period, which would enable the expiry dates of the two principal highway contracts to be aligned.

It was noted that, following approval by Executive Board Sub Committee in January 2012 and following consultation with the Council's Procurement and Legal Services Departments, discussions had taken place with Lambros for a temporary term contract, based upon existing contract conditions for the period 1 August 2012 to 31 March 2013. This would require a waiver of Procurement Standing Orders and the report contained a business case for such a waiver.

RESOLVED: That the Operational Director Policy, Planning and Transportation, be authorised to award a contract for the provision of Highway Improvement Works, for the period 1 August 2012 to 31 March 2013, to Lambros Paving Contractors Ltd and that in the light of the exceptional circumstances, namely that: Compliance with Standing Orders would result in a clear financial detriment to the Council; and in accordance with Standing Order 1.8.3, Procurement Standing orders 2.2 - 2.12 and 2.14 be waived on this occasion.

Strategic Director
- Policy &
Resources

REPORT TO: Environment & Urban Renewal Policy and Performance Board

DATE: 12th September 2012

REPORTING OFFICER: Strategic Director Policy & Resources

SUBJECT: Performance Management Reports for Quarter 1 of 2012/13

WARDS: Boroughwide

1.0 PURPOSE OF REPORT

- 1.1 To consider and raise any questions or points of clarification in respect of performance management for the first quarter to June 2012.
- 1.2 Key priorities for development or improvement in 2012-15 were agreed by Members and included in Directorate Plans, for the various thematic areas and service functions reporting to the Environment & Urban Renewal Policy and Performance Board. The report details progress against service objectives/ milestones and performance targets, in relation to and describes factors affecting the service.

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 Policy and Performance Board.**

3.0 SUPPORTING INFORMATION

- 3.1 Departmental objectives provide a clear statement on what the 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.
- 3.2 In line with the revised Council's Performance Framework for 2012/13 (approved by Executive Board in 2012/13), the Policy and Performance Board has been provided with a thematic priority based report; which identifies the key issues arising from the performance in Quarter 1.
- 3.3 The report has been structured using the following thematic areas agreed by Members and aligned service functions, these being:

- Economic Regeneration(Development and Investment Services)
- Environmental (Open Spaces & Waste Management Services)
- Highways, Transportation and Logistics (Mersey Gateway/ Core Strategy, Transport, Bridge and Highway Maintenance, Highway Development, Flood Risk Management)
- Physical Environment (Statutory Plans and Housing Issues)

3.4 The full Departmental quarterly reports are available on the Members' Information Bulletin to allow Members access to the reports as soon as they have become available within six weeks of the quarter end. This also provides Members with an opportunity to give advance notice of any questions, points or requests for further information that will be raised to ensure the appropriate Officers are available at the PPB meeting. Departmental quarterly monitoring reports are also available via the following link

<http://srvmosswfe1:40000/sites/Teams/PerformanceandImprovement/Pages/QuarterlyMonitoringReports.aspx>

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 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

9.1 Not applicable

Environment & Urban Renewal PPB Thematic Performance Overview Report

Reporting Period: **Quarter 1 – Period 01st April to 30th June 2012**

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 2012/13.
- 1.2 Key priorities for development or improvement were agreed by Members and included in Directorate Plans 2012-15, for the various functional areas reporting to the Environment and Urban Renewal Policy & Performance Board:
- Economic Regeneration
 - Environmental
 - Highways, Transportation & Logistics
 - Physical Environment (Statutory Plans and Housing Issues)
- 1.3 The way in which traffic light symbols have been used to reflect progress to date is explained within the Appendix (section 8). Please note initials have been provided to indicate which Operational Director is responsible for the commentary to aid Members during Policy and Performance Board scrutiny of the report. A key is provided at the end of the report in the Appendix (section 8).

2.0 Key Developments

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

2.1 Economic Regeneration (WR)

2.1.1 Regeneration

Castlefields, 3MG and Daresbury Enterprise Zone are all progressing well.

The Village Square on Castlefields is now complete and a series of celebration events to mark the 10th year of the regeneration programme will take place over the summer. A planning application has been submitted by Keepmoat for housing on Lakeside and the RSL are working with the Energy companies to offer green home improvements to residents in Castlefields. The scheme will be rolled out in phases as funding is secured.

2.1.2 Funding Secured

Regional Growth Fund and Growing Places Fund totalling £13.4m have been secured for 3MG, and Stobart Park now has planning permission for a further 1.2m sqft of warehousing. Consultation has begun on a new Biomass plant which is capable of serving the whole of 3MG and many homes and Civic Buildings in Halton. The Council's Executive Board agreed to award a contract for the link road to the A5300 and to progress the rail sidings scheme in line with the grant conditions. The main contractor for the link road is expected to be on site in August.

A Regional Growth Fund has been submitted for the Daresbury Enterprise Zone and a Growing Places Fund application is being progressed, both will support the first phase of development at Sci-Tech Daresbury. Landscape Improvement works have commenced in preparation for the Enterprise Zone launch in July.

2.2 Environmental (CP)

2.2.1 Open Space Services

The extremely wet period during Q1 has caused disruption to the planned maintenance programme and programmes are significantly behind schedule. The situation has been made worse through a number of long term sickness absences amongst front line staff. All are related to very serious illnesses.

The Open Space Service moved back into its office at Picow Farm Depot in Q1 following a refurbishment of the building. Additional staff not previously based at Picow Farm are now located there.

2.2.2 Waste Treatment Facilities

The procurement of a Resource Recovery Contract (RRC) to provide a long term solution for the treatment of Halton's residual waste is continuing in partnership with the Merseyside Recycling and Waste Authority (MRWA). The process has now reached a crucial phase with the close of dialogue with the two bidders during June. Two tender submissions have been received which will now undergo technical, financial and legal evaluation to identify a preferred bidder. The decision on the preferred bidder is expected in the autumn of 2012.

2.2.3 Green Waste Collection

As part of the on-going review of waste collection schedules, a further 250 households were added to the Council's Green Collection service during this quarter. Options for the delivery of a garden waste collection service to those properties that do not currently receive one are continuing to be explored.

2.2.4 Environmental Enforcement

During Q1 there were 19 successful prosecutions and 114 Fixed Penalty Notices issued for litter, dog fouling and waste offences. This represents a significant increase in enforcement actions taken against those who commit environmental offences compared to the corresponding period last year, when there were 7 prosecutions and 77 FPN's issued.

As part of the Council's on-going multi-agency enforcement activities, a joint HBC/Police roadside operation took place during this period. The exercise involves stopping vehicles and checking that drivers are registered carriers of waste. The exercise resulted in 2 Fixed Penalty Notices being issued for failing to be a registered carrier of controlled waste and 1 vehicle being seized by Cheshire Police for no insurance. Further joint operations are planned throughout the year to deter and combat metal theft and rogue traders in Halton.

2.3 Highways, Transportation & Logistics (MN)

2.3.1 Mersey Gateway

The competitive dialogue procurement process commenced on the 16th March 2012, with the issue of the Invitation to Participate in Dialogue (ITPD) documentation to the three Bidders. Contract documentation including Demand Management Participation Agreement (DMPA) and Project Agreement (PA) were distributed to the bidders on the 20th April 2012. Land acquisition has commenced through a mixture of General Vesting Declarations (GVD) and agreements to acquire, this procedure will be completed by April 2013. The draft final tenders will be received from Bidders in November 2012 and Competitive Dialogue will be closed in February 2013 with a call for final tenders. The Preferred Bidder will be selected in May 2013 and the contract awarded in October 2013.

2.3.2 Transport

There have been some significant changes in the bus network within the Borough. Fares have increased on average by 6% with one operator increasing their child fare by 17%. Subsidy has been withdrawn from a total of eight local bus contracts and notice given to the relevant operators. The operators have now given the statutory 56 days' notice to the Traffic Commissioner. It is hoped that at least one service will be retained and operated on a fully commercial basis although this has not yet been confirmed.

2.3.3 Term Maintenance Contractor

Work is continuing on the development of a new term service contract for highway maintenance and improvement works. The proposed contract combines the two existing contracts with a view to securing efficiency savings for the Council in contract administration. We are collaborating with Warrington Borough Council on the procurement of the contract which could potentially have a combined value in excess of £70m over a ten-year term. Contract pre-qualification has been completed and invitation to tender via 'the Chest' is programmed for 25th July. The new contract will be in place for 1st April 2013.

2.3.4 3MG Western Access Road Construction

Following approval by Executive Board in June, contract documentation is being prepared for the construction of the 3MG Western Access Road. This road will serve the HBC Fields development site providing a connection to the A562 / A5300 junction in Knowsley. It is anticipated that the contractor Balfour Beatty Regional Civil Engineering Ltd will commence on site mid-August.

2.3.5 Bridge & Highways Maintenance

Delivery of major bridge maintenance work within the Silver Jubilee Bridge (SJB) Complex using DfT Major Maintenance Capital funding is ongoing. The major work ongoing involves painting of below deck steelwork at the Widnes end of the SJB and above deck steelwork at the Runcorn end.

These works require weekend and overnight SJB lane closures and intermittent closure of slip roads at the Runcorn end of the SJB. These will be required on a consistent basis for a number of periods throughout 2012.

The 2012/13 programme of preventative carriageway maintenance including expressway surface dressing has been completed (8 schemes).

Phases 1 and 2 of the 2012/13 carriageway structural reconstruction programme have been prepared and works will commence late July and September respectively.

Phase 1 of the 2012/13 footway reconstruction programme has been completed with Phase 2 on-going and Phase 3 under preparation.

2.3.6 Traffic/Road Safety

The delivery of the Local Safety Schemes has commenced at sites with a collision record.

The upgrading of street lighting is continuing to be undertaken to reduce energy consumption, although due to the current economic situation energy costs are continuing to rise.

Three additional Variable Message Signs (VMS) have been installed to improve the information available to drivers. One of these is on A561 Speke Road near Liverpool John Lennon Airport to advise drivers of delays on the Silver Jubilee Bridge prior to the A5300 Knowsley Expressway.

The COMAH (Control of Major Accident Hazard) Off Site plan for Ineos/Mexichem has been updated and will be tested early in 2013.

The CCTV system has been expanded to include an additional camera near Simms Cross and Bechers. Two deployable cameras have been purchased by Cheshire Police for use in the borough and their deployment is co-ordinated by the Task and Co-ordination Group.

2.3.7 Flood Risk Management

On 6th April 2012 there was a transfer of regulatory powers on 'Ordinary Watercourses', from the Environment Agency (EA) to the Council (as Lead Local Flood Authority). The change is part of the Flood and Water Management Act legislation and amends the Land Drainage Act 1991. These regulatory powers enable the management of activities affecting Ordinary Watercourses, to ensure that flood risk is managed appropriately and locally, and comprise two aspects: consenting of works; and the enforcement of un-consented work.

This means that the Council is now responsible for processing and determining applications to carry out certain works to watercourses, and taking enforcement action in connection with works that have not been consented (or consented work that has been undertaken unsatisfactorily).

Historically, the EA have not had to deal with many applications within the Halton Borough boundary, however it is likely that current and impending major developments, such as the Mersey Gateway and 3MG, will affect ordinary watercourses and may entail major works that require consent.

Therefore, there is a potential impact on workload and resources to process applications and monitor implementation of works. There is a fixed fee of £50 per application for consent of works. The Council will also need to develop and adopt a set of Byelaws in relation to these new powers. These will be based on the current EA model byelaws and will be brought to full Council in due course, for approval.

2.4 Physical Environment (MN/ PMcW)

2.4.1 Development Management Summary (MN)

Applications Received – 152 (includes applications withdrawn and returned)

Applications Decided - 142

Applications on hand (undecided) - 190

Pre-applications Received – 48

Pre-applications Closed – 43

N.B. There are certain applications (such as tree preservation orders) that are not counted in the statutory CLG speed of processing statistics (PPT LI 06, previously NI 157). Summary of major applications received (but not necessarily decided) over the last Quarter:

- 12/00184/S73 - Proposed variation of condition 2 of planning permission 07/00600/REM to allow for the revision of phase 2 from three office units to two office units and reconfiguration of car parking area at Daresbury Office Park, Runcorn.
- 12/00197/FUL - Proposed demolition of farmhouse and existing buildings and erection of 10 residential dwellings, detached garages, courtyard, car parking and associated landscaping at Village Farm, Chester Road, Daresbury.
- 12/00199/FUL - Demolition of St Pauls Church and Community Centre and redevelopment of the site to provide 23 dwellings at St Pauls Methodist Church and Community Centre plus land to rear at Russell Road, Runcorn.
- 12/00200/FUL - Proposed erection of 4 no. storage barns, cleaning bay and tank farm used for the storage of petrochemicals at the Former Inmac warehouse on Stuart Road, Runcorn, Cheshire.

- 12/00236/FUL - Proposed new high voltage (33Kv) electrical sub-station to be constructed on open ground adjacent to existing high voltage sub-station and equipment at Ineos Chlor, South Parade, Runcorn
- 12/00238/FUL - Proposed residential development consisting of 91 no. dwellings, roads and ancillary development at The Barge, Castlefields Avenue East, Runcorn.
- 12/00252/FUL - Application for a new planning permission to replace an extant planning permission 09/00096/FUL in order to extend the time limit for implementation for "Proposed redevelopment of garage, filling station, former drill hall and adjacent land" to provide 31 no. apartments in two buildings, including car parking and amenity space areas (resubmission of 08/00195/FUL) at Surrey St Garage/Drill Hall and surrounding land at Surrey Street/Greenway Road, Runcorn.
- 12/00262/FUL - Proposed demolition of existing building and construction of new apartment block consisting of 12 no. two bed apartments at 1-5 Ollier Street, Widnes.
- 12/00264/FUL - Proposed single storey office building at D H L Excel Supply Chain, Pickering's Road, Halebank, Widnes.
- 12/00310/FUL - Proposed re-planning of plots 3, 4, 14, 15, 16 and 17. Re-planning includes the substitution on house types for type already approved under 11/00184/FUL at Glebe Farm, 114 Lunts Heath Road, Widnes.

2.4.2 Housing Issues (PMcW)

On 29th June Government published "**Allocation of accommodation: Guidance for local housing authorities in England**". This is updated statutory guidance on how Councils should frame their housing allocations policies. The principal changes are –

- A power (enacted through the Localism Act 2011) to exclude from the Register those with no recognised housing needs or other classes of person.
- Subject to Parliamentary scrutiny of new regulations, a requirement to give added priority to members of the Armed Forces, and to not apply previous residency qualifications to such cases.
- A recommendation to give added preference to those in low paid employment or actively seeking work.
- A recommendation to give added preference to those who are contributing to their community e.g. volunteering.
- A recommendation to give added preference to those who need to downsize due to changes in welfare benefits.
- A recommendation to give added preference to those needing larger accommodation to adopt or foster.

This will require some modification to the Choice Based Lettings Policy that was approved by Executive Board in January 2011. Changes will be drafted in the coming months, in consultation with sub regional partners of the CBL scheme, before being consulted upon.

The Localism Act 2011 gave Councils a new power to discharge their rehousing duty to homeless households by securing a 'suitable' tenancy in the private rented sector of not less than 1 year.

Government has now published "**Homelessness (Suitability of Accommodation) (England) Order 2012 – Consultation**" which sets out proposals to define what 'suitable' means.

It is suggested that accommodation is not to be regarded as suitable when:

- the local housing authority are of the view the accommodation is not in a reasonable physical condition;
- the local housing authority are of the view that any electrical equipment provided does not meet with the identified Electrical Equipment (Safety) Regulations;
- the local housing authority are of the view that the landlord has not taken reasonable fire safety precautions with the accommodation and any furnishings supplied;
- the local housing authority are of the view the landlord has not taken reasonable precautions to prevent the possibility of carbon monoxide poisoning;
- the local housing authority are of the view the landlord is not a fit and proper person to act in the capacity of landlord (a similar test to that already required of Landlords of licensable Houses in Multiple Occupation);
- a House of Multiple Occupation is subject to mandatory or discretionary licensing and it is not licensed;
- the property does not have a valid Energy Performance Certificate;
- the property does not have a current gas safety record;
- the landlord has not provided the local housing authority with a written tenancy agreement which the local housing authority considers to be adequate.

These proposals should go some way to alleviating concerns that, if used, the power would lead to homeless households falling prey to rogue landlords and being forced to accept housing in poor condition.

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:-

3.1 Economic Regeneration (WR)

3.1.1 3MG

The Biomass plant at 3MG may emerge as an issue during the Statutory Consultation period. However, members of the local community who attended the public consultation event in June were very supportive of the scheme. 3MG is currently seeking end users for both HBC Field and Stobart Park. Certainty will be required before building works will proceed on the warehouse developments, the will affect the timings of the job outputs which will be reported to the grant bodies. The link road may meet some resistance from the local community, although work began in September 2011; only a small element was undertaken at that time. There will be a lot more activity from August.

3.1.2 Castlefields

To continue the green home improvement works further funding needs to be secured. This will result in some tenants and owner occupiers not being offered the scheme in the first phase, questions have already been raised by local residents.

3.1.3 Daresbury Enterprise Zone

It is imperative that the grant funding identified above (in 2.1.2) is secured towards the project; failure to deliver the funding will severely delay the first phase of development and hinder the whole ethos behind the enterprise zone.

3.2 Environmental (CP)

3.2.1 Interim Residual Waste Treatment Market Testing And Tender

As an interim measure, the Waste and Environmental Improvement Division has initiated a procurement exercise to test the market and, potentially let a short term Residual Waste Treatment contract to divert more waste from landfill until the start of operations under the Merseyside and Halton RRC in 2015/16.

If economically advantageous to the Council the short term contract could commence in December 2012 and run for an initial period of 2 years 4 months.

3.2.2 Future changes in legislation

The government response to the consultation on amending powers of local authorities regarding the presentation of household waste for collection is now available on the Defra website at:

www.defra.gov.uk/consult/2012/01/16/household-waste-1201/

The Government are proposing to amend section 46 of the Environmental Protection Act to remove the current underpinning criminal offence, despite Environment & Urban Renewal PPB
Thematic Report Q1 2012 – 13

recommendations to the contrary from the majority of local authorities that responded to the consultation. Other proposals include a reduction in the level of fines that local authorities can impose.

3.3 Highways, Transportation & Logistics (MN)

3.3.1 Strategic Highway Improvement Funding

On behalf of the Liverpool City Region LEP, Halton has responded to a Highway Agency request to identify improvements to the Strategic road network under their 'Pinch Point Programme'. The Government has made over £200M available for smaller scale improvements to England's motorways and major A roads, aimed at easing congestion and making journey times more reliable, to boost local economies and drive economic growth.

The response includes four suggested schemes within Halton, all proposed to reduce congestion on the M56 Motorway junctions 11 (Preston Brook) and 12 (Clifton).

3.3.2 The National Highways and Transportation Survey

Halton is again participating in the National Highways and Transportation (NHT) survey that will canvass the views of the public across 75 local highway authorities. The survey, led by IPSOS MORI, utilises a standardized questionnaire, sent to a random sample of over 5000 Halton residents, asking for their views on all aspects of local highway and transport services - from the condition of roads and footways to the quality of local bus services.

Halton last took part in the survey in 2009, when the results revealed that Halton was the country's top performing unitary authority for overall satisfaction with highways and transport. Questionnaires will be sent out in July and the results of the survey are due to be published late summer / early autumn.

3.3.3 Flood Defence Grant

Bids totalling £833,000 have been submitted to Defra / Environment Agency for funding from their Flood Defence Grant in Aid - Medium Term Programme. The bid comprises five potential projects, involving both initial studies and works, to manage flood risk at five sites. It includes a project to repair and stabilise the coastal armouring at Pickerings Pasture, which was granted funding for investigations in previous years.

