



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

**Wednesday, 16 June 2010 6.30 p.m.  
Civic Suite, Town Hall, Runcorn**

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

**Chief Executive**

**BOARD MEMBERSHIP**

<b>Councillor Ron Hignett (Chairman)</b>	<b>Labour</b>
<b>Councillor Keith Morley (Vice-Chairman)</b>	<b>Labour</b>
<b>Councillor Philip Balmer</b>	<b>Conservative</b>
<b>Councillor Peter Blackmore</b>	<b>Liberal Democrat</b>
<b>Councillor Ellen Cargill</b>	<b>Labour</b>
<b>Councillor John Gerrard</b>	<b>Labour</b>
<b>Councillor Mike Hodgkinson</b>	<b>Liberal Democrat</b>
<b>Councillor Paul Nolan</b>	<b>Labour</b>
<b>Councillor Christopher Rowe</b>	<b>Liberal Democrat</b>
<b>Councillor Dave Thompson</b>	<b>Labour</b>
<b>Councillor Kevan Wainwright</b>	<b>Labour</b>

*Please contact Caroline Halpin on 0151 471 7394 or e-mail [caroline.halpin@halton.gov.uk](mailto:caroline.halpin@halton.gov.uk) for further information.*

*The next meeting of the Board is on Wednesday, 15 September 2010*

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

**Part I**

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<b>1. MINUTES</b>	
<b>2. DECLARATIONS OF INTERESTS (INCLUDING PARTY WHIP DECLARATIONS)</b>	
<p>Members are reminded of their responsibility to declare any personal or personal and prejudicial interest which they have in any item of business on the agenda no later than when that item is reached and, with personal and prejudicial interests (subject to certain exceptions in the Code of Conduct for Members), to leave the meeting prior to discussion and voting on the item.</p>	
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*In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.*

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

**DATE:** 16 June 2010

**REPORTING OFFICER:** Strategic Director, Resources

**SUBJECT:** Public Question Time

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

### **1.0 PURPOSE OF REPORT**

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

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

### **3.0 SUPPORTING INFORMATION**

3.1 Standing Order 34(9) states that Public Questions shall be dealt with as follows:-

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

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

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

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

#### **4.0 POLICY IMPLICATIONS**

None.

#### **5.0 OTHER IMPLICATIONS**

None.

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

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

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

6.3 **A Healthy Halton** – none.

6.4 **A Safer Halton** – none.

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

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

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

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

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

**DATE:** 16 June 2010

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

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

**3.0 POLICY IMPLICATIONS**

- 3.1 None.

**4.0 OTHER IMPLICATIONS**

- 4.1 None.

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

**5.1 Children and Young People in Halton**

None

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

None

**5.3 A Healthy Halton**

None

**5.4 A Safer Halton**

None

**5.5 Halton's Urban Renewal**

None

**6.0 RISK ANALYSIS**

6.1 None.

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

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

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

**APPENDIX 1**

**Extract of Executive Board, Executive Board Sub Committee,  
3MG Executive Sub Board and Mersey Gateway Executive  
Board Minutes Relevant to the Environment and Urban Renewal  
Policy and Performance Board**

**EXECUTIVE BOARD MEETING HELD ON 8 APRIL 2010**

**PLANNING, TRANSPORTATION, REGENERATION AND  
RENEWAL PORTFOLIO**

**112. HALTON LOCAL TRANSPORT PLAN (LTP3)  
CHALLENGES & OPPORTUNITIES: APPROVAL FOR A  
PERIOD OF CONSULTATION**

The Board considered a report of the Strategic Director, Environment and Economy which sought to gain the approval of the Executive Board of the content of the Halton Local Transport Plan (LTP3). Challenges and Opportunities document for the purposes of a four week period of consultation.

It was reported that LTPs were initially introduced by the Transport Act 2000 which set a statutory requirement for local transport authorities to produce an LTP every five years and keep it under review. Halton Borough Council as a Unitary Authority was the transport authority for the area of Halton and, as such, was required to produce an LTP. It was further noted that the current LTP ran until March 2011 with the third LTP (LTP3) due to commence in April 2011.

Members were advised that as required by the 2008 Local Transport Act, LTP3 would be in two parts, details of which were set out in the report for information. It was reported that Halton would be producing an individual LTP3 but it had been recognised that working in partnership with the Merseyside Integrated Transport Authority (Merseytravel) or ITA which was statutorily obliged to produce the LTP on behalf of itself and the Merseyside Districts would be beneficial for the sub-region.

The report set out the policy framework, the preparation required for LTP3, the anticipated challenges and opportunities, the proposed consultation strategy and the next steps.



RESOLVED: That

- 1) the LTP3 Challenges and Opportunities document be approved, for the purposes of a four-week period of consultation; and
- 2) further editorial and technical amendments that did not materially affect the content of the LTP3 Challenges and Opportunities document be agreed by the Operational Director, Highways, Transportation and Logistics, in consultation with the Executive Board Member for Planning, Transportation, Regeneration and Renewal, as necessary, before the document is published for consultation.

### **113. TRANSPORT CAPITAL IMPLEMENTATION PROGRAMME 2010/11**

The Board received a report of the Strategic Director, Environment and Economy which sought approval to the inclusion of the 2010/11 Transport Capital Implementation Programme into the Council's 2010/11 Capital Programme.

It was reported that during the period of the first Local Transport Plan (LTP 2001/2 – 2005/6) the amount of LTP funding allocated was, in part, dependent on annual assessments of the progress that each authority had made in delivering its LTP.

It was noted that the commencement of the second LTP brought with it much less rigorous reporting requirements based upon a collaborative approach between the DfT and the local authorities, to enable weakness in progress to be jointly addressed and strengths built upon.

Members were advised that the new approach required the de-coupling of the link between funding and performance which resulted in the DfT in its November 2007 settlement letter confirming the block allocations for the period 2008/9 – 2010/11 for both Integrated Transport Capital and Highways Capital Maintenance.

Detailed in appendix A to the report was the Transport Implementation Programme for 2010/2011 with the sum of £9,412,114 to be incorporated into the Council's Capital Programme.

Outlined in the report was the following allocations for 2010/11:

- LTP Integrated Transport Allocation £1,767,000;
- Additional funding from national Primary Route Network £14,2888,000;
- Bridge Strengthening and Maintenance allocation £4,980,000;
- Capital Programme for bringing streets to adoptable standard £100,000;
- Council's capital "Flood Defence" Programme £100,000;
- "Street Lighting" Capital programme £200,000; and
- Road Safety Grant (which would be paid as a capital grant) £75,114

Arising from the discussion Members discussed the Safer Roads Partnership and the decrease in deaths on roads in addition to the remedial works being carried out on Silver Jubilee Bridge and agreed that a presentation regarding the bridge works would be welcomed.

RESOLVED: That the Executive Board recommend the Council to approve the incorporation of the Transport Implementation Programme for 2010/11 as detailed in Appendix A in the sum of £9,412,114 into the Council's 2010/11 Capital Programme.

## **ENVIRONMENT, LEISURE AND SPORT PORTFOLIO**

### **114. WIDNES RECREATION CLUB**

Members considered a report of the Strategic Director, Adults and Community which sought to determine a way forward for the provision of services at the venue previously known as Widnes Recreation Club.

It was noted that Widnes Recreation Club was originally founded by ICI as a Sports and Social Club for their employees in Widnes. The Club was a non-profit organisation and re-invested income in the Clubhouse and encouraged sporting and community activity.

Members were advised in recent years the Club had struggled to survive financially due to a combination of lack of income primarily through the Social Club and the increasing burden of coping with urgent and renewed works. The Members of the Club resolved that on 9<sup>th</sup> December 2009 to cease trading

on 31<sup>st</sup> December. At that point the lease was surrendered back to the Council.

It was further noted that the Council gave an undertaking to ensure that the operation of the pitches and changing rooms would continue, irrespective of the future of the Club. This commitment had been honoured. It was reported that at the point of closure there were 7 major sports, 24 sections, 55 teams and over 600 participants who used the sporting facilities on a regular basis. There were also a significant community usage of the indoor facilities ranging from snooker, darts, photography, table tennis, indoor bowling and dance. It was understood that most of the indoor groups had been successful in finding alternative premises.

Members were advised that the Council needed to consider the future of the site and the proposal now was to seek expressions of interest to undertake the management and development of the site in line with Halton priorities. The ownership of the site would remain with the Council and suggestions were detailed in the report for consideration.

The Board discussed safety of the building in terms of Anti-Social Behaviour and vandalism and noted that the Council's Property Services Department were keeping the building secure.

RESOLVED: That

- 1) the Strategic Director of Adults and Community, in conjunction with the portfolio holders for Environment, Leisure and Sport and Corporate Services be authorised to market test for expressions of interest to develop the Widnes Recreation Club site; and
- 2) following market testing, the Strategic Director and Portfolio holder be authorised to move to letting a lease in line with the approach as itemised in Paragraph 4 of the report.

**EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 4 MARCH 2010**

**67. SITE ACQUISITION - FORMER GYPROC SITE, DENNIS RD, WIDNES WATERFRONT**

The Sub-Committee considered a report which sought authority to acquire with funding from the North West Development Agency, the former Gyproc Site, Dennis Road, Widnes.

RESOLVED: That

1) delegated authority be given to the Strategic Director, Corporate and Policy and the Strategic Director for Environment (in consultation with the Executive Member for Corporate and Policy and the Executive Member for Planning, Transportation, Regeneration and Renewal) to take such action as necessary to acquire the land from St. Mobain, Gyproc's parent company; and

2) the Executive Board Sub-Committee certify that the decision is exempted from call-in due to the need to conclude the acquisition by the 30<sup>th</sup> March 2010.

#### **EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 18 MARCH 2010**

#### **76. REVIEW OF FEES AND CHARGES**

The Sub-Committee received a report which sought approval to increase existing fees and charges in line with inflation for the following:

Environmental Information, requests for information regarding potentially contaminated land, requests for environmental information, environmental health services charges, hackney carriage and private hire charges, licence fees (other than hackney carriage and private hire charges), Road Traffic Regulation Act 1984, Highways Act 1980, and miscellaneous.

The Sub-Committee was advised that the increase in fees and charges also included a number of statutory fees that may increase during the coming financial year and Members were asked to agree to these increases as they occurred.

RESOLVED: That the proposed fees and charges be agreed and referred to the relevant Policy and Performance Boards for information.

**EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 1  
APRIL 2010**

**83. RENEWAL OF THE MERSEY FOREST AGREEMENT**

The Board considered a report of the Strategic Director, Environment and Economy which advised Members that the original agreement with Mersey Forest had expired and sought support for a further agreement.

The Board was advised that Mersey Forest was the biggest of the UK's 12 Community Forests. It covered 420 square miles (1,082 km<sup>2</sup>) and was part of a 30-year plan to transform the landscape across Merseyside and North Cheshire. The regeneration of The Mersey Forest was being achieved by a partnership comprising of the Forestry Commission, Natural England, nine local authorities, the Mersey Forest Team and various other organisations and individuals who shared the vision for creating The Forest.

The Board was further advised that in the 19 years since it had been established, over 3,750 hectares of new habitat had been created in the Mersey Forest, and around 10 million new trees planted. In Halton itself during this period, there had been 110 hectares of new woodland planted, 45 hectares of non-woodland habitat created, £2.9 million additional funding brought in, and over two thousand community events organised.

It was reported that Halton Borough Council had been a partner in the Mersey Forest since its inception, and the current Agreement was now due for renewal. The new Agreement would run from the 1<sup>st</sup> April 2010 until the 31<sup>st</sup> March 2015.

