

# Public Document Pack



## Environment and Urban Renewal Policy and Performance Board

Wednesday, 20 September 2023 6.30 p.m.  
Civic Suite - Town Hall, Runcorn

A handwritten signature in black ink that reads 'S. Young'.

**Chief Executive**

### **BOARD MEMBERSHIP**

Councillor Bill Woolfall (Chair)	Labour
Councillor Peter Lloyd Jones (Vice-Chair)	Labour
Councillor John Abbott	Labour
Councillor Angela Ball	Labour
Councillor Noel Hutchinson	Labour
Councillor Kath Loftus	Labour
Councillor Louise Nolan	Labour
Councillor Mike Ryan	Labour
Councillor Aimee Skinner	Labour
Councillor Gareth Stockton	Liberal Democrats
Councillor Sharon Thornton	Labour

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*The next meeting of the Board is on Wednesday, 15 November 2023*

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

**Part I**

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

**ENVIRONMENT AND URBAN RENEWAL POLICY AND PERFORMANCE BOARD**

*At a meeting of the Environment and Urban Renewal Policy and Performance Board on Wednesday, 21 June 2023 at the Civic Suite - Town Hall, Runcorn*

Present: Councillors Woolfall (Chair), P. Lloyd Jones (Vice-Chair), Abbott, Ball, Hutchinson, K. Loftus, Ryan, Stockton and Thornton

Apologies for Absence: Councillor L. Nolan and Skinner

Absence declared on Council business: None

Officers present: S. Burrows, K. Butler, J. Gallagher, T. Gibbs and R. Taylor

Also in attendance: None

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

	<i>Action</i>
EUR1 MINUTES	
<p>The Minutes of the meeting held on 15 February 2023 having been circulated were signed as a correct record.</p>	
EUR2 PUBLIC QUESTION TIME	
<p>It was confirmed that no public questions had been received.</p>	
EUR3 EXECUTIVE BOARD MINUTES	
<p>The Board considered the Minutes of the meetings of the Executive Board relevant to the Environment and Urban Renewal Policy and Performance Board.</p> <p>RESOLVED: That the Minutes be received.</p>	
EUR4 ANNUAL REPORT 2022-23	
<p>The Board considered a copy of the Annual Report from the Chair of the Environment and Urban Renewal Policy and Performance Board for 2022/23. The Board had met four times during the year and the report set out the work carried out during the Municipal Year April 2022 to March 2023.</p>	

A question was raised about the completion date for the Coppicing Programme.

Operational  
Director -  
Community &  
Green Space

RESOLVED: That the Annual Report be endorsed.

#### EUR5 THE BIG CONVERSATION UPDATE

The Board received a presentation on “The Big Conversation” which was the Council’s approach to formulating a new Corporate Plan to take effect from April 2024.

“The Big Conversation” would engage with the public so that they understand the challenges of the Council. It would be an approach between the Council and everyone who lives or works in Halton to work together in order to create an improved Borough in all aspects of everyday life.

The Corporate Plan Survey would consist of 5 themes and 6 questions. There would be different consultation methods depending on the audience. Responses will be monitored during the consultation period and any low response area will be targeted with iWalkers which proved to be an effective consultation method during the elections. Staff within the One-Stop-Shops and Libraries would be able to offer assistance to anyone who required help to complete the survey.

All feedback and responses would be scrutinised and evaluated and then in conjunction with North West Employers, be summarised accordingly to establish a number of key objectives to form the Council’s new Corporate Plan.

Following the presentation, Members’ discussions and comments included the following:

- It was noted that at another meeting of Members, a suggestion had been made to using the term “underserved groups” instead of “hard to reach groups” and this was debated. It was suggested that “hard to reach” was a much more universal term;
- Members asked about the possibility of resurrecting “Halton 2000” which in the past had consisted of hard copy surveys but would now be much easier to compile as an online survey;
- There was some concern that some voices could be lost in the survey and therefore suggested that one theme each month be given some focus.

The comments and suggestions would be considered as part of the consultation process.

RESOLVED: That the Board endorse the approach to facilitate “The Big Conversation”.

EUR6 REVOCATION OF HALTON'S AIR QUALITY MANAGEMENT AREAS IN WIDNES TOWN CENTRE - RESULT OF PUBLIC CONSULTATION

The Board received a report from the Director of Public Health which provided an update on the outcome of a public consultation on the revocation of the air quality management areas in Widnes Town Centre.

The public consultation ran for 3 weeks from 17 May 2023 – 7 June 2023. In total, 7 responses were received and these were outlined in appendix 1 of the report.

In 2011, the high levels of Nitrogen Dioxide measured  $49\mu\text{g}/\text{m}^3$  against the UK legal limit of  $40\mu\text{g}/\text{m}^3$ . Since then, a number of developments have resulted in a significant improvement in air quality. These included improvements in vehicle emission technology and the opening of the Mersey Gateway Bridge in 2017 i.e. reduced traffic congestion in Widnes Town Centre. Levels of Nitrogen Dioxide were now consistently below the UK legal limit.

The proposal was therefore to revoke the air quality management areas, which included Deacon Road Albert Road and the Peelhouse Lane area, and the area around Milton Road and Simms Cross.

The Board discussed the information presented in the report and the following comments were noted:

- The Liverpool City Region have a zero output target by 2040, however, it was suggested that as Halton is a much smaller Authority it should looking to reach this goal by 2035;
- Members asked what the Council did to make air quality better. It was noted that there was an Air Quality Action Plan which included improving the fuel efficiency of buses, preventing delivery vehicles from leaving engines running and timing of traffic light sequences.

RESOLVED: That the Board:

- 1) consider the consultation responses alongside the

observations of the Council's Environmental Protection Team;

- 2) endorse the proposal to revoke the air quality management areas in Widnes Town Centre;
- 3) support that a report be presented to the Council's Executive Board recommending that the air quality management areas in Widnes Town Centre are revoked; and
- 4) note that should the air quality management areas be revoked there will be a requirement for Halton to produce a Borough-wide Air Quality Strategy.

#### EUR7 HMO - WORKING PARTY UPDATE

The Board considered a report from the Executive Director – Environment and Regeneration which provided a progress update on the Houses of Multiple Occupation (HMO) Action Plan which had been endorsed by the Board in February 2023.

It was noted that currently, a HMO does not need a licence if it is occupied by less than 5 people. Therefore, the Council has started to gather intelligence to understand how many HMO's are in the Borough.

Meta Street and ORS had been commissioned to undertake some of the actions outlined in the Action Plan and to investigate and assess the following factors across the Borough:

- Accurate information on the current levels of private rental sector properties and tenure change over time by ward;
- Accurate information on the current level of unlicensed smaller HMO's (3-4 Occupants) by ward;
- Levels of serious hazards that might amount to a Category 1 hazard or high scoring category 2 hazard (HHSRS) across the private rented sector by ward;
- Ward level information on housing related stressors, including antisocial behaviour (ASB), crime, deprivation, and population changes including migration linked to the private rented sector in general and houses in multiple occupation specifically; and
- A detailed survey of properties within the West Bank area to identify the number of private rental properties and the number of smaller and unlicensed HMO's. The survey should identify tenure, property type e.g. self contained flat, HMO, the number of unrelated occupants who do not form the same household, the number of bedrooms and details of the landlord and

letting agent.

RESOLVED: That the Board note the progress against the Action Plan contained in appendix 1 of the report.

#### EUR8 TRANSPORT INFRASTRUCTURE UPDATE

The Board received an update report from the Executive Director – Environment and Regeneration on the improvements being made to the Borough's transport infrastructure.

It was noted that the Council was leading on a number of major transport interventions including the following:

- Highway Network;
- Silver Jubilee Bridge;
- East Runcorn Connectivity;
- Runcorn Town Deal;
- Electric Vehicle Charging Points;
- Network Models;
- Traffic Management and Road Safety; and
- Cycling and Walking Infrastructure.

Appendix 1 of the report outlined the future transport pipeline schemes and Appendix 2 outlined the current schemes.

Members of the Board considered the report and noted the following comments:

- A number of charging points across the Borough not working;
- Quality of bus journeys e.g. noise, heat etc.
- Consideration to be given to a consistent supplier of EV charging points to prevent the need for various Apps;
- Runcorn East Station – a lot of people from Cheshire West and Frodsham use this station as car parking is free. Suggested free car parking be limited to Halton residents only; and
- Concerns raised regarding the roads and delays surrounding the Redrow building sites.

RESOLVED: That the Board note the report and endorse the list of schemes set out in Appendix 1 and Appendix 2.

EUR9 PERFORMANCE MANAGEMENT REPORTS FOR QUARTER 4 OF 2022/23

The Board received the Performance Monitoring Reports for Quarter 4 of 2022/23.

The key priorities for development of improvement in 2022/23 were agreed by Members and included in Directorate Plans for the various function areas reported to the Board as detailed below:

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

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

RESOLVED: That quarter 4 performance management reports be received and noted.

*Meeting ended at 7.55 p.m.*



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

**DATE:** 20 September 2023

**REPORTING OFFICER:** Chief Executive

**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 Chair will ask for people to indicate that they wish to ask a question.
- (viii) **PLEASE NOTE** that the maximum amount of time each questioner will be allowed is 3 minutes.
- (ix) If you do not receive a response at the meeting, a Council Officer will ask for your name and address and make sure that you receive a written response.

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

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

#### **4.0 POLICY IMPLICATIONS**

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 & Urban Renewal Policy and Performance Board

**DATE:** 20 September 2023

**REPORTING OFFICER:** Chief Executive

**SUBJECT:** Executive Board Minutes

**WARD(s):** Boroughwide

**1.0 PURPOSE OF REPORT**

- 1.1 The Minutes relating to the Environment and Urban Renewal 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.

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

**EXECUTIVE BOARD MEETING HELD ON 15 JUNE 2023**

<b>EXB7</b>	<b>PRELIMINARY ESTIMATES FOR PASSENGER TRANSPORT CONTRACT TENDERS</b>
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The Board considered a report of the Executive Director – Environment and Regeneration, which advised that the aggregate value of the proposed passenger transport contracts through a revised Dynamic Purchasing System (DPS) was projected to be in excess of £1m.

The passenger transport DPS process was a mechanism that enabled the Council to identify transport providers who were capable of delivering the specialist nature of transport contracts on its behalf and to the standard identified in the current conditions of the contract. The current DPS would expire in August 2023 and the replacement would be required for September 2023.

RESOLVED: That:

- 1) the procurement of passenger transport contracts through a revised DPS is approved; and
- 2) the Operational Director – Planning, Policy and Transportation, in consultation with the Portfolio Holder Environment and Urban Renewal, be delegated to deal with any matters relating to the procurement and operation of this contract.

<b>EXB8</b>	<b>BUS SHELTERS SUPPLY, INSTALLATION AND MAINTENANCE</b>
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The Board considered a report of the Executive Director – Environment and Regeneration, which sought a waiver of Part 2 and or Part 3 of Standing Orders, for the award of a contract for the provision of bus shelter supply, installation and maintenance for an initial period of four years with the option to extend for a further two years.

The Board noted that Commutaports were the current contractor and had provided the public transport infrastructure for approximately 20 years. During this period, they had won the competitive tender process on a number of occasions, providing competitive pricing on each occasion. They had also proven to be a thoroughly professional, reliable and punctual organisation and had demonstrated a willingness to work and make necessary adjustments to schedules to accommodate requests made by the Council.

All 301 bus shelters within Halton had been supplied and maintained by Commutaports, and approving the proposed waiver would ensure continuity and standardisation of the public transport infrastructure.

RESOLVED: That the Board

- 1) note the contents of the report; and
- 2) in compliance with Procurement Standing Order 1.14.4(v) approve a waiver of Part 2 and/or Part 3 of Standing Orders, for the direct award to Commutaports Ltd for the supply, installation and maintenance of bus shelters across the Borough, for an initial period of four years with the option to extend for a further two years; and
- 3) supports the overall process.

<b>EXB9</b>	<b>PRELIMINARY ESTIMATES FOR THE PROVISION OF COMMERCIAL VEHICLES AND PLANT COMPONENTS</b>
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The Board considered a report of the Executive Director – Environment and Regeneration, which advised that the aggregate value of the proposed contract for the provision of commercial vehicle and plant components was projected to be in excess of £1m.

The existing contract would come to an end on 8 August 2023 and it was proposed that any new contract arrangements should provide for a greater level of flexibility and allow the Council at any time, to be able to choose to place orders with other suppliers. It was proposed that the new arrangements would be for a 5 year period with the potential for up to 5 one year extensions (10 years in total), subject to satisfactory performance and pricing agreement.