In August, Defra will prepare an 'indicative programme' for consideration by the Regional Flood and Coastal Committee in October. Defra's new project funding arrangements require local match-funding contributions to enable schemes to progress within the Medium Term Programme and this is likely to require a case to be made for the reinstatement of the capital budget allocation for flood risk management within Halton's Capital Programme.

3.4 Physical Environment (MN)

3.4.1 Major Development Advice

The Policy, Planning & Transportation Department is currently providing planning and highway advice and dealing with applications on a number of major development sites including 3MG / Stobarts, Tanhouse Yard (P&O site) and Sandymoor / Daresbury SIC.

4.0 Risk Control Measures

Risk control forms an integral part of the Council's Business Planning and performance monitoring arrangements. During the development of the 2012/13 Business Plan, the service was required to undertake a risk assessment of all key service objectives with high risks included in the Directorate Risk Register.

As a result, monitoring of all relevant 'high' risks will be undertaken and progress reported against the application of the risk treatment measures in Quarters 2 and 4.

5.0 Progress against high priority equality actions

There have been no high priority equality actions identified in the quarter.

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 Economic Regeneration (WR)

Key Objectives / Milestones

Ref	Milestones	Q1 Progress
EEP 2	Agree the restoration strategy for St Michaels Golf Course and commence Phase 2 by July 2012 .	<input checked="" type="checkbox"/>
EEP 2	Complete the second phase of warehouse development on Stobart land and the improvements to Foundry Lane access by March 2013 .	<input checked="" type="checkbox"/>

Supporting Commentary





St. Michaels Golf Course Restoration

Bid for support funding to DEFRA submitted in this quarter. Decision expected in quarter 2

Stobart and Foundry Lane Developments

Planning permission has been secured for the second phase of warehouse development. Regional Growth Fund (RGF) funding of £4.5m has been secured for land remediation works which will commence in July 2012. The construction of the warehouse will be dependent on an end user being secured and Stobart are progressing this.

Key Performance Indicators

Ref	Measure	11/12 Actual	12/13 Target	Q1	Current Progress	Direction of travel
DIS LI 01	Occupancy of HBC Industrial Units.	72%	85%	65%		
DIS LI 02	Occupancy of Widnes Market Hall.	85%	90%	95%		

Supporting Commentary

HBC Industrial Unit Occupancy

The downturn in the economy is hindering our ability to let properties with some companies terminating their leases.



Widnes Market Hall Occupancy

With changes to the management of the market we have focused on supporting new tenants on the market.

6.2 [Environmental \(CP\)](#)

6.2.1 Open Spaces

Key Objectives / Milestones

Ref	Milestones	Q1 Progress
CE 5	Runcorn Hill Park (Parks for People bid) - Work up bid to 'Second Round' submission stage (subject to success of First Round) - March 2013 .	
CE 5	Woodland Expansion - Additional 200m2 of Woodland planted Borough wide - March 2013 .	

Supporting Commentary







Runcorn Hill Park

Work on the second round bid is well progressed and will be submitted at the end of Q3.

Woodland Expansion

Planned extension to existing woodlands at St Michaels Road Widnes during the winter period should see the target exceeded.

Key Performance Indicators

Ref	Measure	11/12 Actual	12/13 Target	Q1	Current Progress	Direction of travel
CE LI 13	Greenstat-Survey, Satisfaction with the standard of maintenance of trees, flowers and flower beds. (Previously EAR LI8). (%)	97.5	78	100		
CE LI 18	Satisfaction with the standard of cleanliness and maintenance of parks and green spaces. (Previously EAR LI2). (%)	95.9	92	100		
CE LI 19	Number of Green Flag Awards for Halton (Previously EAR LI3).	12	12	12		





Supporting Commentary

CE LI 13, 18 -Surveys conducted face to face with 40 park users in Q1 and entered onto the Greenstat system have shown a 100% satisfaction score.

CE LI 19 - Green Flag Awards have been retained at Clinton Woods LNR, Hale Park, Hough Green Park, Phoenix Park, Pickerings Pasture, Rock Park, Runcorn Hill Park, Runcorn Town Hall Park, Spike Island, Victoria Park, Victoria Promenade, and Wigg Island

6.2.2 Waste Management

Key Objectives / Milestones

Ref	Milestones	Q1 Progress
CE 6	Publish a revised Waste Management Strategy - March 2013 .	
CE 6	Continue to review and assess the effectiveness of projects and initiatives to help improve energy efficiency and reduce CO2 emissions - March 2013 .	
CE 6	Develop and publish a Waste Communications Plan and implement actions arising from the Plan - March 2013 .	
CE 7	Continue to develop Action Plans and Protocols with External Agencies to effectively prevent and tackle a range of waste and environmental offences - March 2013 .	

Supporting Commentary

Publication of Revised Waste Management Strategy

A review of the Waste Management Strategy has commenced and an updated Strategy will be produced as per the milestone date.

Energy Efficiency and CO₂ Reduction

An energy management toolkit has been created to help building managers monitor energy usage in all council buildings fitted with automatic meter reading. An internal energy consumption monitoring and reporting process is also being introduced to help reduce energy consumption within corporate buildings.







Waste Communications Plan

This work remains on-going and the Waste Communications Plan will be produced and actions implemented as per the milestone date.

Waste and Environmental Offences

As part of the Council's joint working arrangements with external agencies, a joint roadside check operation was undertaken during this quarter. Further multi-agency operations will be delivered throughout the year.

Key Performance Indicators

Ref	Measure	11/12 Actual	12/13 Target	Q1	Current Progress	Direction of travel
CE LI 14	Residual household waste per household (Previously NI191). (Kgs)	655.18 Kgs (Estimated Cumulative)	700 Kgs Cumulative	158.52 (Estimated Quarter 1)		
CE LI 15	Household waste recycled and composted (Previously NI192). (%)	38.42% (Estimated)	40%	42.13% (Estimated)		
CE LI 16	Municipal waste land filled (Previously NI193). (%)	61.36% (Estimated)	61%	53.57% (Estimated)		



Supporting Commentary

CE LI 14, 15 & 16 - This is an estimated figure, and waste is subject to seasonal variation, however, indications at this early stage are that this target will be met.

6.3 Highways, Transportation & Logistics (MN)

6.3.1 Mersey Gateway

Key Objectives / Milestones

Ref	Milestones	Q1 Progress
PPT 07	Bidders submit draft final tenders. November 2012	
PPT 07	Issue Invitation to Submit Final Tender. February 2013	
PPT 07	Deadline for return of tenders. March 2013	

Supporting Commentary

Mersey Gateway – Bidder Commercial And Technical Dialogue Meetings

The competitive dialogue commenced as programmed in March 2012. A series of both commercial and technical dialogue meetings have taken place with the three main bidders. Bidders are on course to submit draft final tenders in November 2012.

Mersey Gateway – Final Tender Submission









Invitation to submit final tenders will take place in February 2013 after the Commercial and Technical Dialogue teams have evaluated the draft final tenders.





Mersey Gateway – Tender Evaluation

The final tenders will be evaluated based on a number of criteria and a preferred bidder selected.

6.3.2 Transport

Key Performance Indicators

Ref	Measure	11/12 Actual	12/13 Target	Q1	Current Progress	Direction of travel
PPT LI 02	Increase MOT test facility turnover by 3% per annum (£)	213,789	192,757 (+3%)	56,372		
PPT LI 18 (Ex NI 178)	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%):					
	a) Percentage of buses starting route on time	96.56%	97.7%	100%		
	b) Percentage of buses on time at intermediate timing points	87.30%	86%	92.75%		
PPT LI 20	No. of passengers on community based accessible transport	253,682	267,000	68,529		

PPT LI 21	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	54.22%	52%	52%		
PPT LI 22 (Ex NI 177)	Number of local bus passenger journeys originating in the authority area in one year (000's)	6,060	6,200	1,383		

Supporting Commentary

MOT Test Facilities

Q1 target exceeded notwithstanding the current continuing difficult economic trading conditions.

Bus Service Punctuality

PPT LI 18 (a) - Performance for Q1 has significantly improved on the same period last year. All journeys monitored during the period have departed within the 1 minute early and 5 minute late time window.

PPT LI 18 (b) - Again performance has been positive during the quarter. Punctuality of services monitored are performing above last year's level and it is anticipated this will be maintained.

Community Based Accessible Transport

Passenger numbers on services have increased by 7.8% as compared with the same period of the previous year. Passenger levels on services provided by Halton Community Transport have increased by 4% due to recent marketing campaigns, passenger numbers on the Council in-house fleet have increased by 15.6% due to increased utilisation of the fleet minibus vehicles as well as the introduction of additional services using spare capacity within the Community Meals car fleet.

Quality Corridors

23 sites have been identified for new shelters for this year. Sites have been surveyed. Consultation on the locations is due to take place with the expected installation during Q3.


Widnes Green Oaks has also been identified for improvements. Agreement has been reached with the current shelter provider to re-locate shelters to the opposite side of the road to accommodate the required upgrade.

Bus Passenger Journeys

Passenger numbers are down by some 6.7% as compared with the same period of the previous year. This has been caused by the reduction of certain routes by the two main bus operators which has had an impact on passenger numbers. There has also been a reduction in the number of supported services provided.

6.3.3 Bridge & Highway Maintenance

Key Objectives / Milestones

Ref	Milestones	Q1 Progress
PPT 05	Review progress, revise SJB maintenance strategy document and deliver 2012/13 major bridge maintenance works programme. March 2013	





Supporting Commentary

SJB Maintenance Strategy

2012/13 works programme underway. DfT have approved bringing forward of £1.25m funding from next year into this year to allow scope of work being delivered this year to be increased. This is due to the opportunity of maximising the availability of traffic management and scaffold access and this will allow work planned later in the programme to be delivered this year.

SJB refurbishment below deck in the SJB Widnes spandrel and side span is virtually complete and once the scaffolding for this work is removed replacement of the final 20% of SJB footbridge parapet will be completed in September. SJB refurbishment above deck in the Runcorn side span is progressing well and is approx. 40% complete.

Key Performance Indicators

Ref	Measure	11/12 Actual	12/13 Target	Q1	Current Progress	Direction of travel
PPT LI 01	Number of third party compensation claims received due to alleged highway / footway defects	127	110	37		
PPT LI 14	Roads and pavements (% dangerous damage repaired within 24 hours).	94.4%	98%	86.8%		

Supporting Commentary

There have been 37 3rd party claims in Q1. Although this is in less than the Q1 total last year it would appear unlikely that the 2012/13 target will be met.


The repair to dangerous damage to roads and pavements undertaken within 24 hours has reduced since the same period last year. An investigation of the reasons for this downturn in performance for is on-going although it is suspected that this may have been caused by poor contractor performance.

NB.

The % of the network where structural maintenance should be considered will be reported at year end following the annual condition assessment of principal, non-principal and unclassified roads. Similarly, the % of footpaths and rights of way which are easy to use will be reported at year end.

6.3.4 Highway Development

Key Objectives / Milestones

Ref	Milestones	Q1 Progress
PPT 09	To deliver the 20011/12 LTP Capital Programme. March 2012	

Supporting Commentary

LTP Capital Program 2012/13

The LTP Capital Programme comprises two blocks. Progress is as follows:

Highways Capital Maintenance

(£2.078 million budget) A programme of carriageway reconstruction / resurfacing schemes commenced during Q1 and will continue into July and August. A further phase of work is planned for Q3. A first phase of footway reconstruction schemes was completed in Q1 with a second currently underway. Two further phases are planned to be implemented during quarters 2 and 3 to complete the programme of highway structural maintenance works before December.

Integrated Transport





(£725K budget): A pedestrian crossing scheme at Warrington Road and Cycle route improvements at West Bank were completed in Q1.

Preliminary design of sustainable transport and highway improvements, focussing on neighbourhood centres has been completed and consultation with ward members and (where necessary) residents affected will be undertaken during Q2. These measures are designed to assist walking, cycling and buses, at Langdale Road in Runcorn and in the Ditton / Broadheath areas of Widnes.

A programme of bus stop upgrades at various sites has been prepared and consultation / notification of works are in progress. Design of various public right of way, greenway & cycleway improvement schemes is proceeding and liaison / consultation with landowners & stakeholders on proposals is underway

6.3.5 Traffic/ Road Safety

Key Performance Indicators

Ref	Measure	11/12 Actual	12/13 Target	Q1	Current Progress	Direction of travel
<u>PPT LI 12</u>	Average number of days taken to repair street lighting fault: non DNO (Street lights controlled by the authority). (Previously BVPI 215a).	6	5	4		
<u>PPT LI 13</u>	Average number of days taken to repair street lighting fault: DNO (Street lights controlled by the energy provider). (Previously BVPI 215b).	29	30	28		

Supporting Commentary

This measure is subject to seasonal variation. On target at this point of the year.

'Key' Performance Indicators

The following indicators are to be reported at year end due to the availability of data.

Reference	Description	Target 2012/13
<u>PPT LI 09</u> ¹	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	50.2 (2012)
<u>PPT LI 10</u> ²	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	7.6 (2012)
<u>PPT LI 11</u> ²	No. of people slightly injured in road traffic collisions.	410 (2012)
<u>PPT LI 15</u> ² (Previously NI 47)	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.	- 11.5% (2012)
<u>PPT LI 16</u> ² (Previously NI 48)	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.	- 27.8% (2012)

6.3.6 Flood Risk Management

Key Objectives / Milestones

Ref	Milestones	Q1 Progress
PPT 08	Flood Risk Management (FRM) - to manage the risk of local flooding (i.e. flooding arising from surface water, groundwater and ordinary watercourses) across the Borough by delivering a programme of FRM schemes for 2012/13 March 2013	<input checked="" type="checkbox"/>

Supporting Commentary

Bids totalling £833,000 have been submitted to Defra / Environment Agency for funding from their Flood Defence Grant in Aid - Medium Term Programme. The bid comprises studies and works to manage flood risk at five sites including a project to repair and stabilise the coastal armouring at Pickerings Pasture.

Defra's new funding arrangements require local match-funding contributions to enable schemes to progress within the Medium Term Programme. This may require the reinstatement of Halton's capital budget allocation for flood risk management.

6.4 Physical Environment (MN/PMcW)

6.4.1 Statutory Plans (MN)

Key Objectives / Milestones

Ref	Milestones	Q1 Progress
PPT 01	Progress the Core Strategy towards Adoption. October 2012	<input checked="" type="checkbox"/>
PPT 01	Progress the Waste Development Plan Document (DPD) to adoption. February 2012	<input checked="" type="checkbox"/>
PPT 01	Progress Climate Change Strategy towards adoption. June 2012	<input checked="" type="checkbox"/>
PPT 02	Update the State of the Borough Report. July 2012	<input checked="" type="checkbox"/>

Supporting Commentary

Core Strategy & Waste Development Plan

The Core strategy has been modified following Examination Hearings by the Planning Inspectorate and this will be the subject of public consultation from July until mid-September. Following the consultation, the Inspector will review any representations and issue his report, which if positive will allow the Core Strategy to be adopted.

In addition, examination hearings were held in relation to the Waste Development Plan in June with modifications required by the Planning Inspectorate being subject to further consultation in autumn. Following the consultation, the Inspector will review any representations and issue his report, which if positive, will allow the Waste Development Plan to be adopted

Climate Change Strategy

The strategy is at an advanced stage of drafting and has been circulated for internal comment. The strategy covers the Council, wider partnerships and the borough-wide dimension.

State of the Borough Report

The updating of the State of the Borough Report is an on-going process as data becomes available. The staged release of the Census data will require updates throughout the financial year. As each section is updated it will be reviewed to make sure it doesn't duplicate and in fact incorporates products such as the Health JSNA and unemployment summary. To aid this various profiles have been made available at:

www.halton.gov.uk/research

Key Performance Indicators

Ref	Measure	11/12 Actual	12/13 Target	Q1	Current Progress	Direction of travel
<u>PPT LI 06 (Ex NI 157)</u>	% Processing of planning applications as measured against targets for:					
	a) 'major' applications	25	60	14.3		
	b) 'minor' applications	34.29	80	36.4		
	c) 'other' applications	54.79	80	72.5		
<u>PPT LI 07</u>	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 (%).	128.8	100	N/A		
<u>PPT LI 08 (ex NI 170)</u>	To regenerate 5 hectares of urban sites per annum for the next five years.	N/A	5ha	N/A		

Supporting Commentary

PPT LI 06 (a, b & c) – Alternative methods of delivery in relation to processing planning applications are presently being trialled as part of the wave 3 Efficiency Review. The process for handling applications has been changed to allow more officer time to be spent on valid applications. The impact of these new arrangements will be monitored during the coming months.




PPT LI 07 - The Strategic Housing Land Availability Assessment is prepared annually with result published in September. The SHLAA 2011 indicated that there is sufficient land available.

PPT LI 08 – Current developments being delivered include the Tesco Extra in Widnes, 3MG, and The Hive on Widnes Waterfront. Consents have been recently granted for the Mersey Gateway Bridge and at Vestric House (Halton Lea, Runcorn). This will allow further regeneration by the development industry, ensuring that there is a continuation of urban sites moving forward in the regeneration pipeline

NB. Numbers of net additional homes provided (PPTLI04 (previously NI 154)), and the number of affordable homes delivered (gross) (PPTLI05 (previously NI 155)) will be reported at year end.

6.4.2 Housing Issues

Key Objectives / Milestones

Ref	Milestones	Q1 Progress
CCC1	Work with the Council's Planning Department to introduce an affordable housing policy within the Local Development Framework. Mar 2013 (AOF18)	
CCC1	Introduce a Choice Based Lettings scheme to improve choice for those on the Housing Register seeking accommodation. September 2012 (AOF 18)	
CCC2	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). Mar 2013 (AOF18 & 21)	

Supporting Commentary

Affordable Housing Policy

The draft Affordable Housing Supplementary Planning Document, which provides the detail behind the policy contained in the Core Strategy, was approved by Executive Board on 24th May for consultation purposes. It is anticipated it will go back to Board for formal adoption in the late Autumn, alongside the Core Strategy.

Choice Based Lettings

The scheme, known as Property Pool Plus, is scheduled to go live in Halton on the 10th July.

Extra Care Housing

The position remains the same in that with 137 units of extra care housing in the development pipeline (with Naughton Fields opening in the autumn and the Boardwalk in 2014), no further development is being actively sought due to revenue constraints on the Council's supported housing budget.

7.0 Financial Statement

COMMUNITY & ENVIRONMENT DEPARTMENT (CP)**Revenue Budget as at 30 June 2012**

	Annual Budget £'000	Budget To Date £'000	Actual to Date £'000	Variance To Date (overspend) £'000
<u>Expenditure</u>				
Employees	11,448	2,804	2,944	(140)
Other Premises	1,197	422	381	41
Supplies & Services	1,595	292	196	96
Book Fund	245	29	23	6
Promotional	265	58	48	10
Other Hired Services	925	121	116	5
Food Provisions	861	167	153	14
School Meals Food	1,656	125	96	29
Transport	43	24	25	(1)
Other Agency Costs	121	42	32	10
Waste Disposal Contracts	5,187	501	488	13
Leisure Management Contract	1,484	245	252	(7)
Grants To Voluntary Organisations	103	28	27	1
Grant To Norton Priory	222	111	111	0
Rolling Projects	286	72	72	0
Capital Financing	59	3	3	0
Total Expenditure	25,697	5,044	4,967	77
<u>Income</u>				
Sales Income	-1,949	-488	-471	(17)
School Meals Sales	-2,173	-416	-444	28
Fees & Charges Income	-2,393	-690	-623	(67)
Rents Income	-178	-105	-90	(15)
Government Grant Income	-31	-8	-10	2
Reimbursements & Other Income	-640	-108	-118	10
Schools SLA Income	-2,037	-58	-63	5
Internal Fees Income	-123	-28	-4	(24)
School Meals Other Income	-369	-74	-78	4
Meals On Wheels	-193	-48	-49	1
Catering Fees	-226	-48	-11	(37)
Capital Salaries	-101	-25	-26	1
Transfers From Reserves	-298	-20	-20	0
Total Income	-10,711	-2,116	-2,007	(109)
Net Operational Expenditure	14,986	2,928	2,960	(32)

Recharges				
Premises Support	1,381	264	264	0
Transport Recharges	2,205	551	552	(1)
Departmental Support Services	9	0	0	0
Central Support Services	2,757	729	729	0
Asset Charges	2,459	0	0	0
HBC Support Costs Income	-307	-69	-67	(2)
Net Total Recharges	8,504	1,475	1,478	(3)
Net Departmental Total	23,490	4,403	4,438	(35)

Comments on the above figures:

In overall terms the Net Operational budget is £ 35,000 over budget profile at the end of the first quarter of the financial year.