In addition, the Agreement empowered the nine local authorities to work together to support the work of the Mersey Forest. The new Agreement was very similar to the previous one, with changes being made to reflect the local government re-organisation that took place in Cheshire in April 2009.

**RESOLVED:** That the existing Mersey Forest Agreement be renewed and the Strategic Director – Environment and Economy in consultation with the Portfolio Holder, Environment, Leisure & Sport, be authorised to determine the terms of the new Agreement following the principles outlined in the report.

**84. NEW SERVICE LEVEL AGREEMENT WITH CHESHIRE  
WILDLIFE TRUST**

The Board considered a report of the Strategic Director, Environment and Economy which sought approval to enter into a three year Service Level Agreement with the Cheshire Wildlife Trust, which would enable the Council to deliver its biodiversity commitments.

The Board was advised that the Council currently had a very basic Service Level Agreement with the Cheshire Wildlife Trust through which they gave advice on nature reserve management. Prior to December 2008 they had provided assistance to the Nature Conservation Officer. The current agreement would cost £2,400 per year.

The Board was further advised that the Council currently had a Service Level Agreement with 'Record' for the provision of biological recording and GIS analysis. The current agreement cost £2,170 per year.

In addition, the Council's Open Space Services had responsibility for nature conservation and biodiversity. The Division did not have a designated Nature Conservation Officer and therefore needed to deliver this element of its responsibility through partnership working.

**RESOLVED:** That, in consultation with the Portfolio Holder, Environment, Leisure & Sport, the Council enter into a Service Level Agreement with the Cheshire Wildlife Trust for the provision of Ecological Advice, Biological Recording and advice on Planning matters.

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

**DATE:** 16 June 2010

**REPORTING OFFICER:** Chief Executive

**SUBJECT:** Specialist Strategic Partnership minutes

**WARD(s):** Boroughwide

## **1.0 PURPOSE OF REPORT**

1.1 The Minutes relating to the Planning, Transportation, Regeneration and Renewal Portfolio which have been considered by the Urban Renewal Specialist Strategic Partnership are attached at Appendix 1 for information.

**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.



**Urban Renewal Specialist Strategic Partnership (UR SSP) Meeting Minutes**

**Marketing Suite, Municipal Building, Kingsway, Widnes WA8 7QF**

**3.00 pm, Tuesday, 26<sup>th</sup> January, 2010.**

**Present:**

ClIr Ron Hignett	(RH) Chair	HBC/Member;
Neil McGrath	(NM)	Director of Resources, Halton Housing Trust;
Julie Hall	(JH)	Partnerships Officer, Job Centre Plus (for Jane Trevor);
Chris Koral	(CK)	Partnerships Manager, NWDA;
Claire Griffiths	(CG)	Managing Director/Development, Plus Dane Group;

**In Attendance:**

Dick Tregoa	(DT)	HBC/Strategic Director – Environment;
Derek Sutton	(DJS)	HBC/Operational Director – Major Projects Dept;
Mick Noone	(MN)	HBC/Operational Director/Transport;
Richard Stevens	(RS)	HBC/Head of Research & Intelligence;
Debbie Houghton	(DH)	HBC/Policy Officer;
Marie Hoyles	(MH)	HBC/Skills Strategy Officer
Pat Audoire	(PA) Minutes	HBC/Urban Renewal SSP Co-ordinator.

**Apologies:**

Janitha Redmond	Homes & Communities Agency;
Claire Bunter	Environment Agency;
Ellen Fenton	Deputy to Claire McDade, Norton Priory.

				<b><u>Action</u></b> <b><u>s</u></b>
<b>1.</b>	<b>Apologies, Minutes &amp; Matters Arising</b>	1.1 1.2	RH asked for introductions around the table and took apologies from delegates who were unable to attend. There were no matters arising from the previous Minutes that had not already been dealt with.	
<b>2.</b>	<b>Presentation: IPSOS MORI Consultation Feedback – Richard Stevens</b>	2.1.1 2.1.2 2.1.3	RS gave a summary of the recent MORI consultation, explaining that this was developed out of the Places Survey, the first of which took place in 2008; the next being this year. MORI were engaged to undertake qualitative research, to drill down into the data and responses previously given, concentrating on the minority views (30%), where the areas of dissatisfaction were that needed to be addressed. RS took us through the findings, with the main concerns for UR being street cleanliness; pollution and a wish to keep up the good work in our Parks.	

		<p>2.2.1 There were a number of questions following the presentation:</p> <p>2.2.2 RH asked if all the respondees would be followed up. RS explained that this would be done through MORI. In addition, feedback would be left on the HBC/LSP website to show outcomes: i.e., residents asked for this; we have now done that.</p> <p>2.2.3 DJS noted that the Priority of Urban Renewal had been omitted in favour of Environment by MORI; that all the regeneration around shopping and community buildings had been ignored; that we should be concerned that Urban Renewal was in fear of being relegated.</p> <p>2.2.4 DH clarified that the consultation was a performance management issue around NI5 and that residents' perceptions had been interrogated.</p> <p>2.2.5 However, DJS suggested that MORI should have been properly guided by the HBC facilitators so that the Priorities were more sharply in focus. DT emphasised that the Council's Priority was Urban Renewal, not Environment; that facilitators in focus groups may have misinterpreted the feedback and that is why UR was not brought to the fore; that we should consequently treat the results with caution because some of our issues were not teased out and that it was not helpful the way MORI had put the slides together.</p>	
<b>3.</b>	<b>Project Commissioning – Derek Sutton</b>	<p>3.1 DJS referred to his report. There had been a call for project proposals by the LSP last Autumn. LPSA2 reward funding (HBC) of £1.6m had been made available, together with a further £300k of WNF 'underspend' to support projects that meet the LAA and Community Strategy objectives. However, the SSP Chairs have subsequently decided that the LSP should prioritise and provide additional information. DJS is still awaiting the promised revised application form in order that the UR proposals can be completed.</p> <p>3.2 The funding has been split by revenue and capital, with £900k of capital being available in total. This funding split cannot be vired one to the other. The UR SSP wishes to submit capital proposals, the total value of which can be met out of that allocation, together with a third application by the Safer Halton SSP for a CCTV project.</p> <p>3.3.1 Officers have therefore re-appraised the proposals initially submitted. Two have been removed because they do not meet the criteria laid down; two proposals are to be put forward and are</p>	

		3.4	<p>recommended to this Partnership for support:</p> <ul style="list-style-type: none"> <li>▪ Bayer site reclamation: £350,000;</li> <li>▪ Venture Fields - £500,000.</li> </ul> <p>Partners confirmed their support to the proposals.</p>	
<b>4.</b>	<b>Urban Renewal Update</b> – Dick Tregoe	<p>4.1.1</p> <p>4.1.2</p> <p>4.2.1.1</p> <p>4.2.1.2</p> <p>4.2.2</p> <p>4.3.1</p> <p>4.3.2</p> <p>4.3.3</p> <p>4.4.1</p> <p>4.4.2</p> <p>4.4.3</p> <p>4.5.1</p> <p>4.5.2</p> <p>4.5.3</p>	<p>A Defra funding award of £2.4m has been confirmed for St. Michael's Golf Course and work started before Christmas.</p> <p>Restoration work for the tees will need to be done and officers are focusing on resolving issues around that.</p> <p>There is lots happening at Daresbury, with a joint venture set up (NWDA / STFC / HBC) to deliver more science related activity on the site.</p> <p>There has been significant interest in this development by the private sector and three companies have reached the final selection point, leading to intense discussions to determine the preferred partner.</p> <p>Work has now commenced on the grow-on building, Vanguard House, to take up the slack required because the Innovation Centre is at capacity. An 18-month contract has been set in place to bring this forward.</p> <p>The new freight facility at 3MG has now been completed, but there is still little activity on site.</p> <p>Meetings have recently taken place and there is a positive slant to that, although nothing has yet been made public.</p> <p>All the indications are that Stobarts have had lots of interest in developing sites at 3MG and there is movement at HBC Fields.</p> <p>With regard to Widnes Waterfront: DJS previously mentioned the Bayer proposal and NWDA funding to support that is very welcome.</p> <p>HBC had expressed interest in acquiring the Gyproc site and had been told that a better offer had been received. This has now fallen through and HBC will consequently take the site acquisition forward with the further support of the NWDA.</p> <p>The Future Flower public artwork is to be completed within the next two months, together with the replacement of Carter House Bridge, due to commence in two weeks.</p> <p>The Widnes Retail Park development, by Stadium Developments, is due to open in two months time. Signs have now been installed and recruitment has commenced.</p> <p>Events are being planned, to ensure that the rest of the town is not overlooked.</p>	

- 4.5.4 MN is looking at signage to assist with this and to facilitate traffic flow.
- 4.5.5 The recently awarded Town Centre Grant has been used to develop further foot-fall in the town centre.
- 4.5.6 There has been a tentative securing of a new retail opportunity on the vacant Focus site. Outline planning permission has also been sought for a major supermarket development, to be located at the old B&Q site, Lugsdale Road.
- 4.5.7 URBED have now completed their work on the new Branding Strategy for Widnes, to ensure full utilisation of the town centre for the future.
- 4.6 The Receivers have been called in at Halton Lea. The main shopping facility is at present being run by Savills, but Fordgate have split up the sites and Savills do not have responsibility for all areas, including the car parks. Tiles are falling from the roof of the Green Car Park and Fordgate are not willing to rectify this, given the current situation, and 500 car parking spaces have been lost as a consequence. This will make life difficult for HBC employees, many of whom park there.
- 4.7.1 DJS also interjected to update about the Castlefields Local Centre, where demolition will commence mid February. Operators have been moved into temporary accommodation and the new replacement centre will take 18 months to complete.
- 4.7.2.1 In addition, LHT have submitted HCA funding bids for all but four of the deck access flats. DJS is disappointed with the attitude of HCA who have now declared that they are favouring Housing Pathfinder areas, of which Halton is not one. The 'Single Conversation' is to be sub-regional – Merseyside; Manchester; Preston - and the local Halton voice is therefore lost.
- 4.7.2.2  
3
- 4.8.1 DH suggested that locals were shopping elsewhere because of an issue about the local air quality. However, DT refuted this: it might have been the case a few years ago, but recent research has proved that the lack of parking charges in Halton attracts shoppers to the area.
- 4.8.2.1 MN referred DH to the Air Quality Action Plan, implementation of which will ensure that traffic queues are minimised and that the Milton Road junction will be improved.
- 4.8.2.2 There is a need to look at travel plans through a travel partnership.

		4.8.2. 3	Parking fees are likely to become an issue if introduced by the private sector and this could be overcome if a shuttle bus service were to be supported by them.	
5.	<b>Urban Renewal Projects Update: Q3 Outturn Position</b> – Pat Audoire	5.1 5.2 5.3 5.4	PA referred to a brief report supporting a spreadsheet showing the outturn position for Q3 with regard to WNF expenditure and project performance. This summarised activities by the projects and their most recent achievements, together with a review of budgets. PA reported that project managers had previously spent to target and that, with the end of the financial year coming, they were confident of a positive outcome, as in previous years. DJS commented that Urban Renewal was the only partnership where this could be said to be the case.	
6.	<b>Presentation: Halton Employment Partnership</b> – Marie Hoyles	6.1	MH gave an interesting presentation on the HEP, which brings together expertise from various learning & skills and employment agencies. The Partnership offers a single point of contact to overcome the difficulties of employers as to who provides what training. The aim is to ensure that local unemployed are given specific training through the Partnership to ensure they are job-ready and that on the other hand training is sector specific. More recently, redundancy support has been added to the offer, for both employees and employers, to reflect the current economic situation.	
7.	<b>Environment Subgroup Progress Report</b> – Mick Noone	7.1 7.2 7.3 7.4 7.5 7.6.1	MN gave feedback from the Environment Subgroup meeting of last week. Halton Housing Trust have now made links with HBC's Waste Management section and will consider working on joint ventures. Groundwork Merseyside gave feedback on the Enworks Programme and is happy to give a presentation for the July meeting. There was criticism of the two Climate Change LPSA2 proposals, as it appeared there was a lack of co-ordination between HBC departments and that these could be combined. In this regard a strategic focus and champion would direct progress and ensure distance travelled could be measured. The group received a presentation on LTP3 and aspects of that in relation to climate change: the need to focus more on a low carbon economy and expanding the use of travel plans beyond the borough council.	

