



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

**Wednesday, 10 September 2014 6.30 p.m.
Civic Suite, Town Hall, Runcorn**

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

Chief Executive

BOARD MEMBERSHIP

Councillor Bill Woolfall (Chair)	Labour
Councillor Mike Fry (Vice-Chairman)	Labour
Councillor Frank Fraser	Labour
Councillor Pauline Hignett	Labour
Councillor Valerie Hill	Labour
Councillor Chris Loftus	Labour
Councillor Andrew MacManus	Labour
Councillor Keith Morley	Labour
Councillor Pauline Sinnott	Labour
Councillor Gareth Stockton	Liberal Democrat
Councillor Geoff Zygadlo	Labour

*Please contact Gill Ferguson on 0151 511 8059 or e-mail
gill.ferguson@halton.gov.uk for further information.
The next meeting of the Board is on Wednesday, 19 November 2014*

**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: 10th September 2014

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: 10th September 2014

REPORTING OFFICER: Chief Executive

SUBJECT: Executive Board Minutes

WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDATION: That the Minutes be noted.

3.0 POLICY IMPLICATIONS

- 3.1 None.

4.0 OTHER IMPLICATIONS

- 4.1 None.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children and Young People in Halton

None

5.2 Employment, Learning and Skills in Halton

None

5.3 A Healthy Halton

None

5.4 A Safer Halton

None

5.5 Halton's Urban Renewal

None

6.0 RISK ANALYSIS

6.1 None.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

EXECUTIVE BOARD MINUTES – 12TH JUNE 2014

EXB2 MERSEY GATEWAY CROSSINGS BOARD PENSIONS GUARANTEE

The Board considered a report of the Chief Executive which advised Members on his use of Delegated Authority in respect of the Mersey Gateway Crossings Board Limited (MGCB).

It was reported that the Department for Transport Funding letter dated 19 October 2011, required the Council to establish a Crossings Board to deliver, manage and act as agent for the Mersey Gateway. The report provided details on the governance arrangements and the Council's position.

It was reported that the Mersey Gateway Executive Board had granted authority for the Chief Executive to make all necessary appointments and commissions for those staff seconded to the Mersey Gateway Project Team; it was noted that these staff would be made permanent employees of the MGCB effective 1 June 2014. Existing HBC staff that had transferred under these arrangements would be allowed to retain access to the Cheshire Pension Fund and remain on the superannuation scheme. Further details of how this would affect new employees were also contained within the report.

It was further noted that in order to be able to make formal offers of Employment, MGCB needed to make a Board resolution and for the Council to act as Guarantor. Using delegated authority, the Chief Executive, in consultation with the Leader of the Council, the Operational Director, Finance and the Operational Director, Legal and Democratic Services, agreed to provide the Guarantee.

RESOLVED: That the action taken by the Chief Executive in the use of his Delegated Authority in respect of the Execution of a Deed of Guarantee to Cheshire Pension Fund, in relation to the pension scheme for Mersey Gateway Crossings Board, be noted.

EXB11 PROCUREMENT OF A HOUSING SUPPORT SERVICE FOR THE ALBERT ROAD SCHEME FOR HOMELESS SINGLE PERSONS

The Board considered a report of the Strategic Director, Communities, on the procurement of a Housing Support Service for the Albert Road Scheme for Homeless Single Persons.

The Board was advised that construction of the 32

unit supported housing scheme for single homeless persons in Albert Road was due for completion in March 2015. The Council's Supporting People Fund would finance the housing support service for future residents.

Members were advised that it was now necessary to undertake a procurement exercise to secure a service provider, using an open tender procedure; a contract would be awarded for three years, with an option to extend for a further two years. The results of this exercise would be reported to the Board prior to acceptance.

RESOLVED: That

- 1) the commencement of a procurement exercise for a housing support service at the Albert Road supported housing scheme be approved; and
- 2) a further report be received on the outcome of the tenders.

Strategic Director
- Communities

EXB12 CONNECTING CHESHIRE PROJECT EXTENSION

The Board considered a report of the Strategic Director, Policy and Resources, on the Connecting Cheshire Broadband project extension.

The Board was advised that the Connecting Cheshire Project was the fastest deployment of high-speed broadband in the world. By June 2015, the project would have achieved 96% fibre broadband coverage across Halton, Cheshire and Warrington. It was now proposed to extend coverage further to 99% by 2017, with a total cost of the project extension including partner contributions and grants expected to be £5.1m. It was noted that Halton's contribution would be £444.5k over a three year period of 2014-17.

The report provided information for Members' consideration on partnership delivery, unlocking grant funding, return on investment and the current delivery position at May 2014.

RESOLVED: That

- 1) the extension of the Connecting Cheshire Project be approved, subject to identifying the necessary

Strategic Director
- Policy &

match funding of £444.5k, to increase broadband coverage from 96.3% to 99% of homes and businesses across Halton. This investment would target the final tranche of approximately 2,100 premises that currently lack access to good quality broadband;

- 2) the Council may enter into an Open Market review and procurement process with Broadband Delivery UK (BDUK) to scope and define the project extension, including specific costs, timescales and outputs;
- 3) the existing Connecting Cheshire Project's governance arrangements continue. Cheshire East will remain the accountable body for the project;
- 4) delegated authority be given to the relevant Portfolio Holder and the Operational Director, Economy and Enterprise, for decision making in relation to the recommendations set out above; and
- 5) the Operational Director, Legal and Democratic Services, be authorised to negotiate and enter into any necessary legal documentation to give effect to the recommendations as set out above.

EXECUTIVE BOARD MINUTES – 7TH JULY 2014

TRANSPORTATION PORTFOLIO

EXB26 PASSENGER TRANSPORT TENDERS

The Board considered a report of the Strategic Director, Policy and Resources, which informed them of the forthcoming publication of transport tenders via The Chest.

The Board was advised that the Transport Co-ordination Section were responsible for a complex range of passenger transport contracts. If these arrangements were not covered by the Council's in-house fleet of passenger transport vehicles or by volunteer drivers, then they were required to be contracted-out to external transport providers for a period of up to four years.

The arrangements for the advertising of such transport tenders on behalf of the Children and Enterprise and Communities Directorates respectively were set out in the report.

RESOLVED: That the Board note the advertising of transport tenders for services on behalf of the Children and Enterprise and Communities Directorates, required from September 2015, and support the process.

PHYSICAL ENVIRONMENT PORTFOLIO

EXB28 **PROCUREMENT OF HOMELESSNESS AND HOUSING AND SUPPORT GATEWAY IT SYSTEMS**

The Board considered a report of the Strategic Director, Communities, on the proposals to develop and implement a Housing and Support Gateway IT System.

The Board was advised that the aim of the Housing Support Gateway (the Gateway) was to provide a single point of access for people with housing support needs into short term housing support services. It was reported that the Gateway system would be implemented on a sub-regional basis through the Liverpool City Region (LCR), with details of those arrangements and costs contained in the report.

The Board was reminded that on 12 July 2012, it considered a report which highlighted the requirement to replace the then existing Homelessness IT system, in line with audit recommendations. A replacement IT solution would be purchased from Capita, who would also provide the IT solution for the sub-regional housing and support Gateway. Therefore, permission was sought to waive Procurement Standing Orders to enable the Council to purchase the Homelessness IT system. The Business Case contained in the report set out reasons for Members' consideration.

RESOLVED: That

- 1) Halton's participation in the development of a sub-regional Housing and Support Gateway be approved; and
- 2) Pursuant to Procurement Standing Order 1.8.4

Strategic Director
- Policy &
Resources

Strategic Director
- Communities

(c), Procurement Standing Order 4.1 be waived to enable the procurement of the preferred Homelessness IT system.

EXB29 FIXED PENALTY NOTICES

The Board considered a report of the Strategic Director, Communities, on the pilot scheme for issuing Fixed Penalty Notices for litter and dog control offences.

The Board was reminded that, at its meeting on 13 October 2013, it had approved a six month pilot scheme delivered by 3GS (UK) Limited for the issuing of Fixed Penalty Notices (FPNs) for litter and dog control offences. This service commenced on 14 February 2014, and aimed to support the Council's efforts to reduce anti-social behaviour and improve the safety and attractiveness of the Borough. The report set out details of the enforcement patrols undertaken, the number of FPNs issued, arrangements for the non-payment of notices and the added value of additional and proportionate enforcement for environmental crime offences.

It was reported that the current scheme would end in August 2014. The report sought permission to extend the pilot scheme until the end of February 2015 during which time further consideration would be given to arrangements for the procurement of these services beyond 28 February 2015.

RESOLVED: That

- 1) the pilot scheme for the issuing of Fixed Penalty Notices for litter and dog control offences by 3GS (UK) Limited be extended until 28 February 2015; and
- 2) the Strategic Director, Communities, in consultation with the Executive Board Member for Physical Environment and the Operational Director, Legal and Democratic Services, be authorised to determine all matters relating to the procurement of services for the issuing of Fixed Penalty Notices for litter and dog control offences by a private enforcement company on behalf of

Strategic Director
- Communities

the Council beyond 28 February 2015.

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REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 10th September 2014

REPORTING OFFICER: Strategic Director Policy & Resources

PORTFOLIO: Resources

SUBJECT: Performance Management Reports for Quarter 1 of 2014/15

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 fourth quarter period to 30th June 2014.
- 1.2 Key priorities for development or improvement in 2013-16 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment and Urban Renewal Policy and Performance Board as detailed below:
- Development and Investment Services
 - Highways and Transportation, Logistics and Development Services
 - Waste and Environmental Improvement and Open Space Services
 - Housing Strategy

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

2.0 RECOMMENDED: That the Policy and Performance Board

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

3.0 SUPPORTING INFORMATION

- 3.1 Departmental objectives provide a clear statement on what services are planning to achieve and to show how they contribute to the Council's strategic priorities. Such information is central to the Council's

performance management arrangements and the Policy and Performance Board has a key role in monitoring performance and strengthening accountability.