Staffing related expenditure is over budget profile by £140,000, primarily due to the premium pay savings target which account for 50% of the total staff savings target of £570,000. There has also been over £86,000 of costs incurred on agency staff, which means Open Spaces is over budget profile by £ 31,000 to date for absences due to illness and Waste Management is £ 22,000 over budget profile at this stage of the financial year.

Expenditure on Supplies and Services is currently £ 96,000 under budget profile. The main contributing factors are extremely low need for repairs and a significant reduction in the level of advertising across the division. The costs incurred in respect of utility charges are also less than anticipated at budget setting time and landscaping work is currently lower than average although this is expected to increase during quarter 2.

Food provisions for Commercial Catering and the Stadium are lower than budget profile due to lower sales and efficiencies with cost reduction. Internal Catering Fees Income is also under budget profile due to the continuing trend of reduced internal orders for catering across the council as a whole.

School Meals are performing well against budgets in respect of food costs and income. Food costs are £29,000 under budget profile and this budget is expected to be underspent at year end as it continues to benefit from renegotiated contract prices. Income is benefitting from the recent price increase of school meals, although the uptake of meals has fallen slightly. Income received in respect of school breaks continue to over achieve against target due to new snacks being provided.

Fees & Charges income is currently under budget profile. Trade Waste income has suffered again despite a smaller increase in price this year. However expenditure on waste disposal contracts is also under budget profile. Estimates have been provided for Waste disposal contracts which are paid in arrears due to invoices received late from contractors. The above portrays that position as best possible though careful monitoring will be undertaken on this line. Income received in relation to events at the Stadium and other bookings are also currently lower than usual, and sponsorship income from Widnes Vikings has been problematic. This may increase in the coming months due to a revised plan being arranged.

Rental income will be considerably reduced this current financial year due to Everton Football Club no longer using the Stadium. The annual effect of this will be in the region of £ 50,000.

Capital Projects as at 30 June 2012

	2012/13 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
Stadium Minor Works	30	8	8	22
Stadium Disabled Facilities	50	0	0	50
Children's Playground Equipment	96	24	1	95
Landfill Tax Scheme Hale Park	340	85	13	327
Playground Arley Drive	72	18	2	70
Playground The Glen	5	1	1	4
Crow Wood Park	12	3	0	12
Open Spaces Scheme	150	38	0	150
Runcorn Cemetery Extension	71	18	30	41
Installation of 5 Multi Use Games Areas	29	7	0	29
Development of Facilities at RTH Park	73	18	72	1
Playground Runcorn Hill Park	6	1	1	5
Litter Bins	28	7	0	28
Castlefields Recycling Scheme	30	8	0	30
Total Spending	992	236	128	864

ECONOMY, ENTERPRISE & PROPERTY DEPARTMENT (WR)**Revenue Budget as at 30th June 2012**

	Annual Budget £'000	Budget to Date £'000	Expenditure to Date £'000	Variance to Date (overspend) £'000
<u>Expenditure</u>				
Employees	4,569	1,184	1,218	(34)
Premises	0	0	0	0
Repairs & Maintenance	2,639	604	613	(9)
Energy & Water Costs	670	163	126	37
NNDR	933	821	780	41
Rents	760	374	382	(8)
Marketing Programme	37	11	10	1
Promotions	33	6	6	0
Supplies & Services	1,262	312	281	31
Agency Related Expenditure	103	14	14	0
Revenue Contribution to / from Reserves	-45	0	0	0
Total Expenditure	10,961	3,489	3,430	59
Sales	-3	0	0	0
Fees & Charges	-371	-12	-12	0
Rent - Markets	-806	-216	-193	(23)
Rent - Industrial Estates	-625	-183	-130	(53)
Rent - Commercial	-1,119	-277	-190	(87)
Transfer to / from Reserves	-374	-135	-135	0
Government Grant - Income	-947	-170	-170	0
Reimbursements & Other Income	-162	-136	-136	0
Recharges to Capital	-750	0	0	0
Schools SLA Income	-757	-30	-30	0
Total Income	-5,914	-1,159	-996	(163)
NET OPERATIONAL BUDGET	5,047	2,330	2,434	(104)
Premises Support Costs	1,770	432	432	0
Transport Support Costs	46	8	8	0
Central Support Service Costs	1,809	468	468	0
Asset Rental Support Costs	3,456	6	6	0
Repairs & Maint. Rech. Income	-2,393	-598	-598	0
Accommodation Rech. Income	-3,344	-836	-836	0
Central Supp. Service Rech. Income	-1,759	-434	-434	0
Total Recharges	-415	-954	-954	0
Net Expenditure	4,632	1,376	1,480	(104)

Comments on the above figures:

The Employee budget is currently over budget as the lack of staff turnover so far this year means that the staff turnover target is not being achieved.

Energy and Water Costs are under budget as a result of improvements that are currently being implemented throughout the Council.

Business rates are under budget due to the revaluation of various properties within the Council.

Market rental income is currently below budget due to a number of vacant stalls.

Industrial estate rental income is currently below budget mainly as a result of a large number of vacant units. Steps are being taken to promote these units and budgets will be monitored closely throughout the year.

The current economic climate has resulted in a decrease in the demand for land and property rental and as a result commercial rental income is below budget. Action is being taken to promote this area and budgets will be monitored closely throughout the year.

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.

POLICY, PLANNING & TRANSPORTATION DEPARTMENT (MN)

Revenue Budget as at 30th June

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance To Date (overspend) £'000
<u>Expenditure</u>				
Employees	6,180	1,463	1,471	(8)
Other Premises	241	60	42	18
Hired & Contracted Services	898	143	139	4
Supplies & Services	368	74	52	22
Street Lighting	1,656	242	234	8
Highways Maintenance	2,160	382	364	18
Bridges	92	21	16	5
Fleet Transport	1,259	317	317	0
Lease Car Contracts	694	431	423	8
Bus Support – Halton Hopper Tickets	170	32	35	(3)
Bus Support	575	112	112	0
Out of Borough Transport	51	9	10	(1)
Finance Charges	407	292	292	0
Grants to Voluntary Organisations	75	37	37	0
NRA Levy	62	31	30	1
Mersey Gateway	3,236	576	576	0
Total Expenditure	18,124	4,222	4,150	72
<u>Income</u>				
Sales	-250	-74	-76	2
Planning Fees	-486	-97	-101	4
Building Control Fees	-182	-45	-51	6
Other Fees & Charges	-387	-85	-102	17
Rents	-14	-4	-2	(2)
Grants & Reimbursements	-634	204	-225	21
School SLAs	-38	0	0	0
Recharge to Capital	-3,251	0	0	0
	-979	-13	-13	0
Contribution from Reserves				
Total Income	-6,221	-522	-570	48
Net Controllable Expenditure	11,903	3,700	3,580	120

Recharges				
Premises Support	843	118	117	1
Transport Recharges	485	134	133	1
Asset Charges	8,494	0	0	0
Central Support Recharges	3,007	752	752	0
Departmental Support Recharges	546	0	0	0
Support Recharges Income – Transport	-3,820	-1,031	-1,031	0
Support Recharges Income – Non Transport	-4,254	-700	-700	0
Net Total Recharges	5,301	-727	-729	2
Net Departmental Total	17,204	2973	2,851	122

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 above budget due to savings targets not being met within Logistics, Performance and Policy & Strategy divisions.

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

Supplies & Services is below budget due to a combination of small variances to date across Logistics and Traffic, Risk & Emergency Planning divisions.

Fees & Charges income is above income target partly due to MOT fees performing better than anticipated at this point in time. The remaining variance relates to Traffic Management where there have been additional road closures, higher than expected number of defects and overstays by Statutory Undertakers. It is anticipated that this will not continue as Statutory Undertakers are taking action to improve their efficiency and standards of work to avoid incurring these charges and challenging/refusing to pay invoices.

Grants and reimbursements is above budget to date due to Supervision of Private development income within the Highway Development Division. This is ad hoc and therefore difficult to predict as it depends on developments coming forward and formal agreements being entered into. It is therefore not yet known whether more income will be received in this financial year.

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

POLICY, PLANNING & TRANSPORTATION




Capital Projects as at 30th June

	2012/13 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
Local Transport Plan				
Bridges & Highway Maintenance				
Bridge Assessment, Strengthening & Maintenance	5,245	1,238	1,238	4,007
Road Maintenance	1,578	55	55	1,523
	6,823	1,293	1,293	5,530
Total Bridge & Highway Maintenance				
Integrated Transport	838	4	4	834
	7,661	1,297	1,297	6,364
Total Local Transport Plan				
Halton Borough Council				
Early Land Acquisition Mersey Gateway	22,416	1,938	1,938	20,478
Development Costs Mersey Gateway	5,000	0	0	5,000
Street lighting – Structural Maintenance	200	0	0	200
Risk Management	167	0	0	167
	27,783	1,938	1,938	25,845
Total Halton Borough Council				
<u>Grant Funded</u>				
	172	0	0	172
Surface Water Management Grant				
	172	0	0	172
Total Grant Funded				
S106 Funded				
	165	0	0	165
Asda Runcorn				
	15	0	0	15
Evertie – Derby/Peelhouse				
	15	0	0	15
Norlands Lane				
	195	0	0	195
Total S106 Funded				
	35,811	3,235	3,235	32,576
Total Capital Programme				

The LTP allocation includes a carry forward from 11/12 of £113,000 for Integrated Transport.




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.	<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 unless there is an intervention or remedial action taken</u>.</i>

Direction of Travel Indicator

Where possible performance measures will also identify a direction of travel using the following convention

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

REPORT: Environment and Urban Renewal
Policy and Performance Board

DATE: 12th September 2012

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Objection to Proposed 20mph Speed Limits,
Hale Village

WARDS: Hale

1. PURPOSE OF REPORT

- 1.1 To report on an objection that has been received following public consultation on a proposed Traffic Regulation Order to introduce 20mph speed limits on roads in Hale Village. The original proposals are set out in Appendix 'B' and the area affected is shown on Appendix 'C'.

2. **RECOMMENDATION: That the Board supports the proposal to make an Order to implement 20mph speed restrictions on those roads in Hale Village listed in Appendix 'B' and that the report be submitted for resolution by the Executive Board.**

3. SUPPORTING INFORMATION

- 3.1 Using delegated powers and after consultation with the ward councillor, the Parish Council and Cheshire Police, the Operational Director (Policy, Planning & Transportation) issued approval to advertise a proposal to implement a 20mph speed limit over most of the residential areas of Hale Village. The proposals and background information are set out in Appendix 'B'.
- 3.2 The purpose of the reduced speed limits is to encourage lower driving speeds and create a safer environment for vulnerable road users in essentially residential areas, redressing the balance between people and traffic. The policy of introducing of 20 mph areas is contained with the Local Transport Plan.
- 3.3 An objection has been received during the consultation on the proposal. The objection is based on a number of issues as follows:
- 3.3.1 **Objection:** Existing traffic speeds are low and the proposed speed limit is unnecessary and wasteful.

Officer response: The highways covered by this 20mph speed limit proposal are generally residential in nature and most traffic is travelling in these areas at average speeds of this order, due to a combination of the local environment, the road geometry, traffic calming and the number of parked vehicles. In accordance with national guidance, it is therefore permissible for the 20mph speed limit to be

introduced to act as a reminder to all drivers but especially those prone to driving at unsuitably high speeds that they are in a residential area where more caution should be exercised. Whilst Cheshire Constabulary can be requested to enforce such speed limits, the Police would normally expect these to be self-enforcing by virtue of the factors listed above. Whilst there has been just one recorded injury accident on these roads over the past five years, the proposed 20mph speed limit will help to create a safer environment for vulnerable road users and actively encourage drivers to be more aware of the nature of their surroundings.

3.3.2 **Objection:** Signing would spoil the visual appeal of Hale.

Officer Response: Signing would only be introduced where residential roads connect to main roads which are retaining their 30 mph limit. Within the residential areas there would be no additional signing. A total of 20 unlit signs would be required covering all entrance points to the 20mph zones.

3.3.3 **Objection:** Lack of pedestrian traffic.

Officer Response: Lowering speed limits to 20 mph is part of the process of encouraging pedestrian traffic and making our roads more attractive places to walk, thus reducing car usage.

3.4 The objector also suggests the removal of the existing traffic calming features on the approaches to the Village from Speke and Hale Bank. However, these reduced through traffic speeds when they were introduced and they have continued to have an impact on speeds in the area. There are currently no proposals to remove these calming features.

3.5 The objector also requested that 'At Any Time' waiting restrictions be introduced on parts of Arklow Drive. Any such proposal would need to consider the potential impact on adjacent residents and their ability to park. There are currently no proposals to introduce such restrictions.

4.0 **FINANCIAL & OTHER IMPLICATIONS**

4.1 The cost of implementing the recommended 20mph speed restrictions is approximately £3000 and this will be charged to annual Traffic Management revenue budget.

4.2 There are no direct policy, social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report.

5. **IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.**

5.1 **Children & Young People in Halton**

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

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

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

5.3 **A Healthy Halton**

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

5.4 A Safer Halton

Whilst there has been just one recorded injury accident on these roads over the past five years, the proposed 20mph speed limit will help to create a safer environment for vulnerable road users and actively encourage drivers to be more aware of the nature of their surroundings.

5.5 Halton's Urban Renewal

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

6.0 RISK ANALYSIS

6.1 Whilst there has been just one recorded injury accident at this location over the past five years, the proposed 20mph speed limit will help to create a safer environment for vulnerable road users and actively encourage drivers to be more aware of the residential nature of their surroundings. A full risk assessment is not required as there are no major changes to the highway network.

7.0 EQUALITY & DIVERSITY ISSUES.

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

8.0 BACKGROUND PAPERS

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

REPORT: M. J. Noone, Operational Director
Policy, Planning & Transportation (Delegated Powers)
DATE: 12/12/2011
REPORTING OFFICER: S.Johnson, Traffic & Road Safety
PORTFOLIO: Transportation
SUBJECT: 20mph. Speed Limits, Hale Village
WARDS: Hale

1.0 PURPOSE OF REPORT

- 1.1 To seek approval for the introduction of a traffic regulation Order to introduce a 20mph. speed limit over most residential roads in Hale Village.

2.0 RECOMMENDATIONS

2.1 It is recommended that:

[1] Notice be given of the Council's intention to introduce an Order to implement a 20mph. speed limit on those roads listed in the Appendix and

[2] Subject to no objections being sustained at the end of the public objection period and to the approval of the Police and emergency services and satisfactory consultation, the Orders be made.

3.0 SUPPORTING INFORMATION

- 3.1 A series of 20mph. speed limits have been requested by the ward councillor for Hale Village. All the roads are residential in nature and are believed to have mean traffic speeds of 24mph. or less. See Appendix, Drg. No. 9047 refers.
- 3.2 The purpose of the reduced speed limits is to encourage lower driving speeds and create a safer environment for vulnerable road users in essentially residential areas.
- 3.3 During the formal advertising period to follow, all directly affected residents will be notified in writing of these proposals as will all the emergency services and other regular consultees. The ward councillor and parish council are in favour of the measures.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The total cost of implementing the speed limit changes is approximately £3,000. This will be charged to annual traffic management revenue funds.

5.0 OTHER IMPLICATIONS

- 5.1 There are no direct policy, social inclusion, sustainability, best value, legal or crime and disorder implications resulting from this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

6.1 Children & Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

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

Whilst there has been just one recorded injury accident in these roads over the past five years, the proposed 20mph. speed limit will help to create a safer environment for vulnerable road users and actively encourage residents to be more aware of the nature of their surroundings.

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 Whilst there has been just one recorded injury accident at this location over the past five years, the proposed 20mph. speed limit will help to create a safer environment for vulnerable road users and actively encourage residents to be more aware of the residential nature of their surroundings. 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 There are no background papers under section 100D of the Local Government Act 1972

Details of Proposed Order

[a] Type: 20mph Speed Limits

[b] Details: The full adopted lengths of the following highways in Hale Village:

Carlow Close, Bandon Close, Arklow Drive, Greenore Drive, Kildare Close, Ennis Close, Aran Close, Malin Close, Cocklade Lane, Holly Close, Pepper Street, Wexford Avenue, Ladypool, Pheasant Field, Langford, Church End Mews, Church End, Vicarage Close, Church Road, Within Way, Wellington Gate, Curlender Way, Hoghton Road, Ireland Road, Elwood Close, Bailey's Lane and Hesketh Road.

[c] Associated revocations: None.

[d] Exemptions: Standard.

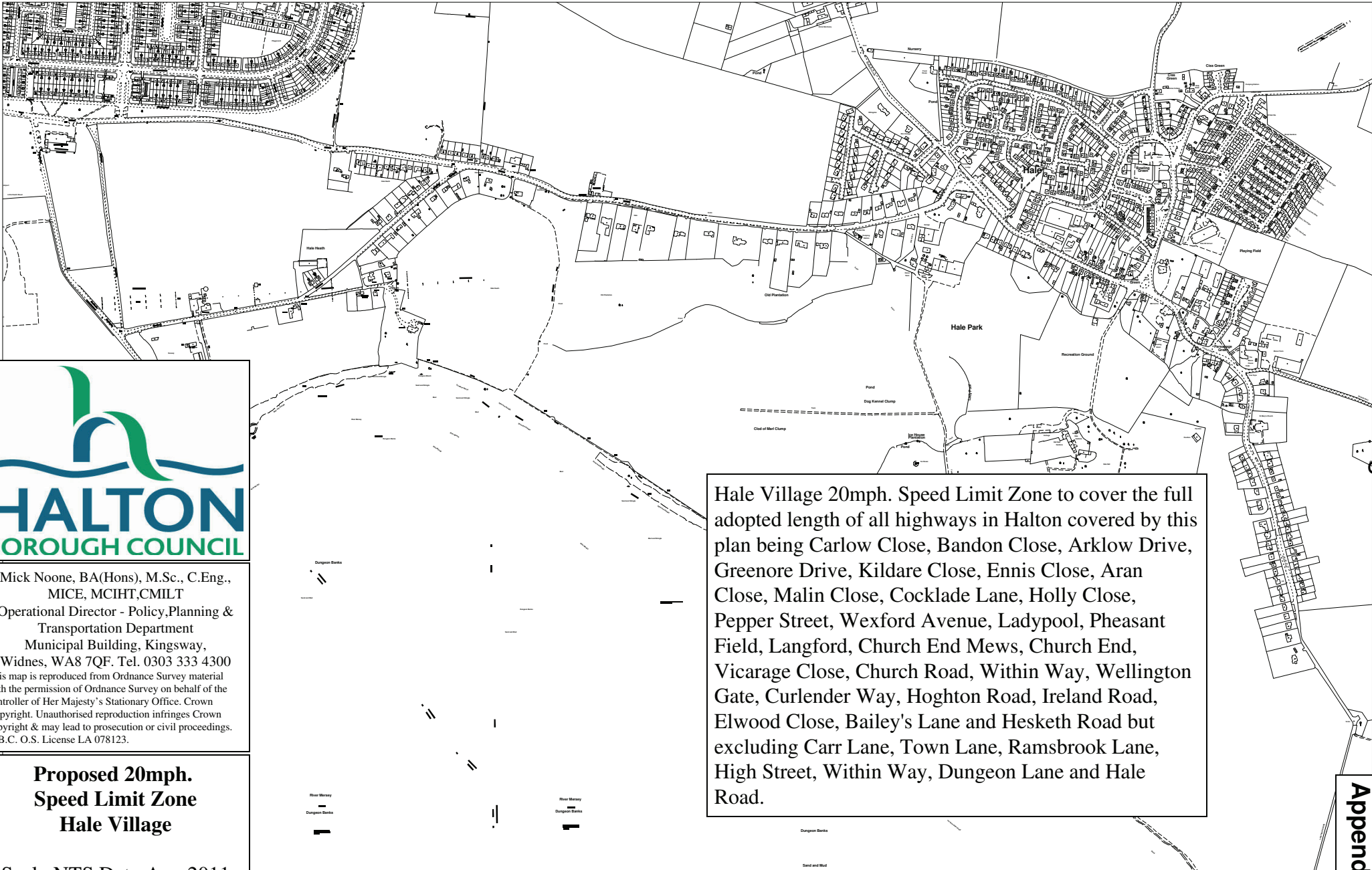
[e] Statement of Reasons: Speed limit reduction to 20mph. to encourage safer driving and to highlight the residential nature of the roads covered.