		7.6.2	The main responsibility of the group is the monitoring and reporting of National Indicators in relation to urban renewal and the environment. A new reporting system has recently been introduced and Urban Renewal was being used as a pilot, before the system is fully launched in the new reporting year. This system is more detailed in order to get around the usual problems around reporting, e.g., annually available data, where it is suggested progress can not therefore be reported upon.	
		7.6.3		
		7.7.1		
		7.7.2	MN requested the UR SSP Partners to engage with this and pursue progress under his responsibility. Under AOB, an important and over-arching issue to come out of the meeting was around the need for a Strategic Plan for climate change, which partners thought was not being badged properly in Halton.	
		7.7.3	By way of example, the Environment Agency has recently overhauled its reporting systems and officers now receive fulsome monthly reports showing progress against its climate change initiatives. Claire Bunter has offered to organise a presentation on how this was achieved, by one of her performance colleagues, at the April meeting of the Environment Subgroup.	
<b>8.</b>	<b>Urban Renewal WNF Funding Allocations 2010-2011 – Pat Audoire</b>	8.1	PA presented another very brief report, by way of a reminder and update, detailing the funding allocation of WNF for 2010-2011 as agreed in January 2009.	
<b>9.</b>	<b>Any Other Business</b>	9.1.1	DH fed back from the LSP Chairs' Training event, the previous day and reminded partners that WNF would run out at the end of the next f.yr.	
		9.1.2	PA also noted that a summary of WNF projects progress would be required to be presented by each SSP Chair for the future. This is already in hand with regard to Urban Renewal and a report has now been provided to the LSP Partnership Team for the last quarter.	
		9.2.1	RH and DT asked the group to join together to express their warm appreciation to DJS for the much valued work he has accomplished in the field of Halton's Urban Renewal, in light of his impending retirement, at the end of March. The fruits of that labour can be seen all around the borough	
		9.2.2	Partners wished DJS a happy and healthy retirement.	

<p><b>10.</b></p>	<p><b>Next Meeting &amp; Future Diary Dates</b></p>	<p>10.1  10.2</p>	<p>The next meeting will take place at 3.00 pm, Tuesday, 11<sup>th</sup> May, 2010 in the Marketing Suite, Municipal Building, Widnes.</p> <p>Future meeting dates beyond that:</p> <p>3.00 pm, Tuesday, 7<sup>h</sup> September, 2010;          3.00 pm, Tuesday, 9<sup>th</sup> November, 2010,          - as per the UR SSP &amp; Env. Subgroup 2010 Year Planner</p> <p>The meeting closed at 5.10 pm.</p>	
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**REPORT TO:** Environment and Urban Renewal Policy and Performance Board

**DATE:** 16 June 2010

**REPORTING OFFICER:** Strategic Director, Resources

**SUBJECT:** Sustainable Community Strategy Performance Report

**WARDS:** Borough-wide

### **1.0 PURPOSE OF REPORT**

1.1 To provide information on the progress towards meeting Halton's Sustainable Community Strategy targets at 2009 – 10 financial year-end.

### **2.0 RECOMMENDED: That**

**(1) the report is noted; and**

**(2) the Board considers whether it requires any further information concerning the actions being taken to achieve Halton's LAA targets.**

### **3.0 SUPPORTING INFORMATION**

3.1 The revised Local Area Agreement, which comprises an element of Halton's Sustainable Community Strategy, was signed off by the Secretary of State in June 2008. The LAA contains a set of measures and targets agreed between the Council, local partner agencies (who have a duty of co-operation in achieving targets) and government. There are 32 indicators within the LAA along with statutory and education and early years targets. The current agreement covers the period April 2008 to March 2011.

3.2 The Agreement was refreshed in March 2010 following a review with Government Office North West. Any changes to performance targets that resulted from this review have been reflected within the enclosed report.

3.3 Attached as Appendix 1 is a report on progress to the 2009 – 10 financial year end which includes those indicators and targets that fall within the remit of this Policy and Performance Board.

3.4 In considering this report Members should be aware that:-

- a) All of the measures within the National Indicator Set are monitored through Quarterly Departmental Service Plan Monitoring Reports. The purpose of this report is to consolidate information on all measures and targets relevant to this PPB in order to provide a clear picture of progress.



- b) In some cases outturn data cannot be made available and there are also some Place Survey based indicators for which information will not become available until 2010 i.e. the next date the survey is due to be undertaken.

#### **4.0 CONCLUSION**

- 4.1 The Sustainable Community Strategy for Halton, and the Local Area Agreement contained within it, is the main mechanism through which government will performance manage local areas. It is therefore important that we monitor progress and that Members are satisfied that adequate plans are in place to ensure that the Council and its partners achieve the improvement targets that have been agreed.

#### **5.0 POLICY IMPLICATIONS**

- 5.1 The Local Area Agreement acts as the delivery plan for the Sustainable Community Strategy for Halton and is therefore central to our policy framework.

#### **6.0 OTHER IMPLICATIONS**

- 6.1 The achievement of Local Area Agreement targets has direct implications for the outcomes in relation to Comprehensive Area Assessment judgements.

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

- 7.1 This report deals directly with the delivery of the relevant strategic priority of the Council.

#### **8.0 RISK ANALYSIS**

- 8.1 The key risk is a failure to improve the quality of life for Halton's residents in accordance with the objectives of the Sustainable Community Strategy. This risk can be mitigated thorough the regular reporting and review of progress and the development of appropriate actions where under-performance may occur.

#### **9.0 EQUALITY AND DIVERSITY ISSUES**

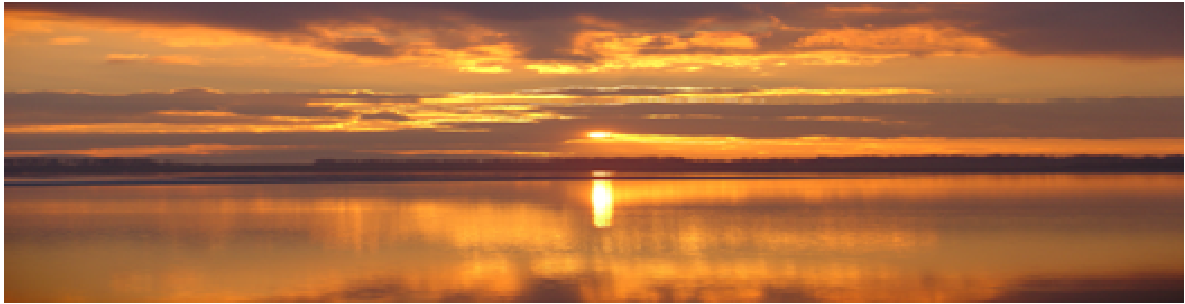
- 9.1 One of the guiding principles of the Local Area Agreement is to reduce inequalities in Halton.

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

Document                    Local Area Agreement 2008 – 11

Place of Inspection    2<sup>nd</sup> Floor, Municipal Building, Kingsway, Widnes

Contact Officer        Rob MacKenzie (0151 471 7416)



# **The Sustainable Community**

## **Strategy For Halton**

**2006 - 2011**

### **Year End Progress Report**

**01<sup>st</sup> April 2009 – 31<sup>st</sup> March 2010**

**URBAN RENEWAL****Version control**

Version	Date	Revision
1.0		

**Document  
Contact  
(Halton Borough  
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**URBAN RENEWAL**

This report provides a summary of progress in relation to the achievement of targets within Halton's Sustainable Community Strategy.

It provides both a snapshot of performance for the period 01<sup>st</sup> April 2009 to 31<sup>st</sup> March 2010 and a projection of expected levels of performance to the period 2011.

The following symbols have been used to illustrate current performance against 2010 and 2011 target levels.



Target is likely to be achieved or exceeded.



The achievement of the target is uncertain at this stage









Target is highly unlikely to be / will not be achieved.

## URBAN RENEWAL

### URBAN RENEWAL



	154	<u>Net additional homes provided</u>		
	175	<u>Access to services and facilities by public transport walking and cycling</u>		
	186	<u>Per Capita CO2 Emissions in LA area</u>	N/A	
	192	<u>Household waste collected and recycled</u>		

### *Non Local Area Agreement Measures / Targets*

	UR1	<u>Assist in maintaining the current baseline of 59,000 jobs in Halton</u>		
	UR2	<u>To bring 10 hectares of derelict land back into beneficial use annually</u>		
	UR3	<u>Facilitate the relocation of businesses affected by the construction of the Mersey Gateway Bridge (Business identified - 78)</u>		

## URBAN RENEWAL

### NI 154 Net additional homes provided

Baseline (2007/08)	2009 - 10			2011	
	Target	Actual	Progress	Target	Projected
522	159	<b>114</b>		159	

#### Data Commentary

Report covers progress of development sites from **1<sup>st</sup> April 2009 to 31<sup>st</sup> March 2010**.

The annual total gross dwelling gain for Halton is 224 dwellings – minus demolitions equals an **Annual Net dwelling gain of 114 dwellings** slightly less than the revised target of 159 dwellings (original target for this NI was 518 dwellings to 2011)

#### General Performance Commentary

As anticipated the outturn figures for 2009/10 show the impact of the credit crunch on the house building industry in terms of lower numbers of dwelling completions and less than the revised target of 159. The net figure for the year was heavily influenced by demolitions occurring as part of the Castlefields regeneration scheme.

##### Headline findings & observations

108 dwelling completions are for affordable housing.

Currently 183 dwellings are under construction on 6 major sites (greater than 10 dwellings) with a total capacity of 466 dwellings. Projection for 2011/12 is that the target will not be achievable due to the continued program of demolitions on Castlefields.

There has been an overall slowdown of apartment schemes and two schemes, with a combined total of 75 dwellings, currently halted due to the economic climate.

Information gained from the quarterly telephone survey of extant planning permissions revealed that only one major site is expected to commence in Q1 of 2010. This is Keepers Walk, Castlefields.

Castlefields regeneration project has the potential to have huge impact on the net completions to 2011

**URBAN RENEWAL****Summary of key activities undertaken / planned during the year**

Halton is working together with its partners in the Mid Mersey Growth Point and have established a robust framework for the collation of housing market data, including formal engagement with key stakeholders in the Housing Market Partnership through annual SHLAA updates and quarterly monitoring of developer intentions of sites of 10 or more dwellings.

Annual planning application housing survey is currently in progress with a questionnaire to ascertain housing development progress/timescales and detailing reasons for non implementation of planning permission. This consultation period ends on the 23<sup>rd</sup> April 2010. This data will be collated and used to inform SHLAA and will help to forecast completions for the coming year and inform the quarterly monitoring process.

A current application is awaiting confirmation of Kick Start round 2 funding – Seddon Homes – Halton Brook Site, Runcorn. This site has been shortlisted and is going through the due diligence process.



## URBAN RENEWAL

### NI 175 Access to services and facilities by public transport walking and cycling

Baseline (2007/08)	2009 - 10			2011	
	Target	Actual	Progress	Target	Projected
1A – 100%	100%	100%	✓	100%	✓
1B – 100%	100%	100%	✓	100%	✓
1C – 86%	82%	93%	✓	89%	✓
1D – 89%	86%	98%	✓	93%	✓

#### Data Commentary

NI 175 is reported on an annual basis and the figures identified above are actual figures for the year 09/10, this data is complete.