4.0 POLICY IMPLICATIONS

4.1 There are no policy implications associated with this report.

5.0 OTHER IMPLICATIONS

5.1 There are no other implications associated with this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

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

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

7.0 RISK ANALYSIS

7.1 Not applicable.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Not applicable.

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

Not applicable

Environment & Urban Renewal Policy and Performance Board Priority Based Monitoring Report

Reporting Period: **Quarter 1 – Period 01st April 2014 to 31st June 2014**

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 2014/15 for service areas within the remit of the Environment & Urban Renewal (E&UR) Policy and Performance Board.
- 1.2. Key priorities for development or improvement in 2014-17 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment & Urban Renewal Policy & Performance Board i.e.:
- Development & Investment Services
 - Open Spaces and Waste and Environmental Improvement
 - Highways, Transportation & Logistics and Physical Environment
 - Housing Strategy
- 1.3 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 8 of this report.

2.0 Key Developments

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

Development & Investment Services

- On the 11th November 2013 the Council completed on the disposal of the site of the former Barge Public House and adjoining land to Keepmoat Homes. This was followed by an immediate start on site by the developer. The scheme comprises a total of 86 two, three and four bedroom homes starting at £90,000. Joint publicity with Keepmoat was gained in early December 2013, with the Executive Board Member for Physical Environment taking a leading role.
- With the success of Phase 1, it is important that momentum within private housing market continues on Castlefields and the Master Plan is realised. As such with planning and other lead in times, attention must now be focussed on bringing Lakeside Phase 2 / 3 to market. In June 2014 Keepmoat expressed an interest in taking forward the final two phases of the Lakeside development site. This equates to about 3.5 hectare of land which will delivery approximately 100 homes. The Council has no requirement to sell to Keepmoat and an alternative approach would be to go to the open market. Keepmoat are currently working up

a financial and social 'offer' for HBC to consider. To ensure momentum is achieved a decision whether to continue to informally negotiate with Keepmoat or progress open market disposal will be required in September 2014. A twin track approach could also be undertaken.

Policy, Planning and Transportation.

- The next batch of 20 mph zones will be advertised shortly. Subject to no objections during the statutory consultation period, these will be implemented in the latter part of 2014:

RUNCORN	
Ward	Area
Mersey	Ellesmere Street Area
Windmill Hill	Windmill Hill Estate, Excluding Main Roads
Beechwood	Beechwood Estates, Excluding Beechwood Avenue
Halton Lea	Palace Fields Estate, Excluding Palace Fields Avenue

WIDNES	
Ward	Area
Hough Green	Cherry Sutton/Haddon Drive – Estate
Riverside	Nazareth House Lane – Estate
Ditton	Oakfield Drive – Estate
Appleton	Millfield Road – Estate

- Work has commenced regarding the implementation of a permit scheme, which will increase our control of roadworks carried out by the Statutory Undertakers. It will be based on the Merseyside Authorities Permits Scheme, which has been developed by St Helens Metropolitan Borough Council (MBC) and it is anticipated the scheme will be operational from September 2015.
- Recently an additional funding boost specifically to target potholes was announced and Halton were successful in their bid, gaining a further £168k for this purpose. This is on the basis of providing quarterly reports to the DfT outlining the number of potholes repaired, their location, cost etc. Primary locations are now being identified and it is hoped that works will commence in August 2014.
- Real Time Passenger Information (RTPI) will be introduced into the Borough during this financial year. The project will be delivered in partnership with Merseytravel and agreement has been reached to purchase 38 information screens to be deployed at bus stops across Widnes and Runcorn. Initially, 20 screens will be installed with the remainder being fitted by the end of the year. The system will provide real-time information enabling service users to make better informed journey decisions.
- Pre-application planning discussions are underway for the development of the old P & O site in Widnes.

- As required by the Inspector who examined the Core Strategy, the Green Belt to the north of the Mersey is being reviewed to identify development sites for release in the future should the supply of available development land fall below the amount required to meet Halton's identified needs. A draft report is expected to be provided to Members in the coming quarter.
- An updated Retail and Leisure Study is being commissioned from specialist consultants to provide a 'health check' for the Borough's three main centres and update market share information and future floor space requirements.
- New population projections for Halton have been released by the Office for National Statistics (ONS). These update the Interim Projections published last year (2013/14) and show Halton's population steadily increasing, though at a slower rate through to 2037, when the projections indicate the Borough's population could stand at over 129,000. These would indicate that the Council's strategies to reverse previous forecasts of population decline have proved to be successful.
- To encourage sustainable travel promotional items have been delivered and are being given out at events and the borough cycle route map is being updated. At Sci-Tech Daresbury, bike maintenance sessions and a Bike User Group have been organised. A week of lunchtime bike rides is scheduled for week commencing 14th July 2014, which will culminate in the provision of a Level 3 Bikeability course.
- Mersey Gateway works to establish the haul road, effectively 'the bridge to build a bridge', commenced in early May 2014, with a ground-breaking ceremony taking place on 7th May 2014.

Open Spaces and Waste & Environmental Improvement

- All of Halton's kerbside collected residual waste is now being diverted from landfill. This follows the commencement of a Waste Treatment Services Contract which was awarded to WSR Recycling Limited; a local company based in Widnes. Residual waste is now taken to the WSR plant on Ditton Road in Widnes where it is bulked up and transported on for treatment outside of the borough. The new contractual arrangements, which will be in place until the commencement of the Merseyside and Halton Resource Recovery Contract 2016, will increase the Council's overall recycling performance and help deliver operational efficiencies.
- Members of the Executive Board have approved an extension of the pilot scheme for the issuing of Fixed Penalty Notices for litter and dog control offences by 3GS until the end of February 2015. The scheme has helped increase the Council's capacity to take enforcement action against those caught committing such offences and since its introduction in mid-February 3GS officers have issued 753 Fixed Penalty Notices for littering and dog fouling offences.

As well as helping to tackle those who commit littering and dog fouling offences, the scheme has brought about an increased highly visible presence, particularly in Town Centre locations and public open spaces. This will help to deter potential offenders and provides reassurance to members of the public that the Council is taking action to tackle litter and dog fouling problems in their local area.

Housing Strategy

- The deadline for funding bids to the Homes and Communities Agency (HCA) Homes Programme 2015/18 passed on the 30th April 2014. Bids have been submitted by Liverpool Housing Trust (LHT), Plus Dane, Halton Housing Trust (HHT) and Galliford Try for developments in Halton. The proposals comprise 365 dwellings for affordable rent across 19 sites. The outcome of the bids is due to be announced mid-July 2014.

25% of the Programme funds have been reserved for subsequent in year bids, and we will seek to take advantage of this and maximise housing delivery through continued joint working with local Housing Associations.

- The Belvedere supported housing scheme has been successfully decommissioned and was returned into Council possession on the 20th June. Options for disposal are currently being considered.

3.0 Emerging Issues

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

Development & Investment Services

- I. The Liverpool City Region (LCR) Local Enterprise Partnership (LEP) has developed a proposal to create a 'Growth Hub' for the city region. A Growth Hub is not a physical entity but rather a virtual organisation to provide business support services across the City Region. However, Government is very prescriptive with respect to the form and function of the Growth Hub model they will support. This must include management and strategic coordination and a one stop shop.

The prescribed model suggests a preeminent role for local Chambers support by Local Authorities. Halton Borough Council and Halton Chamber of Commerce and others are, therefore, discussing in detail how the Growth Hub might work in Halton and how best the model might serve the needs of the local business community

- II. The LEP and Local Authority partners are currently debating the development of an Inward Investment Protocol for the Liverpool City Region. The LEP proposes a co-ordinated agency approach, resourced centrally but led by the LEP, to 'sell' the LCR. The LEP have therefore, issued a tender inviting the private sector to recommend how the LCR might deliver an inward investment service.

Policy, Planning and Transportation.

- I. The cost of energy is a continuing concern as the rates are increasing at a rate higher than inflation. Discussions are now taking place to investigate funding to allow the installation of LED lanterns to be accelerated.

- II. The ongoing work involving the installation of permanent gantries below the main expansion joints of the Silver Jubilee Bridge is now complete and the reinstallation of the refurbished Shock Transmission units is expected to take place over the summer period.
- III. The winter maintenance season for highways finished on 10th April 2014. At the end of the season, 26 gritting runs had been undertaken with salt usage totalling 660 tonnes. Due to this year's relatively mild temperatures this is a reduction in gritting runs of 58% and salt usage of 43% compared to the 2012/13 season.
- IV. The Public Inquiry into the redevelopment of the Heath School in Runcorn that has resulted from the HSE referring the application to the Secretary of State will commence on 16th September 2014. As a consequence a significant amount of preparatory work will now need to be undertaken.
- V. In October 2014, the Speke Road on-slip at the Ditton Junction will close for 14 weeks, with the permanent closure of the link road connecting the east bound Bridgewater Expressway to and from the Central Expressway in Runcorn at around the same time. Local diversions will be put in place and well sign posted, and the Council will be working with Merseylink to phase road closures throughout the project to try and minimise disruption to drivers and residents.

Open Spaces and Waste & Environmental Improvement

- I. Changes to the Council's waste and recycling service are planned to come into effect in the autumn of 2014/15. The changes are being brought about as a result of the roll out of the Alternate Bin Collection (ABC) scheme to all suitable properties in the borough and will coincide with the complete redesign of existing collection schedules. The change is necessary for two reasons: to help protect the environment by encouraging more people to reduce their waste and recycle more, and to enable the Council to deliver a more efficient operation.

4.0 Risk Control Measures

- 4.1 Risk control forms an integral part of the Council's Business Planning and performance monitoring arrangements. As such Directorate Risk Registers were updated in tandem with the development of the suite of 2014 – 15 Directorate Business Plans.

Progress concerning the implementation of all high-risk mitigation measures will be monitored in Quarter 2 (14-15).