[f] Plan: Drg. no. 9047.

[g] Date to be advertised: ASAP.

[h] Date to be effected: ASAP.

[i] Advertising code: 2050 1625 W041



Mick Noone, BA(Hons), M.Sc., C.Eng.,
 MICE, MCIHT, CMILT
 Operational Director - Policy, Planning &
 Transportation Department
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**Proposed 20mph.
 Speed Limit Zone
 Hale Village**

Scale: NTS Date: Aug 2011
 Drawn: SJ Checked:
 Drg. No.: 9047

Hale Village 20mph. Speed Limit Zone to cover the full adopted length of all highways in Halton covered by this plan being Carlow Close, Bandon Close, Arklow Drive, Greenore Drive, Kildare Close, Ennis Close, Aran Close, Malin Close, Cocklade Lane, Holly Close, Pepper Street, Wexford Avenue, Ladypool, Pheasant Field, Langford, Church End Mews, Church End, Vicarage Close, Church Road, Within Way, Wellington Gate, Curlender Way, Houghton Road, Ireland Road, Elwood Close, Bailey's Lane and Hesketh Road but excluding Carr Lane, Town Lane, Ramsbrook Lane, High Street, Within Way, Dungeon Lane and Hale Road.

River Mersey
 Dunham Banks
 River Mersey
 Dunham Banks

Dunham Banks
 Sand and Mud

REPORT: Environment and Urban Renewal
Policy and Performance Board

DATE: 12 September 2012

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Objection to Proposed Waiting Restrictions -
Russell Court, Farnworth.

WARDS: Farnworth

1. PURPOSE OF REPORT

- 1.1 To report on objections that have been received following public consultation on a proposed Traffic Regulation Order to introduce 'At Any Time' waiting restrictions in Russell Court, Farnworth, Widnes. The original proposals are set out in Appendix '2' and the area affected is shown on Appendix '3'.

2. RECOMMENDATIONS

- 2.1 **It is recommended that the Board supports the proposal to make an Order to implement 'At Any Time' waiting restrictions on Russell Court, Farnworth as listed in Appendix '2' and that the report be submitted for resolution by the Executive Board.**

3. SUPPORTING INFORMATION

- 3.1 On 15th June 2011 the Environment and Urban Renewal Policy and Performance Board (E&UR PPB) considered a report on a petition from residents of Russell Court, Widnes relating to long-standing car parking problems in the area. A number of meetings had been held between Council Officers, Halton Housing Trust (HHT), Ward Councillors and residents to discuss the feasibility of various ways forward and one option, the provision of parking spaces on an area of land used as a "drying area" was to be taken to general consultation. The Board resolved: That
- (1) Council Officers, in conjunction with HHT continue their efforts to resolve the reported parking problems in Russell Court through the development of new parking provision and the control of inappropriate parking; and
 - (2) The residents of Russell Court be consulted on any proposals developed to resolve the parking problems.
- 3.2 In a subsequent consultation exercise with residents of Russell Court, the provision of 4 additional parking spaces on the 'drying area' (opposite the row of garages which are accessed off the private street) was proposed as shown on the attached drawing titled "Proposed Parking Improvements". This proposal was not generally accepted due to the loss of amenity and comments from the residents that the disabled parking bays should be near the houses. There were 19 responses to the consultation, but not every question was answered and the summary is as follows:

Question	Response	
How many Cars do you have?	None (10)	One (9)
Are you registered disabled?	Yes (10)	No (6)
Do you hold a disability blue badge?	Yes (6)	No (10)
Do you have any other person (s) that do not live at your house?	Yes (4)	No (15)
Do the overnight visitors require parking?	Yes (3)	No (14)

There were also some general comments about the difficulties being experienced. In view of the comments HHT decided that the scheme did not represent good value for money, so the scheme was not progressed.

- 3.3 The fundamental issue is that there is no on-highway parking permitted on Farnworth Street (there are 'No Waiting at Any Time' restrictions in place throughout this length of road) and little off-street provision; the lack of any visible controls on parking in Russell Court has meant that this small cul-de-sac has become the parking place of choice for more drivers than the space available can comfortably accommodate. Officers have therefore sought to follow the above Board resolution which was to provide new parking provision and control; and at the turn of the year in response to demand from the residents and local members, using Area Forum/HHT funding, they arranged the construction of three new disabled person parking spaces at the head of Russell Court, replacing a former highway grass verge to create additional road space and two new 'private' off-street parking spaces in the gardens of other properties owned by HHT as shown on the "Proposed Parking Improvements" plan attached. In addition, 'H-bar' markings have been installed to protect adjoining accesses from obstruction and bollards have been installed in some of the highway verges to prevent 'driving on' abuse of these areas and these are shown on drawing titled 'Proposed Parking Improvements'.
- 3.4 General parking congestion has continued, creating access difficulties and leading to inter-driver/neighbour disputes. There appears to be a common misconception amongst drivers that they have a right to park on the highway, especially near their own homes, when in reality parking should only take place in locations where this will not create an obstruction and any space is available purely on a first come, first served basis. In Russell Court, because it is only 5.5 metres wide, parking can only take place on one side or the other, not on both sides simultaneously. In light of this, in June 2012 the parking restrictions shown in Appendix '3' were sent out to public consultation. The report to the Operational Director (Policy, Planning & Transportation), seeking authorisation to consult, is also appended as Appendix '2'. The proposed restrictions seek only to prevent parking where it should be avoided, in order to prevent obstruction and to maintain the unrestricted flow of traffic.
- 3.5 Officer actions have thus been in accord with the E&UR PPB resolution set out above. However, four objections to the waiting restrictions have been received. There were no objections to designation of the three disabled person parking spaces at the head of the cul-de-sac.
- 3.6 The first objection letter acknowledges Russell Court is congested at the present time and raises concerns over parking displacement into adjacent areas. The proposed restrictions would displace two vehicles from parking in Russell Court. These could start parking in other side roads, such as Farnworth Close and Windermere Street. This is an unfortunate side-effect of any waiting restrictions,

and any issues created would need to be dealt with in the future. It is accepted that there is an unresolved, general lack of on-highway parking in the area.

- 3.7 The second objection letter again recognises the congestion and parking space pressure in Russell Court, but does not acknowledge that efforts have been made over the past year and are continuing to create extra parking space and to introduce reasonable restrictions intended to keep the highway (Russell Court) passable. The residents' consultation identified an unusually high number of registered disabled (62.5%) and 'blue badge holders (37.5%) are living in Russell Court. Officer action has been to comply with the E&URPPB recommendations and there is no intention in the current waiting restriction proposals to delete safe, viable, non-obstructive parking spaces.
- 3.8 The third objector also acknowledges the congestion and parking space pressure in Russell Court and the measures that have been taken to try and alleviate the problems. Again the fears are for displacement of parking demand and particular concerns over the behaviour of neighbours and the possibility of further animosity and the parking difficulties facing visitors to Russell Court.
- 3.9 The fourth objection is concerned that there will be more pressure on available parking space if the proposed restrictions go ahead, and fears her garage entrance will be blocked routinely despite the recently installed 'H-bar' marking.
- 3.10 It is recommended that all the objections be over-ruled as they do not present any valid arguments against the twin basic justifications behind the proposed waiting restrictions, of safety and keeping the highway of Russell Court clear for the passage of traffic.

4.0 FINANCIAL & OTHER IMPLICATIONS

- 4.1 The total cost of implementing the waiting restriction proposals is approximately £500. This will be charged to the jointly funded (HBC Area Forum / HHT) improvement scheme.
- 4.2 There are no direct policy, social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report.

5.0 OTHER IMPLICATIONS

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

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

6.1 Children & Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

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

The proposed waiting restrictions will serve to prevent obstruction of Russell Court. Disabled person parking spaces near disabled resident's homes reduces the chance of falls and improves the quality of life for affected residents.

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 There is a variable and uncertain road safety risk associated with introducing these proposed waiting restrictions, the degree of risk depending on the degree to which drivers would continue to park so as to obstruct the highway without them.

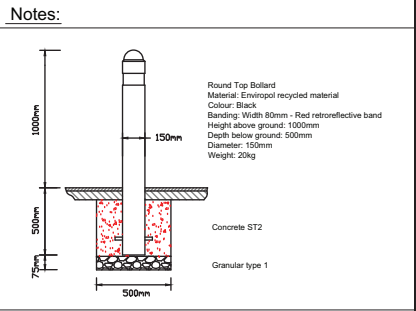
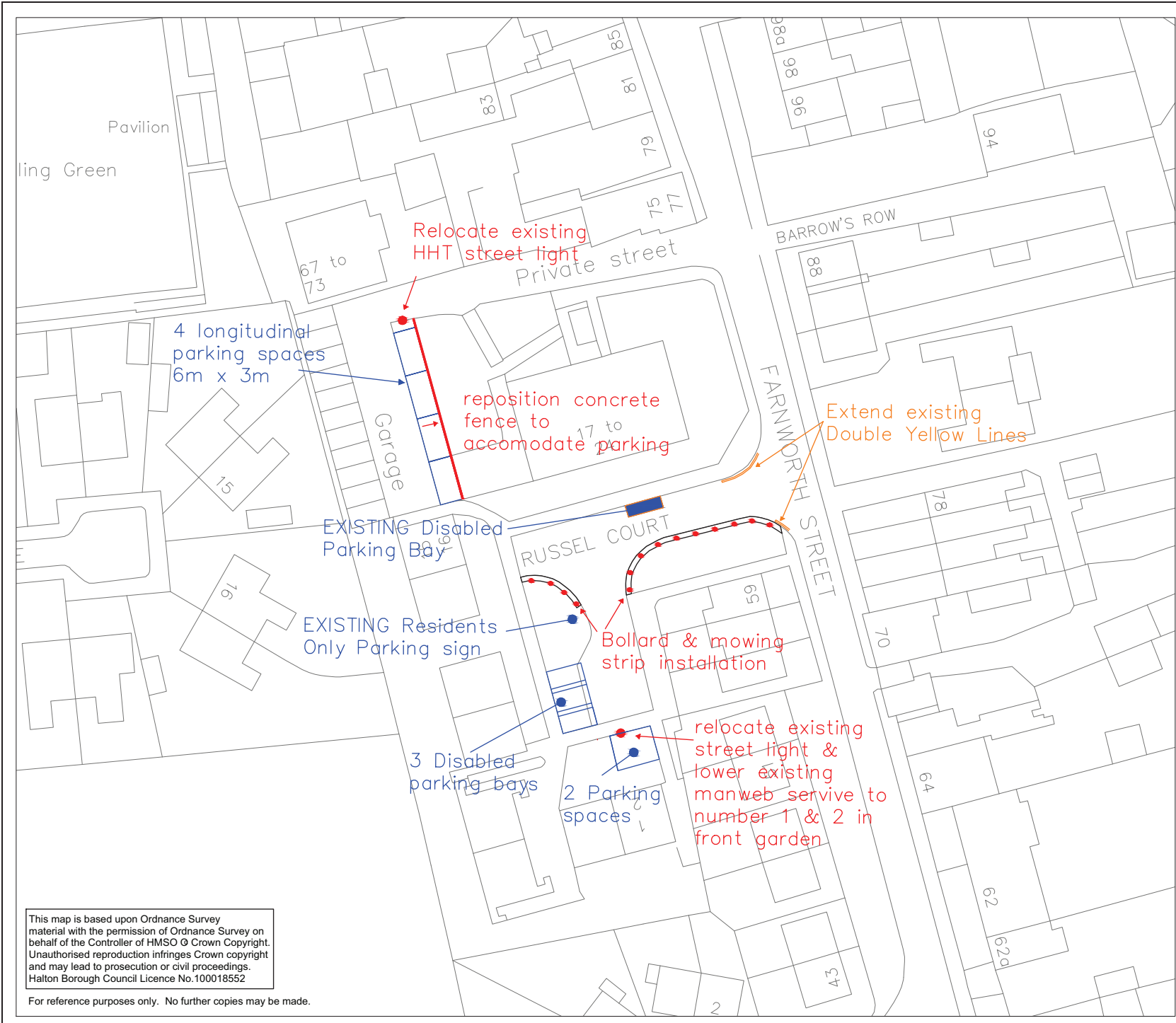
7.2 Traffic displaced from parking at the locations to receive new waiting restrictions will inevitably place an extra parking demand on adjacent areas and this is largely unavoidable. The new waiting restrictions recommended in this report are being proposed to maintain access to the road and the disabled parking spaces, which are a priority due to the higher than average number of "blue badge" holders.

8.0 EQUALITY & DIVERSITY ISSUES.

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

9.0 BACKGROUND PAPERS

9.1 Report to the Environment and Urban Renewal Policy and Performance Board on 15th June 2011 on a petition from residents of Russell Court, Widnes



REVISIONS

HALTON BOROUGH COUNCIL
 POLICY, PLANNING &
 TRANSPORTATION DEPARTMENT

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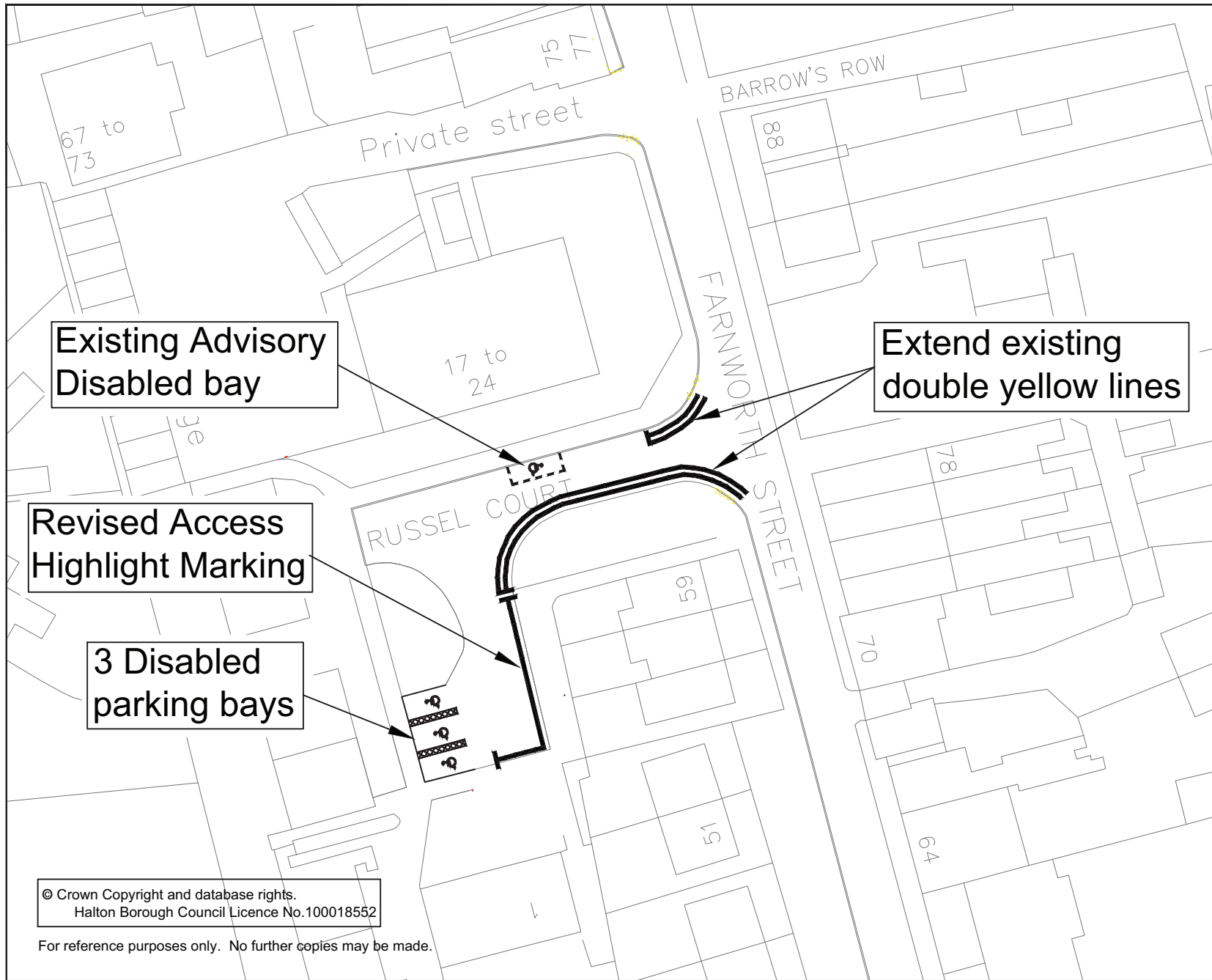
Proposed parking improvements
 Russel Court
 Provision of 4 spaces in garage area
 3 spaces in Russel Court
 2 spaces in front garden 1/2 Russel Court

Scales: 1/500	Date: March 2011
Drawn by: MTK	Checked by: DC
Drawing No:	Rev:

DRAFT

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Notes:

Revised Restriction after Informal Consultation
REVISIONS



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Proposed Car Parking Provisions
Russell Court
Proposed Waiting Restrictions
Consultation Plan
Results from Informal Consultation

Scale: 1:500	Date: November 2011
Drawn by: IB	Checked by: DC, SJ

Plan No: 8452/4	Rev: A
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REPORT: M J Noone, Operational Director
Policy, Planning & Transportation

DATE: 24th. January 2012

REPORTING OFFICER: S. Johnson - Lead Officer, Traffic & Road Safety

SUBJECT: Proposed Waiting Restrictions & Disabled Person
Parking Ares, Russell Court, Widnes

WARDS: Farnworth

1.0 PURPOSE OF REPORT

1.1.1 To seek approval for the introduction of “At Any Time” waiting restrictions and designate an area for disabled person parking only in Russell Court, Widnes.

2.0 RECOMMENDATIONS

2.1 It is recommended that notice be given of the Council’s intention to:

[a] introduce a traffic regulation Order to implement “At Any Time” waiting restrictions on part of Russell Court, Widnes as Appendix "A".

[b] introduce a traffic regulation Order to designate an area of Russell Court, Widnes as disabled person parking only as Appendix "B".