RESOLVED: That

- 1) the procurement of a new contract for commercial vehicle and plant components be approved; and
- 2) the Operational Director – Planning, Policy and Transportation, in consultation with the Portfolio Holder Environment and Urban Renewal, be delegated to deal with any matters relating to procurement and operation of this contract.

**EXECUTIVE BOARD MEETING HELD ON 13 JULY 2023**

<b>EXB18</b>	<b>TRANSPORT INFRASTRUCTURE UPDATE</b>
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The Board considered a report of the Executive Director – Environment and Regeneration, which provided an update on improvements to the Borough’s Transport Infrastructure and network and sought approval for the next set of transport related projects.

It was reported that Halton’s adopted Local Transport Plan 3 (LTP3) set out the statutory context for investment in infrastructure to 2025/26. In association with the 22 ‘Primary Transport Strategies’ contained in LTP3, there were a number of major schemes and improvement projects that covered road, rail, bus, cycling and walking. The report provided Members with details for each of these projects and advised that many of the schemes had been delivered.

It was noted that, since the adoption of LTP3, there had been a number of changes to the way transport strategy and funding were administered. The Liverpool City Region Combined Authority (LCRCA) had been created and new priorities such as Transport for the North, Northern Powerhouse Rail and High Speed 2 had emerged. Department for Transport funding was now directed to the LCRCA and redistributed to local councils. It was therefore imperative that schemes were developed to an advanced stage of design and appraisal to ensure funding success. Appendix 1 within the report contained the list of schemes that formed Halton’s ‘transport pipeline’ and Appendix 2 outlined current schemes.

RESOLVED: That

- 1) the list of schemes in Appendix 1, attached to the report be approved, and be developed into deliverable schemes (including design, feasibility work, business case preparation, funding bids and, where appropriate, entry into the Council’s Capital Programme);
- 2) the Operational Director, Planning, Policy and Transport, be authorised, in consultation with the Portfolio Holder for Environment and Urban Renewal, to take the necessary actions to ensure value for money through the appropriate procurement processes relating to the list of schemes (Appendices 1 and 2); and
- 3) the Operational Director, Planning, Policy and Transport, be authorised, in consultation with the Portfolio holder for Environment and Urban Renewal, to take any other actions necessary to accept grant funding and enable timely delivery of the list of schemes (Appendices 1 and 2).



<b>REPORT TO:</b>	Environment & Urban Renewal, Policy & Performance Board
<b>DATE:</b>	20 <sup>th</sup> September 2023
<b>REPORTING OFFICER:</b>	Executive Director, Environment & Regeneration
<b>PORTFOLIO:</b>	Environment and Urban Renewal
<b>SUBJECT:</b>	Receipt of Petition – Potential Withdrawal of 62 bus service (Monday to Friday)
<b>WARD(S)</b>	Mersey and Weston, Bridgewater, Grange, Halton Lea, Norton North, Daresbury, Moore and Sandymoor

## 1.0 PURPOSE OF THE REPORT

- 1.1 To inform the Board of a petition which has been received following the bus operator giving notice to withdraw the No. 62 Service which operates on a Monday to Friday.

## 2.0 RECOMMENDATION: That in accordance with the Council Constitution, the petition be received by the Board.

## 3.0 SUPPORTING INFORMATION

- 3.1 The Council received a petition on 21<sup>st</sup> August 2023, signed by 1734 respondents concerning the withdrawal of the No 62 Service. This service provides a link between Runcorn and Warrington Town Centres via Grange, Halton Lea, Murdishaw, Norton, Sandymoor and Moore. The service operates Monday to Friday and offers an hourly frequency in each direction.
- 3.2 Of the total 1734 signatories, 715 have Halton area post codes and 259 have Warrington area post codes. The remaining 760 post code are located outside the Borough. These areas included Liverpool, St Helens, Frodsham, Wirral, London, Manchester, Yorkshire, Midlands, Shropshire, and some further afield in Scotland, Hong Kong, Australia, Wales, New Zealand, Central Europe and America.
- 3.3 Following a commercial decision taken by the bus operator, the Council was informed of their intention to withdraw from operating the service as of the 25 September 2023. The 62 Service is operated on a commercial basis by the operator. However, the service does already receive a level of public financial subsidy under a 'de minimis' arrangement, meaning the Council is already contributing to the operating costs of the Service.

- 3.4 The operator has stated that the withdrawal of the 62 Service is due to it operating at a loss and no longer commercially viable. It can therefore no longer be sustained by the operator.
- 3.5 The Council have carried out a tender exercise to identify the cost to maintain the service. Three operators submitted a subsidy cost to operate the service, all of which represented a significant increase in costs against the current subsidy level.
- 3.6 This level of subsidy required by potential new operators to continue the 62 Service is unsustainable for the Council given the budget position. It has to be assumed for budget purposes that the Service will not become commercially viable, and therefore a publicly funded subsidy would be required in perpetuity for this Service.
- 3.7 Recent discussions between the Council and one major bus operator have identified that operating costs have increased significantly as compared with twelve months ago. Operating costs include driver pay, fuel, vehicle maintenance, parts, and insurance, together with head office costs.

#### 4.0 **POLICY IMPLICATIONS**

- 4.1 Over recent years the Council has experienced significant increases in local bus contracts costs. Costs since 2020/21 have increased by 35% primarily as a result of the increased operating costs experienced by the bus operating companies. The companies are reporting that the main drivers for contract cost increase are as a result of drivers pay, fuel, engineering/maintenance, vehicle costs, and head office cost increases.
- 4.2 The Council's current local bus budget is £458,870 per annum with an additional £150,000 provided from Mersey Gateway Funding. This budget is already fully allocated against other bus services in Halton.
- 4.3 Within Halton, there are 13 commercial routes in operation. In addition, there are a further 14 routes that are operate through publically funded contracts to cover areas where there are no commercial services. The majority of these subsidised services offer an hourly frequency, and few services after 6pm.

#### 5.0 **FINANCIAL IMPLICATIONS**

- 5.1 As mentioned in 3.5 of this report, the service has been tendered through the Council's local bus tendering process. A number of submissions have been received, however, awarding a new contract on the most cost effective option would increase the local bus budget spend by £100,000 per annum. It should be noted that the current local bus budget is already fully committed to supporting existing contracts. At present officers are exploring options to maintain the

service.

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

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

It is widely recognised that good quality and affordable public transport services can help to improve access to key facilities for children and young people within the Borough. The network also provides children and young people with a degree of independence. However, there are also very real limitations on the budget available to the Council.

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

The local bus network is fundamental to the residents of Halton accessing employment and education facilities not only within the borough but also in neighbouring districts. However, there are also very real limitations on the budget available to the Council.

### **6.3 A Healthy Halton**

Access to health care facilities is acknowledged as a key priority. Public transport, in particular the local bus network, plays a vital part in accessing these facilities not only within the Borough but also further afield in neighbouring Boroughs. However, there are also very real limitations on the budget available to the Council.

### **6.4 A Safer Halton**

The public transport network enables all passengers to access facilities in a safe way, ensuring that they are socially included. Public transport infrastructure significantly enhances and encourages use.

### **6.5 Halton's Urban Renewal**

Provision of public transport services is widely acknowledged as playing a key role in sustainable regeneration and urban renewal. It also allows residents to access key areas within the Borough and cross-boundary to neighbouring districts. In addition, public transport infrastructure significantly enhances and encourages use. However, there are also very real limitations on the budget available to the Council.

## **7.0 RISK ANALYSIS**

7.1 The withdrawal of the 62 bus service will leave areas within the Borough without an alternative. Therefore, isolating residents who live in the areas where the service operates.

7.2 It is recognised that residents who are dependent on the 62 Service

would need to make alternative arrangements for journeys, for example using active travel means to connect into other bus services or relying upon private options such as taxis or friends and family. For elderly and disabled residents who qualify, the Halton Community Transport 'Dial-a-ride' service may offer an option for travel.

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 Public transport infrastructure plays a significant part in enabling people with disabilities to access public transport, facilitating their ability to travel. For elderly and disabled residents who qualify, the Halton Community Transport 'Dial-a-ride' service may offer an option for travel.

**9.0 CLIMATE CHANGE IMPLICATIONS**

9.1 Public transport provides an alternative sustainable option to the private car and is conducive to lowering emissions. Buses are widely seen as one of the major alternatives with the potential to reduce significant levels of journeys made by private vehicles.

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

Copy of petition redacted from this report under the Data Protection Act 2018 (GDPR).

<b>REPORT TO:</b>	Environment and Urban Renewal Policy and Performance Board
<b>DATE:</b>	20 <sup>th</sup> September 2023
<b>REPORTING OFFICER:</b>	Executive Director – Environment and Regeneration
<b>PORTFOLIO:</b>	Environment and Urban Renewal
<b>SUBJECT:</b>	Environmental Fund Update
<b>WARDS:</b>	Borough wide

## **1.0 PURPOSE OF THE REPORT**

1.1 To update the Board on the expenditure of the Environmental Fund.

**2.0 RECOMMENDATION: That the Board notes the wide range of projects that have benefited from the fund, as set out in Appendix 1.**

## **3.0 SUPPORTING INFORMATION**

3.1 Planning permission for the Runcorn Energy from Waste (EfW) Plant was granted in September 2008. The Plant is subject to a legal agreement entered into under Section 106 of the Town and Country Planning Act 1990.

3.2 The legal agreement contains a provision that the owner of the Plant agrees to pay the Council an annual lump sum payment for every tonne of fuel received and processed. The legal agreement states:

*“that the lump sum payments shall be used by the Council to fund environmental matters as may be specified from time to time by the Council within the Borough of Halton for the benefit of its residents generally and which may include measures to improve public transport, highway network improvements, travel plan monitoring, waste recycling and wider community improvements such as landscaping and nature conservation measures.”*

3.3 The fund has been in operation since 2015, and over that period has generate £5,924,470.

3.4 A number of projects have been funded and implemented and these set out in Appendix 1. These provide a number of interventions, for example, improvements to open space, (Town Park in Runcorn and Runcorn Hill). These improvements not only provide visual improvements and open up access, but also can have wider health benefits, encouraging people to

use their local spaces more. Other projects have included the implementation of walking and cycling routes.

#### **4.0 POLICY IMPLICATIONS**

4.1 The fund seeks to advance the Council's environmental priorities. It adds considerable value by matching finance for external funding bids.

#### **5.0 OTHER IMPLICATIONS**

5.1 There are no other implications arising from the subject of this report.

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

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

The Fund finances projects that benefit all priorities.

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

The Fund finances projects that benefit all priorities.

##### **6.3 A Healthy Halton**

The Fund finances projects that benefit all priorities.

##### **6.4 A Safer Halton**

The Fund finances projects that benefit all priorities.

##### **6.5 Halton's Urban Renewal**

The Fund finances projects that benefit all priorities.

#### **7.0 RISK ANALYSIS**

7.1 There are no legal or financial risks that arise from the subject of this report.

#### **8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 There are no equality and diversity implications arising from the subject of this report.