#### General Performance Commentary

All targets for 2009/10 have been exceeded, this is particularly due to the introduction of 4 new college services operated by Halton Transport Ltd. The services are operated commercially, with a level of funding being provided by Riverside college, directly to the bus company. The services all operate one inward journey to the appropriate college (or to a linking service) and one return journey at peak time from the following main areas:

- 41 From Windmill Hill – Murdishaw – Palacefields – Beechwood
- 43 From Windmill Hill – Castlefields – Halton Lea – Grangeway
- 44 From Liverpool – Hough Green – Cronton- Kingsway
- 45 From Liverpool – Hale – Queensbury Way – Cronton - Kingsway

The above services have been secured medium-term and have therefore been registered to operate as per the above routes, it is therefore anticipated that these will continue to operate throughout 2010/11 and so there should be no reason the targets would not be achieved during the next financial year.

#### Summary of key activities undertaken / planned during the year

As suggested above, major improvements have been made during the 2009/10 financial year due to the introduction of new bus services. These new services have ensured that a number of residents along key routes can more easily access transport to attend the local colleges.

## URBAN RENEWAL

### NI 186 Per capital CO2 emissions in LA area

Baseline (2005)	2009 - 10			2011	
	Target	Actual	Progress	Target	Projected
9.9 tonnes per capita	7.52% (9.16 tonnes)	N/A	See comment	11.1% (8.8 tonnes)	<input checked="" type="checkbox"/>

#### Data Commentary

Data is provided by DEFRA and updated on an annual basis. Quarterly figures are unavailable.

#### General Performance Commentary



Performance is improving. Data for 2005 was 9.9 tonnes per capita; for 2006 figure was 9.1 tonnes per capita; and the most recent figure is 8.9 tonnes per capita for 2007. We are therefore well placed to hit our 10/11 target.

#### Summary of key activities undertaken / planned during the year

- Develop a HSPB Climate change Strategy (report to HSPB in May10)
- Initial meeting planned to look at developing business skills/capacity on renewable technology
- The council are continuing with carbon management and have recently completed a scrutiny review of energy management
- Support to Eco schools
- Green champions in council buildings

## URBAN RENEWAL

### NI 192 Household waste recycled and composted

Baseline (2007/08)	2009 - 10			2011	
	Target	Actual	Progress	Target	Projected
25.1%	31%	<b>29.92%*</b>		34%	

#### Data Commentary

Although this report covers the period 1<sup>st</sup> April 2009 to 31<sup>st</sup> of March 2010, actual data is only currently available for April 2009 through to January 2010. Some of the data for March is estimated and is based upon previous years' performance for that month. A validated annual performance figure will not be available until June/July 2010.

#### General Performance Commentary

It is disappointing that, despite the roll-out of planned recycling services delivery of other supporting initiatives, the end of year target is not likely to be achieved.

Even though the level of recycling materials collected in 2009/10 is forecast to have increased by over 800 tonnes and the amount of waste sent to landfill reduced by over 4,000 tonnes, the Council will fall short of the 2009/10 target.

#### Summary of key activities undertaken / planned during the year

The planned extensions to the Council's kerbside recycling services are detailed below:

- In July 2009, further 16,000 properties were added to the kerbside multi-material recycling scheme, taking the total number of properties provided with blue bin recycling collections to 42,000.
- In March 2009, a further 5,000 properties were added to the Council's garden waste collection service taking the total number of properties provided with green bins to 37,000.

Two pilot schemes introduced in October 2009 are anticipated to increase recycling levels further;

- The first was a pilot kerbside multi-material recycling collection service using recycling boxes. This service has been provided to approximately 3,800 properties that cannot have wheeled bins. This

## URBAN RENEWAL

means that almost 85% of properties in Halton now have kerbside multi-material recycling collections, with all remaining households due to receive the service by the summer of 2010.

- The second was a pilot scheme that encourages increased levels of recycling by providing rewards to residents who recycle using their blue wheeled bin. The scheme was initially introduced to 10,000 households in seven areas of the borough.
- Communication and community engagement activities to increase the percentage of residents participating in the Council's recycling and composting services have continued throughout this financial year.

### **ACTIVITIES TO INCREASE RECYCLING LEVELS IN 2010/11**

During 2010/11, the following activities will be undertaken to increase recycling levels to meet the stretched LAA performance target of 34%.

- A further 9,000 properties will be added to the Council's multi-material recycling collection service. Approximately 5,000 residents will be provided with wheeled bins and 3,000 provided recycling boxes. The remaining properties are multi-occupancy dwellings and will be provided with communal recycling containers.
- Arrangements have been secured to increase the recycling of other elements of household waste, such as unwanted bulky items and wastes collected through the Council's Open Space Services Division.
- In 2010, a recycling rewards programme is being rolled out to all properties in Halton that are served by a wheeled bin recycling service. The programme encourages increased levels of recycling by providing rewards to residents who recycle using their blue wheeled bin. A pilot scheme was introduced to 10,000 households in seven areas of the borough in October 2009. Evidence from the pilot scheme indicates that the programme can significantly increase participation with the Council's recycling services and the amount of recyclable materials collected per household.
- Communication and resident engagement programmes will continue to be delivered to increase the percentage of residents participating in the Council's recycling and composting services.

## URBAN RENEWAL

### *Non Local Area Agreement Measures contained within Halton's Sustainable Community Strategy (2006 – 2011)*

<b>UR 1</b>	<b>Assist in maintaining the current baseline of 59,000 jobs in Halton until 2011</b>
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Baseline (2007)	2009 - 10			2011	
	Target	Actual	Progress	Target	Projected
59,000 jobs	59,000 jobs	<b>No new data</b>	<input checked="" type="checkbox"/>	59,000 jobs	<span style="background-color: yellow; border: 1px solid black; padding: 2px;">?</span>

#### *Data Commentary*

Although this is the end of year data report for 2009-10, the data is only available annually two years in arrears and there is no new data available yet (data is ONS job density figures).

#### *General Performance Commentary*

The next set of data will relate to 2008 and thus will not have the full impact of the recession included, but they are expected to be down on the 2007 numbers.

#### *Summary of key activities undertaken / planned during the year*

A number of key programmes that are leading to job creation. These include:

- 3MG. Recruitment for Tesco now underway c600 jobs
- Widnes Waterfront: Leisure development is due to complete next year; Bayer site has been purchased and will be brought forward for job creation uses.
- Widnes Shopping Park now opened which ultimately will create 650 jobs.
- Enterprising Halton supported 154 new business start ups.

## URBAN RENEWAL

### UR 2      To bring 10 hectares of derelict land back into beneficial use annually

Baseline	2009 - 10			2011	
	Target	Actual	Progress	Target	Projected
10 hectares p.a. over 21 year	10 hectares	Refer data commentary	✓	10 hectares	?

#### *Data Commentary*

In line with previous reporting, this is a local target indicating average progress over a number of years. However, this measure is likely to be reviewed in the next Community Strategy for Halton, as funding availability will impact on the area of land able to be reclaimed.

Significant changes resulting from the Council's organisational restructure have made the calculation of this measure difficult for 2010. however all indications are that the target has been exceeded.

#### *General Performance Commentary*

The reclamation of brownfield sites continues in Halton, especially given the borough's chemical heritage, and new sites have recently been acquired by HBC.

#### *Summary of key activities undertaken / planned during the year*

St. Michael's golf course is currently undergoing a second remediation phase, the new Environment Protection Act having been introduced since its first remediation exercise in the 70's and 80's.

In addition, reclamation work has taken place at 3MG, as land has been cleared for development to support the new multi-modal railfreight park and former grot-spot business premises at Eddarbridge have been cleaned up, transforming the facility. On the back of these developments, new distribution and warehousing facilities have been developed, attracting a wholesale Tesco operation to the site, bringing with it much needed jobs.

NWDA and landfill tax credits have also facilitated the remediation and development of a new local leisure facility known as Halebank Rec. This area now supports new woodland planting, a wildlife water feature, mounding work and cycle/pathways, as well as outdoor fitness facility and children's park which are now available for local community use.

**URBAN RENEWAL**

Moss Bank Linear Park has also been created from an area of dereliction on the Widnes Waterfront, transforming an area of neglected and unused railway line into a pleasant leisure amenity that links aspects of this programme of work. This development has included site clearance, excavation for paving and tree-pits at the main entrances to the park, together with a new footpath and cycleway which runs from Spike Island through to the Trans-Pennine Trail leading to Warrington. A shrub and tree planting scheme enhances the seeded grass and wildflowers which was inspired by pioneering work promoted by the Butterfly Conservation charity.

In addition, in April, 2009 Virgin Trains and Network Rail developed and opened a new multi-storey car park from derelict land at Runcorn Train Station, facilitated by HBC and providing 198 parking spaces and a new wind turbine facility at the station.

The temporary car park used as an interim measure for the station is now available to users of the adjacent playing field and this accommodates more than 100 cars, thus easing general parking in the area.

## URBAN RENEWAL

<b>UR 3</b>	<b>Facilitate the relocation of businesses affected by the construction of the Mersey Gateway Bridge (businesses identified 78)</b>
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Baseline	2009 - 10			2011	
	Target	Actual	Progress	Target	Projected
n/a	0	1	✓	77	?

### *Data Commentary*

The data relates to the period 2009-10

Target may be revised when the General Vesting Declaration is made following confirmation of orders.

### *General Performance Commentary*

The level of performance is in line with the activities agreed with the MG Officer Project Board.

### *Summary of key activities undertaken / planned during the year*

The MG Team continue to hold discussions with affected businesses in line with the Mersey Gateway Relocation Strategy ahead of the confirmation of orders.

Once the government approve this development, other relocations of affected businesses will be implemented.



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

**DATE:** 16 June 2010

**REPORTING OFFICER:** Chief Executive

**SUBJECT:** Performance Management Reports for 2009/10

**WARDS:** Boroughwide

### **1.0 PURPOSE OF THE REPORT**

1.1 To consider and raise any questions or points of clarification in respect of the 4<sup>th</sup> quarter performance management reports on progress against service plan objectives and performance targets, performance trends/comparisons, factors affecting the services etc. for;

- Health & Partnerships
- Highways & Transportation
- Environmental & Regulatory Services
- Culture & Leisure
- Major Projects
- Economic Regeneration

### **2.0 RECOMMENDATION: That the Policy & Performance Board;**

- 1) Receive the 4<sup>th</sup> quarter performance management reports;
- 2) Consider the progress and performance information and raise any questions or points for clarification; and
- 3) Highlight any areas of interest and/or concern where further information is to be reported at a future meeting of the Policy and Performance Board.

### **3.0 SUPPORTING INFORMATION**

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

3.2 The quarterly reports are on the Information Bulletin to reduce the amount of paperwork sent out with the agendas and to allow Members access to the reports as soon as they have become available. It also provides Members with an opportunity to give advance notice of any

questions, points or requests for further information that will be raised to ensure the appropriate Officers are available at the PPB meeting.

#### **4.0 POLICY IMPLICATIONS**

There are no policy implications associated with this report.

#### **5.0 OTHER IMPLICATIONS**

There are no other implications associated with this report.