5.0 High Priority Equality Actions

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

The Council's latest annual progress report in relation to the achievement of its equality objectives was published on the Council website during quarter 4 and is available via:

[http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality - objectives progress report - April 2013.pdf](http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality_-_objectives_progress_report_-_April_2013.pdf)

6.0 Performance Overview

6.1 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:

Development and Investment Services

Key Objectives / milestones

Ref	Milestones	Q1 Progress
EEP1	Commence Crossville development by March 2015 .	<input checked="" type="checkbox"/>
EEP1	Commence construction of road at Johnson's Lane and introduce end user to site by March 2015 .	<input checked="" type="checkbox"/>
EEP1	Commence work on site for project Techspace by September 2014 .	<input checked="" type="checkbox"/>
EEP1	Acquisition and preparation of Lord Daresbury plot and hostel site by March 2015 .	<input checked="" type="checkbox"/>

Supporting Commentary

Crosville Site Development

Technical and financially viable solutions to High pressure gas main and contaminated land still being investigated. CPG is continuing to try and progress discussions with National Grid in terms of the preferred design requirements and standards for protecting the Gas Main during the remediation and post construction. A meeting has been held with Development Control to discuss the planning application and agree the information required for submission.

Johnson's Lane Development

Tarmac has withdrawn from the lease offer on 2 acres off Johnson's Lane, but the Ballast Phoenix offer on 6 acres is still live and progressing. The Council's Capital Works Team has been instructed to start work on the road extension. The Council is currently waiting for the funding agreement for the Growing Places Fund (GPF) loan from the Local Enterprise Partnership (LEP). The Road design has been completed and now this is with Tarmac for pricing prior to HBC negotiating the target cost.









Daresbury Labs Techspace

Pre-Qualification Questionnaires (PQQs) have been completed and the invitations to tender will now be sent out with a start on site expected in September 2014.

Lord Daresbury Site

Lord Daresbury plot has now been acquired. Preparation of this and the Hostel plot is expected to take place between September 2014 and March 2015.

Key Performance Indicators

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q1 Actual	Q1 Progress	Direction of travel
DIS LI 01	Occupancy of HBC industrial units.	85%	85%	84%		
DIS LI 02	Occupancy of Widnes Market Hall.	84%	95%	82%		
DIS LI 05	Number of investment enquiries per annum.	295 (Cumulative)	200	73		
DIS LI 06	Inward Investment enquiry conversion rate percentage.	15%	10%	10%		

Supporting CommentaryDIS LI 01

A marginally reduced figure in comparison to the same period last year of 86%.

DIS LI 02

Slightly reduced figure in comparison to the same period last year the figure has reduced from 92%. The reduction is a result of a reduced number of applications for new stalls and a number of established traders either down-sizing or handing in their notice.

DIS LI 05


In comparison to the same period last year the figure has reduced from 81, however Investment enquiries in Quarter 1 2014/15 are on target.

DIS LI 06

Conversions in Quarter 1 2014\15 are on target. In comparison to the same period last year, the figure has increased from 7%.

Open Spaces and Waste & Environmental Improvement

Key Objectives / milestones

Ref	Milestones	Q1 Progress
CE 05	Woodland Expansion - Additional 200m ² of Woodland planted Borough wide - March 2015 .	





Supporting Commentary

Woodland Expansion

Work has begun on the planting plans for the winter period.

Key Performance Indicators

Key Objectives / milestones

Ref	Milestones	Q1 Progress
CE 05	Woodland Expansion - Additional 200m ² of Woodland planted Borough wide - March 2015 .	
CE 06	Complete the borough wide roll out of the Alternative Bin Collection service to all suitable properties September 2014 .	
CE 06	Continue to deliver communications and awareness raising initiatives to ensure that participation with the Council's recycling services is maximised and that residents comply with the requirements of the Council's Household Waste Collection policy March 2015 .	
CE 07	Continue to review and assess the effectiveness of the Council's Environmental Enforcement Plans and Policies and maintain actions to ensure that the Council continues to effectively prevent and tackle a range of waste and environmental offences March 2015 .	

Supporting Commentary

Woodland Expansion

Work has begun on the planting plans for the winter period.

Alternate Bin Collections

As set out in Emerging Issues Section above, plans are being drawn up for the borough wide roll out of the Alternative Bin Collection service to all suitable properties.







Borough Recycling Initiatives

This work is on-going and includes direct delivery of information to households and articles in local media, including Inside Halton.

Environmental Enforcement Plans

This work is on-going and Members will receive updated throughout the financial year.



Key Performance Indicators

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q1 Actual	Q1 Progress	Direction of travel
CE LI 13	Residual household waste per household (Previously NI191).	624 Kgs	650 kgs	159.16 (Estimated)		
CE LI 14	Household waste recycled and composted (Previously NI192).	38.53%	40%	42.85% (Estimated)		
CE LI 16	Municipal waste land filled (Previously NI193).	57.17%	60%	53.53% (Estimated)		

Supporting CommentaryCE LI 13, 14 & 16

These are cumulative figures however, performance in Q1 is in line with the corresponding period from last year and early indications are that these targets will be met.

Highways, Transportation & Logistics**Key Objectives / milestones**

Ref	Milestones	Q1 Progress
PPT 01	Review progress against SJB maintenance strategy and deliver 2014/15 major bridge maintenance works programme. March 2015.	
PPT 02	To deliver the 2014/15 LTP Capital Programme March 2015.	















Supporting Commentary



The Department for Transport (DfT) gave approval to transfer £202k of Grant from 2013/14 to 2014/15 to reflect works which have been delayed. This has given a total of £414k of SJB Major Maintenance Scheme grant funding for the year.

Highway development construction work on integrated transport schemes carried through from 2013/14 is in progress. Design work on a programme of sustainable transport improvements is underway. Additionally the 2014/15 carriageway and footway programmes are currently being costed.

It should be noted that there has been a slight delay in the adoption of a Local Flood Risk Strategy which was originally scheduled for June 2014. Consultation is planned for August / September.

Key Performance Indicators

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q1 Actual	Q1 Progress	Direction of travel
PPT LI 01	Number of third party compensation claims received due to alleged highway / footway defects.	132	110	27		
PPT LI 04 (ex NI 157)	Processing of planning applications as measured against targets for:					
	a) 'major' applications	83.3%	60%	*100% (70%)		
	b) 'minor' applications	74.2%	85%	86%		
	c) 'other' applications	83.6%	85%	93%		
PPT LI 05	To ensure a five year rolling supply of housing land available for 2,760 homes over 5 years. Measure as supply of ready to develop housing sites (%).	111	110	N / A	N / A	N / A
PPT LI 15	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%):					
	Percentage of buses starting route on time	98.05%	98.0%	98.11		
	Percentage of buses on time at intermediate timing points	91.60%	87.50%	94.1%		
PPT LI 17	No. of passengers on community based accessible transport	253,357	267,000	60,310		

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q1 Actual	Q1 Progress	Direction of travel
PPT LI 19	Number of local bus passenger journeys originating in the authority area in one year (000's)	5,522	6,200	1,361		

Supporting Commentary

The Majority of indicators are presently showing positive levels of achievement above that that was being achieved at the same time last year, whilst the passenger journey numbers are slightly down on the same period last year. This is due to the increased use of the in-house fleet for out of borough journeys to reduce contracting costs. Halton Community Transport (HCT) has also seen a slight reduction in passengers due to a reduction in contracted services and group bookings.

The five year supply of housing land availability is calculated by the annual Strategic Housing Land Availability Assessment (SHLAA). The 2014 assessment is underway with draft results typically available from October and finalised in January.

7.0 Financial Summaries

ECONOMY, ENTERPRISE & PROPERTY DEPARTMENT**Revenue Budget as at 30th June 2014**

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)
	£'000	£'000	£'000	£'000
<u>Expenditure</u>				
Employees	4,356	1,029	1,052	(23)
Repairs & Maintenance	2,411	581	579	2
Premises	41	35	36	(1)
Energy & Water Costs	567	143	138	5
NNDR	582	468	467	1
Rents	426	164	163	1
Marketing Programme	35	7	6	1
Promotions	53	9	8	1
Supplies & Services	1,416	223	208	15
Agency Related Expenditure	33	13	14	(1)
Total Expenditure	9,920	2,672	2,671	1
<u>Income</u>				
Fees & Charges	-481	-113	-114	1
Rent - Markets	-759	-167	-169	2
Rent - Industrial Estates	-573	-169	-169	0
Rent - Commercial	-560	-64	-64	0
Transfer to / from Reserves	-199	-190	-190	0
Government Grant - Income	-1,916	-202	-202	0
Reimbursements & Other Income	-38	-38	-38	0
Recharges to Capital	-312	0	0	0
Schools SLA Income	-569	-20	-19	(1)
Total Income	-5,407	-963	-965	2
NET OPERATIONAL BUDGET	4,513	1,709	1,706	3
<u>Recharges</u>				
Premises Support Costs	1,409	343	343	0
Transport Support Costs	30	4	4	0
Central Support Service Costs	1,970	507	507	0
Asset Rental Support Costs	2,414	0	0	0
Repairs & Maint. Rech. Income	-2,448	-612	-612	0
Accommodation Rech. Income	-2,652	-663	-663	0
Central Supp. Service Rech. Income	-1,457	-364	-364	0
Total Recharges	-734	-785	-785	0
Net Expenditure	3,779	924	921	3

Comments on the above figures:

Achieving staff turnover savings within the Department will continue to remain an issue this financial year. Whilst, there are a few vacancies within the Department which will contribute towards the savings, the staff savings turnover target set for Building & School Cleaning and Caretakers Service cannot be achieved as the services need to be fully staffed at all times.

Energy & Water Costs are under budget at the end of Quarter 1 as a result of improvements that have been implemented throughout the Council buildings over the last few years.

In order to ease budget pressures spending has been restricted in year on Supplies & Services. Promotions and Marketing has also been kept to a minimum in an effort to achieve savings for the Department.

The adverse variance relating to Asset Management income in previous years has alleviated this financial year, as a result of the closure of Moor Lane and the impending sale of Seymour Court. The remaining Industrial Estates and Commercial Properties show the income budgets marginally under budget at this point in the year. As rental income can fluctuate in year, close monitoring will continue on these volatile budgets.

Market rental income is slightly above budget at the end of Quarter 1. Both market hall and open market income has remained stable during the first quarter of the year.

Work will continue with Managers to deal with any in-year budget pressures. In overall terms it is anticipated that net expenditure will be slightly under the overall Departmental budget by year-end.