#### **9.0 CLIMATE CHANGE IMPLICATIONS**

9.1 No direct implications identified.

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

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
S.106 legal agreement	Municipal Building	Andrew Plant

<b>INEOS Energy From Waste Projects</b>	<b>Grants Agreed</b>	<b>Drawdown</b>
Runcorn Hill Park - works to refurbish features inc Boating Lake etc	£135,537.00	£135,537.00
Dukesfield Garages - provision of skips etc for clearance of fly tipping	£2,500.00	£2,500.00
Community Payback - funding of supervision team	£193,746.00	£149,651.00
Weston Point Library - temporary closure	£5,510.19	£5,510.19
Runcorn Town Centre Community Garden - maintain / improve garden area	£24,000.00	£24,000.00
Runcorn Hill Park - creation of trail walking / running track	£7,239.60	£7,239.60
Air quality monitoring	£32,600.00	£32,600.00
Runcorn Locks Restoration - funding of feasibility survey	£30,000.00	£30,000.00
Wood Lane Pond - improvement of public open spaces facilities	£17,279.33	£17,279.33
Runcorn Town Hall Park - install traditional fencing to improve security	£118,159.28	£118,159.28
Runcorn Hill Park / Highlands Road - improvements to park boundary	£56,043.40	£56,043.40
Beechwood - provision of new children's playground	£37,327.16	£37,327.16
Town Park - car park improvements to improve visitor access	£130,000.00	£130,000.00
Renewable Energy - installation of solar farm at former St Michael's golf course	£250,000.00	£250,000.00
Weston Point Laybay - permanent closure	£6,416.46	£6,416.46
Town Park Team - funding for on site environmental maintenance team	£350,000.00	£307,276.29
Major Routeways - funding of two person team for litter / maintenance	£300,000.00	£240,000.00
Prescot Road Playing Fields - boundary and car park improvements	£136,816.00	£136,816.00
Canal Links SJB to Daresbury - walking / cycling route along Bridgewater Canal	£40,000.00	£40,000.00
Runcorn Station to Heath Business Park - walking / cycling route	£20,000.00	£20,000.00
Victoria Park Glasshouse - restoration of Victorian style structure	£30,000.00	£30,000.00
Sewer Destructor - restoration and information boards	£1,218.60	£1,218.60
Environmental Contingency Fund - funding for small works eg graffiti removal	£17,090.00	£2,090.00
Halton Lodge Play Area - improvements to play area / equipment	£12,500.00	£12,500.00
Widnes SUD - reconstruction of Victoria Park Cycle Path	£205,652.54	£205,652.54
War Memorials - conservation works to memorials in Hale, Runcorn and Widnes	£48,958.00	£48,958.00
Hale Lighthouse Access - improved access for disabled / pedestrian / equestrian users	£15,474.00	£13,873.75
Runcorn Station Piazza design fees and initial works	£25,155.00	£25,155.00
Runcorn Hill Park Bowling Green - improved pedestrian access and amenity	£52,507.00	£51,654.25
Barrows Green Widnes - improvements to site infrastructure / access etc	£187,899.00	£154,630.65
Runcorn Hill Park footbridge installation of replacement footbridge	£21,266.00	£21,266.00
Town Park Southern Park improvements to path infrastructure and landscaping	£209,000.00	£190,855.40
Rooftop Garden and Community Kitchen Garden at Halton Lea (Shopping City)	£6,867.00	£6,867.00
Madeline McKenna Home	£15,165.00	£15,165.00
Runcorn Cemetary Seafarers and Covid	£198,818.64	£128,299.57
St Michael's GC Wildlife Garden	£97,000.00	£29,707.00
Brindley Green	£3,995.00	£3,995.00
Arley Drive Pitches	£80,669.00	£75,958.46
Town Park Palacefields Avenue	£330,735.00	£244,220.96
Westfield Pre School AQM	£21,400.00	£21,400.00
CCTV Cameras	£50,000.00	£0.00
Halton Micro Grid Project	£60,000.00	£0.00
Upton Rocks Park Access	£91,904.50	£0.00
Wilmere Lane Mary Twigg Walk	£35,000.00	£0.00
Halton Air Quality	£40,649.00	£40,649.00
Hale Park Dog Exercise Area	£28,306.50	£2,454.84
Waterfront Promenade to TC Green Link Runcorn	£17,500.00	£17,500.00
Sankey Canal Enhancement	£500,000.00	£78,797.46
Litter Bin Replacement	£75,000.00	£0.00
Halton Big Forest	£120,000.00	£0.00
Responding to Ash die back	£70,000.00	£0.00
Veterans Environmental Campaign	£120,000.00	£0.00
Mary Twigg Peace Walk Wilmere Lane	£78,940.00	£0.00
HMO Research Project	£40,000.00	£25,000.00
	<b>£4,801,844.20</b>	<b>£3,194,224.19</b>
<b>FUNDS RECEIVED</b>		
From Ineos March 15	£154,027.35	
From Ineos May 16	£510,092.82	
From Ineos May 17	£616,258.56	
From Ineos May 18	£757,884.26	
From Ineos June 19	£703,306.87	
From Ineos May 20	£730,170.90	
From Ineos July 21	£753,589.06	
From Ineos June 22	£809,790.72	
From Ineos June 23	£889,349.46	
	<b>£5,924,470.00</b>	



<b>REPORT TO:</b>	Environment and Urban Renewal PPB
<b>DATE:</b>	20 <sup>th</sup> September 2023
<b>REPORTING OFFICER:</b>	Executive Director – Environment & Regeneration
<b>PORTFOLIO:</b>	Environment and Urban Renewal
<b>SUBJECT:</b>	Housing and Employment Land Update 2022/23.
<b>WARD(S)</b>	Boroughwide

## 1.0 PURPOSE OF THE REPORT

- 1.1 This report provides a summary of the annual housing and employment land monitoring surveys undertaken by the Planning & Transport Department.

## 2.0 RECOMMENDATION: That the report be noted.

## 3.0 SUPPORTING INFORMATION

### *Background*

- 3.1 Halton's Local Plan sets out policy targets for the delivery of additional housing and also the provision of land for employment development.
- 3.2 The Local Plan seeks the delivery of an average of 350 dwellings (net gain) per annum (p.a.) and also provide approximately 180ha of land for employment purposes over the period 2014 to 2037.
- 3.3 Local Plan policy CS(R)3 during the period 2014 to 2037 states provision will be made for the development of at least 8,050 (net) additional dwellings at an average of 350 dwellings (net) each year. National Guidance, contained in the National Planning Policy Framework (NPPF) requires a rolling 5 year supply of deliverable housing sites, and this position is captured within Halton's Strategic Housing Land Availability Assessment, which is a document that forms part of the evidence base for the Local Plan.
- 3.4 Local Plan (Policy CS(R)4) looks for approximately 180 hectares of land from a variety of sources to be made available to facilitate the sustainable growth of Halton's economy during the period 2014 to 2037. The employment land policy CS(R)4 figure of 9 ha per annum is based on a continuation of the long term take-up rate of employment land by to businesses between 2014 to the end of the Local Plan period (to 2037). Unlike housing, where the policy has an annualised construction target, the employment figure is a target for the quantum of land available (supply) rather than 'take-up / development' of that land.

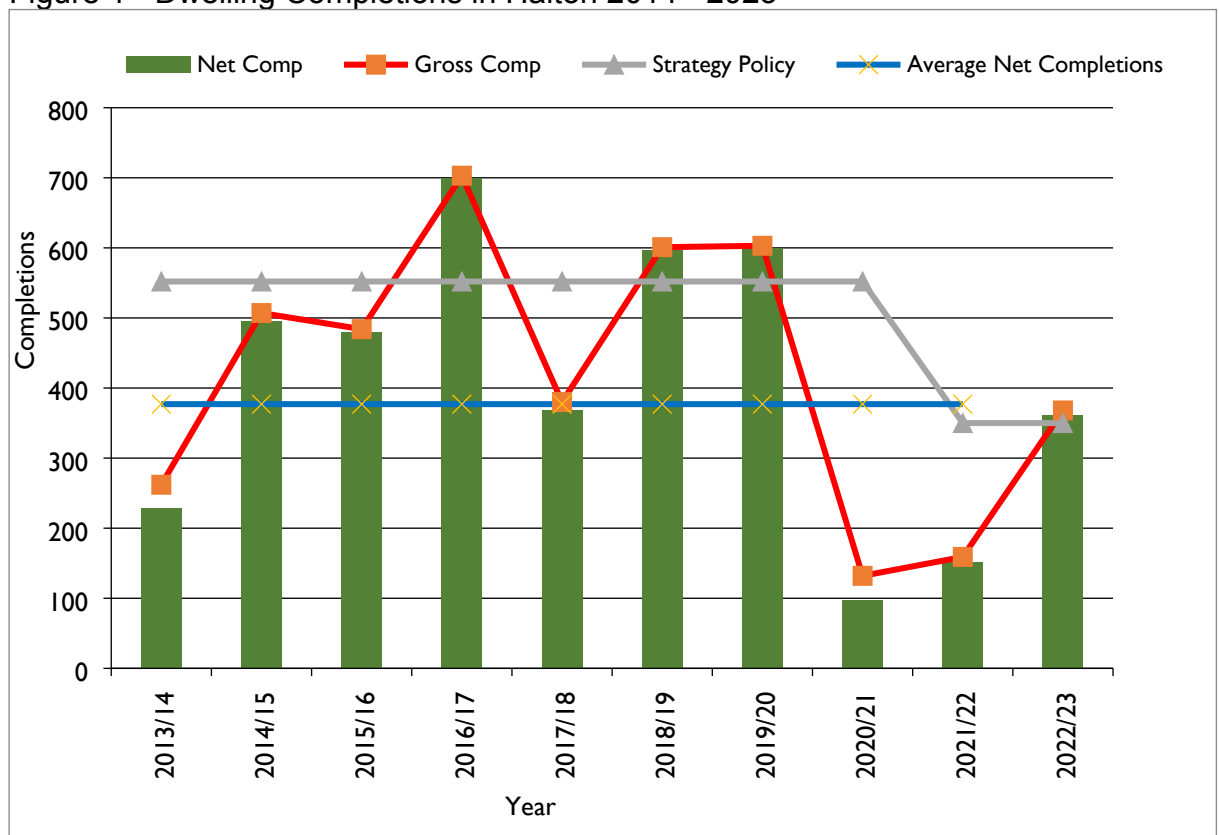
### *Housing*

- 3.5 In the year to April 2023, there were 368 housing completions in Halton with 6 losses/demolitions giving a net dwelling gain for the year of 362 units. Of these, 108 units were completed on land to the East of Village Street, Sandymoor Daresbury. Two

large sites at Wharford Lane, Daresbury and Sandymoor were completed and there were six sites continuing under construction yielding 248 units this year, with 455 remaining to be completed in future years.

- 3.6 Of the 368 completions (gross), 74%, some 273 units (270 net) were in Runcorn with 26%, totalling 95 completions (92 net) being in Widnes.
- 3.7 34% of completions were on brownfield sites, with 70% of sites achieving the Local Plan policy target of at least 30 dwellings per hectare.
- 3.8 Figure 1 shows that the 368 gross completions in Halton (2022/23) represents a significant increase from the previous two years which saw only 291 gross completions in total.

Figure 1 - Dwelling Completions in Halton 2014 - 2023



- 3.9 As at April 2023 there were a total of 264 units under construction, 222 in Runcorn (17 sites) and 42 in Widnes (6 sites). Once all these sites are completed it will return an additional 1086 units.
- 3.10 Permissions were granted for a total of 610 units (603 net) in 2022/23, with 431 (70.5%) in Runcorn and 179 (29.5%) in Widnes of which 447 units (73%) were given permission on brownfield land and 163 units (27%) on greenfield land.

**Employment**

- 3.12 Employment land monitoring for 2023 recorded the take up of 6.67 ha of employment land all of which was taken up in Widnes. Development includes 4,507 sqm of B8 and 3,618 sqm of E(g)(iii) (Industrial Processes).

- 3.13 This represents a decrease on the previous year (from 12.57 ha to 6.67 Ha.) and is slightly behind the remaining prevailing long term average of around 9 Ha. Figure 2 shows comparative figures for each year since April 2014, whilst Figure 3 provides a breakdown of the category of employment use developed.
- 3.14 Over the local plan period so far (2014-2023) we have seen a total of 51.96 hectares of employment development in Halton. This equates to a future requirement of 128.04 hectares of land for the remainder of the Local Plan period. The current Employment Land Availability Register shows over 133 hectares of land available for employment development.