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

The quarterly performance monitoring reports demonstrate how services are delivering against the objectives set out in the relevant service plan. 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 priorities listed below;

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

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

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

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

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

##### **6.6 Corporate Effectiveness and Efficient Service Delivery**

#### **7.0 RISK ANALYSIS**

N/A

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

N/A

#### **9.0 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>
N/A		

## QUARTERLY MONITORING REPORT

**DIRECTORATE:** Health & Community  
**SERVICE:** Health & Partnerships  
**PERIOD:** Quarter 4 to period end 31<sup>st</sup> March 2010

### 1.0 INTRODUCTION

This quarterly monitoring report covers the Health & Partnerships Department fourth quarter period up to 31<sup>st</sup> March 2010. It describes key developments and progress against all objectives and performance indicators for the service

Given that there are a considerable number of year-end transactions still to take place a Financial Statement for the period has not been included within this report in order to avoid providing information that would be subject to further change and amendment. The final 2009 / 10 financial statements for the Department will be prepared and made available via the Council's Intranet once the Council's year-end accounts have been finalised. A notice will be provided within the Members' Weekly Bulletin as soon as they are available

The way in which traffic light symbols have been used to reflect progress to date is explained in Appendix 6

### 2.0 KEY DEVELOPMENTS

#### **Contracts & Commissioning**

##### **Quality Assurance Team**

##### **Supported Living Services**

Preparatory work has started on the tender for supported living services for people with a learning or mental health disability. Specifications and a communication plans have been drawn up. A number of key changes have been incorporated into the specification and contract to enable services to be more flexible and responsive to individual needs in line with personalisation

##### **Meals on wheels tenders**

The award of contract to the new Provider will take place on the 12<sup>th</sup> March 2010. The new Provider is called "I CARE " and has extensive experience throughout the North West.

The new contract will come into force on the 26<sup>th</sup> April.

This service provides 61,445 meals to 204 people

##### **Commissioning**

Halton BC has purchased a social marketing analysis software package to enhance the quality of information produced through Halton's Health observatory. The 'in-site' package will assist commissioners to understand the

interrelationship of factors such as economic deprivation, poor housing and poor health outcomes.

Proposals to decommission the existing service for statutory community care assessments of need for children, adults who are deaf or deafblind and their carers has been deferred whilst consultation is undertaken. An extension to the contract with the existing provider has been agreed from April to September 2010 to ensure the Council can meet its legal duty.

Quotes have been obtained for phase 1 of the implementation of the Supporting People Gateway service. A contract is due to be awarded in April 2010.

### **Home repossessions**

Government has provided Councils with extra funding to help fight the rising tide of home repossessions. Halton was identified as one of 86 repossession 'hotspots'.

£65,000 has been awarded to Halton to provide small grants/loans to struggling households where short term financial support will help them to stay in their home on a sustainable basis.

An action plan and multi agency working group has been established, and a temporary new post created with the support of WNF funding to lead and coordinate the Council's response.

### **Service Planning & Training**

The Valuing People Now Partnership Board Annual Report Self Assessment Report 2009 - 2010 was completed and submitted on schedule.

The Department of Health issued new Eligibility Criteria guidance in February 2010 to come into effect from 1.4.10. The Directorate's Fair Access to Care Policy was subsequently reviewed.

The first Integrated Area Workforce Strategy (INLAWS) was developed for 2010/11. The focus of the first strategy is on the Personalisation agenda and the workforce requirements connected with Personal Assistants and Support Planners

### **Management Accounts/ Appointee & Receivership Service**

Transition arrangements to the new structures worked well with existing work plans and handover arrangements clarified in February and March 2010, thereby ensuring the transition to new working arrangements would be as smooth as possible.

Arrangements are also underway to transfer the role of Court appointed Deputy and DWP Council Appointee to the Centralised Finance Function, responsible for managing the finances of 215 vulnerable adults for the Council who lack the

Capacity to do this themselves.

**Direct Payments/ Individualized Budgets**

The number of service users in receipt of Direct Payments continues to increase. At the 31<sup>st</sup> March there were 278 service users and 655 carers receiving their service using a Direct Payment, with increases noted for service users over 65 and mental health service users - previously both hard to reach groups. A number of promotional activities have taken place this quarter with operational teams, service users and their carers with direct payments/ individualized budget and carers breaks continuing to be used innovatively.

Satisfaction with the service provided by this team remains high as during the year a Direct Payment survey was undertaken. This revealed that:

- 84% of people were extremely or very satisfied with the support for their direct payment.
- 83% of people changed their view about what they could achieve in their life for the better.

A PA survey is also in the process of being developed which will be sent out to all Personal Assistants in 2010/11. The responses to the questionnaire will also help us understand what sort of training and support personal assistants will need.

**3.0 EMERGING ISSUES**

**Transfer of staff**

A number of staff will be transfer to the new Centre of Excellence. The tenders will be carried out from this new team - April 2010. From this date the team will be losing 5 staff, and it will mean the team will only have 4 Contract Officers and 2 Care Arrangers in post.

**Safeguarding inspection**

The team are working alongside provider agencies to review safeguarding practice and procedures and to embed good practice through training and improved communication.

**Home Closure**

A nursing home in Widnes is closing. In the main the service has been commissioned through the PCT. However in line with our home closure procedure, officers from Health & Community will work with our colleagues in Health to minimise the effect on the people using the service and their families.

A number of commissioned services are working to meet action plans for improved performance, within a set timeframe. In the interim, the services will remain on intensive monitoring by the Quality Assurance Team.

**Outcomes model / data**




Work has been started on the outcomes model, which is a teleform that will

allow Providers across Social Care, SP , Dat and Mental Health to report outcomes / indicators on one form. This model will feed into the monitoring documentation of the Contract officers and will enable the Quality Assurance Team to map this information back to the 7 DoH Outcomes from *Our Health, Our Care, Our Say*

**Service Planning**

On 30<sup>th</sup> March, the Department of Health published the Social Care White Paper, '*Building the National Care Service*', which proposes the creation of the National Care Service (NCS) by 2015. The White Paper proposes appointing a Commission to examine the funding proposals, and envisages that the NCS will be led by local authorities, in partnership with the NHS and working with third sector organisations, the private sector and communities, to provide effective, higher quality services.




**4.0 PROGRESS AGAINST MILESTONES/OBJECTIVES**

<b>Total</b>	<b>22</b>		<b>19</b>		<b>0</b>		<b>3</b>
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The majority of milestones have been achieved within anticipated timescales. In one instance where this has not been possible measures have been put into place to ensure objectives are met later this year and in others delay has resulted as a consequence of delay with partner organisations.




**5.0 SERVICE REVIEW**

**6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS**

<b>Total</b>	<b>4</b>		<b>2</b>		<b>0</b>		<b>2</b>
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Although targets have not been met in two instances the overall trend is upwards in both cases.

## 6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS

<b>Total</b>	<b>14</b>		<b>6</b>		<b>0</b>		<b>8</b>
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Staffing shortages have impacted in some of those cases where targets have not been met, and in others the overall trend is upwards. In other cases the results are based on estimates, used because information is not yet available as yet, for example from ONS.

As a general comment it has been necessary to use estimated data where outturn data will not be available until May or June. This is explained within the report.

## 7.0 RISK CONTROL MEASURES

During the production of the 2009-12 Service Plan, the service was required to undertake a risk assessment of all Key Service Objectives.

Where a Key Service Objective has been assessed and found to have associated 'High' risk, progress against the application of risk treatment measures is to be monitored, and reported in the quarterly monitoring report in quarters 2 and 4. For further details please refer to Appendix 4.

## 8.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS

During 2008/09 the service was required to undertake an Equality Impact Assessment. Progress against actions identified through that assessment, with associated High priority are to be reported in the quarterly monitoring report in quarters 2 and 4.

## 9.0 DATA QUALITY

The author provides assurances that the information contained within this report is accurate and valid and that every effort has been made to avoid the omission of data. Where data has been estimated, has been sources directly from partner or other agencies, or where there are any concerns regarding the limitations of its use this has been clearly annotated.

## 10.0 APPENDICES

Appendix 1- Progress against Key Objectives/ Milestones  
 Appendix 2- Progress Against Key Performance Indicators  
 Appendix 3- Progress against Performance Indicators  
 Appendix 4- Progress against Risk Control Measures

Appendix 5- Progress Against High Priority Equality Risk Actions  
Appendix 6- Explanation of RAG symbols



Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
HP 1	<b>Working in partnership with statutory and non statutory organisations, evaluate, plan, commission and redesign services to ensure that they meet the needs and improve outcomes for the community of Halton</b>	Develop commissioning strategy for challenging behaviour/Autism Spectrum Disorder <b>Mar 2010</b> (AOF 6 & 30)	<input checked="" type="checkbox"/>	Business case presented in January 2010 and approved by the PCT
		Commission combined advice, support and sanctuary service for people experiencing domestic violence <b>Mar 2010</b> (AOF 6, 30 and 31)	<input checked="" type="checkbox"/>	Complete. Contract awarded in Dec 09 to Halton and District Women's Aid.
		Commission feasibility study for Supporting People 'Gateway' or single point of access service <b>Mar 2010</b> (AOF 6, 30 and 31)	<input checked="" type="checkbox"/>	Feasibility study complete. Quotes requested for delivery of phase 1 of the gateway service in March 10- contract to be awarded April 10.
		Establish effective arrangements across the whole of adult social care to deliver self directed support and personal budgets <b>Mar 2010</b> (AOF6)	<input checked="" type="checkbox"/>	Transformation Team now established. Good progress is being made against milestones. Project structure in place. A comprehensive training programme for staff, providers, the third sector, service users and carers is underway and phase 2 is being developed.  PSD Live pilot has been expanded to incorporate older people's assessment and care management teams. The aim is to test out the RAS process and

**APPENDIX ONE - PROGRESS AGAINST OBJECTIVES/MILESTONES  
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Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
				gather evidence to further inform future development.
		Commission supported living services for Adults with Learning Disabilities and People with Mental Health issues <b>Mar 2010</b> (AOF 6, 30 and 31)	<input checked="" type="checkbox"/>	<p>NDTi Inclusion web training has been completed and baseline evaluations are being completed for those people living in the residential services to be reconfigured to supported living.</p> <p>Support from the NDTi has been agreed to promote social inclusion amongst local providers.</p> <p>Mental health supported accommodation contracts are currently being reviewed and will be tendered out in 2010/11 as appropriate.</p>
		Redesign the housing solutions service to ensure the continued effective delivery of services <b>Mar 2010</b> (AOF6 &)	<input checked="" type="checkbox"/>	Service redesign is complete, although plans to relocate the service are on hold until the outcome of the corporate accommodation review.
		Deliver against the government target to reduce by half (by 2010) the use of temporary accommodation to house homeless households	<input type="checkbox"/>	Measures have been put in place to achieve the target, and whilst it is probable that the target will be attained by the end of 2010, it will not be achieved by March 2010.

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Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		<b>Mar 2010</b> (AOF 6, 30 and 31)		
		Introduce a Choice Based Lettings System to improve choice for those on Housing Register seeking accommodation <b>Dec2010</b> (AOF 11&30)	<input checked="" type="checkbox"/>	Board approval was obtained on the 4/3/10 to proceed with implementation. The project is on track to be completed toward the end of 2010.
		Commission floating services for vulnerable groups <b>Mar 2011</b> (AOF 6,30,31)	<input checked="" type="checkbox"/>	Been identified on procurement work plan for 2011.
		Work with the Council's Planning Department to introduce an affordable housing policy within the Local Development Framework <b>Mar 2011</b> (AOF 11)	<input type="checkbox"/>	The timetable for adoption of the Core Strategy and the production of related Development Plan Documents, of which the affordable housing policy will be one, has slipped. Consequently production and adoption of the policy is now likely to slip to the end of 2011.
HP2	<b>Effectively consult and engage with the community of Halton to evaluate service delivery, highlight any areas for improvement and contribute towards the effective re-design of services where required</b>	<i>Introduce new advocacy and service user involvement service <b>Mar 2010</b> (AOF 6 and 30)</i>	<input checked="" type="checkbox"/>	Complete. Contract awarded in June 2009 to North West Advocacy Services.
		<i>Update JSNA summary following community consultation <b>Mar 2010</b> (AOF</i>	<input checked="" type="checkbox"/>	Refresh complete. Summary of key findings presented to Healthy Halton PPB.