COMMUNITY & ENVIRONMENT DEPARTMENT**Revenue Budget as at 30th June 2014**

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)
	£'000	£'000	£'000	£'000
<u>Expenditure</u>				
Employees	12,249	3,026	3,036	(10)
Other Premises	1,459	535	507	28
Supplies & Services	1,546	462	439	23
Book Fund	192	58	57	1
Promotional	265	66	64	2
Other Hired Services	1,052	171	160	11
Food Provisions	706	167	164	3
School Meals Food	1,643	373	367	6
Transport	55	14	4	10
Other Agency Costs	676	89	87	2
Waste Disposal Contracts	5,012	76	80	(4)
Leisure Management Contract	1,437	349	390	(41)
Grants To Voluntary Organisations	333	116	111	5
Grant To Norton Priory	222	111	112	(1)
Capital Financing	19	0	0	0
Total Spending	26,866	5,613	5,578	35
<u>Income</u>				
Sales Income	-2,327	-600	-562	(38)
School Meals Sales	-2,368	-160	-173	13
Fees & Charges Income	-2,793	-677	-618	(59)
Rents Income	-127	-135	-149	14
Government Grant Income	-31	-5	-5	0
Reimbursements & Other Grant Income	-444	-27	-31	4
Schools SLA Income	-82	-71	-68	(3)
Internal Fees Income	-110	-21	-32	11
School Meals Other Income	-2,165	-15	-50	35
Meals On Wheels	-192	-40	-38	(2)
Catering Fees	-226	-43	-29	(14)
Capital Salaries	-53	-13	-13	0
Transfers From Reserves	-27	0	0	0
Total Income	-10,945	-1,807	-1,768	(39)
Net Controllable Expenditure	15,921	3,806	3,810	(4)

Recharges				
Premises Support	2,048	547	547	0
Transport Recharges	2,393	155	173	(18)
Departmental Support Services	9	0	0	0
Central Support Services	3,149	844	844	0
Asset Charges	3,197	0	0	0
HBC Support Costs Income	-356	-356	-356	0
Net Total Recharges	10,440	1,190	1,208	(18)
Net Departmental Total	26,361	4,996	5,018	(22)

Comments on the above figures:

The net budget is £22,000 over budget profile at the end of the first quarter of 2014/15.

Staffing expenditure is over budget profile by £10,000 for the first quarter of the year. This is primarily due to the quarterly target for premium pay of £14,100. There has been some spending on agency staffing in Open Spaces to cover absences and vacancies although this spend is not expected to continue.

Other Premises and Supplies & Services expenditures are collectively currently £51,000 under budget to date. The main reasons are due to lower spend on rates across the division and lower than expected spend in the quarter on landscaping works and equipment within school meals. It is likely that landscaping works and equipment budgets will be spent later in the year.

The Leisure Management contract is £41,000 over budget profile. If spend continues at the same rate the full year effect is likely to be in the region of £160,000 over budget. Last financial year the contract was £81,000 overspent, however £32,000 reserves were used to partially offset this.

Sales and Fees & Charges across the Department are currently underachieving and will continue to be a pressure this year. In particular stadium sales and trade waste income is still less than anticipated but the underachievement is less than previous years due to the target having been reduced.

The majority of invoices relating to waste disposal for the quarter have not yet been received so close monitoring will be undertaken throughout the next quarter to ascertain an accurate position moving forward.

COMMUNITY & ENVIRONMENT DEPARTMENT**Capital Projects as at 30th June 2014**

	2014/15 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
Stadium Minor Works	30	7	1	29
Widnes Recreation Site	2,515	630	630	1,885
Open Spaces Schemes	189	108	108	81
Children's Playground Equipment	79	1	1	78
Upton Improvements	63	0	0	63
Crow Wood Play Area	13	0	0	13
Runcorn Hill Park	311	153	153	158
Runcorn Cemetery Extension	9	0	0	9
Cremators Widnes Crematorium	396	1	1	395
Landfill Tax Credit Schemes	340	14	14	326
Litter Bins	20	0	0	20
Total Spending	3,965	914	908	3,057

POLICY, PLANNING & TRANSPORTATION DEPARTMENT**Revenue Budget as at 30th June 2014**

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)
	£'000	£'000	£'000	£'000
<u>Expenditure</u>				
Employees	4,810	1,163	1,161	2
Other Premises	205	53	44	9
Hired & Contracted Services	433	118	110	8
Supplies & Services	314	89	89	0
Street Lighting	1,914	276	277	(1)
Highways Maintenance	2,383	1,002	1,000	2
Bridges	96	8	3	5
Fleet Transport	1,385	244	238	6
Lease Car Contracts	516	301	301	0
Bus Support – Halton Hopper Tickets	177	70	70	0
Bus Support	541	89	83	6
Out of Borough Transport	51	4	3	1
Finance Charges	406	169	171	(2)
Grants to Voluntary Organisations	68	34	34	0
NRA Levy	58	15	15	0
Total Expenditure	13,357	3,635	3,599	36
<u>Income</u>				
Sales	-253	-116	-125	9
Planning Fees	-506	-102	-98	(4)
Building Control Fees	-186	-62	-68	6
Other Fees & Charges	-845	-203	-207	4
Rents	-8	0	0	0
Grants & Reimbursements	-523	-211	-211	0
Efficiency Savings	-60	0	0	0
School SLAs	-39	0	0	0
Recharge to Capital	-312	0	0	0
Total Income	-2,732	-694	-709	15
Net Controllable Expenditure	10,625	2,941	2,890	51
<u>Recharges</u>				
Premises Support	528	229	229	0
Transport Recharges	596	59	59	0
Asset Charges	7,946	0	0	0
Central Support Recharges	2,385	596	596	0
Departmental Support Recharges Income	-432	-108	-108	0
Support Recharges Income – Transport	-2,884	-248	-248	0
Support Recharges Income – Non Transport	-2,385	-337	-337	0
Net Total Recharges	5,754	191	191	0
Net Departmental Total	16,379	3,132	3,081	51

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.

Other Premises is below budget to date mainly due to lower than expected utility bills and lower than expected NNDR for Lower House Lane Depot within the Logistics division.

Planning fees are currently below budget for quarter 1 but are expected to match budgeted income by year end. Building control income is currently above budget due to higher than expected site inspections on large developments. This favourable variance is expected to continue throughout the year.

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

POLICY, PLANNING & TRANSPORTATION**Capital Projects as at 30th June 2014**

	2014/15 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
<u>Local Transport Plan</u>				
Bridges & Highway Maintenance				
Bridge Assessment, Strengthening & Maintenance	1,114	92	56	1,058
Road Maintenance	1,388	347	283	1,105
Total Bridge & Highway Maintenance	2,502	439	339	2,163
Integrated Transport	1,020	85	21	999
Total Local Transport Plan	3,522	524	360	3,162
<u>Halton Borough Council</u>				
Street lighting – Structural Maintenance	200	16	17	183
Risk Management	120	10	13	107
Fleet Replacement	1,121	350	358	763
Total Halton Borough Council	1,441	376	388	1,053
<u>Grant Funded</u>				
Surface Water Management Grant	195	0	0	195
Mid Mersey Local Sustainable Transport	399	5	2	397
Total Grant Funded	594	5	2	592
<u>Local Pinch Point Fund</u>				
A558 Access Improvements	2,253	87	55	2,198
Total Capital Programme	7,810	992	805	7,005

Comments on the above figures:

Repairs and maintenance on the Silver Jubilee Bridge have been postponed until the summer holidays to avoid excess traffic congestion regarding the construction of the Mersey Gateway. Costs should reflect this from quarter 2 onwards.

The programme of spend regarding surface water management is dependent on uptake by members of the public. This in turn is affected by local weather conditions.

Contracts have recently been signed regarding the A558 improvements, works on this project should be starting within the next quarter.

COMMISSIONING & COMPLEX CARE DEPARTMENT**Revenue Budget as at 3^{0th} June 2014**

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)
	£'000	£'000	£'000	£'000
<u>Expenditure</u>				
Employees	7,463	1,770	1,729	41
Premises	241	87	88	(1)
Supplies & Services	1,905	460	451	9
Carers Breaks	422	145	145	0
Transport	170	40	36	4
Contracts & SLAs	149	36	27	9
Payments To Providers	3,816	888	884	4
Emergency Duty Team	103	0	0	0
Other Agency Costs	521	128	132	(4)
Total Expenditure	14,790	3,554	3,492	62
<u>Income</u>				
Sales & Rents Income	-221	-150	-138	(12)
Fees & Charges	-173	-25	-32	7
CCG Contribution To Service	-613	-186	-184	(2)
Reimbursements & Grant Income	-663	-55	-56	1
Transfer From Reserves	-870	0	0	0
Total Income	-2,540	-416	-410	(6)
Net Operational Expenditure	12,250	3,138	3,082	56
<u>Recharges</u>				
Premises Support	192	40	40	0
Transport	436	109	109	0
Central Support Services	1,685	421	421	0
Asset Charges	76	16	16	0
Internal Recharge Income	-1,685	0	0	0
Net Total Recharges	704	586	586	0
Net Departmental Total	12,954	3,724	3,668	56

Comments on the above figures:

Net operational expenditure is £56,000 below budget profile at the end of the first quarter of the financial year.

Employee costs are currently £41,000 below budget profile. This results from vacant posts, specifically in relation to mental health and day services. These vacant posts are in the process of being filled, and it is not anticipated that the spend below budget profile will continue at this level for the remainder of the financial year.

Expenditure on Contracts and Service Level Agreements is projected to be £28,000 below budget at the year-end. This relates to savings made in payments to providers for the Bredon respite care contract.

Income is currently marginally below the target to date. There is an anticipated shortfall on rental income due to the intended refurbishment of a homeless facility. At this stage in the financial year it is anticipated that this shortfall can be met from over-achievements of income in other service areas, and savings from expenditure.