Figure 2 – Employment Completions in Halton 2014 - 2023

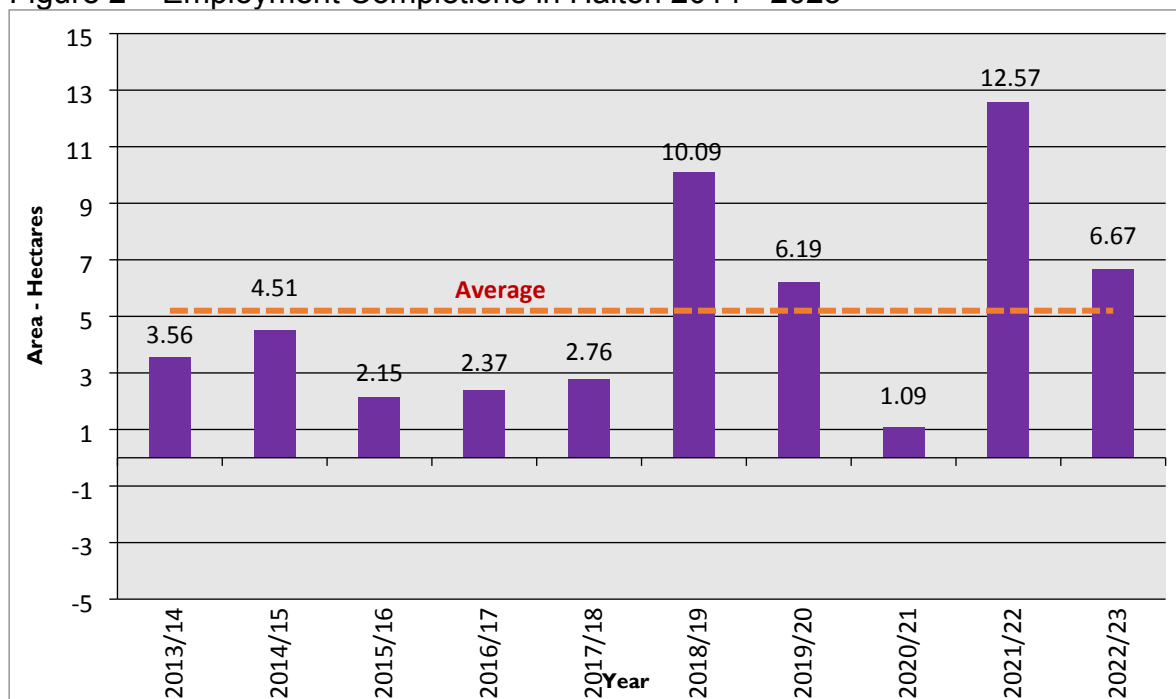


Figure 3 - Hectares of Completed Employment Development in Halton 2014 – 2023 (By Use Class)

YEAR	Use Class									Total
	E(g)(i)	E(g)(ii)	E(g)(iii)	B2	B8 Small	B8 Large	E(g), B2, B8	SG	Mixed Use	
2013/14	0.81	0.01	0.00	1.54	1.20	0.00	0.00	0.00	0.00	3.56
2014/15	0.00	0.00	0.03	0.40	0.98	0.00	0.00	3.09	0.00	4.51
2015/16	0.02	1.39	0.00	0.00	0.69	0.00	0.00	0.05	0.00	2.15
2016/17	0.00	0.00	0.00	0.00	0.81	0.00	0.00	1.56	0.00	2.37
2017/18	0.57	0.00	0.00	1.37	0.82	0.00	0.00	0.00	0.00	2.76
2018/19	0.65	0.00	0.04	5.66	0.00	3.74	0.00	0.00	0.00	10.09
2019/20	0.01	0.00	0.00	0.05	1.45	2.43	2.25	0.00	0.00	6.19
2020/21	0.07	0.00	0.00	0.00	1.02	0.00	0.00	0.00	0.00	1.09
2021/22	1.28	0.00	0.00	0.00	0.00	8.75	2.54	0.00	0.00	12.57
2022/23	0.00	0.00	0.00	0.00	1.23	0.00	0.00	5.44	0.00	6.67
<b>Total 2014-2023</b>	<b>3.41</b>	<b>1.40</b>	<b>0.07</b>	<b>9.02</b>	<b>8.20</b>	<b>14.92</b>	<b>4.79</b>	<b>10.14</b>	<b>0.00</b>	<b>51.95</b>

<b>Annual Average</b>	0.34	0.14	0.01	0.90	0.82	1.49	0.48	1.01	0.00	5.19
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#### **4.0 POLICY IMPLICATIONS**

- 4.1 National guidance requires that Halton set and monitor performance against housing delivery and employment development land policy targets. The National Planning Policy Framework has a requirement to demonstrate a 5 year supply of housing, of which the Housing Land Availability monitoring is a part, with the presumption in favour of sustainable development overriding local policy (excluding Green Belt) where this 5 year supply cannot be demonstrated.
- 4.2 There is no specific government sanction for failing to meet employment targets. Indeed, the figures above, do not represent a lack of available land but rather the lack of specific development by the private sector. However the strength of Halton's local economy depends upon a good range of sites to attract inward investment.

#### **5.0 FINANCIAL IMPLICATIONS**

- 5.1 None identified.

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

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

New residential development approved through the development management system will be expected to conform to current policy including making adequate provision for children's play space. Access to modern 'healthy' housing and enhanced local job opportunities for family members (boosting household incomes and aspirations) or young people as they enter the labour market can have positive effects.

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

Housing development is seen as a major economic driver, creating jobs within the construction sector, and boosting demand for goods and services. Halton has experienced periods of population decline and increasing the supply and range of housing is seen as key to helping stabilise/grow the population and maintain the demand for services.

Additions to Halton's commercial property stock, boosts employment opportunities within the Borough on the sites concerned but can also have significant wider 'multiplier' effects as businesses invest, boosting turnover and demand for supporting services.

##### **6.3 A Healthy Halton**

New development approved through the development management system will be expected to conform to current policy, including in the Design for Community Safety SPD. Access to modern 'healthy' housing and to enhanced job opportunities can have both direct and indirect health benefits.

##### **6.4 A Safer Halton**

New development approved through the development management system will be expected to conform to current policy, including in the Design for Community Safety SPD.

#### **6.5 Halton's Urban Renewal**

New development, be it on previously developed (brownfield) land or on peripheral greenfield sites represents significant investment within the borough. It provides new or expanded commercial floorspace, boosting or safeguarding employment levels, lifting the quality of the commercial stock boosting economic activity and potentially levering in further investment.

New residential development increases and widens the housing stock helping address specific housing needs and/or retaining/attracting new families into the borough.

#### **7.0 RISK ANALYSIS**

7.1 None identified. Annual monitoring of development completions has been systematically undertaken for a number of years in accordance with government requirements or guidance. This provides a valuable time series of robust information that is used to inform planning policy and development management decisions.

#### **8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 None identified.

#### **9.0 CLIMATE CHANGE IMPLICATIONS**

9.1 No direct implications identified.

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

None under the meaning of the Act.

<b>REPORT TO:</b>	Environment and Regeneration Performance Board
<b>DATE:</b>	20 <sup>th</sup> September 2023
<b>REPORTING OFFICER:</b>	Chief Executive
<b>PORTFOLIO:</b>	Environment & Regeneration
<b>SUBJECT:</b>	Performance Management Reports for Quarter 1 of 2023/24
<b>WARDS:</b>	Boroughwide

## **1.0 PURPOSE OF REPORT**

- 1.1 To consider, and raise any questions or points of clarification, in respect of performance management for the first quarter period to 30<sup>th</sup> June 2023.
- 1.2 Key priorities for development or improvement in 2023 - 24 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment and Regeneration 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

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

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

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

## **3.0 SUPPORTING INFORMATION**

- 3.1 Departmental objectives provide a clear statement on what services are planning to achieve and to show how they contribute to the Council's

strategic priorities. Such information is central to the Council's performance management arrangements and the Policy and Performance Board has a key role in monitoring performance and strengthening accountability.

**4.0 POLICY IMPLICATIONS**

4.1 There are no policy implications associated with this report.

**5.0 OTHER IMPLICATIONS**

5.1 There are no other implications associated with this report.

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

6.1 Departmental service objectives and performance measures, both local and national are linked to the delivery of the Council's priorities. The 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 At the time at which annual business plans are developed, Directorate Risk Registers are also refreshed and updated.

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 Not applicable.

**9.0 CLIMATE CHANGE IMPLICATIONS**

9.1 Not applicable

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

10.1 Not applicable

## Environment and Regeneration PPB – Priority Based Monitoring Report

Rep

Reporting Period: **Quarter 1 – 1<sup>st</sup> April 2023 to 30<sup>th</sup> June 2023**

### 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 2023 / 24 for those service areas within the remit of the Environment and Regeneration Policy and Performance Board.
- 1.2 Key priorities for development or improvement in 2023 / 24 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment & Regeneration Policy & Performance Board i.e.:
- Development & Investment Services
  - Open Spaces and Waste and Environmental Improvement
  - Highways, Transportation & Logistics and Physical Environment
- 1.4 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 7 of this report.

### 2.0 Key Developments

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

#### **Economy Enterprise & Property**

#### **2.2 Regeneration Town Centres**

##### Halton Lea

Halton 5 redevelopment of offices to residential units (113 residential units comprising 14 2 bed and 99 1 bed) - Practical completion Q.2

Riverside – Phase I (Tricorn, local centre & church) – Planning permission expected in Q.2. Phase II (which includes Uplands and Town Park) - application expected in Q.2

Draft East Runcorn/Shopping City Movement Strategy now in consultation

Former Magistrates Court Halton Lea – Planning Pre-Application submitted for conversion of Courts for 29 residential units (17 2 bed and 12 1 bed)

East Lane – Former Government Offices to be converted into 153 units, 66 bed care home, along with 85 bed hotel. S.106 now signed. No indication of start date

“Changing Places” - Project to improve facilities & access at Halton Lea library. Tender assessment now complete and with contractor/developer “Parklands” winning with a tender price of £76,545



## Runcorn

Work to progress the programme of projects called “Reconnecting Runcorn” funded by the £23.6m Runcorn Town Deal is progressing with all proposals achieving traction. Most projects are progressing through the design phases, led by consultant teams. First achievements on site can be reported:

Hazlehurst had its official opening of 71 High Street on 9 June, which coincided with a Reconnecting Runcorn public information event at the Brindley which was well attended by the public, with information stands on all project outputs with all Architects involved presenting.

Contractor Dunkil is currently on site to deliver the substructure of the Buddhist Temple, with the Peace Garden works starting next month.

The procurement process to find a builder for the youth centre at 57-59 High Street has started and could see start on site January 2024. Warden Construction has started the soft strip out of 59 High Street.

The Brindley extension is likely to start on site early 2024.

Finding an operator for the proposed enterprise facility at Elite House has been prioritised over further detailing the design.

## Runcorn Station Quarter

We recently went out on the Chest to carry out a soft market test for an Operator for the Enterprise Hub at Elite House. We received a positive response, 8 submissions in total, which has informed us of how next steps should be progressed. We are now producing a procurement pack with some assistance from Sanderson Weatherall, and possibly a legal procurement expert, to provide expertise on tender route, legal structure and drafting legal documents.

We have now completed PACE ES3 for Runcorn Station Development, following an options selection process and have agreed on a preferred option. Within Network Rail the project has been moved to the Capital Delivery Team, where Contract Requirements document has been produced to prepare for a procurement exercise for a Stage 4 supplier to develop the single option and obtain an Approval in Principle.

A plan is close to being finalised that highlights of pockets of land in the Runcorn Station Area red line boundary that are currently unregistered. This will be used to support the Council’s application under Ad Medium Filum to Land Registry

## **2.3 Regeneration Non-Town Centres**

### 3MG

3MG has commissioned an audit of final year of delivery outcomes where RGF targets are considered, and this full audit of job outcomes will determine the precise number of jobs that were generated by that element of the scheme. The final major parcels of land disposal completed with the sale of HBC Field on top of the disposal of Linner Cottage.

Liberty Park progress is the same as the last quarter with the occupier of 107 (Retape) expressing an interest in part of the remaining site however with this, HBC Field (545) and Viking being Freeport Tax Sites it is anticipated that they will be occupied within 24 months with some 900,000 square feet of floor space will come into use.

HBC Field has received full planning approval and Viking site Exeter is due for completion in the summer of 2023 adding a 195,000 square foot unit to the portfolio of premise in Halton to market.

### Sci-Tech Daresbury

The Joint Venture continue to progress proposals for Project Violet Phase 2 to provide 83,000 sqft office and laboratory space. Land acquisition and Investment Zone discussions are also ongoing.

### Foundry Lane

Cityheart Ltd (the appointed Development Partner) have made good progress with Phase 1 of the project – with Construction Works imminent. Preparatory works ongoing with Phase 2 with good initial progress being made here too.

### Astmoor

The Joint Venture Partner (Langtree) is now in place and contractualised – with a Delivery Programme currently being drawn up. Quick Wins are envisaged in what will be an important long-term regeneration proposal for the Astmoor area in line with the wider Astmoor Regeneration Masterplan.

### Murdishaw

Onward continue to work with the newly established CIC to develop the community café in Gorsewood with refurbishment anticipated to be complete in Q2. Continue to work with members of the local community to develop a community garden/allotment project at Murdishaw Community Centre.