**APPENDIX ONE - PROGRESS AGAINST OBJECTIVES/MILESTONES  
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Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		6)		
		Continue to survey and quality test service user and carers experience of services to evaluate service delivery to ensure that they are receiving the appropriate outcomes <b>Mar 2010</b> (AOF 32)	<input checked="" type="checkbox"/>	<p>Quality of life service data has now been collected and teams are updated on two specific questions about respect and safety on a monthly basis as these are deemed to key questions. Data analysis is ongoing.</p> <p>A new carer survey feedback form has been designed and carers have been consulted on it. Carers registered they did not like the form that had been designed and are now being asked to design it so it can be finalised for use by 31<sup>st</sup> March 2010. The form will start to be used as soon as it is completed.</p>
HP3	<b>Ensure that there are effective business processes and services in place to enable the Directorate to manage, procure and deliver high quality, value for money services that meet people's needs</b>	<i>Agree with our PCT partners the operational framework to deliver Halton's section 75 agreement <b>Mar 2010</b> (AOF 33,34 and 35)</i>	<input checked="" type="checkbox"/>	Operational framework agreed but further revisions to Section 75 underway. Review again September 2010.
		<i>Review commissioning framework for Supporting</i>	<input checked="" type="checkbox"/>	Completed.

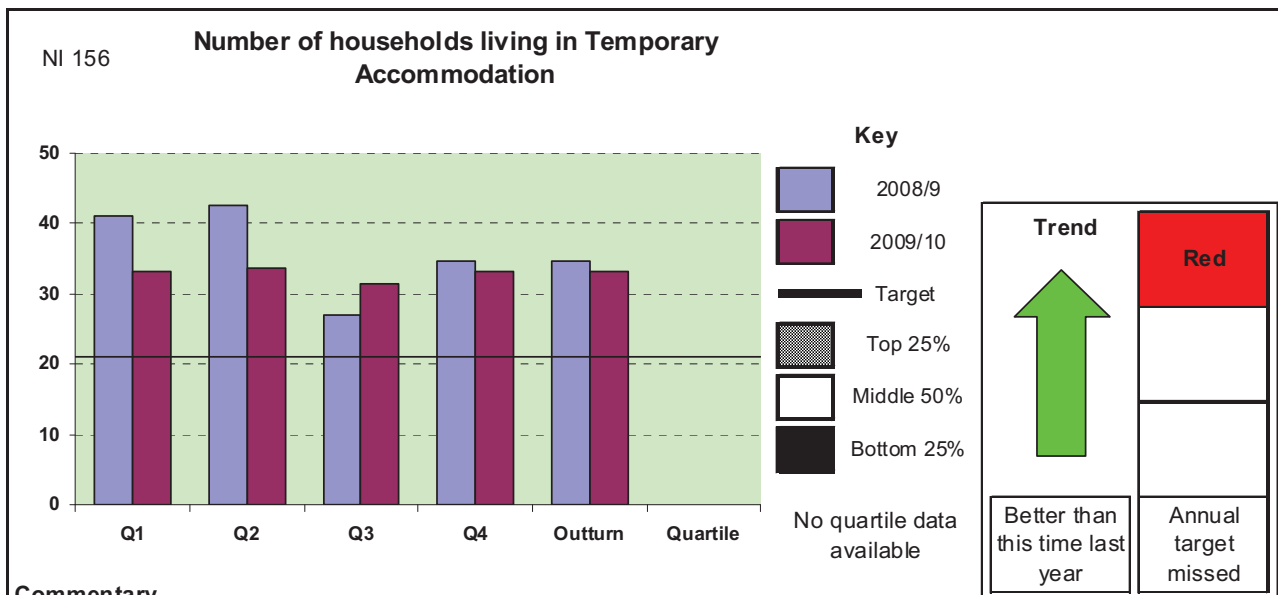
Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		<i>People to ensure links to LSP Mar 2010 (AOF 33 and 34)</i>		
		Assess, on a quarterly basis, the impact of the Fairer Charging Policy strategy to ensure that the charging policy is fair and operates consistently with the overall social care objectives <b>Dec 2009</b> (AOF34)	<input checked="" type="checkbox"/>	Revised policy presented to Exec Board Sub Committee on 10/09. Draft proposals for 2010/11 prepared submitted and agreed by Full Council.
		<i>Following the publication of the new national guidance on complaints, review, develop, agree and implement a joint complaints policy and procedure to ensure a consistent and holistic approach <b>Nov 09</b> (AOF 33)</i>	<input checked="" type="checkbox"/>	A meeting took place with Helen Sanderson (HS) about the production of a performance management framework. HS are currently scoping what other LA's use so that it can be utilised to help design Halton's framework. A draft framework has been produced and will be considered by the Directorate during April/May 2010  The new person centred assessment, review and care support plan process forms part of the framework
		<i>Review and revise the performance monitoring</i>	<input checked="" type="checkbox"/>	A new outcome focussed review from has been agreed and a

**APPENDIX ONE - PROGRESS AGAINST OBJECTIVES/MILESTONES  
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Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		<p><i>framework according to changing service needs to ensure that any changing performance measure requirement are reflected in the framework and the performance monitoring cycle <b>Sep 2009</b> (AOF33)</i></p>		<p>person centred assessment is being developed using a RAS system. We have liaised with Helen Sanderson and have discussed the production of an outcomes framework. A draft version of this should be ready by the end of March/April.</p> <p>These forms will be replicated in Carefirst6 and appropriate records will be held so we can measure our effectiveness in delivering the outcomes people want.</p>
		<p><i>Develop and implement appropriate workforce strategies and plans to ensure that the Directorate has the required staff resources, skills and competencies to deliver effective services <b>Mar 2010</b> (AOF 39)</i></p>		<p>The first Integrated Area Workforce Strategy (INLAWS) was developed for 2010/11. The focus of the first strategy is on the Personalisation agenda and the workforce requirements connected with Personal Assistants and Support Planners</p>
		<p>Develop a preliminary RAS model and explore impact on related systems <b>Apr 2010</b> (AOF 34)</p>		<p>Testing currently underway. The outcome of testing will be reviewed and further amendments to the RAS system will be implemented. Impact on current systems has been reviewed</p>

**APPENDIX ONE - PROGRESS AGAINST OBJECTIVES/MILESTONES  
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Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
				and a working group has been set up to identify the new IT systems required.
		Review existing Direct Payment arrangements to ensure alignment with the personalisation agenda <b>May 2010</b> (AOF 34)	<input checked="" type="checkbox"/>	Staffing reviewed and additional capacity created to meet personalisation agenda. Progress made in quarter redesigning Direct Payment guides e.g. Employing a Personal Assistant following service user consultation. The previously piloted North West in line Personal Assistant Register went live in October 2009. To date four direct payment clients have used this service to advertise for a PA vacancy.
		Review & update, on a quarterly basis, the 3 year financial strategy <b>Mar 2010</b> (AOF 34)	<input type="checkbox"/>	Discussions with the PCT continue and mediation has been sought from DOH over the Valuing People transfer.
		Review and deliver SP/Contracts procurement targets for 2009/10, to enhance service delivery and cost effectiveness <b>Mar 2010</b> . (AOF35)	<input checked="" type="checkbox"/>	Progress is being made on the ALD tender A range of measures are being developed to integrate Personalisation and achieve the target date of 31.3.11.

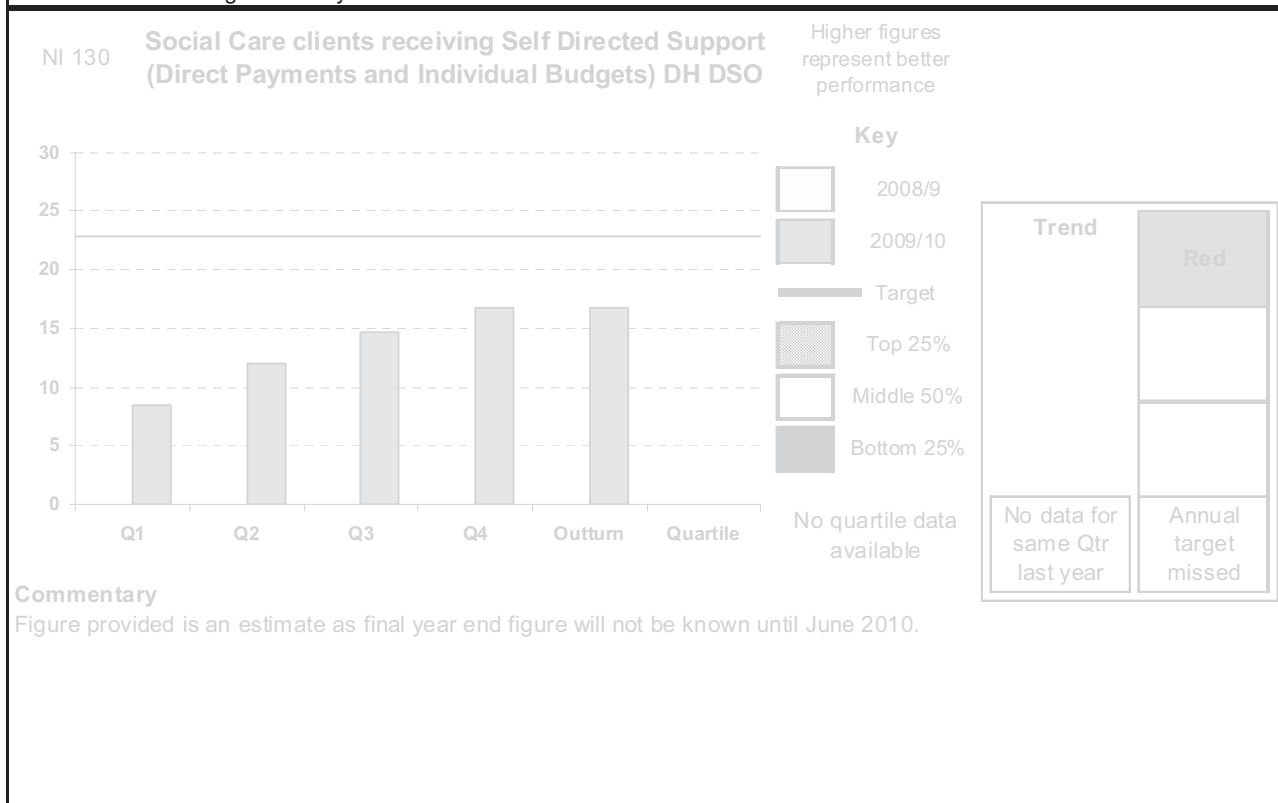


**Commentary**

Q1 - 33, Q2 - 34, Q3 - 30 Q4-23 Total 130

The Housing Solutions Team provides a comprehensive range of housing options to customers. The team strives to reduce the reliance upon TA, with the objective aim to achieve the CLG target and offer sustainable accommodation to customers.