COMMISSIONING & COMPLEX CARE DEPARTMENT**Capital Projects as at 30th June 2014**

	2014/15 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
ALD Bungalows	400	0	0	400
Grangeway Court	347	0	0	347
Section 256 Grant	56	0	0	56
Community Capacity Grant	351	0	0	351
Total Spending	1,154	0	0	1,154





8.0 Explanation of Symbols

Symbols are used in the following manner:

Progress Symbols

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

Direction of Travel Indicator

Green 	Indicates that performance is better as compared to the same period last year.
Amber 	Indicates that performance is the same as compared to the same period last year.
Red 	Indicates that performance is worse as compared to the same period last year.
N / A 	Indicates that the measure cannot be compared to the same period last year.

REPORT TO:	Environment & Urban Renewal Policy & Performance Board
DATE:	10 th September 2014
REPORTING OFFICER:	Strategic Director, Communities
PORTFOLIO:	Physical Environment
SUBJECT:	Petition – Request for a Play/Sports Area Somerville Road Widnes
WARD(S)	Riverside

1.0 PURPOSE OF THE REPORT

- 1.1 To consider a petition received from a resident of Somerville Road, Widnes, requesting that the council create a play or a sports area in the local area.

2.0 RECOMMENDATION: That Members of the Board consider the request of the petition.

3.0 SUPPORTING INFORMATION

- 3.1 A petition containing 43 names was submitted to the council on 23rd July 2014. The petition is a request for the council to create a play area or a sports area in the Somerville Road area.
- 3.2 There are three existing play areas within one mile of Somerville Road. The nearest is at Ditton Community Centre (within 500 metres). The next nearest facility is at Milton Road (within 700 metres) and the furthest is at Hough Green Park (over 700metres). There is an existing multi-games sports area within one mile of Somerville Road at Royal Avenue. The nearest area of council owned public open space is to the south of Montgomery Road or to the east of Cunningham Road. A map showing the council owned open space facilities within the area is shown as *appendix 1*.
- 3.3 There are 39 equipped children's play areas throughout the Borough and 7 multi games areas. The council's playgrounds and multi-games areas are all in good condition all of them having been built or substantially refurbished in the last 10 years. The council currently has adequate resources to maintain its current sites but it would be unable to resource additional facilities without additional revenue.
- 3.4 The most suitable space that is in the Council's ownership on which a play area or a multi-sports area could be accommodated is on the land to the south of Montgomery Road.

4.0 **POLICY IMPLICATIONS**

4.1 None identified.

5.0 **FINANCIAL IMPLICATIONS**

5.1 To create a play area close to Somerville Road would require a significant capital sum (at least £50,000) and ongoing revenue of £4,500 per year.

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

6.1 **Children and Young People in Halton**

Play areas and multi-sports areas are beneficial to children and young people as they provide a safe environment in which they can play and interact with their peers.

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

None identified.

6.3 **A Healthy Halton**

Play areas and multi-sports areas promote health. Children are able to exercise through play with all of the associated benefits such activity brings.

6.4 **A Safer Halton**

Play areas provide a safe space for children and young people.

6.5 **Halton's Urban Renewal**

The creation of play areas has contributed to urban renewal by improving areas which in turn makes them more valued by the community.

7.0 **RISK ANALYSIS**

7.1 None identified.

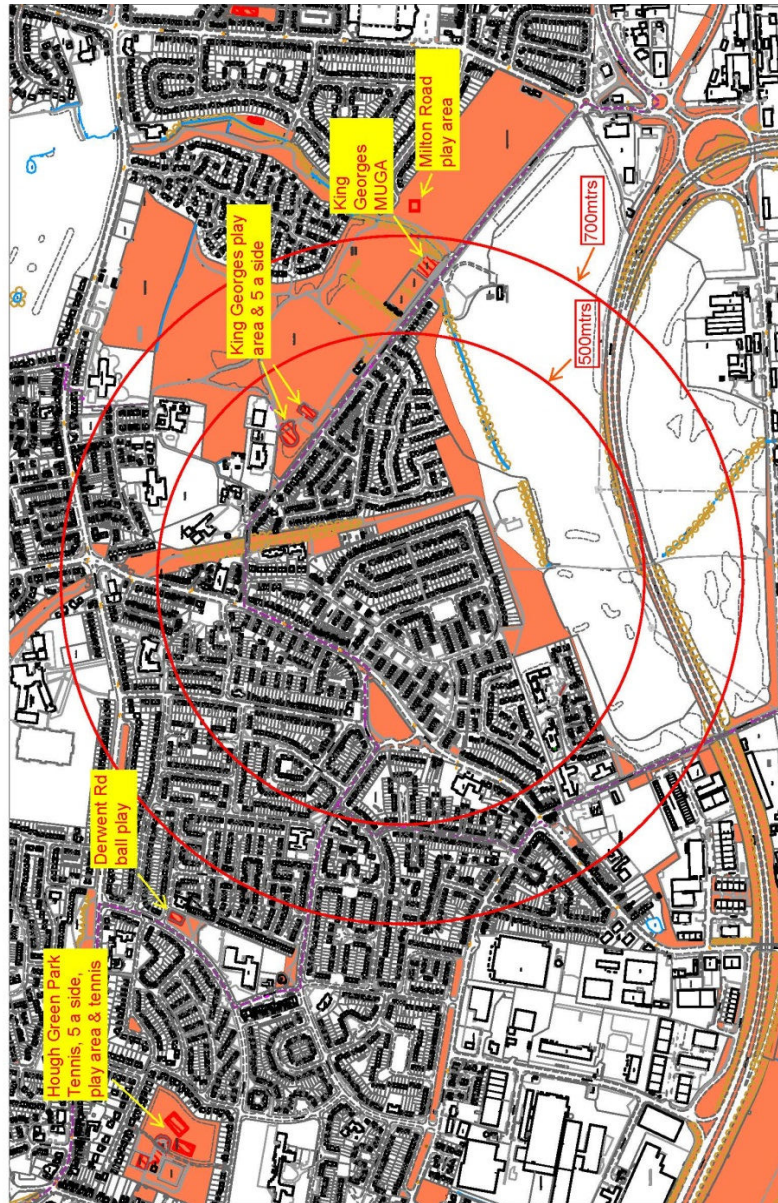
8.0 **EQUALITY & DIVERSITY ISSUES**

8.1 There are no Equality and Diversity issues associated with this report.

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

None under the meaning of the Act.

APPENDIX 1 – Map Showing council owned open space facilities in the area.



REPORT TO: Environment & Urban Renewal
Policy & Performance Board

DATE: 10th September 2014

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Objections to proposed waiting restrictions on part of Cronton Lane, Widnes.

WARDS: Farnworth

1.0 PURPOSE OF REPORT

- 1.1 To report on two objections that have been received following public consultation on a proposed Traffic Regulation Order to introduce 'At Any Time' waiting restrictions on part of Cronton Lane, Widnes. A plan and definition of the original recommendation is supplied in Appendix 'B'.

2.0 RECOMMENDATIONS

- 2.1 **It is recommended that this Board supports the Council's intention to introduce an Order to implement 'At Any Time' waiting restrictions on part of Cronton Lane, Widnes as set out in Appendix 'B' and that the report be considered by Executive Board.**

3.0 SUPPORTING INFORMATION

- 3.1 At a previous meeting (Item 47, 26th March 2014) the Board resolved that the necessary steps be taken to introduce a Traffic Regulation Order to implement "At Any Time" waiting restrictions on both sides of Cronton Lane, Widnes, extending from its junction with Lunts Heath Road/Birchfield Road to Hill View. The formal consultation on the proposed Order has been undertaken and two objections have been received from residents of properties fronting the affected area. The letters of objection with name and address identification removed are attached as Appendix 'A', with a drawing and schedule for the proposed restrictions also attached as Appendix 'B'.
- 3.2 Objection 1: This letter of objections sets out a series of points:
- 1) *Parking problems along Cronton Lane most often occur between 5.00pm and 7.00pm Monday – Friday. At other times there are relatively few issues. As previously reported to the Board (Item 21, 11th September 2013) the original petition request for waiting restrictions from residents of Cronton Lane between Lunts Heath Road and Hill View was for "At Any Time" restrictions.*
 - 2) *Belief that the main complaint from residents on Cronton Lane expressed through the original petition was concerned with inconsiderate parking and that the introduction of "Any Time Parking" restrictions will not deter motorists. The petition requesting the proposed waiting restrictions was clear in favouring "At Any Time" double yellow lines which if installed, would be enforced by Cheshire Police*
 - 3) *Lack of enforcement by Cheshire Police due to resource problems. Requested information on the numbers of parking offences recorded by the Police over the past two years on Cronton Lane is not available but if introduced, Cheshire Police would be requested to carry out rigorous enforcement action.*
 - 4) *Inconvenience for residents. This is an unfortunate side-effect of any parking*

restrictions which will apply equally to residents and visitors alike and it is a factor that residents will have considered for themselves in relation to their own circumstances.

- 5) *The proposed restriction would prevent visitors from parking outside homes when visiting and parking elsewhere could generate complaints from adjoining areas because of this displacement.* It is correct that parking displacement would occur and visitors would have to park a short distance away if no space was available on their host's driveways. However, most residents evidently accept this situation as an inconvenience worth tolerating and the small number of vehicles so displaced would be unlikely to create a knock-on problem elsewhere. .
- 6) *Motorists visiting the [Cronton Lane] shops will need to seek alternative parking e.g. Norlands Lane, potentially causing fresh complaints.* The proposed restrictions extend only as far west as Hill View, requiring visitors to park only a short distance away from the shops. There is normally adequate on-street parking space available in Hill View or Norlands Lane which should not inconvenience residents of these roads.
- 7) *The shops along Cronton Lane are a resource and the introduction of "Any Time Parking" restrictions could adversely affect their trade.* The immediate area of the shops already has 'At Any Time' waiting restrictions; the current proposal seeks only to extend these to Hill View as per the attached drawing in Appendix 'B'. No objections have been received from the retail premises during the formal advertising period associated with the 'At Any Time' waiting restriction consultation.

- 3.3 Objection 2: This objection is concerned mainly with enforcement issues and the inconvenience that the proposed restriction would cause to residents. Asserting that the lack of enforcement action in the area of the existing waiting restrictions outside the Cronton Lane shops means that drivers tend to disregard them, the objector believes that extending the existing restrictions would serve little purpose apart from causing severe inconvenience to adjacent residents. The objector puts forward alternative enforcement methods.