### Energy Retrofit Programmes

- The team continue to manage a number of grant schemes to enable Halton residents, private landlords and Registered Providers access funds to improve the energy performance and decarbonise homes within the Borough. These schemes are being delivered in partnership with the Liverpool City Region Combined Authority, with grant funding secured from Department for Business, Energy & Industrial Strategy;
- Delivery of the Sustainable Warmth Fund has been the main focus of activity during this quarter. This fund enables homeowners and those privately-renting to access grants for improvement measures including loft insulation, solar panels and air source heat pumps.
- Residents' queries and applications for grant funding have been high this quarter, which is due higher energy and heating cost over winter.

### West Runcorn Employment Growth Area

- The Council is continuing to work with INOVYN (part of the INEOS Group) and on their intention to improve and attract investment at their Runcorn site. This is part of a broader ambition to support longer term growth in green industry and jobs within West Runcorn.
- The Council has a memorandum of understanding with the Liverpool City Region Combined Authority to establish a Liverpool City Region Freeport, which includes Port of Weston.
- The Council continues to work towards undertaking design, feasibility and technical survey work to provide much needed infrastructure to unlock the Port of Weston. This work will be funded through drawdown of an initial tranche from the provisional allocation of £6.5m of capital seed funding. Subject to a grant funding agreement, it is anticipated this feasibility work will commence In Quarter 3 2023/24.

## **Business Improvement and Growth**

The Business Improvement and Growth Team is going through a period of transition and hence forth will be the Business Investment and Growth Team, reflecting the revised nature of activity. The result of this is that the team is delivering a communication and engagement plan to improve engagement with the business community which is already reaping dividends.

### Business Growth Programme

The Business Growth Programme closed and at first sight achievement was higher than the profile; a surpassing of targets which once appeared impossible given its predominant period of activity was through the Covid-19 pandemic is a remarkable achievement and testament to the dedication of the Team. This will be verified by the next quarter reporting. With ERDF ending this programme will now come to an end and will not formally be replaced.

### UK Shared Prosperity Fund

Towards the end of the quarter the Combined Authority issued their outline vision for place-based business support which includes an allocation of funding and correlated target, and the Business Improvement and Growth Team began scoping and formulating how the programme will be developed and delivered in Halton. The team have designed a programme with 11 strands of support using a symphony of funding sources. This programme will be launched in quarter 2 of this year with challenging but achievable targets.

### **2.4 Asset Management**

Sale of freehold interest in Fiddlers Three public house Astmoor Lane, Runcorn completed 23 June 2023

### **2.5 Asset management**

Non Domestic Rating bill – the rating list has been revalued 2023 which will increase the NNDR payable for occupiers of Council properties. There are more frequent revaluations planned from 2026 and the ability to deliver more frequent revaluations from 2026 is dependent on the Valuation Office getting more data. The VOA now wants more data on the properties occupied and rents payable. At the moment the VOA has statutory powers to obtain rental information using rent return forms and the Council completes the forms as landlord and the tenant completes one separately. Ratepayers will soon have to notify the VOA of occupier or physical property changes and to provide rent, lease and, where appropriate, trade and other information used for valuation purposes. This will be submitted via a new online portal together with an annual confirmation statement within 60 days of the start of the financial year. There will be a resource requirement to comply with the VOA timescales to avoid paying a fine.

Currently the Council does not appeal any of the rateable values in line with guidance from Finance but this may have an unintended consequence that changes will be picked up changing rateable values up or down.

### **2.6 Programmes Office**

The focus for this period has been continue to embed the new Programmes Office Team, determining roles and responsibilities and continuing to recruit to vacant posts.

The Team is now servicing the Town Deal Board and has submitted the latest claim to DLUHC for the Town Deal Programme, ensuring compliance and future release of funds.

The Team has submitted an initial claim for Halton's UK Shared Prosperity Fund and is managing the delivery of this programme, worth £3.5m to Halton in total.

The Team also manages Halton's Destination Marketing Programme and gave a tour of the Borough to Liverpool City Region colleagues in June and is currently working on a Heritage Open Days campaign for Sept.

The Team has received 14 new enquiries for funding in the period and helped to secure £296k in external funding.

The Team has submitted grant requests to the value £6.4m; is currently drafting bids to the value of £4.7m and is monitoring schemes to the value of £47m.

### **2.7 Policy Planning & Transportation**

**\*No returns provided**

### **2.8 Highway Development**

**\*No returns provided**

### **2.9 Planning**

**\*No returns provided**

## **2.10 Community & Environment**

### **2.11 Waste Management**

#### School Litter Pick Activities

The Waste Management Team organized and participated in 11 school litter pick activities.

For each session, Officers took out a class size group to an area close to the school and undertook litter picking. The Council provided pupils with litter pickers, hoops and Hi-Viz vests and each school received a certificate of participation. 539 pupils and teachers took part with more than 60 bags of rubbish being collected over all the sessions.

#### Community Walkabouts

The Waste Management Team has been involved in 6 neighborhood 'walkabouts' along with a total of 60 local community volunteers. The walkabouts are in joint working with local Housing Associations and other partner agencies. Council Community Engagement Officers take part in the walkabouts to discuss/make note of any issues they find, engage with residents, door knock, pass out information and report back anything that may need to be actioned.

#### Skip Schemes

The Waste Management Team organized and managed 4 community recycling skip schemes. The schemes, which were requested by local Ward Councillors and delivered with Area Forum funding, saw skips placed at a number of locations within each ward for General Waste, Wood and Mixed Metals. A total of 66 skips were filled by residents over the 4 schemes.

### **2.12 Open Spaces**

#### Parks

At its meeting of the 20<sup>th</sup> April 2023, the Council's Executive Board approved a recommendation for a proposal to open a café facility at Pickerings Pasture Local Nature Reserve. This recommendation was subsequently supported by Full Council. The project has been added to the Council's capital spending programme and Officers are seeking to secure the necessary funding. The new café facility would be advertised as a franchise opportunity and, once opened, would see the Council receive income which could be used to offset the running costs of its public parks. It will take a little time for the new café facility to be constructed and during this time Officers are looking to put in place some interim arrangements which will most likely involve a mobile provision offering food, confectionary and beverage options.

Enhancing the café offer at Pickerings Pasture will provide the following benefits;

- It will result in an increase in the number of people enjoying a safe and welcoming space.
- (More visits to parks means more people taking healthy exercise and gaining the benefits of being in a green environment which is proven to be beneficial for mental health)
- It will see families spending longer at the park in a clean and healthy environment (At present the lack of public toilets and refreshment facilities limit the time that visitors can spend at the location)
- It will create local employment opportunities
- The presence of a staffed café will create the feeling of a safer environment and will bring a level of supervision that would otherwise not be possible.

### 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:-

#### **Economy Enterprise & Property**

#### **3.2 Regeneration Town Centres**

##### **Runcorn Station Quarter**

For both projects there are funding constraints, Town Deal funding must be spent by March 2026, therefore there is a risk that an Operator and the works are not completed by the deadline. The Station Development is also due to be completed by 2026, funding is yet to be secured by is in the Combined Authorities pipeline, however if there are delays to the programme this could jeopardise funding being secured.

#### **3.3 Regeneration Non-Town Centres**

##### **Runcorn Station Quarter**

- For both projects there are funding constraints, Town Deal funding must be spent by March 2026, therefore there is a risk that an Operator and the works are not completed by the deadline. The Station Development is also due to be completed by 2026, funding is yet to be secured by is in the Combined Authorities pipeline, however if there are delays to the programme this could jeopardise funding being secured.

#### **Regeneration (Non-Town Centres)**

##### **Homes England – New Strategic Plan and Funding Changes**

- In May, Homes England, the Government’s housing and regeneration agency launched its next five-year Strategic Plan.
- Over the previous decade the agency had been focussed on boosting housing supply and funding affordable and specialist housing delivery. The new Plan broadens this scope to also include supporting housing-led mixed-use regeneration schemes, particularly within town and city centres.
- Alongside the launch of the Plan, Homes England announced that its current Affordable Housing Programme 2021 – 2026, would now have the flexibility to fund replacement of existing homes with new affordable homes, were a number of requirements can be met.
- Both the Strategic Plan and funding changes, present opportunities to secure additional funding for delivery of regeneration and housing renewal projects in Halton, this includes proposals being brought forward in Palacefields, and Runcorn and Widnes Town Centres.

##### **3MG**

There will be a verification of the report of the audit from Halton appointed accountants to verify the number of jobs created by the scheme and this will form part of the programme close which will include HBC, ESKEN and DLUC. There are several parcels of land which will remain in the ownership of HBC, and we will be actively marketing them for disposal thus effectively extending the programme beyond 2023 but on a scaled-down basis.

#### **3.4 Business Improvement and Growth**

##### **Business Growth Programme**

As mentioned, this closed at the end of June this quarter in parallel to the closing of all UK ERDF programmes and measures are in place to ensure the continuation of more general business support from the mainstreamed Business Investment and Growth Team.

### UK Shared Prosperity Fund

As mentioned under the section on progress “Combined Authority issued their outline vision for place-based business support which includes an allocation of funding and correlated target, and the Business Improvement and Growth Team began scoping and formulating how the programme will be developed and delivered in Halton. The team have designed a programme with 11 strands of support using a symphony of funding sources.”

This will require a significant resource from the Business Investment and Growth Team to develop. And will be co-designed and developed in conjunction with local partners (notably HEP partners) and Liverpool City Region partner authorities.

### Investment Zones

Discussions are ongoing with LCR Combined Authority in relation to a Life Sciences Investment Zone which will include Sci-Tech Daresbury in Halton.

### **3.5 Programmes Office**

Recruitment remains a concern; there were no applications for the Promotions Officer role or the UKSPF Officer role so alternative arrangements are being worked up; interviews will take place for the Scale 4 Funding Support Assistant role early August.

Working to embed the objectives of the Team across the Department.

The Team workload remains substantial as we continue with our delivery/monitoring of UKSPF, Town Deal and Destination Marketing.

Planning an annual funding update for Corporate PPB in Sept.

### **3.5 Policy Performance Transportation**

**\*No returns provided**

### **3.6 Community & Environment Services**

\*Nothing to report at this time.

## **4.0 High Priority Equality Actions**

4.1 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.




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

<http://www4.halton.gov.uk/Pages/councildemocracy/Equality-and-Diversity.aspx>



## 5.0 Performance Overview

5.1 The following information provides a synopsis of progress for both milestones and performance indicators across the key business areas that fall within the remit of the Board.




<b>Ref</b>	<b>Objective: To develop, coordinate and deliver major regeneration programmes</b> To deliver Runcorn Towns Fund programme.
<b>EEP 03</b>	<b>Environment and Urban Renewal</b>

<b>Milestone</b>	<b>Progress Q1</b>	<b>Supporting Commentary</b>
Spend the £23.6m by <b>31<sup>st</sup> March 2026</b> .		Spend is increasing in line with expectations around project development. Larger spending still to start when projects enter construction phase.
To secure additional funding for key projects (Enterprise Centre and Creative and Digital Skills Centre) by <b>September 2023</b> . To secure vacant possession by <b>July 2024</b> .		Bid to Youth Investment Fund is not successful, further communications to follow. Other bids to LCA ongoing. Negotiations started with final leaseholder St Paul's mews and ongoing.
To review all projects (program and budgets) to make key delivery decisions by <b>September 2023</b> .		Ongoing


<b>Ref</b>	<b>Objective: To deliver Runcorn Station Quarter</b>
<b>EEP 04</b>	<b>Environment and Urban Renewal</b>

<b>Milestone</b>	<b>Progress Q1</b>	<b>Supporting Commentary</b>
To provide a new station building by <b>December 2025</b>		Funding is still to be obtained from CRSTS for the build. Planning consent is also still to be obtained
To progress an Ad Medium Filum application with DLA Piper for various pieces of land within the red line boundary		On going




Ref	Objective
EEP 05	<b>Corporate Resources: To maximise and maintain external funding resources</b> To oversee the successful delivery of the Council's externally funded (economic regeneration) programmes, including employment, learning and skills and other schemes identified as corporate priorities.

Milestone	Progress Q1	Supporting Commentary
To establish the Programmes Office Team, ensuring the full team is in place and competent, with clear roles and responsibilities.		Much of the Team established and roles and responsibilities clear; 3 post still to be recruited
To establish/get endorsed a Business Justification Case for all bids over £50,000 to ensure the relevance and deliverability of externally funded schemes. All bids to be logged with the Programmes Office and all officers within the department to attend the Bid-Writing course before drafting any bids.		Business Justification Form developed and distributed; one successful bid-writing course delivered to Dept staff, next one due Sept 23. Challenge in gaining information from other Dept teams on funding secured and pipeline bids – not got full picture yet.
To ensure effective systems are in place and understood for the monitoring of the Town Deal programme to minimise the risk of clawback/non-compliance		Started to service Town Deal Board from April 23; allocated monitoring officers to each strand; one Programme Monitoring Report submitted to Govt June 23. Still working on processes and procedures; Promotions post not recruited to, therefore this area is not as active as should be.