2.2 **Subject to no objections being sustained at the end of the public consultation period and to the agreement of the Police and emergency services and satisfactory consultation, the Orders be made.**

3.0 SUPPORTING INFORMATION

3.1 In recent years a series of complaints have been received concerning parking congestion in Russell Court, Widnes. The Court serves as access to 24 properties and also gives access to off-highway parking spaces at the rear of Farnworth Street properties nos. 55 to 59. However, because of existing “At Any Time” parking restrictions on Farnworth Street, Russell Court has become the location where residents from a wider area choose to try and park their vehicles, particularly overnight and at the weekends.

3.2 This use of Russell Court as a parking area has caused numerous congestion and obstruction issues as the parking is frequently thoughtless and inconsiderate, causing friction between local people and preventing access for emergency vehicles and refuse collection lorries. Residents of Russell Court have reported problems with parking for several years and have lodged complaints both with the Council and with Halton Housing Trust who own and manage the properties. Complaints culminated in a residents’ petition requesting that a solution to the parking problems be found. The petition was reported to the Environment and Urban Renewal Policy and Performance Board in June 2011, since which time officers of HBC and HHT have been working together with Ward Councillors on a scheme of improvements in Russell Court, funded jointly by HHT and the Locality Area Forum.

- 3.3 The Court is home to a number of elderly and disabled people and there have been regular requests for the provision of disabled person parking bays close to the flats. The recently completed improvements have provided two off-street parking bays on HHT owned land (for the exclusive use of Russell Court residents) and three disabled person parking bays within the highway. It is evident that demand for disabled person parking bays is exceptionally high at this location, and these bays need to be legally enforceable due to the pressure on parking space in general.
- 3.4 It is believed it is now also necessary to introduce vehicle waiting restrictions on the entrance to Russell Court and on one side as far as the rear parking accesses to nos. 55 to 59 Farnworth Street in order to prevent obstruction. The occupants of these properties have been consulted over these proposals and are in favour, rejecting an alternative suggestion which would have seen the "At Any Time" restrictions extended further past their parking area entrances at the rear of their homes. Instead, an 'H Bar' road marking has been provided to protect access crossings from obstruction.
- 3.5 Following the completion of the improvements and with the recommended waiting restrictions in place, the design of Russell Court means that adequate space is provided for vehicles to turn around in order to leave. Drawing no. 9107 refers.

4.0 CONSULTATION

- 4.1 During the formal advertising period to follow, all directly affected residents will be notified in writing of these proposals as will all the emergency services and other regular consultees. All ward councillors have already been consulted and are content with the proposals.
- 4.2 During an earlier consultation exercise amongst the residents of nos. 55 to 59 Farnworth Street, there was no support for extending the proposed waiting restrictions past the rear of their homes and their off-road parking spaces.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The total cost of implementing the waiting restriction proposals is approximately £500. This will be charged to the jointly funded (HBC Area Forum / HHT) improvement scheme.

6.0 OTHER IMPLICATIONS

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

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

7.1 Children & Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

7.2 Employment, Learning & Skills in Halton

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

7.3 A Healthy Halton

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

7.4 A Safer Halton

The proposed waiting restrictions will serve to prevent obstruction of Russell Court and reduce the incidence of confrontation between drivers in parking and access disputes. Disabled person parking spaces near disabled resident's homes reduces the chance of falls and improves the quality of life for affected residents.

7.5 Halton's Urban Renewal

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

8.0 RISK ANALYSIS

- 8.1 There is a variable and uncertain road safety risk associated with introducing these proposed waiting restrictions, the degree of risk depending on the degree to which drivers would continue to park so as to obstruct the highway without them.
- 8.2 The proposals could prove unacceptable to local residents but following the consultation process the validity of any objections that cannot be resolved will be considered by the Executive Board Sub-Committee.
- 8.3 Traffic displaced from parking at the locations to receive new waiting restrictions will inevitably place an extra parking demand on adjacent areas and this is largely unavoidable. The new restrictions recommended in this report are being proposed generally on access, movement and alleviation of the effects of disability grounds, which should have a higher priority than a slight increase in the pressure on available parking space.

9.0 EQUALITY & DIVERSITY ISSUES.

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

10.0 BACKGROUND PAPERS

- 10.1 There are no background papers under section 100D of the Local Government Act 1972

Details of Proposed Order:

[a] "At Any Time" Waiting Restrictions.

[b] Details:

Russell Court, north side, from the junction with Farnworth Street to a point 8 metres west of the west kerb line of Farnworth Street.

Russell Court, south side, from the junction with Farnworth Street to a point 24 metres west of the west kerb line of Farnworth Street.

[c] Associated revocations: None

[d] Exemptions: Standard

[e] Statement of Reasons: To provide for the unrestricted movement of traffic along Russell Court..

[f] Plans: Drawing no. 9107 refers, for deposit only.

[g] Date to be advertised: ASAP

[h] Date to be effected: ASAP

[i] Advertising code: 2050 1625 W041

Details of Proposed Order:

[a] Disabled persons parking space.

[b] Details: Russell Court, for a length of 9 metres on the west side (adjacent to nos. 9 to 12) at the head of the cul-de-sac.

[c] Associated revocations: None.

[d] Exemptions: Standard

[e] Statement of Reasons: To provide dedicated parking spaces for disabled persons in an area where demand for such facilities is exceptionally high.

[f] Plans: Drg. No. 9107 refers, for deposit only.

[g] Date to be advertised: ASAP

[h] Date to be effected: ASAP

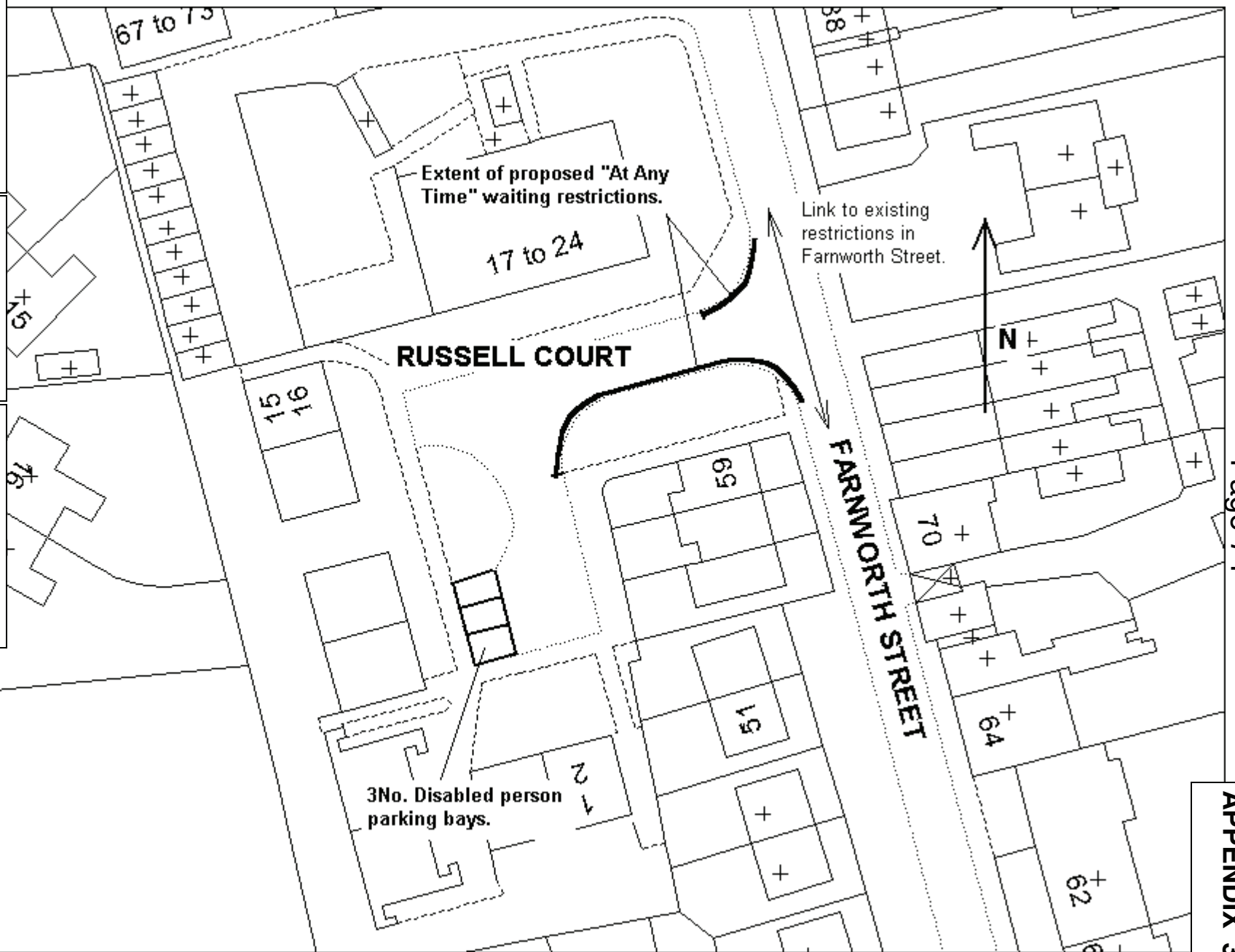
[i] Advertising code: 2050 1625 W0



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**Proposed "At Any Time"
Waiting Restrictions &
Disabled Person
Parking Bays,
Russell Court, Widnes**
Scale: NTS Date: Jan 2012
Drawn: SJ Checked:
Drg. No.: 9107



Our Ref
Direct Line 0151 510 5001
Mobile Number 07947 614368
Your Ref
Date 13th September 2011
Email charlie.woska@haltonhousing.org

Mr xxx
Xx Russell Court
Widnes
Cheshire
WA8 9LP

Dear Mr xxx,

RUSSELL COURT CAR PARKING.

Firstly, I would like to thank everyone who took the time to participate in the consultation we held with residents on Thursday 30th June 2011. The event was extremely useful for us to ascertain the problems you are encountering and to gain your views of how we could utilise the limited space available to alleviate the problem.

As previously discussed, Officers from Halton Housing Trust and Halton Borough Council are working in partnership in an attempt to resolve the car parking problems and have agreed to joint funding of the following proposals, which, we hope you will accept as being the most appropriate solution.

Grass verge on the left side of the car park: Bollards to be installed along the grass verge to prevent vehicles churning up the grass and damaging the man hole at the end of the verge and the double yellow lines to be extended from Farnworth Street along the kerb line.

Grass area to the front of 1 and 2 Russell Court: To utilise some of this to make provision for the parking of two vehicles. This particular land is owned by the Trust and does not form part of the highway. Therefore, parking can be designated as "Residents Parking Only". This work will also involve relocating the existing street lamp.

Grass area to the front of 9 – 12 Russell Court: To utilise the grass area to the left side of the existing residents' only parking sign to make provision for the parking of three vehicles. This land currently forms part of the highway and will continue to do so when the work is completed. Therefore, these will be marked as designated "Disabled Parking Bays" to restrict parking and vehicles that are parked and not displaying a blue badge, will be subject to enforcement action being taken by the Police.

Grass area to the front of 13 – 14 Russell Court: Bollards to be installed to prevent vehicles from parking on the grass verge.

Existing Disabled Parking Space: There is no intention to move this and it will remain in its current location.

We have also considered the feasibility of utilising some of the communal drying area that is used by residents of the main block of flats (17-24 Russell Court), by removing the existing concrete fencing and relocating approximately 12ft inwards. This would have created four longitudinal spaces along the fence line. However, the cost of doing this is significantly excessive and would erode a substantial amount of the budget provision that we have available. Therefore, it is not our intention pursue this as part of the current joint funding initiative.

A land plan identifying the proposals as detailed above is enclosed for your perusal.

On behalf of Halton Housing Trust and Halton Borough Council, I would like to thank you for your patience in allowing us the time to reach what we feel is the best solution possible to alleviate the parking problems that you are encountering. It has not an easy task in reaching an agreement given the limited amount of money available to us and the complex ownership of the land for disposal.

It is our intention to commission the work as soon as possible, however, if you have any bona-fide concerns or objections to the above proposals, would you please let me have them in writing before (date to be ten days from letter date)

Yours sincerely

Charles Woska
Assistant Area Manager - Widnes

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	12 th September 2012
REPORTING OFFICER:	Strategic Director – Policy and Resources
PORTFOLIO:	Resources
SUBJECT:	Neighbourhood Planning
WARDS:	Boroughwide

1.0 PURPOSE OF THE REPORT

- 1.1 The report provides the Environment and Urban Renewal PPB with an overview of the Neighbourhood Planning process and indicates the likely resource implications to the Council of producing a Neighbourhood Plan.

2.0 RECOMMENDATION: That

- (1) the content of the report is noted; and**
- (2) the Council respond to any requests for Neighbourhood Planning in accordance with the relevant legislation, thereby fulfilling its statutory duty to support and advise its communities in this regard.**

3.0 SUPPORTING INFORMATION

- 3.1 The 2011 Localism Act introduced the ability for local communities to shape their local communities and have a greater say in the planning of their areas by producing neighbourhood development plans, neighbourhood development orders and community right to build orders. The notion behind this is that if communities are involved in shaping the development of their area, they are more likely to become proponents, rather than opponents of development. The emphasis is placed on the local community leading the process, with support from the local authority in relation to conformity with higher order planning policy and statutory process requirements.

Neighbourhood Plans

- 3.2 The key tool available to local communities is the ability to produce a Neighbourhood Development Plan (Neighbourhood Plan) which once adopted, forms part of the development plan for the local authority alongside the Unitary Development Plan, Regional Strategy and emerging Core Strategy. A Neighbourhood Plan can be used to:
- Develop a shared vision for a neighbourhood
 - Set out where residential, retail, business or other development should be located

- Protect local green infrastructure
- Influence building design

A Neighbourhood Plan can have a broad or a narrow scope, but it must primarily be about the use and development of land. It is in effect a mini-Local Plan, with a mixture of policies and land designations as desired, but it will be specific to a much smaller geographical area.

- 3.3 The process of producing a Neighbourhood Plan is governed by the Neighbourhood Planning Regulations which came into force on 6th April 2012 to supplement the provisions of the Localism Act. The sections below set out the five key stages in the production of a Neighbourhood Plan.

Stage 1: Defining the neighbourhood

- 3.4 The Regulations set out that the neighbourhood planning process can only be led by a recognised community group such as a Parish Council, Town Council or Neighbourhood Forum. Where a recognised community group does not exist for the area proposed to be covered by a neighbourhood plan, a Neighbourhood Forum must be set up by making an application to the local authority. The proposed Neighbourhood Forum must meet certain criteria including having at least 21 members and having a written constitution. In Halton should a community outside of the Parish Council areas wish to produce a neighbourhood plan, they would need to form a neighbourhood forum and seek designation from the Council before commencing the production of the plan.
- 3.5 A neighbourhood area then needs to be designated for the area to be covered by a neighbourhood plan. It will be the local authority's responsibility to ensure that the suggested boundary "makes sense" on the ground and to assist in helping the community to designate an area where they can achieve their aims through neighbourhood planning. Where a Parish Council proposes to produce a Neighbourhood Plan, the plan does not need to cover the entire parish area. However, there can only be one Neighbourhood Plan covering any one area, so communities may need to work collaboratively with neighbouring communities to ensure there is no overlap.

Stage 2: Preparing the plan

- 3.6 Through a neighbourhood plan, communities can establish general planning policies for the future development and use of land within their area. These could detail where new homes or offices should be built and what they should look like. It should set a vision for the future of their area. The neighbourhood plan and the policies within it can be as detailed or general as local people desire.
- 3.7 Importantly, neighbourhood plans **must be in line** with all national and local planning policies. In Halton this means that neighbourhood plans must accord with the higher level policies in the National Planning Policy Framework, the Regional Strategy (until its forthcoming revocation), the

Core Strategy and Unitary Development Plan (until such a time that it is replaced by other local plans). For instance, if another local planning policy promotes a neighbourhood for growth or designates a site in a neighbourhood for development, the neighbourhood plan should not promote less development than set out elsewhere or indeed undermine any of the strategic policies for the area.

- 3.8 Neighbourhood plans must also be in line with other regulations, including the requirement for Strategic Environmental Assessment in accordance with European obligations. Local authorities should advise their Parish Councils or Neighbourhood Forums whether a Strategic Environmental Assessment is required for the neighbourhood plan they are promoting.
- 3.9 There is a requirement for public consultation to be carried out on any proposed neighbourhood plan. The initial requirement is the community to consult on any draft proposals for a minimum of 6 weeks, in a way that is likely to bring the proposal to the attention of people who live, work or carry out business in the neighbourhood. After the neighbourhood plan has been finalised and submitted to the Council, the local planning authority must publicise the proposals for a further 6 week period so that formal representations can be made.

Stage 3: Independent examination

- 3.10 Once a neighbourhood plan has been prepared, an independent examiner will ensure that it has been produced in accordance with national and local planning policies. The examiner does not have to be a Planning Inspector working for the Planning Inspectorate. The Localism Act states that anyone with the appropriate qualifications and skills and who is acceptable to the local authority and local community can conduct the examination. The costs of the examination (namely the fees of the examiner) will need to be met by the local authority.
- 3.11 After the close of the examination and receipt of the examiner's report, the local authority must publish its decision regarding how it will progress with the Neighbourhood Plan. As with Local Plans, the examiner may recommend that certain changes be made to the neighbourhood plan to improve it. The local planning authority decides whether these changes should be made. The local planning authority also has the choice to refuse or decline to make the Neighbourhood Plan at this stage. If any changes proposed by the examiner are significant, the local community may choose to carry out further public consultation.

Stage 4: Community referendum

- 3.12 Once the examination has ended and the views of the independent examiner are known, the Council must ask the community whether they wish to see the Neighbourhood Plan introduced for the area. A referendum of the local population (classed as anyone registered to vote in local elections and living in the designated neighbourhood area) must be carried out.

3.13 It will be for the local authority to organise any such referenda, on behalf of the community promoting the Neighbourhood Plan. The cost of organising and carrying out the referendum will be borne by the local authority. In order to reduce costs, there is a likelihood that neighbourhood planning referenda will be combined with other elections where possible. Standard questions have been developed by the Government for the purposes of a referendum. 50% or more of all votes cast must be in favour of the Neighbourhood Plan for the plan to be capable of being adopted by the Council. There is no requirement for a minimum turnout at the referendum to make the outcome of the vote valid.

Stage 5: Adoption of the Neighbourhood Plan

3.14 Once the result of the referendum is known, and if it has been agreed by the majority of those voting, the Council must adopt the Neighbourhood Plan as soon as possible, so that it becomes part of the Development Plan for the authority. Once it is part of the Development Plan, the local planning authority will then have to make decisions on planning applications for that area in line with the neighbourhood plan, unless material planning considerations indicate otherwise.

Cost and resource implications

3.15 CLG estimate that the average cost of producing a Neighbourhood Plan to be between £20-86k¹. Ultimately, the cost of preparing a plan will vary depending on the complexity and size of the area covered. The costs will need to be met by the community promoting the neighbourhood plan. The Council has a duty to support this process by providing officer time. As identified in the sections above, local planning authorities are required to assist in designating a neighbourhood forum (if necessary) and in defining the neighbourhood plan area. They should also provide advice to communities during the production of the neighbourhood plan and help with the assessment of conformity with national and local planning policies.

3.16 Certain specific costs related to the production of the neighbourhood plan do fall to the local authority. These relate to the Independent Examination and the Referendum. CLG estimates the total cost of these activities to be in the region of £13-16k per plan. Funding of up to £50million has been identified through the Comprehensive Spending Review to allow local authorities to recoup the costs of delivering these elements of neighbourhood planning.