If introduced, Cheshire Police would be requested to carry out rigorous enforcement action on Cronton Lane in order to re-educate highway users not to park on the waiting restriction lines. Residents would be excused parking on the waiting restricted areas provided they were actively engaged in loading/unloading their vehicles.

4.0 CONSULTATION

- 4.1 The ward councillors for Farnworth have been consulted and support the recommended actions. Cheshire Police have been consulted and have raised no objections to the proposal.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The total cost of introducing the requested waiting restrictions would be approximately £1,000. This could be funded through annual traffic management revenue allocations.

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 could serve to prevent obstruction and protect sightlines for pedestrians, cyclists and drivers alike.
- 7.5 Halton's Urban Renewal
There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

8.0 RISK ANALYSIS

- 8.1 There is a variable and uncertain road safety risk associated with not introducing these requested waiting restrictions, the degree of risk depending on the degree to which drivers would continue to park so as to obstruct the footpath, carriageway, desire lines and sight lines along Cronton Lane.

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 Report to Executive Board Sub- Committee 7th December 2006 - Proposed Zebra Crossing – Cronton Lane, Widnes
- 10.2 Report to Environment & Urban Renewal Policy & Performance Board, 11th September 2013 (Item 21) - Petition requesting the introduction of bollards and waiting restrictions to prevent parking on part of Cronton Lane, Widnes.
- 10.3 Report to Environment & Urban Renewal Policy & Performance Board, 26th March 2014 (Item 47) - Consultation results re: request for waiting restrictions to prevent parking on part of Cronton Lane, Widnes.

OBJECTION 1

09 June 2014

Re: Proposed Waiting Restrictions, Cronton lane Widnes

Dear Mr Parr,

I am writing with regards to a letter I received from Halton Borough Council dated 30th May 2014, informing me of a proposal by the Council to implement "At Any Time" waiting restrictions on Cronton Lane.

I was informed in the letter that any objections to the proposals, together with the grounds on which they are made, must be sent in writing to you, by 04th July 2014.

Whilst I welcome and appreciate the fact that the Council has taken seriously the concerns of some residents about parking along Cronton Lane, I believe the proposal to introduce "At Any Time" waiting restrictions to be a gross over reaction and akin to using a very big mallet to crack a rather small nut.

I understand one of the most common complaints from homeowners along this stretch of road is to do with motorists who park across driveways and I can appreciate from my own experience how annoying this is. However it is a relatively rare occurrence and I am sure there are more appropriate alternatives to consider which tackle the issue of parking, whilst at the same time avoids causing significant other problems for homeowners and businesses along this road e.g. a white line across the driveways or a resident parking permit which can also be given to family and friends when they visit.

I have set out below a list of my objections and my reasons for them:

- 1) Any problems caused by motorists parking along Cronton Lane most often occur between 5.00pm and 7.00pm Monday – Friday. At all other times of the day and night there are relatively few, if any, issues caused by the parking of motorists.
- 2) I believe the main complaint from residents on Cronton Lane which instigated the consultation, was concerned with the inconsiderate parking of motorists when visiting the shops on the junction of Cronton Lane and Norlands Lane e.g. parking across driveways. I do not believe the introduction of "Any Time Parking" restrictions will deter motorists who are responsible for the issues raised by residents from continuing to park in the way that they do now. The existing parking restrictions certainly don't deter most motorists from parking where they want to i.e. along the double yellow lines and I fail to see how "At Any Time" parking restrictions will fare any better. I have photographs which clearly show this to be the case and I am sure a Council officer would be able to determine this for him/herself, were s/he to visit the junction between 5pm and 7 pm on a weekday.
- 3) In the years I've lived on Cronton Lane, I've yet to see any enforcement of the existing parking regulations along the road and I don't believe new restrictions would be any better enforced. This isn't a criticism of the police, as they would need to have a police officer on duty each day between 5.00pm and 7.00pm to have any effect; and that would be an unrealistic expectation. I am happy to be challenged on this assumption, for example perhaps you could tell me how many traffic penalty notices have been issued by Cheshire Police to motorists of cars parked illegally along this road over the last 2 years.

- 4) I believe the only people who will be affected by the introduction of an “At Any Time” waiting restriction are the home owners along Cronton Lane; myself included. For reasons I have previously given, it will be mostly the homeowners on Cronton Lane who abide by the “Any Time Waiting” restriction even though it is not the home owners who cause the problems. So although the Council will be seen to have taken steps to address the residents’ complaint about parking, those steps will in fact have done nothing to resolve them.
- 5) The proposed restriction would prevent visitors e.g. family and friends from parking outside the homes when visiting. Visitors would instead have to park somewhere else, such as outside the homes of residents where the restrictions did not apply e.g. further along Cronton Lane or on Norlands Lane. This could potentially cause those home owners to complain to the council, so starting the process all over again.
- 6) Any motorist visiting the shops who does abide with the parking restrictions is likely to seek out an alternative place to park and will no doubt choose the closest next available road e.g. Norlands Lane. This could potentially cause the home owners along this road to complain to the council, so starting the process all over again.
- 7) The shops along Cronton Lane are regarded as a much valued community resource by people living in the area and the introduction of “Any Time Parking” restrictions could adversely affect their trade. Times are hard enough for small businesses and I am sure the Council would not want to be seen to be putting obstacles in their way; even if it was inadvertent.

I hope that my objections are given serious consideration by the Council before a final decision is made on this matter and that the option which is chosen has the full support and backing of both the residents and businesses along Cronton Lane.

Regards,

OBJECTION 2**RE: Proposed no waiting along Cronton Lane.**

This is the second time that I have objected to these plans, the first objection has somehow been lost.

My objection regarding the no waiting at anytime is due to the fact that currently there are double yellow lines in place outside of the shopping area and for a few metres up the Lane. Currently these lines are completely ignored and observed by very few drivers, these include mainly delivery drivers but also people visiting the shops during specific times of day ie breakfast, lunch and dinner time. This does not affect the entire road. Nor is it an issue all of the time. Recently there was even a fire engine parked on these lines whilst the firemen were buying their lunch in the chip shop. Regrettably I did not have my phone on me to photo evidence this, however it is not the first time. If the emergency services are unwillingly to respect the no waiting at any time lines currently in place what hope have we got that anybody else will?

In my opinion the issue is not having yellow lines put down, the issue is having these rules enforced. I have lived here for over 2 years now and have never observed PCSO's patrolling the Lane (which would also deter some of the anti social behaviour and drunken teenagers at the weekend, however that is another matter entirely) or police moving people on who are parked illegally. In fact I regularly observe the police driving around said cars. I find it extremely frustrating that both the council and some residents seem to think that this is the solution to the problem. I have 2 very young children, both under 3 and I often have to park on the road to get the children in and out of the cars, as do my parents who child mind for me. Double yellow, no waiting at anytime lines, would be an incredible inconvenience for us all day every day, not simply for a few hours each day. Equally, as a 2 car household, we regularly need to swap cars for work the following day. We currently do this by leaving 1 car on the road. This would become a logistical nightmare if we had to park up Hill View in order to simply swap the cars.

Having read the minutes from the previous council meeting. I read a letter that was presented to the council from The Cronton Lane Residents. I would like to make it extremely clear here that we were not shown this letter, nor asked to contribute or agree to what was in the letter and so I would like to know who sent you that letter because I am certainly not happy for them to speak inaccurately on my behalf.

My suggestion would be to install cameras or have people (police/PCSO/traffic wardens) visibly fining vehicles or moving them on. I have no doubt that whether you put down the double yellow lines or not, in the future you will end up paying for further deterrents anyway because double yellow lines don't currently work, it is a ridiculous idea to think that painting them further up the Lane will deter people and make the problem go away.

Regards



Mick Noone, BA(Hons), M.Sc., C.Eng.,
 MICE, MCIHT, CMILT
 Operational Director - Policy, Planning &
 Transportation Department
 Municipal Building, Kingsway,
 Widnes, WA8 7OF, Tel. 0303 333 4300
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**Proposed 'At Any Time'
 Waiting Restrictions
 Cronton Lane &
 Hill View**

**Scale: NTS Date: Aug 2014
 Drawn: SJ Dra. No 9084**

Details of Proposed Order

[a] Type: "At Any Time" Waiting Restrictions

[b] Details:

Road	Details	Extent of Restriction
Cronton Lane	Both sides from its junction with Norlands Lane/Lunts Heath Road to a point 12 metres west of the centre of its junction with Hill View.	At any time
Hill View	Both sides from its junction with Cronton Lane to a point 12 metres south of the southern kerb line of Cronton Lane.	At any time

[c] Associated revocations: The Halton Borough Council (Cronton Lane, Widnes)(Prohibition of Waiting) Order, 2002

[d] Exemptions: Standard.

[e] Statement of Reasons: To prevent obstructive parking on Cronton Lane, caused mainly by drivers visiting nearby Cronton Lane shops.

[f] Plan: Drg. no. 9084.

[g] Date to be advertised: ASAP.

[h] Date to be effected: ASAP.

[i] Advertising code: 2050 1625 W041.

David Parr
Chief Executive
Municipal Building
Widnes
WA8 7QF

Mr J White
16 Cronton Lane
Widnes
WA8 5AJ

09 June 2014

Re: Proposed Waiting Restrictions, Cronton lane Widnes

Dear Mr Parr,

I am writing with regards to a letter I received from Halton Borough Council dated 30th May 2014, informing me of a proposal by the Council to implement "At Any Time" waiting restrictions on Cronton Lane.

I was informed in the letter that any objections to the proposals, together with the grounds on which they are made, must be sent in writing to you, by 04th July 2014.

Whilst I welcome and appreciate the fact that the Council has taken seriously the concerns of some residents about parking along Cronton Lane, I believe the proposal to introduce "At Any Time" waiting restrictions to be a gross over reaction and akin to using a very big mallet to crack a rather small nut.