Ref	Objective
EEP 06	<b>Corporate Resources: To provide a comprehensive and strategic asset management service</b> Manage the Council's commercial and investment portfolio, implement the Council's disposal programme, support the Council's regeneration team for delivery of projects, provide asset valuation and associated financial reports to feed into the close down process.

Milestone	Progress Q1	Supporting Commentary
Commence re tender process <b>July 2023</b> for the contract for external property consultants to provide provision of estate management service.		Procurement instructed to assist, task brief drafted and reviewing the fee cost on Crown Civil Service framework






Complete the asset management reporting to meet the timetable of financial close down by <b>30 April 2023</b> .		Reports provided to Finance by 30 June, completed queries on the reports by 9 July. Task not complete by end April as queries on report came in after that date
Commence the re tender process <b>July 2023</b> for the contract to appoint property advisers to prepare asset valuations.		Request made to procurement to commence re tender process
By 30 June commence marketing of 'hand back' sites in Widnes for disposal.		Marketing not commenced waiting for the outcome of site investigation reports and discussions with UU over the location of easements across the sites. Site investigation reports due end July and UU discussions end July. Target for marketing by end Q2

<b>EEP 10</b>	<b>Corporate Priority: To design, manage and deliver a place-based business support programme for Halton</b> Commission support sessions to provide advice and guidance based on initial diagnostic.
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Milestone	Progress Q1	Supporting Commentary
Scheme in Place <b>September 2023</b>		Scheme in Place <b>September 2023</b>
Scheme finalised <b>March 2025</b>		Scheme finalised <b>March 2025</b>

Ref	Objective
<b>EEP 11</b>	<b>Corporate Priority: Secure funding, support procurement and ground-breaking to take place for Ultraviolet at Sci Tech Daresbury</b> Commissioning of Ultraviolet

Milestone	Progress Q1	Supporting Commentary
Funding Secured <b>Q3 2023 / 2024</b>		Discussions are ongoing with funding providers and the CA in regard to Investment Zones.
Procurement <b>Q4 2023 / 2024</b>		Initial discussions with Procure Partnerships to utilise framework for procurement
Groundbreaking <b>Q1 2024 2025</b>		The current programme is targeting a start on site for April 2024.

**Development and Investment Services**

**Appendix 2: Progress Against Performance Indicators**

<p><b>To provide support to Start-ups, with a focus on enterprise ready entrepreneurs (within 3 months of establishing a business) and a focus on founders who are looking to employ people within 24 months, export and/or generate high turnover growth. To include all businesses.</b></p>	<p>This service is currently not delivered by Halton BC</p>	<p>5</p>	<p>11</p>	<p>Business Starts in all sectors (non-specialised)</p>
<p><b>Programmes Office fully resourced</b></p>	<p>Programmes Office established Oct 1<sup>st</sup>, 2022.  Two positions remain unfilled.</p>	<p>Team fully recruited and operational.  Programmes Office systems fully embedded in EEP Dept.</p>	<p>Programmes Office systems fully established across the Council.</p>	<p>Full team recruited.  Roles and Responsibilities fully understood by Dept.  New systems established – see strategic issue above.</p>
<p><b>Externally Funded schemes effectively monitored</b></p>	<p>Programmes Office established as monitors of the Town Deal programme.</p>	<p>Two claims successfully submitted and annual draw down received.  GFAs issued to relevant projects.  Roles and Responsibilities clearly allocated and understood.</p>	<p>Six claims successfully submitted and annual drawdowns received.  No clawback/issues.  Audit issues successfully dealt with.</p>	<p>Regular Town Deal catch ups with relevant staff.  Roles allocated and understood within Programmes Office.  Systems established to successfully record and complete claims.</p>

<b>Continued Successful Delivery of Capital schemes if workload increases due to accelerated regeneration</b>	3 Projects Managers currently in post managing external consultants to help deliver various schemes	90% of schemes delivered within the contractual completion date and within the contract sum.	95% of schemes delivered within the contractual completion date and within the contract sum.	Possibly create an additional project manager post if workload likely to increase.  Increased use of consultants to help deliver various schemes
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**Policy, Planning and Transportation**

Ref	Objective
<b>PPT 01</b>	<b>Local Transport Plan (LTP) Capital Programme – Deliver the LTP Capital Programmes to ensure that the transport system is maintained and developed to meets local needs.</b>

Milestone	Progress Q1	Supporting Commentary
To deliver the 2019/30 LTP Capital Programme March 2022		*No figures or KPI's Provided

Ref	Objective
<b>PPT 02</b>	<b>Highway programmed maintenance.</b>

Milestone	Progress Q1	Supporting Commentary
Ensure continued unrestricted availability of the Highway network and to allow future maintenance to be delivered on a steady state, lifecycle planned basis.		*No figures or KPI's Provided

Ref	Objective
<b>PPT 03</b>	<b>Highway Routine and reactive maintenance</b>

Milestone	Progress Q1	Supporting Commentary
Continue to maintain the Highway Authorities statutory duties in accordance with Section 41 and 58 of the Highways Act.		*No figures or KPI's Provided

**Appendix 2: Progress Against Performance Indicators**

Ref	Description	Actual 2022 / 23	Target 2023 / 24	Quarter 1 Position	Current Progress	Direction of Travel	Supporting Commentary
PPT LI 01	Percentage of third party compensation claims due to alleged highway / footway defects successfully defended. Annual Calculation.	Not available	Not available	Not available	*	*	*No figures or KPI's Provided
PPT LI 02	Net additional homes provided	152	350	N/A	*	*	*No figures or KPI's Provided
PPT LI 03	Number of affordable homes delivered (gross)	22	N/A	N/A	*	*	*No figures or KPI's Provided
PPT LI 04	Processing of planning applications (%) as measured against targets for,						
	'Major applications'	100%	100%	70.5%	*	*	*No figures or KPI's Provided
	'Major applications'	100%	96%	61.7%	*	*	*No figures or KPI's Provided
	'Major applications'	100%	98%	64%			





Ref	Description	Actual 2022 / 23	Target 2023 / 24	Quarter 1 Position	Current Progress	Direction of Travel	Supporting Commentary
PPT LI 05	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	28.8	N/A	25.4	*	*	*No figures or KPI's Provided
PPT LI 06	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	4.2	N/A	2.8	*	*	*No figures or KPI's Provided
PPT LI 07	No. of people slightly injured in road traffic collisions. (5 Year Av.)	219	N/A	171	*	*	*No figures or KPI's Provided
PPT LI 08	No. of people slightly injured in road traffic collisions.	157	N/A	152	*	*	*No figures or KPI's Provided
PPT LI 09	% of network where structural maintenance should be considered:						
	a) Principal Roads	1.9	2.00%	1	*	*	*No figures or KPI's Provided
	b) Non-Principal Roads	2	4.00%	2	*	*	*No figures or KPI's Provided
	c) Unclassified Roads	3	9.00%	9%	*	*	*No figures or KPI's Provided

PPT LI 10	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%):						
	a) Percentage of buses starting route on time	Data unavailable	99%	94.2	*	*	*No figures or KPI's Provided
	b) Percentage of buses on time at intermediate timing points	Data unavailable	95%	78.46	*	*	*No figures or KPI's Provided
PPT LI 11	% of footpaths and Public Rights of Way (PROW) which are easy to use.	Data unavailable	Data unavailable	Data unavailable	*	*	*No figures or KPI's Provided
PPT LI 12	% of bus stops with Quality Corridor accessibility features. (No. of stops – 583)	78% 455	80%	84.36	*	*	*No figures or KPI's Provided

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

\*To be provided in Quarter 2

**Appendix 2: Progress Against Performance Indicators**

Ref	Description	Actual 2022/23	Target 2023/24	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
CE LI 18	Residual household waste per household.	601kg	600kg	162kg			This is an estimated figure which shows that household waste levels are slightly higher than in Q1 in the previous year. (Note - This is a cumulative figure and is subject to seasonal variation)
CE LI 19	Household waste recycled and composted.	35.4%	37%	40.1%			The Q1 figure is slightly higher than the same period last year. This is an estimated figure and is subject to seasonal variation so even though performance is slightly higher it is unclear at this stage if the target will be met.

## 7.0 Financial Statements

**ECONOMY ENTERPRISE & PROPERTY DEPARTMENT****Revenue Operational Budget at 30th June 2023**

	<b>Annual Budget</b>	<b>Budget to Date</b>	<b>Actual Spend</b>	<b>Variance (Overspend)</b>	<b>Forecast Outturn</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
<b>Expenditure</b>					
Employees	5,155	1,319	1,309	10	39
Repairs & Maintenance	1,930	587	589	(2)	(2)
Premises	104	91	91	0	(3)
Energy & Water Costs	1,765	302	247	55	222
NNDR	793	683	676	7	7
Rents	165	77	77	0	0
Economic Regeneration Activities	37	3	3	0	0
Security	509	77	86	(9)	(30)
Supplies & Services	297	128	139	(11)	(45)
Supplies & Services - Grant	535	110	110	0	0
Grants to Voluntary Organisations	85	25	25	0	0
<b>Total Expenditure</b>	<b>11,375</b>	<b>3,402</b>	<b>3,352</b>	<b>50</b>	<b>188</b>
<b>Income</b>					
Fees & Charges Income	-803	-72	-62	(10)	(41)
Rent - Commercial Properties	-974	-186	-146	(40)	(158)
Rent - Investment Properties	-44	-13	-11	(2)	(6)
Rent - Markets	-853	-211	-191	(20)	(78)
Government Grant	-1,058	-130	-130	0	0
Reimbursements & Other Grant Income	-1,084	0	-4	4	6
Schools SLA Income	-294	-205	-169	(36)	(36)
Recharges to Capital	-232	-15	-15	0	0
Transfer from Reserves	-375	-217	-217	0	0
<b>Total Income</b>	<b>-5,717</b>	<b>-1,049</b>	<b>-945</b>	<b>(104)</b>	<b>(313)</b>
<b>Net Operational Expenditure</b>	<b>5,658</b>	<b>2,353</b>	<b>2,407</b>	<b>(54)</b>	<b>(125)</b>
<b>Recharges</b>					
Premises Support	2,006	502	502	0	0
Transport	23	6	6	0	0
Central Support	1,710	428	428	0	0
Asset Rental Support	4	0	0	0	0
HBC Support Costs Income	-7,728	-1,932	-1,932	0	0
<b>Net Total Recharges</b>	<b>-3,985</b>	<b>-996</b>	<b>-996</b>	<b>0</b>	<b>0</b>
<b>Net Departmental Expenditure</b>	<b>1,673</b>	<b>1,357</b>	<b>1,411</b>	<b>(54)</b>	<b>(125)</b>

**Comments on the above figures**

Economy, Enterprise & Property is forecast to be £0.125m over budget at the end of the financial year with a current figure of net spend being £0.054m over budget for the first quarter of the year.

Due to the energy costs budget increasing significantly in 2023/24, the department is forecasting that it will be £0.264m under budget in year, but this is still predicted to be £0.484m higher than 2022/23, which is an increase of over 50%. The forecast will change over the following three quarters depending on the change in energy costs and usage over this time.

There has continued to be delays in recruiting across the department, and so the projection is currently that the department will be under budget by £0.039m on employee costs. It is important to note that the pay award has not yet been agreed for 2023/24 and this could drastically change employee costs if awards are agreed higher than those budgeted for.

As inflation is running much higher than originally predicted at the time of budget setting, supplies and services and security are predicted to overspend by £0.030m and £0.045m respectively. These budgets will be monitored closely throughout the financial year.

As in previous years, and the long recovery from the impact of the coronavirus pandemic, the financial challenges of commercial property rent continue to present a significant financial challenge. The department is currently predicting to under achieve it's income target by £0.158m. This position takes into account an approved saving of £0.120m letting out vacant space at Rutland House not being achieved.

The department is also projecting to under achieve on market rental income targets this financial year, as the occupancy rate continues to be low, this may be due to continued impact of introduction of customers having to pay for parking outside the market but hopefully footfall will increase before year end.