Other support available

¹ CLG (2012) Localism Act: Neighbourhood Plans and Community Right to Build Impact Assessment

3.17 The Government has provided funding to four national organisations to allow them to give help and assistance to communities carrying out neighbourhood planning. These authorities are:

- Planning Aid (part of the Royal Town Planning Institute)
- The Prince's Foundation for Building Community
- The Campaign for the Protection of Rural England, working with the National Association of Local Councils
- Locality (the Building Communities Consortium)

3.18 Local communities will be advised to approach these organisations for assistance as they have dedicated resources to assist communities and neighbourhoods in taking forward neighbourhood planning. A number of the above organisations have also produced useful guides to Neighbourhood Planning.

Other Neighbourhood Planning tools

3.19 Communities can also choose to produce a Neighbourhood Development Order. These are the same as a Local Development Order where the community can automatically grant planning permission for the buildings they want to see built. This means that developers do not have to apply for planning permission where their proposal is covered by Neighbourhood Development Order. CLG estimate that the cost of producing a Neighbourhood Development Order to be anywhere from £25-£86k, and such costs would need to be met by the community.

3.20 Community Right to Build schemes will be able to be brought forward by community groups established as a corporate body by members of the local community. They will allow small scale, community-led developments (e.g. for 5-10 homes or a community facility) to be brought forward by using a Community Right to Build Order (similar to a Neighbourhood Development Order). CLG estimate the costs of producing a Community Right to Build scheme to be in the region of £40k and again, such costs would need to be met by the community.

4.0 POLICY IMPLICATIONS

4.1 As highlighted in the report, should any Neighbourhood Plans be produced for any area within the Borough, once adopted it will automatically become part of the Development Plan for the Borough. This means that, along with the Core Strategy and UDP, the Neighbourhood Plan would be used in the determination of any planning applications that come forward in that area. As such, neighbourhood plans have greater weight than Supplementary Planning Documents (SPDs) which do not have statutory Development Plan status.

5.0 OTHER IMPLICATIONS

5.1 As highlighted in paragraphs 3.15-3.16, although the costs of producing a Neighbourhood Plan, Neighbourhood Development Order or Community Right to Build Scheme will need to be met by the community

promoting the plan, the Council will have a statutory duty to support those members of the public interested in producing a plan for their neighbourhood. As planning policy staff resources are limited, it is expected that the Council will fulfil its statutory duty but it is unlikely that it will have the capacity to support neighbourhoods beyond these basic requirements.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children & Young People in Halton

Using neighbourhood plans, local communities can choose to respond to the needs of their young population via the means of allocating sites or developing specific policy approaches which target the needs of children and young people.

6.2 Employment, Learning & Skills in Halton

Neighbourhood plans can be produced for employment areas as well as for residential communities. Any proposals for neighbourhood plans concerning any of the Borough's employment areas have the potential to improve the physical environment around commercial premises, thereby assisting and helping to stimulate encourage investment.

6.3 A Healthy Halton

In order to assist in creating a healthy Halton, there is scope for neighbourhood plans to allocate land for sport or recreation purposes in response to local need or demand.

6.4 A Safer Halton

Neighbourhood planning will allow communities to tackle local issues such as community safety by promoting land uses or a policy approach which tackles problem areas where crime or anti-social behaviour may be prevalent.

6.5 Halton's Urban Renewal

Through the introduction of an additional tier of planning policy documents, there is the opportunity to improve areas of Halton in need of regeneration through the use of neighbourhood plans. This will be subject to Neighbourhood Forums being formed and neighbourhood plans being promoted for areas in need of renewal.

7.0 RISK ANALYSIS

7.1 As this report purely provides information about the neighbourhood planning process, no risks to the Council have been identified at this stage. As highlighted in the report, if any of the Borough's communities do commit to producing a neighbourhood plan for their area, the Council will have a number of statutory obligations that it must perform to support that community.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Any community in the Borough (subject to meeting the relevant criteria), can apply to become a Neighbourhood Forum. In setting up and designating a Neighbourhood Forum, there is a requirement that its membership reflects the inclusivity, diversity and character of the area. Therefore the opportunity to take part in neighbourhood planning is open to all.

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

Document	Place of Inspection	Contact Officer
The Neighbourhood Planning (General) Regulations 2012	Municipal Building, Widnes	Gemma Hawkesford
The Neighbourhood Planning (Referendums) Regulations 2012	Municipal Building, Widnes	Gemma Hawkesford
The Neighbourhood Planning (Prescribed Dates) Regulations 2012	Municipal Building, Widnes	Gemma Hawkesford
Localism Act: Neighbourhood Plans and Community Right to Build Impact Assessment	Municipal Building, Widnes	Gemma Hawkesford

REPORT:	Environment and Urban Renewal Policy and Performance Board
DATE:	12 September 2012
REPORTING OFFICER:	Strategic Director, Policy & Resources
PORTFOLIO:	Transportation
SUBJECT:	Objections to Proposed Traffic Regulation Orders, Various Locations, Widnes & Runcorn
WARDS:	Riverside, Birchfield, Broadheath, Heath, Appleton

1.0 PURPOSE OF REPORT

1.1 To report on objections (including a 21 name petition) that have been received following public consultation on proposed traffic regulation Orders to impose 'At Any Time' waiting restrictions on parts of Cowan Way, Upton Lane, Green Lane, Cawfield Avenue, Primrose Close, Alder Avenue, Birch Road, Acacia Avenue, Lockett Road, Church Street, Upper Mersey Road and Mersey Road, Widnes and Kenilworth Avenue, Penrhyn Crescent and Ludlow Crescent in Runcorn and also to remove existing 'At Any Time' waiting restrictions from Blundell Road, Widnes.

2.0 RECOMMENDATIONS

- 2.1 **It is recommended that this PPB supports the following proposed Orders with its conclusions being submitted to the Executive Board for its consideration:**
- 1. the implementation of 'At Any Time' Waiting Restrictions as detailed in Appendix '3', namely on Alder Avenue, Birch Road, Acacia Avenue, Lockett Road and Mersey Road/Upper Mersey Road in Widnes and on Kenilworth Avenue/Penrhyn Crescent/Ludlow Crescent in Runcorn;**
 - 2. the intention to revoke existing 'At Any Time' Waiting Restrictions as detailed in Appendix '3', namely on Blundell Road, Widnes;**
 - 3. the proposals to introduce restrictions on Cowan Way, Green Lane, Cawfield Avenue and Primrose Close, Widnes as detailed in paragraphs 3.2 and 3.3, be discontinued; and**
 - 4. the proposal to implement restrictions at Church Street/Upper Mersey Road, Widnes be progressed to cover a reduced length as detailed in paragraph 3.6.**

3.0 SUPPORTING INFORMATION

- 3.1 Using delegated powers and after consultation with ward councillors and Cheshire Police, the Operational Director (Policy, Planning and Transportation) issued approval to advertise a range of Traffic Regulation Order proposals with the public consultation exercise running through May 2012. Whilst the majority of the proposals received no objections and have now been implemented, objections have been received to some of the proposals. Detailed drawings showing the proposals are in Appendix '2'. Associated descriptions and justification details for those Orders now being recommended are in Appendix 3
- 3.2 **Cowan Way/Upton Lane Junction Area, Widnes.** Drg. No. 9074 in Appendix '2' refers. The initial request for these parking restrictions came from a resident of Cowan Way, the concern being that the southern section of Cowan Way and the junction area were being used for the parking of vans and other vehicles resulting in confrontations between drivers in the constriction being created. Three individual objections plus a 21 name objection petition were received. However, assurances from objectors and observations during site visits indicate that the problem may have been temporary due to nearby building works, also an adjacent resident has now created off-road parking for their business van. There is no Police accident record for this location over the past five years, and it is recommended that the proposal to introduce waiting restrictions should not be progressed at the present time.
- 3.3 **Green Lane, Cawfield Avenue and Primrose Close, Widnes.** Drg. No. 9008 in Appendix '2' refers. The original request for these waiting restrictions came from two residents of Green Lane in 2010 and related to intermittent congestion due to vehicle parking by people using the school and nearby playing fields. Records from the time indicate an initial consultation with residents south of Primrose Close (where four of the five objectors live) gave a slight majority in favour of 'At Any Time' restrictions. In light of this result, after further consultation with ward councillors it was agreed that formal consultation on a traffic regulation Order should be undertaken. Five objections were received centred mainly on the inconvenience associated with parking restrictions (especially for the elderly and disabled), but also registering concerns over congestion in nearby roads due to parking displacement and fear of vandalism to vehicles remotely parked. A number of these objections propose Residents Parking Permits as an alternative but the Council does not issue such permits and there are no schemes in place in the Borough. There is no Police accident record for this area over the past five years, and it is recommended that the proposal to introduce waiting restrictions should not be progressed at the present time as the level of inconvenience this would cause to residents would seem to outweigh the benefits associated with removing visitor parking.
- 3.4 **Kenilworth Avenue/Penrhyn Crescent/Ludlow Crescent, Runcorn.** Drg. No. 9030 in Appendix '2' refers. These restrictions were requested by a former ward councillor to address parking congestion, particularly but not exclusively associated with the adjacent school. The sole objector's property in Kenilworth Avenue already carries 'At Any Time' constraints along the Kenilworth Avenue frontage. The existing restriction will be revoked and replaced by the present proposal, which would see the existing restrictions extended around the Kenilworth Avenue/ Penrhyn Crescent junction radius kerbs for a distance of approximately seven metres with the intention of keeping the immediate area of the junction free of parked vehicles to keep sightlines for drivers and pedestrians clear. Approximately 20 metres of the Penrhyn Crescent frontage

of the objector's property will remain clear of waiting restrictions, and drivers are allowed to stop on double yellow lines to load and unload. On these grounds it is recommended that the objection be over ruled.

3.5 Alder Avenue, Birch Road and Acacia Avenue junctions with Lockett

Road, Widnes. The proposed restrictions at these junctions were requested by a ward councillor, and are intended to prevent inconsiderate parking by visitors to Victoria Park and adjacent homes. Drg. No. 9036 in Appendix '2' refers. Only one objection was received, from the occupier of a property on Lockett Road, relating to part of their frontage. The area involved is a section of radius kerbs at the Alder Avenue/Lockett Road junction which should not be used for parking as it is within the junction, and approximately fourteen metres of the property frontage onto Lockett Road remains unaffected. It is recommended that the objection be over ruled.

3.6 Church Street/Upper Mersey Road/Mersey Road junction, Widnes.

These proposals are requested by a ward councillor and relate to reported inconsiderate parking blocking sightlines at the junction and also obstruction of traffic flows approaching the traffic calming build out north of the junction. Drawing no. 9023 in Appendix '2' refers. The objection relates only to proposals within Church Street, which were confirmed at a site meeting with the objector asserting there are no sightline or congestion issues in Church Street itself. Given the width of Church Street at this point and the relatively low traffic flows, it is recommended that the section of proposed waiting restriction relating to Church Street be deleted in accordance with the objection, with implementation of the new restriction now reaching only to the back of footpath line on Upper Mersey Road/Mersey Road.

3.7 Blundell Road, Widnes. At the request of local residents and following an initial consultation exercise with residents and the Police, it was proposed that the existing "At Any Time" waiting restrictions on the east side of Blundell Road be removed as no longer necessary. Drg. No. 9078 in Appendix '2' refers. This is no longer a bus route and the existing restrictions are widely disregarded, without causing any traffic flow issues. One objection was received raising three points:

[1] School run parking at the Blundell Road/Liverpool Road junction will be more dangerous when parking is permitted on both sides of Blundell Road.

Response: During school run times, Blundell Road is used for parking regardless of the existing waiting restrictions which are ignored. Providing more parking space in Blundell Road may result in fewer drivers parking right on the junction, and there have been no traffic accidents involving personal injury in Blundell Road for over the years 2007- 2011 inclusive.

[2] Parking on both sides of Blundell Road will cause drivers to weave between parked vehicles. Response: This already occurs as the existing restrictions are largely ignored but traffic speeds are low due to the existing traffic calming.

[3] Parking obstruction of driveways will increase. Response: Removing parking restrictions will create more space for parking and reduce the need to park near or over, neighbour's driveway entrances.

The objector also requested new waiting restrictions on Blundell Road and at the Blundell Road/Liverpool Road junction, but it is recommended that the objection be over ruled and the parking situation be monitored to make sure the junction operates safely before any new restrictions are considered.

4.0 FINANCIAL IMPLICATIONS

4.1 The total cost of implementing the waiting restriction proposals is approximately £1500. This will be charged to the traffic management revenue budget.

5.0 OTHER IMPLICATIONS

5.1 There are no direct policy, social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

6.1 Children & Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

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

The proposed waiting and loading restrictions will serve to protect sightlines, keep pedestrian desire lines clear and reduce the incidence of confrontation between drivers travelling on roads lined with parked cars. There are no recorded traffic accidents resulting in personal injury on the affected sections of highway over the past five years 2007 to 2011.

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 There is a variable and uncertain road safety risk associated with introducing these proposed waiting restrictions, the degree of risk depending on the degree to which drivers would continue to park so as to obstruct the highway, desire lines and sight lines at the locations listed above.

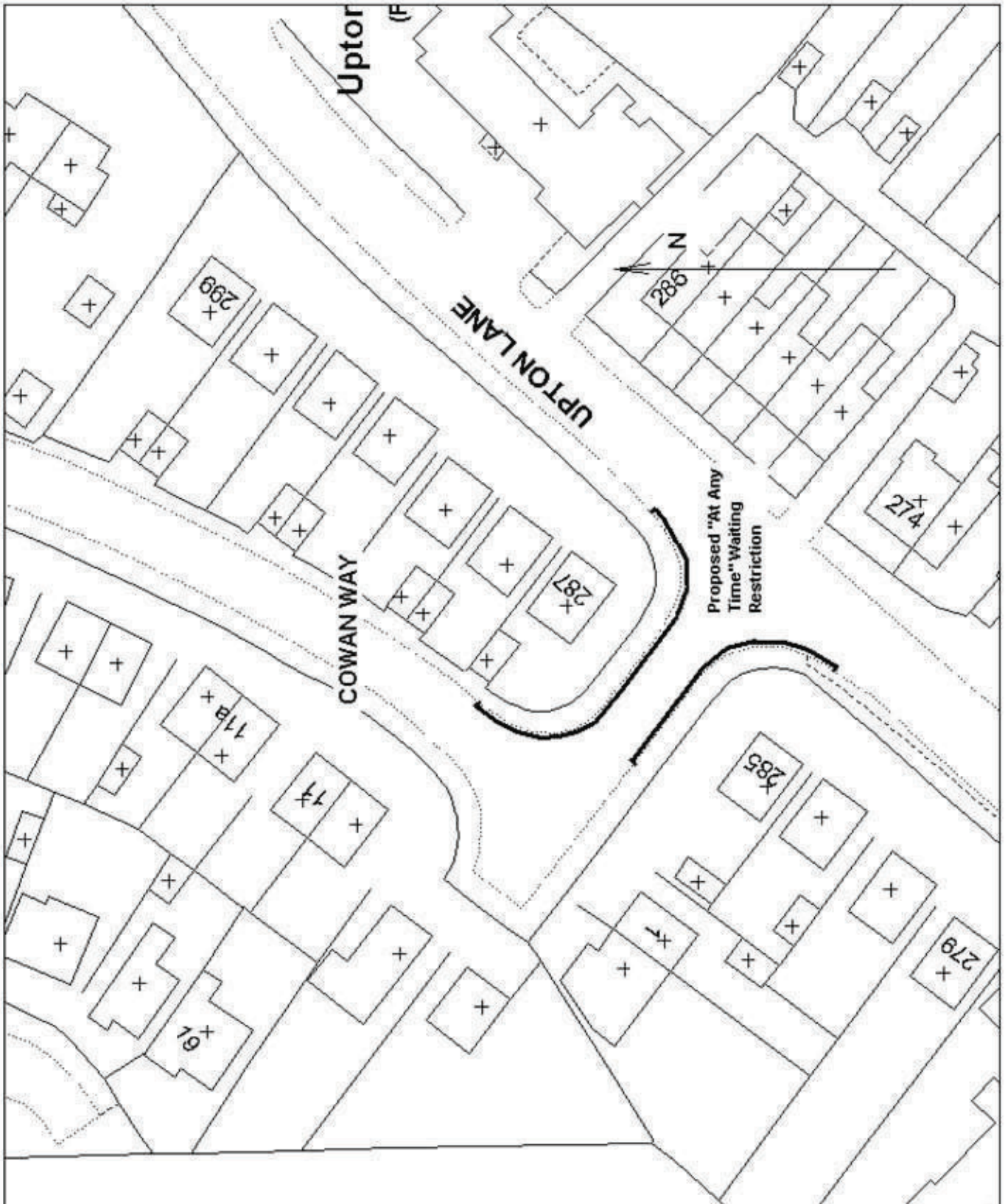
7.2 Traffic displaced from parking at the locations to receive new waiting restrictions will inevitably place an extra parking demand on adjacent areas and this is largely unavoidable. The new restrictions recommended in this report are being proposed generally on safety grounds, which should have a higher priority than a slight increase in the pressure on available parking space.