I understand one of the most common complaints from homeowners along this stretch of road is to do with motorists who park across driveways and I can appreciate from my own experience how annoying this is. However it is a relatively rare occurrence and I am sure there are more appropriate alternatives to consider which tackle the issue of parking, whilst at the same time avoids causing significant other problems for homeowners and businesses along this road e.g. a white line across the driveways or a resident parking permit which can also be given to family and friends when they visit.

I have set out below a list of my objections and my reasons for them:

- 1) Any problems caused by motorists parking along Cronton Lane most often occur between 5.00pm and 7.00pm Monday – Friday. At all other times of the day and night there are relatively few, if any, issues caused by the parking of motorists.
- 2) I believe the main complaint from residents on Cronton Lane which instigated the consultation, was concerned with the inconsiderate parking of motorists when visiting the shops on the junction of Cronton Lane and Norlands Lane e.g. parking across driveways. I do not believe the introduction of "Any Time Parking" restrictions will deter motorists who are responsible for the issues raised by residents from continuing to park in the way that they do now. The existing parking restrictions certainly don't deter most motorists from parking where they want to i.e. along the double yellow lines and I fail to see how "At Any Time" parking restrictions will fare any better. I have photographs which clearly show this to be the case and I am sure a Council officer would be able to determine this

for him/herself, were s/he to visit the junction between 5pm and 7 pm on a weekday.

- 3) In the years I've lived on Cronton Lane, I've yet to see any enforcement of the existing parking regulations along the road and I don't believe new restrictions would be any better enforced. This isn't a criticism of the police, as they would need to have a police officer on duty each day between 5.00pm and 7.00pm to have any effect; and that would be an unrealistic expectation. I am happy to be challenged on this assumption, for example perhaps you could tell me how many traffic penalty notices have been issued by Cheshire Police to motorists of cars parked illegally along this road over the last 2 years.
- 4) I believe the only people who will be affected by the introduction of an "At Any Time" waiting restriction are the home owners along Cronton Lane; myself included. For reasons I have previously given, it will be mostly the homeowners on Cronton Lane who abide by the "Any Time Waiting" restriction even though it is not the home owners who cause the problems. So although the Council will be seen to have taken steps to address the residents' complaint about parking, those steps will in fact have done nothing to resolve them.
- 5) The proposed restriction would prevent visitors e.g. family and friends from parking outside the homes when visiting. Visitors would instead have to park somewhere else, such as outside the homes of residents where the restrictions did not apply e.g. further along Cronton Lane or on Norlands Lane. This could potentially cause those home owners to complain to the council, so starting the process all over again.
- 6) Any motorist visiting the shops who does abide with the parking restrictions is likely to seek out an alternative place to park and will no doubt choose the closest next available road e.g. Norlands Lane. This could potentially cause the home owners along this road to complain to the council, so starting the process all over again.
- 7) The shops along Cronton Lane are regarded as a much valued community resource by people living in the area and the introduction of "Any Time Parking" restrictions could adversely affect their trade. Times are hard enough for small businesses and I am sure the Council would not want to be seen to be putting obstacles in their way; even if it was inadvertent.

I hope that my objections are given serious consideration by the Council before a final decision is made on this matter and that the option which is chosen has the full support and backing of both the residents and businesses along Cronton Lane.

Regards,

A handwritten signature in black ink, appearing to be 'John White', written in a cursive style with a large loop at the end.

John White (Mr)

49 Cronton Lane.
Widnes.
WA8 9AR

Steve Johnson

RE: Proposed no waiting along Cronton Lane.

This is the second time that I have objected to these plans, the first objection has somehow been lost.

My objection regarding the no waiting at anytime is due to the fact that currently there are double yellow lines in place outside of the shopping area and for a few metres up the Lane. Currently these lines are completely ignored and observed by very few drivers, these include mainly delivery drivers but also people visiting the shops during specific times of day ie breakfast, lunch and dinner time. This does not affect the entire road. Nor is it an issue all of the time. Recently there was even a fire engine parked on these lines whilst the firemen were buying their lunch in the chip shop. Regrettably I did not have my phone on me to photo evidence this, however it is not the first time. If the emergency services are unwillingly to respect the no waiting at any time lines currently in place what hope have we got that anybody else will?

In my opinion the issue is not having yellow lines put down, the issue is having these rules enforced. I have lived here for over 2 years now and have never observed PCSO's patrolling the Lane (which would also deter some of the anti social behaviour and drunken teenagers at the weekend, however that is another matter entirely) or police moving people on who are parked illegally. In fact I regularly observe the police driving around said cars. I find it extremely frustrating that both the council and some residents seem to think that this is the solution to the problem. I have 2 very young children, both under 3 and I often have to park on the road to get the children in and out of the cars, as do my parents who child mind for me. Double yellow, no waiting at anytime lines, would be an incredible inconvenience for us all day every day, not simply for a few hours each day. Equally, as a 2 car household, we regularly need to swap cars for work the following day. We currently do this by leaving 1 car on the road. This would become a logistical nightmare if we had to park up Hill View in order to simply swap the cars.

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My suggestion would be to install cameras or have people (police/PCSO/traffic wardens) visibly fining vehicles or moving them on. I have no doubt that whether you

put down the double yellow lines or not, in the future you will end up paying for further deterrents anyway because double yellow lines don't currently work, it is a ridiculous idea to think that painting them further up the Lane will deter people and make the problem go away.

Regards

Katie Bennett

Sent from my iPad

> On 22 Jul 2014, at 09:40, Steve Johnson <Steve.Johnson@halton.gov.uk> wrote:

>

> Dear Mrs. Bennett,

>

> I'm just about to prepare an objections report on the proposed waiting restrictions on Cronton Lane, to be considered by the relevant Council Board. Given your previous interest in this issue I was expecting to have received an on objection from your good self but I can't trace one. I was worried it might have got lost or been blocked for some reason on the email system.

>

> If you did object, could you let me know?

>

> Thank you,

>

> Steve Johnson

> Traffic & Road Safety

> t. 0151 511 7521

>

REPORT:	Environment & Urban Renewal Policy & Performance Board
DATE:	10 th September 2014
REPORTING OFFICER:	Strategic Director, Policy & Resources
PORTFOLIO:	Transportation
SUBJECT:	Objections to Proposed 'At Any Time' Waiting Restrictions, Hill Top Road, Preston on the Hill, Preston Brook
WARDS:	Daresbury

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 introduce 'At Any Time' waiting restrictions on part of Hill Top Road, Preston on the Hill, Preston Brook and to put forward an amendment to the original proposal. A plan of the original recommendation is supplied in Appendix 'A', this appendix being a truncated version of the initial proposal document which has had irrelevant/duplicated sections removed as it originally referred to a range of Traffic Regulation Order proposals. Revised recommendations are set out in Appendix 'B'.

2.0 RECOMMENDATIONS: That the Board supports the Council's intention to introduce an Order to implement 'At Any Time' waiting restrictions on Hill Top Road, Preston on the Hill, Preston Brook as set out in Appendix 'B' and that the Executive Board be recommended to support its implementation.

3.0 SUPPORTING INFORMATION

- 3.1 Using delegated powers and after consultation with the ward councillors, the Executive Board member – Transportation and Cheshire Police, the Operational Director (Highways, Transportation and Logistics) issued approval to advertise a proposal to implement 'At Any Time' waiting restrictions on Hill Top Road, Preston on the Hill, Preston Brook as set out in Appendix 'A'.
- 3.2 The background and justification for the proposed restrictions are set out in Appendix 'A'.
- 3.3 During the formal public consultation process, eight individual objections were received together with objections from Warrington Anglers Association and Preston Brook Parish Council. These will be available at the meeting but the main points of each are summarised below.

Objection 1, from a resident of nearby Canalside Cottages: Objection relates to lack of parking space in the area and impact on this of recent development work (including conversion of St. Faiths Mission to apartments).

Objection 2, from a "pensioner and partly disabled" resident of nearby Canalside Cottages: Objection relates to lack of parking space in the area and impact of recent

development work, vehicles being left by those car sharing to commute and also requests a residents only parking scheme.

Objections 3 & 4, from residents of nearby Canalside Cottages: The objections relate to a lack of parking space in the area and the repercussions of the proposal for local residents who have relied on this parking for years; suggest that there has never been a problem even when the church was active, consider that any possible impacts will be the result of new developments; question the need for any parking controls and state that the removal of the ability to park will cause problems for local residents and their visitors who would have nowhere else to park, noting that many nearby residents are elderly and lacking the ability to walk distances; and suggests that an effective compromise would be to make Hill Top Road one way.

Objection 5, from a resident of nearby Canalside: Objection relates to lack of parking space in the area; highlights that parking on Hill Top Road is necessary for a blue badge holder living at the property who is physically and mentally handicapped when weather conditions make the steep slope down to the property a skidding hazard; this is the only parking available for public utilities and other work people who need essential access to properties on Canalside. Suggests introduction of residents only parking permit scheme for properties along Canalside and making Hill Top Road one-way.

Objection 6, on behalf of the "disabled and over 60's section for Warrington Anglers Association": Objection relates to loss of parking space close to the Bridgewater Canal which would jeopardise use of this venue by their members.

Objection 7, from a resident of nearby Canalside Cottages: Objection relates to lack of parking space in the area caused in part by development work in recent years, expressing concerns over the impact the restrictions could have on a disabled resident and that as residents they have no other place to park.

Objections 8 & 9, from elderly anglers: Concerned they will no longer be able to reach the canal due to lack of accessible parking space and infirmity; Objection 8 suggests that consideration should be given to imposing parking restrictions on Windmill Lane, Preston-on-the Hill but this is outside of the scope of this report.

Objection 10, on behalf of Warrington Anglers Association: Objecting to loss of "only viable place to park", linking this with recent adjacent developments.

Objection 11, from Preston Brook Parish Council, on behalf of residents to the proposals and requested that timed restriction and/or two disabled bays be implemented instead of "At any time" restrictions.