Early predictions also suggest budget shortfalls in fees and charges income and School SLA Income. Financial Management continue to work closely with the Department and remain focused on achieving a balanced budget at year end, increasing income and decreasing spend where possible. This will continue to be closely monitored as the year progresses and updates will be provided accordingly.

**Approved 2023/24 Savings**

Please see Appendix A for details of progress towards achieving budget efficiency savings agreed by Council in February 2023.



## ECONOMY ENTERPRISE &amp; PROPERTY DEPARTMENT

Capital Projects as of 30 June 23

	2023/24 Capital Allocation	Allocation to Date	Actual Spend to 30 June 2023	Total Allocation Remaining
<b>Expenditure</b>				
3MG	138	12	12	126
Murdishaw	29	0	0	29
Equality Act Improvement Works	352	56	56	296
Solar Farm Extension	8	0	0	8
Foundry Lane Residential Area	2634	77	77	2557
Kingsway Learning Centre Improved Facilities	35	0	0	35
Roof Top Garden	35	0	0	35
Property Improvements	224	16	16	208
Runcorn Station Building Development	514	30	30	484
Waterloo Building	93	0	0	93
UK Shared Prosperity Fund	17	0	0	17
<b>Town Deal</b>				
- Unlock Runcorn	176	10	10	166
- Brindley Theatre Enhancement	359	42	42	317
- Creative & Digital Skills Facility	845	69	69	776
- Town Centre New Homes - Rutland Street	282	0	0	282
- Health & Education Hub	44	12	12	32
- High Street Connectivity	201	6	6	195
- Enterprise Hub	62	0	0	62
- Programme Management	200	0	0	200
<b>Total Capital</b>	<b>6,248</b>	<b>330</b>	<b>330</b>	<b>5,918</b>

Comments on the above figures

**3MG** – HBC Field was sold in April 2023 for £11.9m. There are a small number of remaining plots that will form a portfolio of sites to be disposed of in 2023 / 2024.

**Murdishaw** – The department has worked in partnership with Onward Homes to develop a community scheme which includes the establishment of a new CIC who will run a new venture from the former boxing club. A scheme of environmental improvements has been initiated across the estate with some signage improvements completed. Discussions are ongoing with Community Development and Murdishaw Community Centre to make improvements to the external space and refurbish the allotment space to allow for the local community to develop its allotment project

**Equality Act Budget**- There are a number of access type schemes using the equality act budget this year.

**Solar Farm Extension** - It has now been operational for 2 years. No key issues have been identified. The system is performing in line with expectations in terms of energy produced and income.

**Foundry Lane** – Project progressing on schedule with all ground remediation works now complete. Due to pre grant expenditure and additional costs for the land swap with Beesley & Fildes, it was agreed by Executive Board that the programme will be increased by £1.7m for 2023/24.

**Kingsway Learning Centre Improvement Works** – Majority of the refurbishment works completed; redecoration works to the meeting rooms to be carried out.

**Property Improvements-** There are a number of projects against this code including Reroofing the Fitness suite at the Stadium, lift replacement at Kingsway Learning Centre, and reroofing 73 High Street.



**Runcorn Station Building Development** –PACE ES3has now been completed, following an options selection process and have agreed on a preferred option. Within Network Rail the project has been moved to the Capital Delivery Team, where a client remit document has been produced and being reviewed and agreed by partners, to prepare for a procurement exercise for a Stage 4 supplier to develop the single option and obtain an Approval in Principal.






**Waterloo Building** - Awaiting decision from Planning in respect of demolition, subject to approval being granted demolition will follow after a tender exercise.

**UKSF** – Halton submitted an Investment Plan to the CA for three strands of its UK Shared Prosperity Fund (UKSPF) programme – Town Centres; Local Culture, Arts and Heritage; Green, Resilient, Safe Communities. This amounts to £608k up to March 2025 and is a mix of capital and revenue.

**The Town Deal programme** –. The Town Deal programme covers a number of projects to strengthen the town centre economy, including Brindley Theatre Enhancement, Creative and Digital Skills Centre, Health and Education Hub, High Street Connectivity, Town Centre New Homes, Station Enterprise Facility, and Unlock Runcorn. Business cases for all projects have been submitted and approved. Work will continue on site for the next 3 years.

#### ECONOMY, ENTERPRISE AND PROPERTY DEPARTMENT

Ref.	Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value			Current Progress	Comments
				23/24 £'000	24/25 £'000	25/26 £'000		
EEP1	Capital Works Team	N/A	Increase the level of fee income by increasing the percentage charged or charging by time, including those works not currently charged for.	10	0	0		On target.
EEP4	Cleaning Services – Council Buildings	580	Review cleaning arrangements, with a focus on only emptying bins and cleaning toilets daily.	0	100	0		Until the accommodation review is complete, only limited savings will be made in 2024/25

EEP2	Caretaking & Security Services	641	<p>A review and restructuring of caretaking arrangements.</p> <p>Reduce security cover at Halton Lea to provide opening/closing and then static guarding 7.00am to 7.30pm Monday to Friday, and 9.30am to 3.00pm on Saturdays to cover the opening hours of Halton Direct Link.</p>	0	52	0	  	<p>Restructure will take place in 24/25. It is anticipated the full saving will not be met in year.</p> <p>Cannot achieve savings for security due to anti-social behaviour in Halton Lea. Police have advised security is kept on site until this is resolved.</p>
EEP5	Corporate Buildings	927	Generate additional rental income by providing additional office space for external organisations at Rutland House, by letting out the remaining three floors.	120	0	0		Reflected in 2023/24 budget.
EEP6	Facilities Management	165	Restructure the team in light of an expression of interest for retirement.	44	0	0		Reflected in 2023/24 budget.
EEP8	Technical Support & Market Team	392	Restructuring of the team	98	0	0		Reflected in 2023/24 budget.
<b>Total Economy, Enterprise &amp; Property Department</b>				<b>307</b>	<b>152</b>	<b>0</b>		

**Planning, Provision and Transportation Department****Revenue Budget as at 30 June 2023**

	Annual Budget	Budget to Date	Actual Spend	Variance (Overspend)	Forecast Outturn
	£'000	£'000	£'000	£'000	£'000
<b>Expenditure</b>					
Employees	5,149	1,157	1,181	(24)	(94)
Efficiency Savings	-100	0	0	0	0
Premises	211	74	63	11	45
Hired & Contracted Services	115	34	48	(14)	(54)
Supplies & Services	113	65	107	(42)	(168)
Street Lighting	1,766	126	67	59	236
Highways Maintenance - Routine & Reactive	1,583	203	213	(10)	(38)
Highways Maintenance - Programmed Work	1,567	203	212	(9)	(38)
Fleet Transport	1,410	296	334	(38)	(151)
Bus Support - Halton Hopper Tickets	52	16	9	7	29
Bus Support	458	63	73	(10)	(40)
Grants to Voluntary Organisations	31	30	30	0	0
NRA Levy	73	72	72	0	0
LCR Levy	882	220	220	0	0
Contribution to Reserves	359	0	0	0	0
<b>Total Expenditure</b>	<b>13,669</b>	<b>2,559</b>	<b>2,629</b>	<b>(70)</b>	<b>(273)</b>
<b>Income</b>					
Sales & Rents Income	-101	-18	-14	(4)	(16)
Planning Fees	-738	-129	-111	(18)	0
Building Control Fees	-242	-38	-30	(8)	(31)
Other Fees & Charges	-932	-261	-248	(13)	(52)
Grants & Reimbursements	-179	-148	-148	0	0
Government Grant Income	-32	-32	-32	0	0
Halton Hopper Income	-54	-4	-1	(3)	(13)
Recharge to Capital	-317	-50	-8	(42)	(168)
LCR Levy Reimbursement	-882	-220	-220	0	0
Contribution from Reserves	-489	-489	-489	0	0
<b>Total Income</b>	<b>-3,966</b>	<b>-1,389</b>	<b>-1,301</b>	<b>(88)</b>	<b>(280)</b>
<b>Net Operational Expenditure</b>	<b>9,703</b>	<b>1,170</b>	<b>1,328</b>	<b>(158)</b>	<b>(553)</b>
<b>Recharges</b>					
Premises Support	509	127	127	0	0
Transport	591	126	162	(36)	(146)
Central Support	1,432	358	358	0	0
Asset Rental Support	686	0	0	0	0
HBC Support Costs Income	-885	-221	-221	0	0
Transport Recharge Income	-3,764	-880	-1,027	147	588
<b>Net Total Recharges</b>	<b>-1,431</b>	<b>-490</b>	<b>-601</b>	<b>111</b>	<b>442</b>
<b>Net Departmental Expenditure</b>	<b>8,272</b>	<b>680</b>	<b>727</b>	<b>(47)</b>	<b>(111)</b>

## **Comments on the above figures**

### **Financial Position**

The current position for the PPT department is £0.047m over budget with a projected full financial year outturn of £0.111m over the approved budget.

### **Comparison to Previous Quarter**

The projected outturn is already forecast to differ from the 2022/23 outturn due to a lack of income across the department which is mentioned later in this report with more detail.

### **Supporting Information**

As in previous years budget holders are working closing with the Finance Officers to ensure a balanced budget is achieved. Wherever capital expenditure is being prioritised in order to relieve pressure on the revenue budgets.

Employee expenditure is predicted to be over budget at the end of the financial year due to the increased ask of drivers for client transport. This is then offset in the income section where the staffing expenditure is then recharged out to other departments.

Supplies and services and contracted services are projected to be over budget as in previous years due to survey costs and plans that will be required in the Planning division. Halton also has a contract with MEAS (Merseyside Environmental Advisory Service) which is hosted by Sefton LA. This is used to provide Halton with advice in relation to ecology, waste, environmental impact assessments and local plans. Although the expenditure on the contract is over the allocated budget, it would cost Halton considerably more to provide this advice in house. Legal fees are also projected to be over budget due to external legal advice being required in the Planning section.

The street lighting expenditure is projected to come in under budget as per the previous financial year. Various actions have been taken to decrease the amount of power being used such as lights being turned off 12am – 6am on some routes and over 80% of HBC owned street lighting stock of around 20,500 columns have been upgraded to LED.

Highways maintenance budgets are projected to be over budget. Capital is again being utilised where appropriate. The report is again broken down into routine and reactive schemes and programmed works so the various areas can be looked at in more detail.

Fleet transport has seen an increase in costs across fuel and parts which reflects the outturn in 2022/23 financial year. This then has a knock-on effect to the costs being recharged out to the other areas of the authority. There is also a significant delay in the time it takes from placing an order and receiving the goods. Every effort is being made to prolong fleet replacements but this also has a negative impact on the cost of repairs as they then increase.

Halton Hopper is predicted to under spend on expenditure but also not achieve its income target due to an anticipated decline which stems from a change in travel patterns. This has arisen from the £2 fare that has been introduced which results in travel becoming cheaper when purchasing individual trips, rather than using the Halton Hopper ticket which covers a set period. Student Hopper tickets have also declined due to the college entering into a contract themselves with a Warrington bus company.

Bus Support is also projected to be over budget due to an estimated £0.170m of additional costs which will have to be picked up this financial year due to withdrawals of other companies. These changes will come in towards the end of September and therefore the budget is monitored closely. Contractors have also been pushing for increases in contract values.

Sales income at the Lowerhouse Lane Depot is not expected to reach its income target. Covid-19 is still playing a part in income generation due to DfT suspending MOT requirements for 6 months during the lockdown periods. When the Depot opened again it was not able to meet the demand for vehicles due to lack of staff, and therefore customers went to other garages and didn't return. They have also been understaffed for around 3 financial years now.

There is a slight downturn in the number of applications being received. However, this has been mitigated by Government increasing Planning Fees at a higher than forecast. Therefore planning fee income for the year is expected to be in line with the budgeted target.

Building control income is currently under its income target but it is hoped that a number of major housing schemes will soon be approved and therefore this will filter through to the income. Again this is being monitored closely.

As in previous years the recharge of salaries to capital schemes will not achieve its income target due to a lack of traditional capital projects and therefore there is less opportunity to capitalise. There is a relationship between the under achievement of income and the lack of staff within the Highways division which means staff are not available to carry out works on capital schemes and therefore cannot be recharged out to generate income.

Transport income recharges will be over on its income target, but these are offset by overspends in the other departments as mentioned in the above fleet transport costs.