8.0 EQUALITY & DIVERSITY ISSUES.

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

9.0 BACKGROUND PAPERS

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



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**Proposed "At Any Time"
Waiting Restrictions,
Cowan Way & Upton Lane,
Widnes**

Scale: NTS Date: Oct. 2011
Drawn: SJ Checked:
Drg. No.: 9074



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**Proposed "At Any Time"
Waiting Restrictions,
Green Lane,
Cawfield Avenue &
Primrose Close, Widnes**
Scale:NTS Date:Dec. 2011
Drawn: SJ Checked:
Drg. No.: 9008



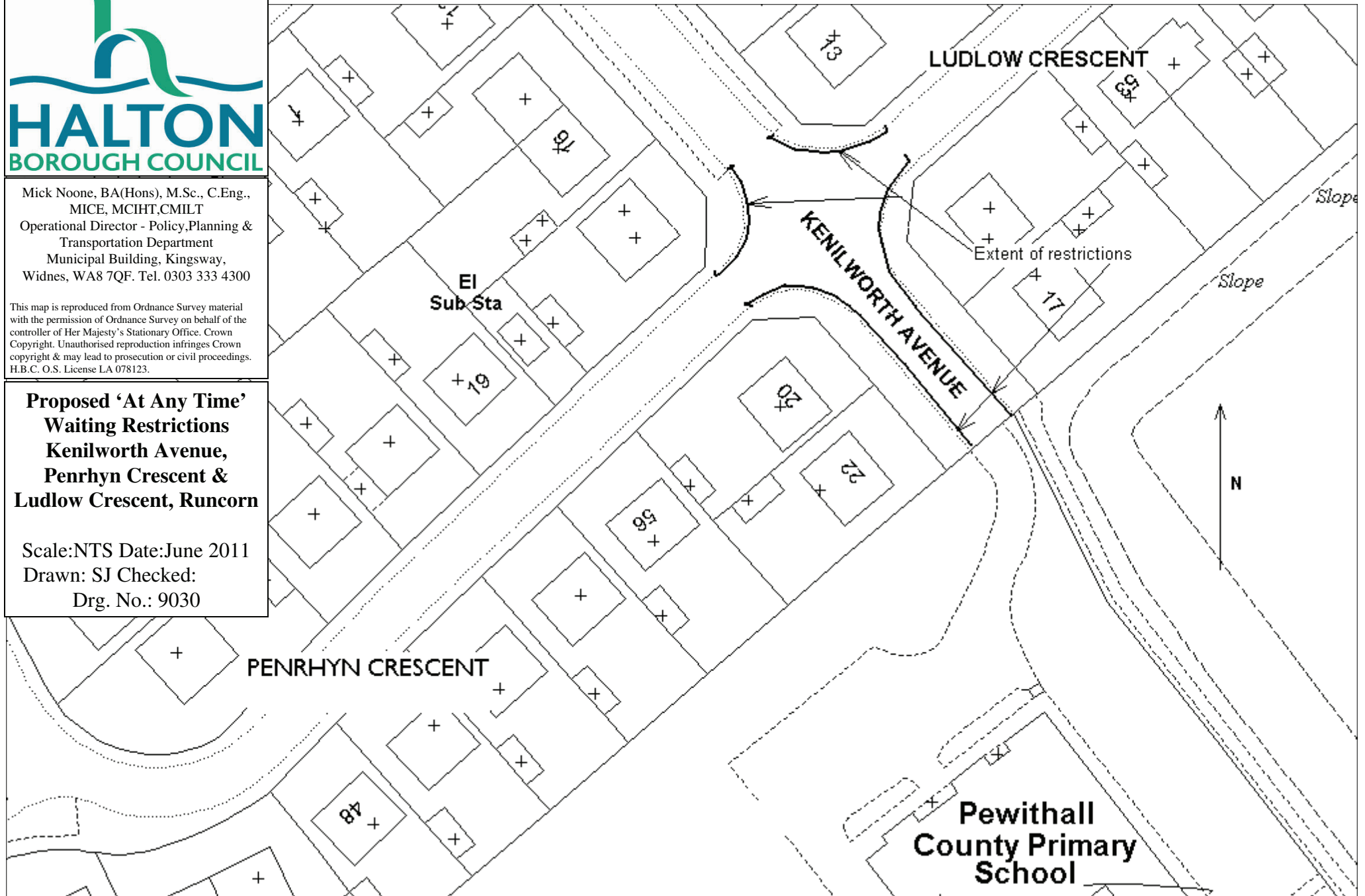


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**Proposed 'At Any Time'
 Waiting Restrictions
 Kenilworth Avenue,
 Penrhyn Crescent &
 Ludlow Crescent, Runcorn**

Scale: NTS Date: June 2011
 Drawn: SJ Checked:
 Drg. No.: 9030



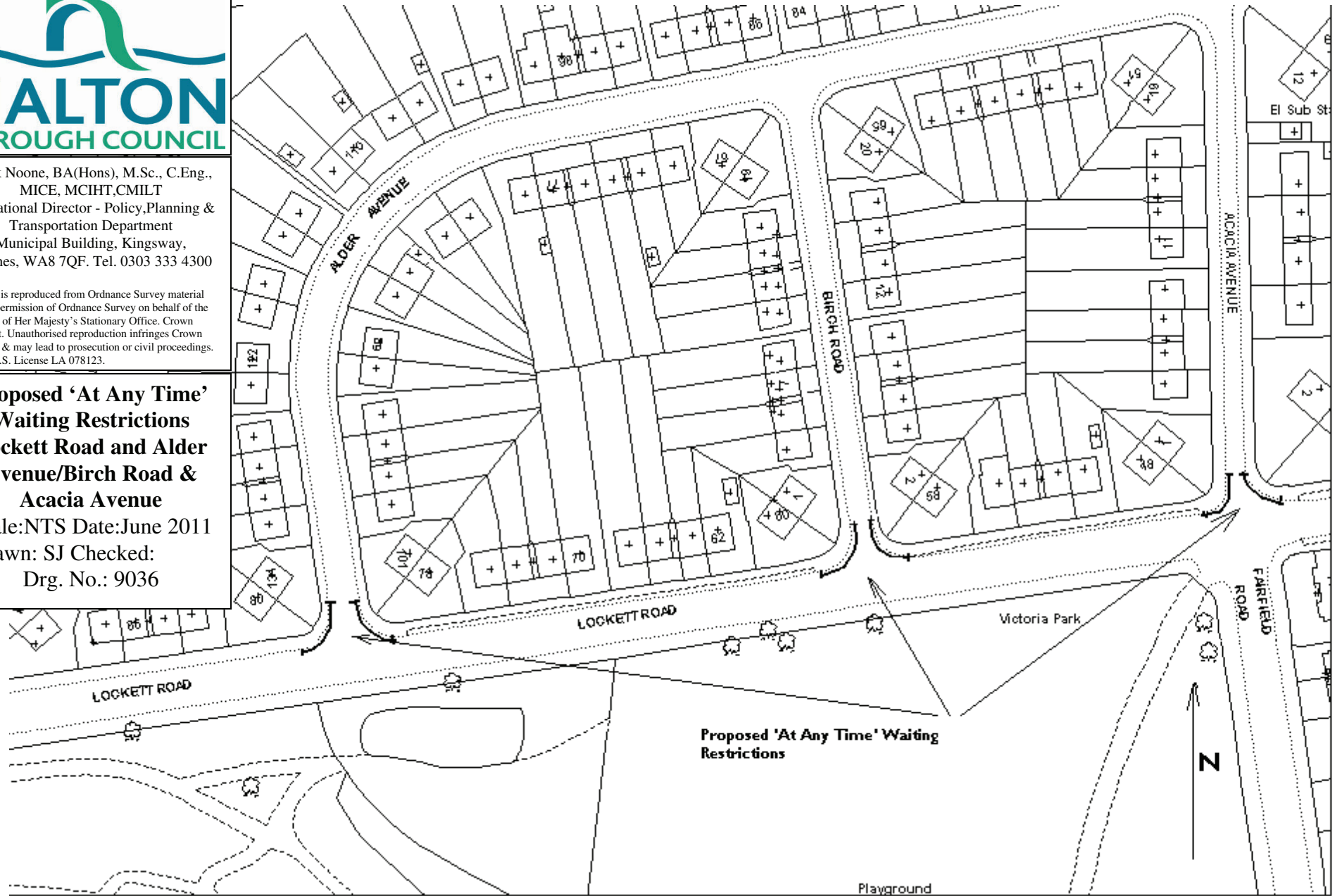


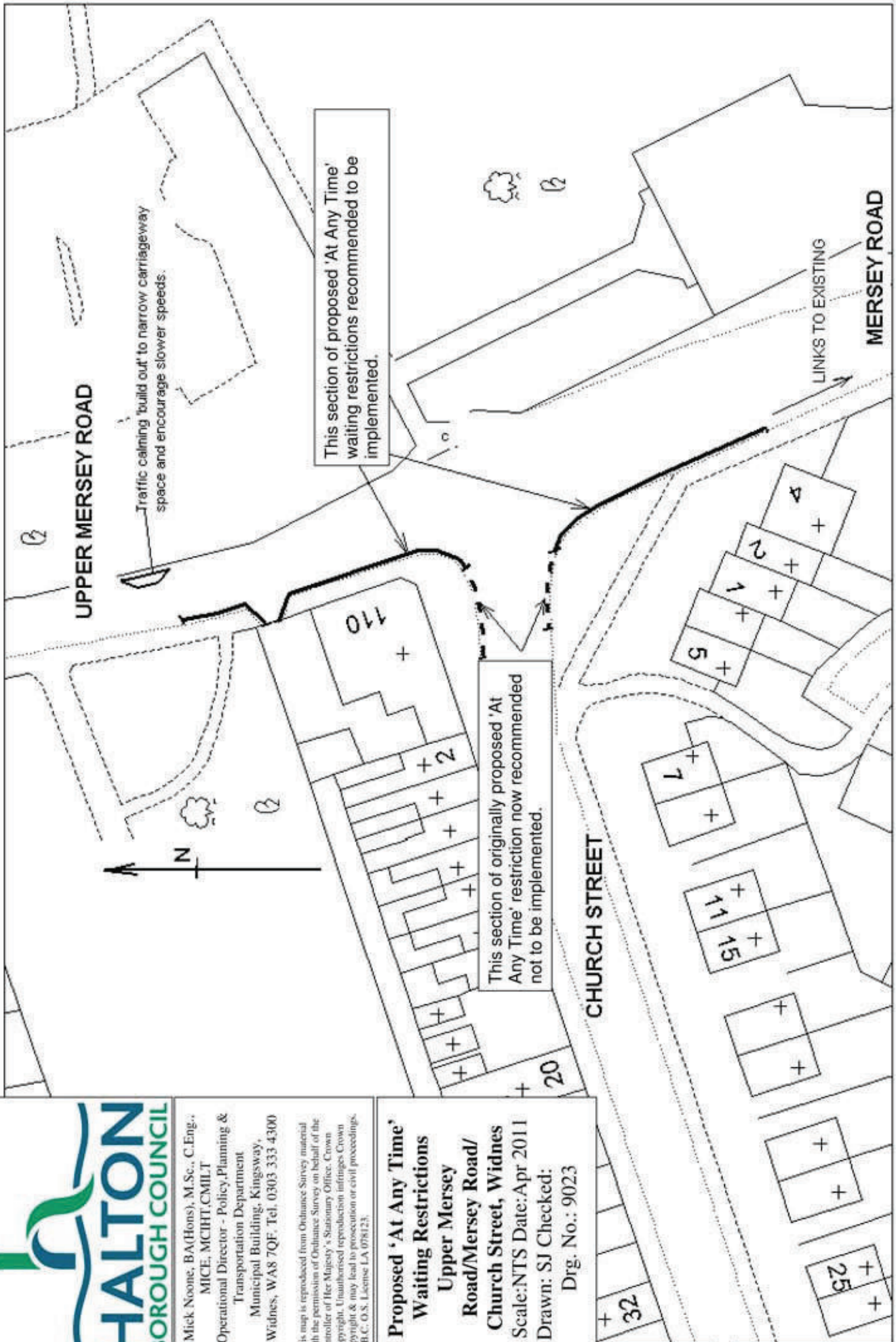
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**Proposed 'At Any Time'
Waiting Restrictions
Lockett Road and Alder
Avenue/Birch Road &
Acacia Avenue**

Scale: NTS Date: June 2011
Drawn: SJ Checked:
Drg. No.: 9036





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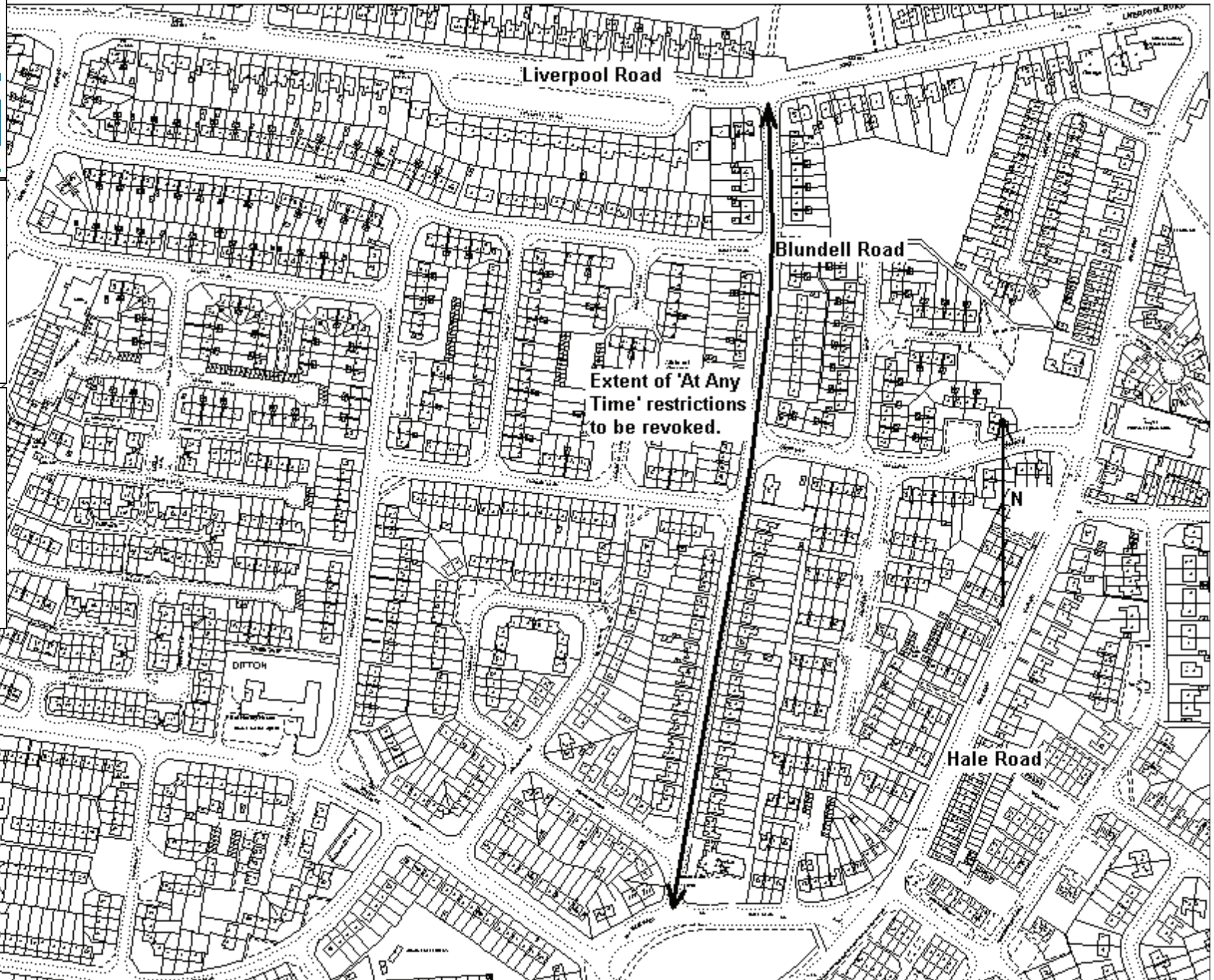
**Proposed 'At Any Time'
Waiting Restrictions
Upper Mersey
Road/Mersey Road/
Church Street, Widnes**
Scale: NTS Date: Apr 2011
Drawn: SJ Checked:
Drg. No.: 9023



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**Removal of
"At Any Time"
Waiting Restrictions,
East side, Blundell Road,
Widnes**
Scale: NTS Date: Sept 2011
Drawn: SJ Checked:
Drg. No.: 9078



Details of Recommended Revised 'At Any Time' Waiting Restrictions

Location	Description	Justification
Kenilworth Avenue, Runcorn Drg. No. 9030 refers.	Both sides, from the entrance to Pewithall Primary School to a point 13 metres north west of the Kenilworth Avenue/Penrhyn Crescent/Ludlow Crescent junction	To prevent congestion of this school entrance and adjacent junction through thoughtless or inconsiderate parking by residents and school visitors.
Penrhyn Crescent, Runcorn Drg. No. 9030 refers.	Both sides, for a distance of 16 metres from the centre of the Kenilworth Avenue/Penrhyn Crescent/Ludlow Crescent junction	To prevent congestion of the school entrance and adjacent junction through thoughtless or inconsiderate parking by residents and school visitors.
Ludlow Crescent, Runcorn Drg. No. 9030 refers.	Both sides, for a distance of 16 metres from the centre of the Kenilworth Avenue/Penrhyn Crescent/Ludlow Crescent junction	To prevent congestion of the school entrance and adjacent junction through thoughtless or inconsiderate parking by residents and school visitors.
Alder Avenue, Birch Road and Acacia Avenue, Widnes. Drg. No. 9036 refers.	Both sides of each road for a distance of 8 metres from the north kerb line of Lockett Road at each junction.	To prevent obstruction of desire lines and blocking of sightlines at the junctions.
Lockett Road, Widnes. Drg. No. 9036 refers.	North side, for a distance of 18 metres centred on each of the junctions with Alder Avenue, Birch Road and Acacia Avenue	To prevent obstruction of desire lines and blocking of sightlines at the junctions.
Church Street & Upper Mersey Road, Widnes Drg. no. 9023 refers,	Upper Mersey Road, west side, between points 37m. north and 30m. south of the centre of the junction with Church Street.	To prevent congestion and obstruction caused by inconsiderate parking, especially on the approaches to the traffic calming buildout on Upper Mersey Road..

Recommended revocation of existing waiting restrictions:

Blundell Road, Widnes: Those parts of the Borough of Widnes (Parking Places and Prohibition and Restriction of Waiting) Order 1970 relating to Blundell Road.

Kenilworth Avenue, Runcorn: Those parts of the Halton Borough Council (Various Roads, Runcorn and Widnes) (Revocation and Prohibition of Waiting) Order 2005 No.4 relating to Kenilworth Avenue, Runcorn.

REPORT:	Environment and Urban Renewal Policy and Performance Board
DATE:	12 th September 2012
REPORTING OFFICER:	Strategic Director, Policy & Resources
PORTFOLIO:	Transportation
SUBJECT:	Off Street Parking Places Order 2012 Runcorn Town Centre
WARDS:	Mersey

1.0 PURPOSE OF REPORT

1.1 To report on objections that have been received following public consultation on a proposed traffic regulation Order to name, and set the operating conditions on, the central car parks in Runcorn Town Centre. The original proposals with a location plan are set out in Appendix 'A' to this report.

2.0 RECOMMENDATION: It is recommended that this PPB supports the revised proposal to make a Traffic Regulation Order, the main effects of which would be to:

- **name the central Runcorn Town Centre car parks adjacent to the Co-Op, Lloyds Pharmacy and Cooltrader stores (basically the former Princess Street car park) as High Street Car Park;**
- **impose standard operating conditions generally as within Appendix 'A', though with a revised maximum stay period of three hours and no return within an hour Monday to Saturday 8.00 am to 5.00 pm., on both the High Street car park and the Penketh Court car park; and**
- **introduce a charge of £50.00 for drivers exceeding the maximum stay period, but reduced to £25.00 if paid within 14 days.**

3.0 SUPPORTING INFORMATION

3.1 Using delegated powers and after consultation with the ward councillors, adjacent store managers and Cheshire Police, the Operational Director (Policy, Planning and Transportation) accepted the report attached as Appendix 'A', and issued approval to advertise a proposal to name the central Runcorn Town Centre car parks adjacent to the Co-Op, Lloyds Pharmacy and Cooltrader stores (basically the former Princess Street car park) as High Street Car Park and impose new operating conditions on this car park and the Penketh Court car park. These operating conditions are the General Provisions contained within Appendix 'A' and are standard across all Council operated car parks, with the exception in this case of a maximum stay period of two hours with no return within an hour, Monday to Saturday 8.00 am to 6.00 pm initially being put forward.

3.2 Redevelopment work in the area had created the need to formalise the naming of the central car park areas, as the previous names are no longer applicable and the background to the requirement for regulation of these areas is set out in Appendix

'A'. In essence this is because of the need to provide a turnover in the use of these parking areas to improve the availability of immediate parking for shoppers using the adjacent Co-Op, Lloyds Pharmacy and Cooltrader stores.

- 3.3 During the consultation period, six objections were received'. Three of the objections are from individuals, three from businesses and the various issues raised can be summarised to the following points:
- [a] A maximum stay duration limit of two hours is insufficient for some visitors, especially those using hairdressers and similar services. Response: This seems a valid point and the stay duration limit is recommended to be increased to three hours.
 - [b] The 8am to 6pm restriction period is excessive. Response: This seems a valid point and the end time is now recommended as 5pm. With the three hour stay period, this means that a driver parking at 2pm can then stay the rest of the day and on into the evening yet commuters, shop and office workers cannot arrive before 9am and proceed to stay until lunchtime or longer.
 - [c] The proposals have had inadequate consultation. Response: The Council's policies and practices on consultation in relation to Traffic Regulation Orders have been followed with notices posted on site, in the local press and hand delivered to adjacent properties.
 - [d] Are the restrictions justified, especially in Runcorn? Response: The issues were covered by a comprehensive report to the Urban Renewal Policy and Performance Board on 16th September 2009. Additionally, in December 2009 consultants RTA Associates Ltd. (RTA) undertook a feasibility study for the adoption of civil parking enforcement within Halton. A central finding of the reports is that although the overall parking provision in Runcorn Town Centre may be satisfactory, issues exist over the management of these facilities, and 'blocking' of those prime parking areas closest to retail outlets by all-day parkers in all the main car parks. There is strong anecdotal and observational evidence that in the case of Runcorn, the drivers involved work in adjacent offices and shops, or use the nearby mainline railway station or bus station as commuters to Liverpool and is mentioned in the letters from Curiosity Bookshop and Lloyds Pharmacy.
 - [e] Disabled workers in the Town Centre will need to park elsewhere due to the stay duration limit, they will need to walk further to work and there are few disabled parking spaces. Response: The maximum stay duration is now recommended as three hours. Consideration can be given to the marking of extra disabled person bays in the other Town Centre car parks, but those bays at the Penketh Court and new High Street car parks are in prime locations for disabled visitors to the adjacent shops and should be subject to stay duration limits to improve the accessibility to the shops for the disabled generally, rather than having these bays permanently 'taken' throughout the day.
 - [f] Town centre workers and other long-stay visitors will be inconvenienced. Response: Town centre workers and long-stay visitors are part of the problem and will need to make use of alternative car parks in the town centre and immediate area, which are indicated on the plan and will continue without maximum stay duration limits as now and which surveys have shown to have spare capacity. The proposed restrictions are precisely aimed at removing long stay parking in the Penketh Court and new High Street car parks yet any driver arriving at or after 2pm can stay on to the evening. Alternative car parks are available within the town centre; they are well lit and mostly covered by the Council's CCTV security system. There is also on-street parking available on Mersey Road.