- 3.2 Waiting restrictions in the area were initially requested by Cheshire Police some years ago, and one head-on collision occurred in 2011 when a vehicle entering Hill Top Road collided with another which was on the wrong side of the road when passing cars parked on the south side of the carriageway in Hill Top Road. However, as referred to in paragraph 3.4 of Appendix A, there are a number of factors which combine to justify the need for a waiting restriction along this length of road: the introduction of two new access points to adjacent developments off Hill Top Road and the need to maintain adequate visibility levels for vehicles accessing them taking into account the curvature of the road; the width of the carriageway along this length of road (5.7m) which results in vehicles having to cross to the other side of the road if there are vehicles parked on one side and the need to ensure the junction of Hill Top Road and Chester Road can

operate safely and efficiently.

- 3.3 Having considered the various objections, it is believed that most of the benefits of introducing waiting restrictions can be achieved whilst leaving space on the south side of Hill Top Road between Chester Road and Waterside for parking and the revised proposal in Appendix 'B' reflects this option. The parking space provided will serve the needs of local residents.

4.0 FINANCIAL IMPLICATIONS

- 4.1 It is estimated the cost of implementing the proposals would be approximately £1000; this would be met from the annual traffic management revenue funds.

5.0 OTHER IMPLICATIONS

- 5.1 There are no other direct 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 & 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

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

6.4 A Safer Halton

The introduction of these waiting restrictions will reduce the chance of future collisions at this location.

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 not introducing these proposed restrictions, the degree of risk depending on the degree of conflict due to vehicles needing to travel on the wrong side of the road to pass parked vehicles. A head-on collision occurred under these circumstances in 2011, resulting in driver injury. However local residents do have a strong case for consideration in the provision of a limited amount of waiting space.
- 7.2 Traffic displaced from parking at the location to receive new 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 and freedom of access grounds, which should have a higher priority than an 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.

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

DATE: 5th December 2013

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

SUBJECT: Proposed Waiting Restrictions at Various Locations in Runcorn
and Widnes & a Clearway Order in Widnes

WARDS: Daresbury, Halton Brook, Halton Lea and Halton View

1.0 PURPOSE OF REPORT

- 1.1 To seek approval for the introduction of waiting restrictions to address a range of parking issues at various locations throughout the Borough, together with a school 'Keep Clear' clearway Order.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that notice be given of the Council's intention to introduce Orders to implement "At Any Time" waiting restrictions at various locations as set out below.
- 2.3 It is further recommended that 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

- 3.4 **Hill Top Road, Preston on the Hill, Preston Brook:** Conversion of the former St. Faiths Mission Church to apartments has seen construction of an off-road parking area to the west of the building, accessed directly off Hill Top Road. Completion of the (under construction) Go Blade electric motorcycle track to the east of the former Mission will result in their access road joining Hill Top Road immediately to the east. These accesses are on the inside of the bend on Hill Top Road, and given the curvature of the road and the steepness of the earth banks at the side of the carriageway any vehicle parked on the north side of the route results in the sight lines for traffic exiting the accesses being blocked. Parking on the south side of Hill Top Road between Chester Road and Waterfront results in through traffic needing to travel on the wrong side of the road and also obstructs access/egress to the apartment entrance. It is recommended that "At Any Time" waiting restrictions are introduced on the north side of Hill Top Road extending from the junction with A56 Chester Road, eastwards to a point 50 metres beyond the entrance to the Go Blade access. Also, on the south side, extending from the junction with A56 Chester Road, eastwards to the junction with Waterfront. Drg. no. 9239 in Appendix 'C' refers.

4.0 CONSULTATION

- 4.1 During the formal advertising period to follow, consultation will take place with the emergency services and other regular consultees. All ward councillors have been consulted and have no objections. Cheshire Police have been consulted and raised no objections.

Details of Proposed Orders:

[a] "At Any Time" Waiting Restrictions.

[b] Details:

Location	Statement of Reasons
Hill Top Road, from its junction with A56 Chester Road: south side to the junction with Waterfront and north side, for a distance of 110m.	To keep clear accesses and sightlines for entrances to apartments at the former St. Faiths Mission Church and the Go Blade motorcycle centre on the inside of the bend on Hill Top Road, and to prevent parking on the south side of Hill Top Road between Chester Road and Waterfront which results in traffic having to travel on the wrong side of the road and also obstructs the apartment entrance.

[c] Plans: All in Appendix 'D', for deposit only, and not to scale.

Hill Top Road: Drg. no. 9239

Applicable to all proposals:

[d] Associated revocations: None.

[e] Exemptions: Standard

[f] Date to be advertised: ASAP

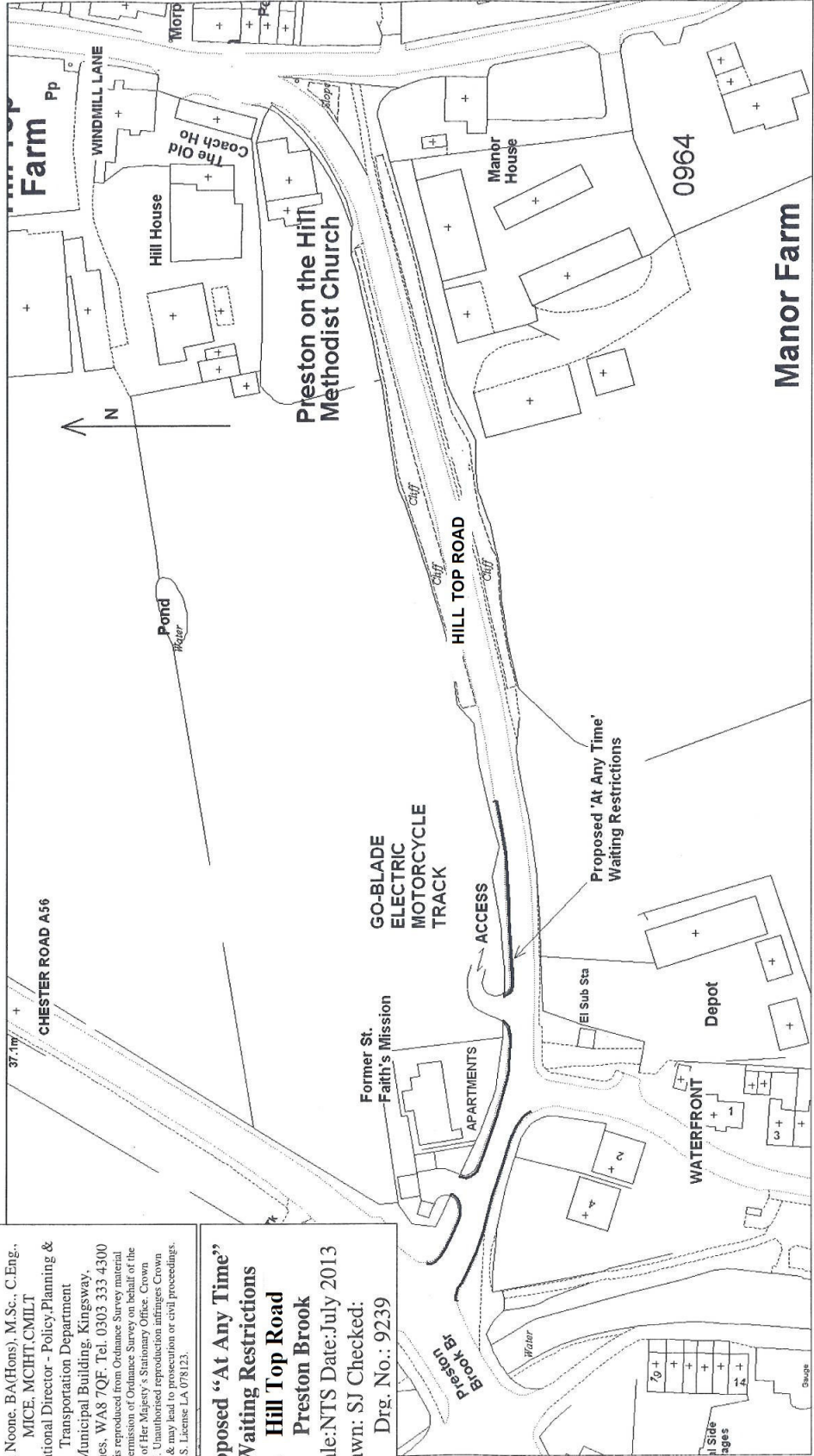
[g] Date to be effected: ASAP

[h] Advertising code: 2050 1625 W041



Mick Noone, BA(Hons), M.Sc., C.Eng.,
 MICE, MCIHT, CMILT
 Operational Director - Policy, Planning &
 Transportation Department
 Municipal Building, Kingsway,
 Widnes, WA8 7QF. Tel. 0303 333 4300
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**Proposed "At Any Time"
 Waiting Restrictions
 Hill Top Road
 Preston Brook**
 Scale: NTS Date: July 2013
 Drawn: SJ Checked:
 Drg. No.: 9239



Details of Revised Proposed Order:

- [a] "At Any Time" Waiting Restrictions.
 [b] Details:

Location	Statement of Reasons
Hill Top Road, from its junction with A56 Chester Road: north side, for a distance of 110m., south side to a point 15m east of Chester Road and then from a point 40m east of Chester Road to the junction with Waterfront (25m. gap)	To keep clear accesses and sightlines for entrances to apartments at the former St. Faiths Mission Church and the Go Blade motorcycle centre on the inside of the bend on Hill Top Road, and to prevent parking near to the Chester Road/Hill Top and Hill Top/Waterfront junctions.

- [c] Plans: As in this Appendix. Namely Drg. no. 9239A, for deposit only, and not to scale.

Applicable to all proposals:

- [d] Associated revocations: None.
 [e] Exemptions: Standard
 [f] Date to be advertised: ASAP
 [g] Date to be effected: ASAP
 [h] Advertising code: 2050 1625 W041



Mick Noone, BA(Hons), M.Sc., C.Eng.,
 MICE, MCIHT, CMILT
 Operational Director - Policy, Planning &
 Transportation Department
 Municipal Building, Kingsway,
 Widnes, WA8 7QF, Tel. 0303 333 4300
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**Proposed "At Any Time"
 Waiting Restrictions**
Hill Top Road
Preston Brook
 Scale: NTS Date: July 2013
 Drawn: SJ Checked:
 Drg. No.: 9239A