#### **Approved 2023/24 Savings**

Savings that were put forward for 2023/24 can be seen in Appendix A at the end of this report

#### **Risks/Opportunities**

Across the whole department inflation has significantly driven costs up and every division is bearing the cost of this. The Highways and Logistics divisions are seeing the largest impact of this when purchasing materials / fuel / parts for vehicles etc.

Capital Projects as at 30<sup>th</sup> June 2023

Project Title	2023-24 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
<b>Local Transport Plan</b>				
Total Bridge & Highway Maintenance	3,133	75	75	3,058
Integrated Transport	549	0	0	549
CRSTS	7,140	617	617	6,523
SJB – Decoupling	0	0	0	0
Runcorn Busway	239	25	25	214
East Runcorn Connectivity (ERC)	1,577	785	785	792
A56 Reconstruction	947	0	0	947
Dukesfield ATL (Waterloo Bridge)	0	902	902	(902)
LCWIP Phase 2 Daresbury	5,783	122	122	5,661
ATF3 Murdishaw to Whitehouse	3,000	0	0	3,000
ATF4 Widnes Town Centre Accessibility	122	0	0	122
SUD Green Cycle	0	2	2	(2)
<b>Total Local Transport Plan</b>	<b>22,490</b>	<b>2,528</b>	<b>2,528</b>	<b>19,962</b>
<b>Halton Borough Council Schemes</b>				
Street Lighting	876	7	7	869
Lighting Upgrades	1,269	85	85	1,184
Silver Jubilee Bridge - Lighting	531	0	0	531
Risk Management	578	1	1	577
Fleet Vehicles	6,280	49	49	6,231
SUD Green Cycle	0	0	0	0
Widnes Loops	0	0	0	0
<b>Total Halton Borough Council Schemes</b>	<b>9,534</b>	<b>142</b>	<b>142</b>	<b>9,392</b>
<b>Total Capital Expenditure</b>	<b>32,024</b>	<b>2,670</b>	<b>2,670</b>	<b>29,354</b>

**Comments on the above figures**

The East Runcorn Connectivity (ERC) project is currently being redefined which will focus on the major maintenance of the A56 and 5 active travel links within Halton. The scheme is on track and communication is in place with LCR to secure additional funding for detailed design and full costing profiling. This will include consultation with members, shareholders and public.

Dukesfield and Waterloo Bridge are now reopened. The original grant funding has now been fully spent and conversations are under way with LCR in relation to further funding for this financial year.

CRSTS replaces the historical grant funding from the DfT. It is broken down into various areas such as carriageway maintenance, footway maintenance, street lighting and structures. Expenditure is low in Q1 as payments will mostly occur towards the end of the financial year as in previous reports.




The A56 project is in support of the new junction completion for the Redrow development which overlaps with the ERC scheme mentioned above. This scheme is in abeyance until further funding for the ERC is announced, therefore expenditure will be minimal.

LCWIP Phase 2 Runcorn to Daresbury is currently underway on Long Benton Way. A change request is currently being put to the CA as the allocation of £5.7m is not anticipated to be fully spent due to reduced scope of the scheme.

ATF3 Murdishaw to Whitehouse is currently not on site but is due to start imminently.

The fleet replacement scheme is being utilised only, when necessary, as every vehicle is being retained if it is cost effective. Only when vehicles are past the point of being economically viable for repair are they then replaced. With the rise of inflation there has been a significant increase in the cost of new vehicles when ordered in comparison to previous financial years. There are also exceptionally long lead times when orders are placed to the time of them being delivered due to the worldwide shortage of semiconductors.

#### POLICY, PLANNING AND TRANSPORTATION DEPARTMENT

Ref.	Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value			Current Progress	Comments
				23/24 £'000	24/25 £'000	25/26 £'000		
PPT1	Fleet Management & Maintenance	400	Reduction in the annual contribution to the Fleet Replacement Reserve.	40	0	0		Budget has already been removed and saving will be met in full
PPT2	Transport Coordination	484	Reduction in the provision of subsidised bus grants. Currently, 14 bus services are subsidised through contracts where there are no commercial services. Passenger utilisation of routes would be assessed to see where reductions can be applied with the least impact upon services.	50	0	0		Budget has already been removed but the expenditure is expected to see a significant rise as mentioned in the Q1 report. Therefore it is unlikely that the budget will see the saving.
PPT4	Schemes and Maintenance	1,056	Reduction of 6% in the programmed road maintenance budget.	60	0	0		Budget has already been removed and saving will be met in full



PPT5	School Crossings	70	Approach the Schools Forum to seek a contribution of at least 50% towards funding the school crossing patrol service, which is a non-statutory service.	35	0	0	U	Still waiting to take a report to Schools Forum to discuss further action
PPT6	Traffic	N/A	Consider introducing civil traffic enforcement for traffic violations. Employ private sector civil enforcement officers to issue fines and generate income. It would take 12 months to apply for powers from the DFT and put the scheme in place. The Environment & Urban Renewal Policy & Performance Board will consider this via a Topic Group.	0	150	0	U	This is a complex piece of work to take forward, it requires DfT to grant powers to Halton. The project also needs resourcing, and the department is still awaiting capacity from the Accelerated Growth project.
<b>Total Policy, Planning &amp; Transportation Department</b>				<b>185</b>	<b>150</b>	<b>0</b>		

**Community and Greenspace****Revenue Budget as at 30 June 2023**

	<b>Annual Budget</b>	<b>Budget to Date</b>	<b>Actual Spend</b>	<b>Variance (Overspend)</b>	<b>Forecast Outturn</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
<b>Expenditure</b>					
Employees	17,061	3,700	3,667	33	(50)
Premises	3,685	1,017	1,033	(16)	(63)
Supplies & Services	1,598	553	526	27	108
Hired & Contracted Services	527	128	151	(23)	(93)
Book Fund	140	62	62	0	0
Food Provisions	371	54	87	(33)	(72)
School Meals Food	1,965	526	500	26	50
Miscellaneous Transport Costs	117	35	38	(3)	(8)
Other Agency Costs	601	159	140	19	16
Waste Disposal Contracts	6,865	1,810	1,804	6	34
Grants to Voluntary Organisations	67	38	38	0	8
Grant to Norton Priory	172	87	87	0	0
Capital Financing	201	0	0	0	0
<b>Total Expenditure</b>	<b>33,370</b>	<b>8,169</b>	<b>8,133</b>	<b>36</b>	<b>(70)</b>
<b>Income</b>					
Sales Income	-3,974	-922	-795	(127)	(308)
Fees & Charges Income	-5,741	-1,800	-1,800	0	0
Rental Income	-221	-72	-73	1	5
Government Grant Income	-595	-595	-595	0	0
Reimbursements & Other Grant Income	-685	-389	-389	(0)	0
SLA Income	-2,391	-627	-543	(85)	(286)
Internal Fees Income	-592	-83	-72	(11)	(52)
Capital Salaries	-173	-25	-26	0	(9)
Transfers From Reserves	0	71	71	0	0
<b>Total Income</b>	<b>-14,373</b>	<b>-4,442</b>	<b>-4,221</b>	<b>(221)</b>	<b>(650)</b>
<b>Net Operational Expenditure</b>	<b>18,997</b>	<b>3,727</b>	<b>3,912</b>	<b>(185)</b>	<b>(720)</b>
<b>Recharges</b>					
Premises Support	1,825	456	456	0	0
Transport	2,046	512	517	(5)	(20)
Central Support	3,856	966	966	0	0
Asset Rental Support	199	0	0	0	0
HBC Support Costs Income	-540	-140	-140	0	0
<b>Net Total Recharges</b>	<b>7,386</b>	<b>1,794</b>	<b>1,799</b>	<b>(5)</b>	<b>(20)</b>
<b>Net Departmental Expenditure</b>	<b>26,383</b>	<b>5,521</b>	<b>5,711</b>	<b>(190)</b>	<b>(740)</b>

**Comments on the above figures****Financial Position**

The net department spend is £0.190m over budget at the end of Quarter 1 and the estimated outturn overspend against budget for 2023/24 is £0.740m.

Net employee spend is estimated to be slightly over the approved budget at the end of the financial year. The forecast outturn includes the pay increase proposal of £1,925 for all grades with the exception of a 3.5% increase for DM and above scales.

Whilst the proposed pay deal is over what had been included within the budget this is mitigated by a number of vacancies within leisure services and reduced casual usage in line with 2022/23 actual data.

Premises costs for cemeteries is overspent as contractors have been used for grass cutting services due to staff absences. Frank Myler Pavillion water meter charges is significantly higher than budget. Stadium premises electricity estimated outturn is based on previous years spend and will be reviewed during the course of the year.

Food Provisions is overspent due to the increasing inflationary food costs from suppliers. School Meals food underspend is reflected in the underachievement of sales income.

Whilst it is currently forecast that waste disposal spend will be within the approved budget for the year this comes with a certain amount of caution. Waste disposal forecast cost is based on estimated tonnage of waste and the department is still waiting on invoices to be presented for previous years.

Sales income for the year is expected to underachieve compared to the budgeted income target. Shortfalls in income in the Leisure Centres and the Stadium plus a reduction in room hire at Community Centres and Libraries are forecast to contribute towards lower income levels.

School Meals SLA income is forecast to underachieve by £0.286m over the course of the year but this will be mitigated by reduced staffing costs.



#### **Approved 2023/24 Savings**



Please see Appendix A for details of progress towards achieving budget efficiency savings agreed by Council in February 2023.

#### **Capital Projects as at 30 June 2023**

<b>Project Title</b>	<b>2023/24 Capital Allocation £'000</b>	<b>Allocation to Date £'000</b>	<b>Actual Spend £'000</b>	<b>Total Allocation Remaining £'000</b>
Stadium Minor Works	34	2	0	<b>34</b>
Brookvale Pitch Refurbishment	28	1	13	<b>15</b>
Halton Leisure Centre	15,056	5,096	6,882	<b>8,174</b>
Open Spaces Schemes	851	82	45	<b>806</b>
Children's Playground Equipment	105	10	6	<b>99</b>
Upton Improvements	13	0	0	<b>13</b>
Crow Wood Park Play Area	12	0	1	<b>11</b>
Landfill Tax Credit Schemes	340	26	0	<b>340</b>
Runcorn Town Park	284	79	91	<b>193</b>
Spike Island / Wigg Island	1,023	241	4	<b>1,019</b>
Pickerings Pasture Café	520	125	0	<b>520</b>
Litter Bins	20	1	0	<b>20</b>
<b>Totals</b>	<b>18,286</b>	<b>5,663</b>	<b>7,042</b>	<b>11,244</b>

## COMMUNITY &amp; GREENSPACE DEPARTMENT




Ref.	Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value			Current Progress	Comments
				23/24 £'000	24/25 £'000	25/26 £'000		
COMM 1	The Brindley Theatre	64	Reduce Box Office opening hours from 10am-5pm Monday-Friday to 10am-2pm. Currently 80% of tickets are purchased online or by telephone and this is increasing each year.	10	0	0		Box Office core opening hours were reduced to 5 hours (Mon – Fri) 10am – 3pm. They will be realigned to 4 hours daily 11am – 3.00pm (Mon – Fri) from 1 September onwards.  No LED lighting has yet been installed but is planned for later in the financial year.
			Replace all non-LED lighting in the building. This is estimated to reduce on-stage energy costs by 75%.	10	0	0		
COMM 3	Sport & Recreation	471	Restructuring the roles and responsibilities of the Sports Development Team	0	36	0		On track to meet savings identified for 2024/25.
COMM 4	Stadium & Catering Services	751	Franchise the concourse only catering services to an external operator.	50	0	0		
			An organisational restructure is currently being implemented for Stadium & Catering Services to reflect recent service changes.	40	0	0		

COMM 6	Area Forums	170	Reduce the base budget provision to £50k temporarily for one year, with all unspent monies in 2022/23 (currently £120k) being carried forward to be spent by the relevant Area Forums in 2023/24. The base budget position will then be reviewed for 2024/25.	120	-120	0		Implemented in 2023/24 budget setting.
COMM 5	Stadium & Catering Services – School Meals	12	Cease to deliver the school meals service, which has made significant losses of over £200,000 for a number of years and is forecast to make a similar loss by year-end. Work would be undertaken with schools over the next two years to support them to secure an alternative means of delivery, whether in-house or via an external provider.	0	0	12		Work underway in school meals being delivered through alternative means
<b>Total Community &amp; Environment Department</b>				<b>230</b>	<b>-84</b>	<b>12</b>		




## 8.0 Application of Symbols

Symbols are used in the following manner:

### Progress Symbols

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

### Direction of Travel Indicator

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