- 3.4 It is intended that the maximum stay duration and time limits be displayed prominently on site. For this restriction to be effective it will be necessary to consider the options available for enforcement. The options for enforcement are as follows:
- Arrange for a private company to enforce the restriction. Depending on the penalty and the number of motorists not complying with the order, this could be at no cost to the Council or at a cost to be determined by a tendering exercise.
 - Authorise Council officers to carry out enforcement, although there would be a high initial set up cost and resources would be difficult to allocate on a regular basis
 - Authorise a neighbouring Authority to enforce the restriction, although there would a cost to the Council

Depending on which option may be deployed, there could be costs for the Council and funding for this purpose would have to be identified. The area is not part of the public highway; therefore the police could not carry out enforcement.

- 3.5 It is proposed that an overstay charge of £50.00 be introduced, which would be reduced to £25.00 if paid within 14 days. There are similar restrictions on car parks within neighbouring Town Centres but not within Halton.

4.0 FINANCIAL & OTHER IMPLICATIONS

- 4.1 The total cost of implementing the proposed Traffic Regulation Order is approximately £2,500 including signs for the car parks to notify users. This will be charged to Traffic Management revenue budgets.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

5.1 Children & Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

5.2 Employment, Learning & Skills in Halton

Construction and efficient operation of a successful retail centre will create and protect jobs in Halton.

5.3 A Healthy Halton

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

5.4 A Safer Halton

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

5.5 Halton's Urban Renewal

The provision of short stay parking will help with the regeneration of Runcorn Town Centre by providing parking for shoppers close to the shops.

6.0 RISK ANALYSIS

- 6.1 Failure to implement these restrictions could damage the viability of adjacent retail outlets and the wider Runcorn Town Centre.

7.0 EQUALITY & DIVERSITY ISSUES.

- 7.1 The central issue that has prompted the proposed time limits has been that the prime parking slots in the Runcorn Town Centre car parks are being occupied by vehicles that are parked all day without moving and there is no regular turnover in parking space availability. This results in shoppers having to park further away from the retail outlets and this extra distance is a particular problem for disabled drivers. The limit of three hours provides sufficient time for all shoppers, including disabled drivers, to access the Runcorn Town Centre facilities and it is not believed necessary to provide an exception for any vehicles which on a practical level would be difficult to enforce. Existing disabled person parking bays are shown on Drg. No. 9064 within Appendix 'A'.

8.0 BACKGROUND PAPERS

- 8.1 There are no background papers under section 100D of the Local Government Act 1972

REPORT: M. Noone, Operational Director
Policy, Planning & Transportation

DATE: 16th. May 2012

REPORTING OFFICER: S. Johnson - Lead Officer, Traffic & Road Safety

PORTFOLIO: Transportation

SUBJECT: Off Street Parking Places Order 2012,
Runcorn Town Centre

WARDS: Mersey

1.0 PURPOSE OF REPORT

- 1.1 To seek approval for the introduction of an Off Street Parking Places Order to cover the three central car parks in Runcorn Town Centre, in order to formalise use of these areas with standard operating conditions and to restrict the maximum duration of stay to two hours.

2.0 RECOMMENDATIONS

2.1 It is recommended that:

- [a] **Notice be given of the Council's intention to implement a Traffic Regulation Order as Appendix '1', the main effects of which would be to name the central Runcorn Town Centre car parks adjacent to the Co-Op, Lloyds Pharmacy and Cooltrader stores (basically the former Princess Street car park) as High Street Car Park and impose standard operating conditions as Appendix '2' with a maximum stay period of two hours and no return within an hour Monday to Saturday 8.00 am to 6.00 pm., on this car park and the Penketh Court car park.**
- [b] **Subject to no objections being sustained at the end of the public consultation period and to the approval of the Police and emergency services and satisfactory consultation, the Order be made.**

3.0 SUPPORTING INFORMATION

- 3.1 Redevelopment of the central area of Runcorn Town Centre (RTC) has changed the layout of the former Princess Street car park with the construction of the Co-Op, Lloyds Pharmacy and Cooltrader stores, and the area can no longer be accessed from the north via Princess Street. A new smaller car parking area has also been constructed immediately adjacent to the main area, and it is recommended that the combined parking facility should now be known as High Street Car Park. Drg. No. 9064 as Appendix '3' shows the car park layout in the area including disabled person parking provision, and the Penketh Court car park.

- 3.2 Over recent years, studies have been undertaken into various aspects of parking in Halton. The issues were covered by a comprehensive report to the Urban Renewal Policy and Performance Board on 16th September 2009. In December 2009 consultants RTA Associates Ltd. (RTA) undertook a feasibility study for the adoption of civil parking enforcement within Halton, which would have required the Council to undertake parking enforcement. A central finding of the reports is that although the overall parking provision in RTC may be satisfactory, issues exist over the management of these facilities, and 'blocking' of those prime parking areas closest to retail outlets by all-day parkers in all the main car parks. There is strong anecdotal and observational evidence that in the case of Runcorn, the drivers involved work in adjacent offices and shops, or use the nearby mainline railway station or bus station as commuters to Liverpool.
- 3.3 Against this background, it is now recommended that in addition to the standard operating conditions that are used on other Council operated car parks throughout Halton; a two hour maximum stay limit should be introduced on the High Street and Penketh Court Car Parks. Such a limit would encourage a regular turnover of parking spaces in these most vital of car parks, and support adjacent businesses. In discussions with the managers of the Co-Op, Lloyds Pharmacy and Cooltrader stores, all supported such a measure as in their view business is being hampered by the inability of their customers to park near their stores.
- 3.4 Another finding of successive studies and meetings with store managers was the strong desire of traders to see free car parking provision retained as this is seen as vital to the viability of RTC.
- 3.5 Compliance with the proposed two hour stay limit would not be enforced by Cheshire Police and if future checks indicated a high level of disregard for the restriction, it would be necessary to consider the introduction of a fee for over-stayers. Such a proposal would be taken forward via the relevant Board.
- 3.6 If an over stay fee were to be agreed, this would in turn require the use of a contractor to enforce the time limit and issue the necessary notices as needed. Again, approval for this action would be sought through the relevant Board, with appointment of any contractor being made through the regular Procurement channels.

4.0 CONSULTATION

- 4.1 During the formal advertising period to follow, in addition to the newspaper advertisements all directly affected residents, businesses and premises will be notified in writing of these proposals together with the emergency services and other regular consultees. Ward councillors and the Executive Board Member, Transportation have been consulted and support these proposals.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The total cost of implementing the proposed Traffic Regulation Order is approximately £2,500 including signs for the car parks to notify users. This will be charged to Traffic Management revenue budgets.

6.0 OTHER IMPLICATIONS

- 6.1 There are no direct policy, social inclusion, sustainability, best value, legal or crime and disorder implications resulting from this report.

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

7.1 Children & Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

7.2 Employment, Learning & Skills in Halton

Construction and efficient operation of a successful retail centre will create and protect jobs in Halton.

7.3 A Healthy Halton

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

7.4 A Safer Halton

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

7.5 Halton's Urban Renewal

The provision of short stay parking will help with the regeneration of Runcorn Town Centre by providing parking for shoppers close to the shops.

8.0 RISK ANALYSIS

8.1 Failure to implement these restrictions could damage the viability of adjacent retail outlets and the wider RTC.

9.0 EQUALITY & DIVERSITY ISSUES.

9.1 The central issue that has prompted the proposed time limit has been that the prime parking slots in the Runcorn Town Centre car parks are being occupied by vehicles that are parked all day without moving and there is no regular turnover in parking space availability. This results in shoppers having to park further away from the retail outlets and this extra distance is a particular problem for disabled drivers. The limit of two hours provides sufficient time for all shoppers, including disabled drivers, to access the Runcorn Town Centre facilities and it is not believed necessary to provide an exception, which on a practical level would be difficult to enforce. Existing disabled person parking bays are shown on Drg. No. 9064 as Appendix '3'.

10. BACKGROUND PAPERS

10.1 Report on parking to the Urban Renewal Policy and Performance Board on 16th September 2009.

Details of Proposed Order

[a] Type: Off Street Parking Places Order

[b] Details:

Location: The two car parks north of and immediately adjacent to High Street, Runcorn (essentially the former Princess Street car park) henceforth to be known as High Street Car Park, plus Penketh Court Car Park.

Conditions: Standard conditions as regards limits on use as Appendix '2', with the added limitation of a maximum two hour stay and no return within an hour - Monday – Saturday 8.00 am to 6.00 pm.

[c] Associated revocations: Those sections of the Halton Borough Council (Off-Street Parking Places) Order 1984 that relate to Princess Street car park.

[d] Exemptions: Standard

[e] Statement of Reasons: To define car park name and location and operation following redevelopment work and to ensure a regular turnover of parking spaces.

[f] Plan: Drg. no. 9064 as Appendix '3', for deposit only.

[g] Date to be advertised: ASAP

[h] Date to be effected: ASAP

[i] Advertising code: 2050 1625 W041

Off Street Parking Places Orders – General Provisions

[1] Each parking place specified in the Schedule may be used, subject to the following provisions of this Order, as a parking place for such classes of vehicles, in such positions and on such days and during such hours as are specified in relation to that area in the Schedule.

[2] Where in the Schedule a parking place is described as available for vehicles of a specific class or in a specified position, the driver of a vehicle shall not permit it to wait in that parking place unless it is of the class and in the position so specified.

[3] Where, within a parking place, there is a surface marking or sign in accordance with the Traffic Signs Regulations and General Directions 2002 which indicates that a parking bay is available only for a disabled person's vehicle, the driver of a vehicle shall not cause or permit it to wait in that parking bay unless it is a disabled person's vehicle and that person is present.

[4] The driver of a vehicle shall not cause or permit it to wait in a parking place for longer than two hours.

[5] The driver of a vehicle shall not cause or permit that vehicle to wait in a parking place unless the vehicle is licensed in pursuance of the provisions of the Vehicle Excise and Registration Act 1994 and unless there is in relation to the use of the vehicle by the driver such a policy of insurance as complies with the requirements of the Road Traffic Act 1988.

[6] The driver of a vehicle using a parking place shall stop the engine as soon as the vehicle is in position in the parking place and shall not start the engine except when about to change the position of the vehicle in or to depart from the parking place.

[7] No person shall use a vehicle while it is in a parking place in connection with the sale of any article to persons in or near the parking place or in connection with the selling or offering for hire of his skill or services.

[8] No person shall use any part of a parking place or any vehicle left in a parking place –

- for sleeping or camping or cooking; or
- for the purpose of servicing or washing any vehicle or part thereof other than is reasonably necessary to enable that vehicle to depart from the parking place

[9] The Driver of a vehicle using a parking place shall not sound any horn or other similar instrument except when about to change the position of the vehicle in or to depart from the parking place.

[10] If a vehicle is left in a parking place in a position other than in accordance with these provisions a person authorised by the Council in that behalf may alter or cause to be altered the position of the vehicle so that its position is in accordance with the said provisions.

[11] If a vehicle is left in a parking place in contravention of any foregoing provisions of this Order a person authorised by the Council in that behalf may remove the vehicle from that parking place or arrange for such removal.

[12] For the purpose of meeting the requirements of an emergency a person authorised in that behalf by the Council or a Police Constable in uniform may alter or cause to be altered the position of a vehicle in a parking place, or remove or arrange for the removal of a vehicle from a parking place.

[13] Any person altering, or causing the alteration of, the position of a vehicle, or removing, or causing the removal of, a vehicle by virtue of these provisions may do so by towing or driving the vehicle or in such other manner as he may think reasonably necessary to enable the position of the vehicle to be altered or the vehicle to be removed.

[14] Any person removing or arranging for the removal of a vehicle by virtue of these provisions shall make such arrangements as he considers to be reasonably necessary for the safety of the vehicle in the place to which it is removed.

[15] No person shall in a parking place wantonly shout or otherwise make any loud noise to the disturbance or annoyance of users of a parking place or residents or premises in the neighbourhood.

[16] No person shall in a parking place use any threatening, abusive or insulting language, gesture or conduct with intent to put any person in fear or so as to occasion a breach of the peace or whereby a breach of the peace is likely to be occasioned.

[17] In a parking place no person shall erect or cause or permit to be erected any tent, booth, stand, building or other structure without the written consent of the Council; or light or cause or permit to be lit any fire.

[18] The parking places set out in the Schedule to this Order shall be used for no other purpose than the parking of the prescribed vehicles, unless the prior written consent of the Council has been obtained.

[19] The driver of a motor vehicle using a parking place shall ensure that the motor vehicle is parked securely to ensure that the motor vehicle remains stationary.

[20] The driver of a motor vehicle shall not cause or permit that vehicle to wait in a parking place if the vehicle contains obnoxious or injurious substances which, if lost from the vehicle, may damage the surface of a parking place or cause any other kind of damage or injury whatsoever.

[21] Where in a parking place signs are erected or surface markings are laid for the purpose of indicating the entrance to or exit from the parking place, or indicating that a vehicle using the parking place shall proceed in a specified direction within the parking place, then no person shall drive or cause or permit to be driven any vehicle so that it enters the parking place otherwise than by an entrance, or leaves the parking place otherwise than by an exit, so indicated, or in a direction other than so specified.

[22] No person shall, except with the permission of a person authorised by the Council in that behalf, drive or cause or permit to be driven any vehicle in a parking place for any purpose other than of leaving that vehicle in the parking place in accordance with the provisions of this Order or for the purpose of departing from the parking place.

[23] In this Order any reference to any enactment includes a reference to the enactment as may from time to time be amended or substituted.

Schedule

Name of Parking Place(s):

High Street Car Park & Penketh Court Car Park

Position in Which Vehicles May Wait:

Wholly within a parking bay.

Classes of Vehicle:

[1] Motor cars within the provisions of Section 136(2)(a) of the Road Traffic Act 1984.

[2] Motor cycles as defined in Section 136(4) of the Act of 1984.

[3] Motor vehicles constructed or adapted for use for the conveyance of goods or burden the unladen weight of which does not exceed 1525kg except in relation to vehicles delivering to adjacent shops for loading and unloading purposes only.

[4] Invalid carriages.

[5] Disabled person's vehicles.

Days of Operation of Parking Place(s):

All days.

Hours of Operation of Parking Place(s):

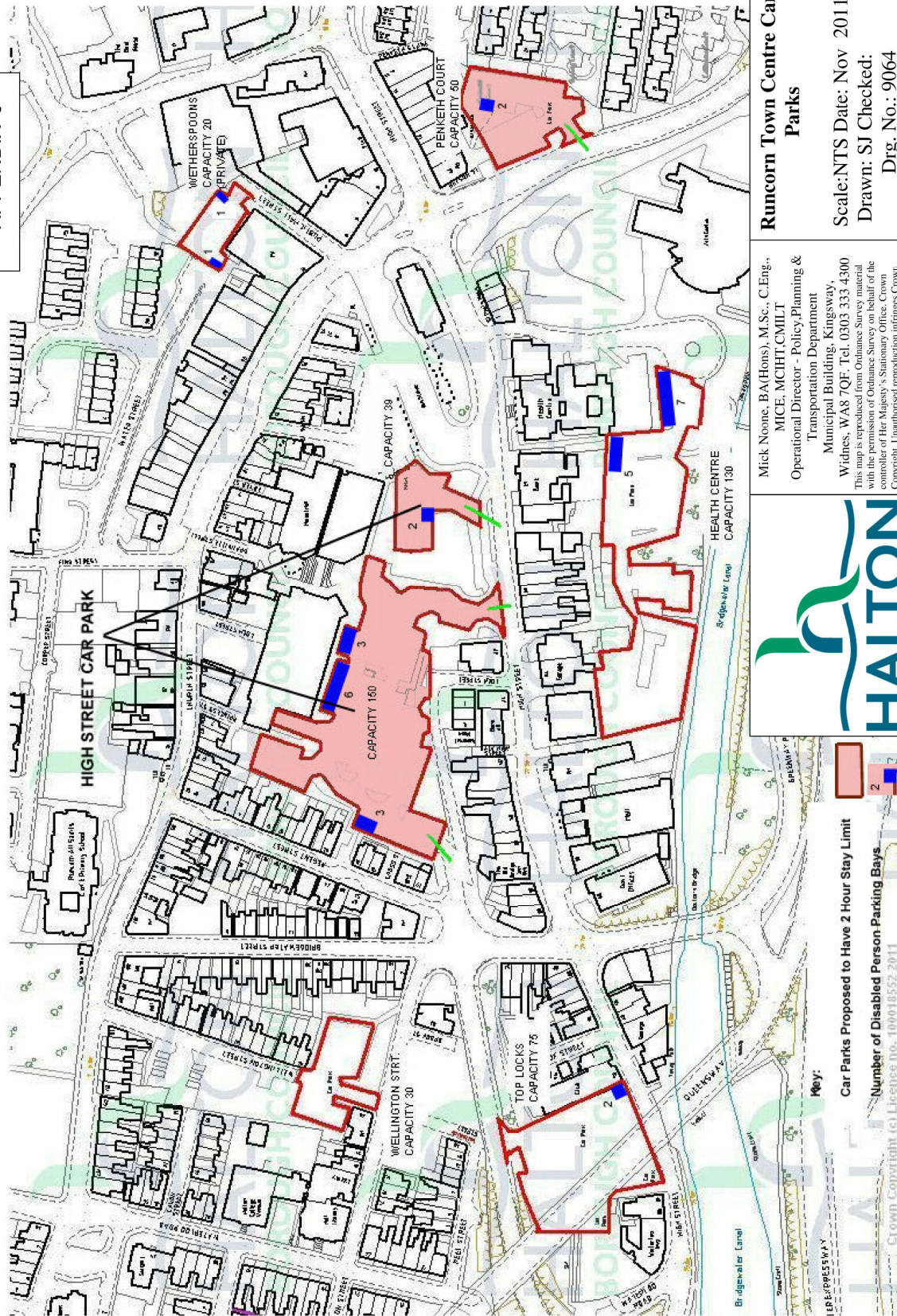
All hours.

Maximum Period for Which Vehicles May Wait:

Maximum two hour stay and no return within an hour - Monday – Saturday 8.00 am to 6.00 pm. At times other than these, unlimited.

May 2012

APPENDIX '3'



Runcorn Town Centre Car Parks

Scale: NTS Date: Nov 2011
 Drawn: SJ Checked:
 Drg. No.: 9064

Mick Noone, BA(Hons), M.Sc., C.Eng.,
 MICE, MCIHT, CMILT
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 Transportation Department
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Car Parks Proposed to Have 2 Hour Stay Limit
 Number of Disabled Person Parking Bays

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