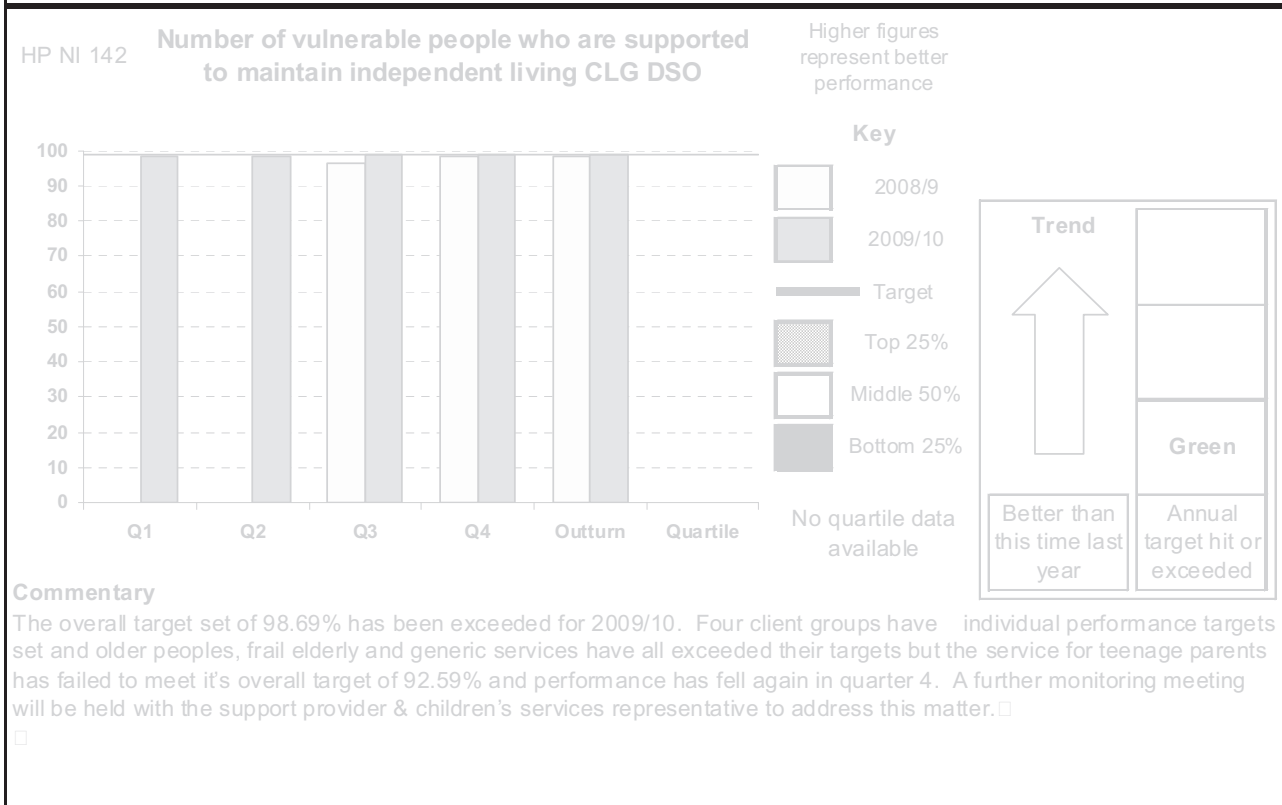
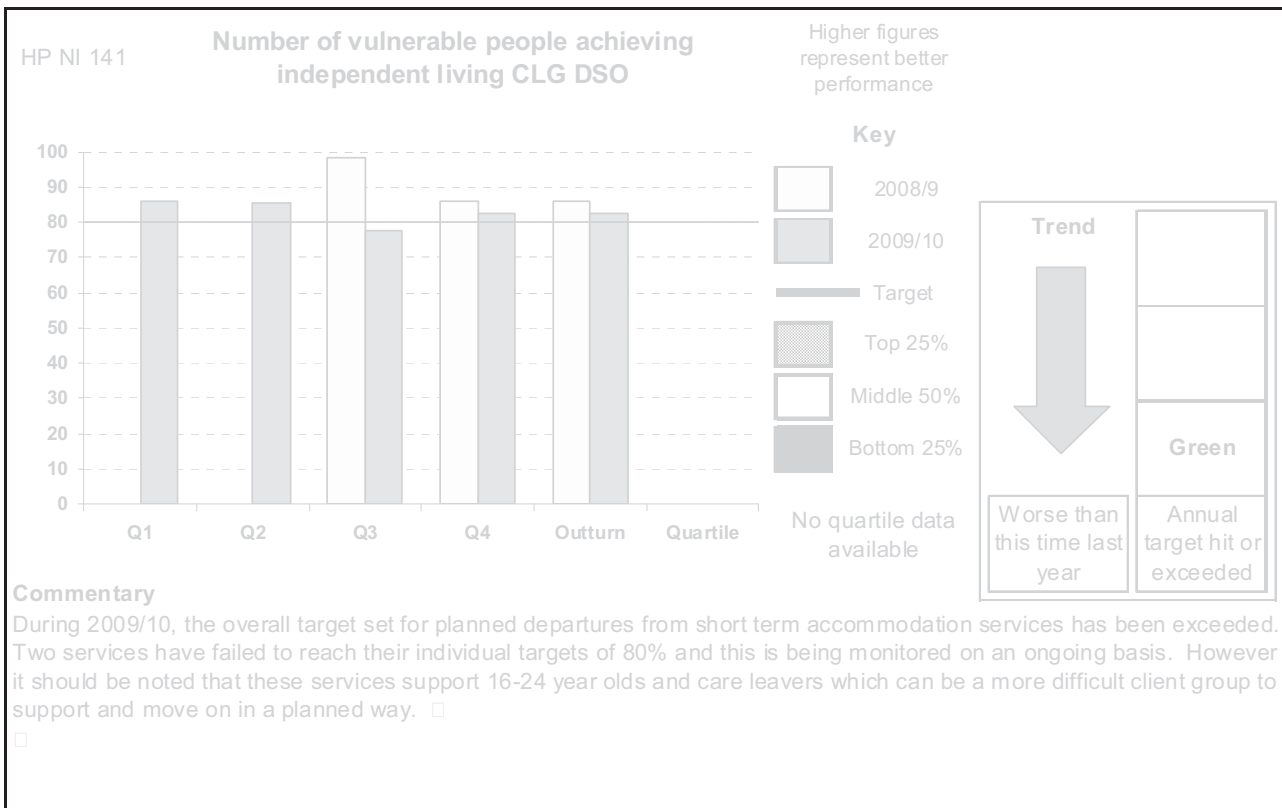
There has been a slight reduction in Q4; however, further provisions are underway to ensure that the authority achieves the CLG baseline TA target of 16 by Q1 2010/11



**Commentary**

Figure provided is an estimate as final year end figure will not be known until June 2010.








The following Key Indicators cannot be illustrated graphically for the following reasons: -

**NI 127** Self expected experience of Social Care Workers



Indicator is derived from the Equipment Survey. Figure provided is an estimate and final year end figure will not be known until June 2010. No symbol assigned as no 2009/10 target set. (Q4 – 76.75% E)

**NI 131** Delayed transfers of care


Data derived from health. Not yet available

Ref.	Description	Actual 2008/09	Target 2009/10	Quarter 4	Progress	Commentary
<b>Cost &amp; Efficiency</b>						
HP LI 1	% of SSD directly employed posts vacant on 30 September	7.9	8	12.84		With the Efficiency Review and the modernisation agenda of adult social care in full flow during 2009/2010, many vacant posts within Adult Social Care have been put on hold. This has created a variance with the target figure that had been set at the beginning of the year.
<b>Quality</b>						
<b>Service Delivery</b>						
HP LI 2	No of relevant staff in adult SC who have received training (as at 31 March addressing work with adults whose circumstances make them vulnerable	450	475	475		Printed out relevant staff list from SSDS001 and obtained all Safeguarding Adults Training registers for 2005-06, 2006-07, 2007-08, 2008-09 & 2009-10 to date. Mapped signatures against staff list and calculated attendance. Working closely with the Safeguarding Vulnerable Adults Co-ordinator and operational services, staff will be allocated specific training dates to ensure meeting target.
HP LI 3	% of relevant social care staff in post who have had training (as at 31 March) to identify and assess risks to adults whose circumstances make	71%	81%	84%		Printed out relevant staff list from SSDS001 (30.9.08) and obtained all Risk Assessment Training Registers for 2005-06, 2006-07, 2007-08, 2008-09 & 2009-10 to date. Mapped signatures against staff list and calculated attendance. Working closely with operational services staff will




Ref.	Description	Actual 2008/09	Target 2009/10	Quarter 4	Progress	Commentary
	them more vulnerable					be allocated specific training dates to ensure meeting target.
HP LI 4	Estimate % of relevant staff employed by independent sector registered care services that have had training on protection of adults whose circumstances make them vulnerable.	82%	82%	86%	<input checked="" type="checkbox"/>	<p>Obtained all Safeguarding Vulnerable Adults Registers, then identified Independent Sector attendees that had attended the Facilitators, Train the Trainer, Basic Awareness and Referrers Training and obtained the Ind. Sector Staffing numbers from Contracts Section.</p> <p><b>709</b> Ind. Sector Staff attended training and <b>133</b> attended Facilitators/Train the Trainer Training, therefore, assuming that each facilitator trained <b>3</b> members of their team that gives a total of <b>1108</b>. <b>Assuming a 20% turnover on the staff trained (886) the calculated percentage is 86%</b> from a grand staffing total of <b>1035</b></p>
HP LI 5	Households who considered themselves as homeless, who approached the LA housing advice service, and for whom housing advice casework intervention resolved their situation (the number divided by the number of thousand households in the Borough).	5.4	4.0	6.3	<input checked="" type="checkbox"/>	<p>Q1 - 58 cases Q2 - 89 cases Q3 - 90 cases Q4 – 83 cases Total cases - 320</p> <p>The service being transferred back to the Local Authority has seen a vast improvement in the service provision. The officers are more community focused on prevention initiatives, thus</p>

Ref.	Description	Actual 2008/09	Target 2009/10	Quarter 4	Progress	Commentary
						offering a proactive and solution based service to customers. Key factors to the increase in prevention outcomes / target achieved.
H LI 6	The proportion of households accepted as statutorily homeless who were accepted as statutorily homeless by the same LA within the last 2 years	1.2	1.2	1.27		<p>Q1 – 0 cases, 29 acceptances            Q2 – 0 cases, 47 acceptances            Q3 – 1 case, 39 acceptances            Q4 - 1 case, 42 acceptances            total acceptances 157</p> <p>Relocation of the service coupled with the use of customer services being first point of contact has proven successful and contributory to the overall service improvements and achieved targets.</p> <p>Homeless prevention initiatives have gradually reduced the level of statutory homelessness within the district, including the reliance upon the Local Authority for accommodation. The service is working with all housing providers to increase the range of options for customers.</p>
HP LI 7	Percentage of SSD directly employed staff that left during the year.	7.58	8	8.5		<p>Due to the Efficiency Review, a high number of leavers went during March 2010 and this has impacted slightly on the overall percentage. During 2010/11, this figure should balance out again and be on target.</p>

**APPENDIX THREE - PROGRESS AGAINST KEY AND OTHER INDICATORS  
 Health & Partnerships**

Ref.	Description	Actual 2008/09	Target 2009/10	Quarter 4	Progress	Commentary
HP LI 8	Percentage of Social Services working days/shifts lost to sickness absence during the financial year.	8.03	8	6.87	<input checked="" type="checkbox"/>	This figure includes sickness absence up to and including end of February 2010. The figure is lower than in previous months, and well within the target set of 8%.
HP LI 9	The percentage of undisputed invoices, which were paid in 30 days	99	97	NYA	NYA	Final year end figure not yet available.
<b>Area Partner National Indicators:</b>						
The indicators below form part of the new National Indicator Set introduced on 1 <sup>st</sup> April 2008. Responsibility for setting the target, and reporting performance data will sit with one or more local partners. As data sharing protocols are developed, baseline information and targets will be added to this section.						
NI 39	Hospital Admissions for Alcohol related harm	2354.8	2137.9	2548.6 E		The Q4 data is not yet available and therefore an estimate has been used for Q4 based on actual figures for Jan and Feb and an 11 month average for March.  Year end figure is therefore an estimate.
NI 119	Self-reported measure of people's overall health and well-being			NYA	NYA	Data derived from place survey which is not being undertaken until later 2010.
NI 120	All-age all cause mortality rate	Male 851.9	Male 780	Male 803.8E		Quarter 4 is the position as of February 2010 - March 2010 data will not available until May 2010 from ONS.

**APPENDIX THREE - PROGRESS AGAINST KEY AND OTHER INDICATORS  
Health & Partnerships**

Ref.	Description	Actual 2008/09	Target 2009/10	Quarter 4	Progress	Commentary
		Female 690.3	Female 590	Female 597.3E		
NI 121	Mortality rate from all circulatory diseases at ages under 75	64.3	83.21	88.8E		Quarter 4 is the position as of February 2010 - March 2010 data will not available until May 2010 from ONS.
NI 122	Mortality from all cancers at ages under 75	161.7	128.9	166.8E		Quarter 4 is the position as of February 2010 – March 2010 data will not available until May 2010 from ONS.
NI 123	16+ current smoking rate prevalence – rate of quitters per 1000 population	687	961	888		Q4 figures are a snapshot as of April 7 <sup>th</sup> and full outturn figures are not yet available.
NI 124	People with a long term condition supported to be independent and in control of their treatment		NYA	NYA	NYA	Data derived from a patient survey which is not yet due to take place.
NI 126	Early access for women to maternity services		3002	1319		This data is actual data supplied by the provider.
NI 128	User reported treatment of respect and dignity in their treatment			92.99%E	N/A	Indicator is derived from the Equipment Survey. Figure provided is an estimate and final year end figure will not be known until June 2010. No symbol assigned as no target.
NI 137	Healthy life expectancy at age of 65			NYA	NYA	Data derived from place survey which is not being undertaken until later 2010.

Key Objective	Risk Identified	Risk Treatment Measures	Target	Progress	Commentary
<p>HP2</p> <p>Milestone: Update JSNA summary following community consultation</p>	<p>Failure to identify resources/skills required to refresh data and summary on an annual basis and produce full JSNA on 3yr basis</p>	<p>Work with colleagues in Public Health, Corporate Intelligence Unit and CYP to identify staff with appropriate skills/knowledge to undertake work</p> <p>Ensure that work on JSNA is built into identified staffs work programmes</p> <p>Establish formal reporting mechanism for progress with JSNA to Health PPB</p>	<p>March 2010</p>	<p><input checked="" type="checkbox"/></p>	<p>Resources have been identified within Public Health to complete health data analysis.</p> <p>Restructure within HBC is causing some delay identifying responsibilities within each new directorate. However, Halton BC has purchased a social marketing analysis software package to enhance the quality of information produced through Halton's Health observatory. The 'in-site' package will assist commissioners to understand the interrelationship of factors such as economic deprivation, poor housing and poor health outcomes.</p>
	<p>Failure to implement comprehensive community consultation</p>	<p>Work with colleagues in Public health, corporate communications and CYP to identify staff with appropriate skills/knowledge to carry out annual consultation.</p> <p>Ensure that work on JSNA</p>	<p>March 2010</p>	<p><input type="checkbox"/></p>	<p>No significant progress in this area. However, the development of a communication will form part of the work plan for the service development officer identified to work on the JSNA.</p>



Key Objective	Risk Identified	Risk Treatment Measures	Target	Progress	Commentary
		consultation is built into identified staffs work programmes			
<p>HP 2</p> <p>Milestone: Continue to survey and quality test service user and carers experience of services to evaluate service delivery to ensure that they are receiving the appropriate outcomes</p>	<p>Failure to demonstrate outcomes and work with service users to improve them could mean that poor services are provided to the people that need them and ultimately reduce the Directorate's performance rating</p>	<p>Contact Centre Surveys undertaken on new service users to test service experience</p> <p>Surveys undertaken on specific topics through the year so that outcomes are tested and views on service improvements are sought.</p>	<p>Nov 2010</p>	<p><input checked="" type="checkbox"/></p>	<p>The new service users contact centre survey has been replaced by a quality of life questionnaire that is undertaken with all service users at review these include questions about service provision so that feedback on services can be obtained and acted upon.</p> <p>The lifeline service user survey ahs been updated and is also undertaken at review so that feedback on services can be obtained and acted upon.</p>
<p>HP 3</p> <p>Milestone: Following the publication of the new national guidance on complaints, review, develop, agree and implement a joint complaints policy and</p>	<p>Failure to respond to the statutory performance agenda and care frameworks could impact on the people the Directorate provides services to and the performance rating of the Directorate.</p>	<p>An annual performance strategy is created that details all the checks and balances in place so that performance is monitored appropriately. This includes a timetable of the reporting and testing mechanisms that are used</p>	<p>September 2009</p>	<p><input checked="" type="checkbox"/></p>	<p>A Performance Strategy has been created and forwarded to the Operational Director for approval.</p>

**APPENDIX FOUR - PROGRESS AGAINST RISK CONTROL MEASURES**  
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Key Objective	Risk Identified	Risk Treatment Measures	Target	Progress	Commentary
procedure to ensure a consistent and holistic approach		to monitor performance.			
HP3 Milestone: Develop a preliminary RAS model and explore impact on related systems	Failure to follow a staged approach to developing the preliminary RAS model will not highlight areas of concern and meet NI 130 targets.	A ongoing monitoring of performance development, highlighting findings and taking appropriate action to amend the RAS	April 2010	<input checked="" type="checkbox"/>	The Personalisation team is evaluating Halton's bespoke questionnaire. Points allocated are being fed into the developing Desktop RAS which will be available at the end of April 2010 to test a further 10 physical and sensory disability service users and 10 older service users, The outcome of this test will be evaluated and any necessary changes made to the questionnaire and RAS. Following these changes the RAS will be tested on a further 20 service users before general roll out.
	Failure to review on going performance development to ensure RAS is continually updated	Regularly review RAS with appropriate managers, and provide progress reports on a monthly basis	March 2010	<input checked="" type="checkbox"/>	All social work teams have been informed of their Direct payment/ Individualised budgets targets for service users and carers for 2009/10 with monthly performance monitoring reports used to monitor progress to date. Feedback from Managers is also

**APPENDIX FOUR - PROGRESS AGAINST RISK CONTROL MEASURES  
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Key Objective	Risk Identified	Risk Treatment Measures	Target	Progress	Commentary
					contributing to the development of the questionnaire and RAS future model.
	Failure to explore areas of concern on related systems and flag issues with manager	Regularly review RAS with appropriate managers, and provide progress reports on a monthly basis	March 2010	<input checked="" type="checkbox"/>	Progress is reported via the Finance Work stream Group, TASC Board and Self Directed Support Board to address areas of concern. Training Plans have also been put in place for the Mental Health Team
HP3 Milestone: Review existing Direct Payment arrangements to ensure alignment with the personalisation agenda	Not consulting with all relevant parties throughout the process may delay the alignment of the agenda	Regular meetings of the Self Directed Support Groups will ensure all parties are informed and any areas of concern highlighted and considered. Consultation with service users arranged.	May 2010	<input checked="" type="checkbox"/>	A Further meeting was held with the support group for service users and carers in March. Both Service users and carers were given an update or the progress with regards to the personalisation agenda. A pilot has also been undertaken with a number of individuals from Learning disability, Physical disability and Mental health services to undertake support planning. This has resulted in an increased uptake of people who have been given an individualised budget
HP3 Milestone: Review and deliver SP/Contracts	Failure to secure/retain adequate staffing resources within team to project manage tender process	Secure support from SMT to resource team at level needed to complete 2009/10 work programme	March 2010	<input checked="" type="checkbox"/>	The tenders will be moving to the new Centre of Excellence. The staffing resource will move with it. There will be no staff resource left within the team to pick up further

**APPENDIX FOUR - PROGRESS AGAINST RISK CONTROL MEASURES  
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Key Objective	Risk Identified	Risk Treatment Measures	Target	Progress	Commentary
procurement targets for 2009/10, to enhance service delivery and cost effectiveness		<p>Limit opportunities for secondment to reduce loss of skills/knowledge within the team</p> <p>Agree priority work areas (based on risk) and offer advice and guidance only in respect to projects/tenders deemed low risk</p>			tenders
	Unable to award contract due to lack of or poor quality of tender submissions	<ul style="list-style-type: none"> <li>• Maximise opportunities for providers to submit comprehensive tenders by building in sufficient time for returns at each stage of the tender process.</li> <li>• Advertise tenders on a national basis.</li> <li>• Develop contingency plans for the extension of existing services subject to tender.</li> </ul>	March 2010	<input checked="" type="checkbox"/>	<p>Using Due North – HBC’s new E tendering system.</p> <p>All tenders will move to new Centre of Excellence from April 10</p>

Strategy/Policy/Service	HIGH Priority Actions	Target	Progress	Commentary
Housing	Private Sector Housing Conditions survey to be carried out, with resulting data disaggregated and analysed for race and disability	March 2010		Whilst the survey and written report of the findings have been completed, the Council is still awaiting the raw data. This is expected to be available by May 2010, when it will be analysed for race and disability issues.
Business Support	Collection and analysis of biannual service user survey, disaggregated by equality strand	March 2010		Completed

Service Planning	Carry out a consultation and scoping project to identify LGBT carers and potential carers to identify any specific needs not currently addressed, ensuring that services are responsive to needs	March 2010	<input checked="" type="checkbox"/>	The scoping exercise was carried out in October 2009 and went out via a postal survey through the “Cheshire Cheese” magazine (which is a magazine that is sent to people that would describe their sexuality as gay, lesbian, bisexual or transgender) 97 surveys were sent out and non were returned. We are also addressing this issue at the NW Leads Network group, where it has been acknowledged that most people that would describe themselves as LGBT would prefer to use integrated services. HBC will however be contributing to the funding of a joined up helpline; along with other local authorities within the NW. I have also met with Linda Patel – Consultant for NW leads network who has made a number of recommendations which will be integrated into the refreshed Joint Commissioning Carers Strategy 2009 - 2012
Older People’s Services	Appointment of a Dignity Coordinator to drive the agenda forward in relation to older people in health and social care settings	March 2010	<input checked="" type="checkbox"/>	Dignity coordinator in post, action plan developed and being implemented.



The RAG symbols are used in the following manner:

	<u>Objective</u>	<u>Performance Indicator</u>
<u>Green</u>	 Indicates that the milestone/objective <u>will</u> be achieved within the identified timeframe.	Indicates that the annual target <u>will</u> , or has, been achieved or exceeded..
<u>Amber</u>	 Indicates that at this stage it is <u>uncertain</u> as to whether the milestone/objective will be achieved within the identified timeframe.	Indicates that it is either <u>unclear</u> at this stage or too early to state whether the target is on course to be achieved.
<u>Red</u>	 Indicates that the milestone/objective <u>will not</u> , or has not, been achieved within the identified timeframe.	Indicates that the <u>target</u> will not be achieved unless there is an intervention or remedial action taken.



## QUARTERLY MONITORING REPORT

**DIRECTORATE:** Environment  
**SERVICE:** Highways, Transportation & Logistics  
**PERIOD:** Quarter 4 to year-end 31<sup>st</sup> March 2010

### 1.0 INTRODUCTION

This quarterly monitoring report covers the Highways, Transportation & Logistics Department fourth quarter period up to 31<sup>st</sup> March 2010. It describes key developments and progress against all objectives and performance indicators for the service.

Given that there are a considerable number of year-end transactions still to take place a Financial Statement for the period has not been included within this report in order to avoid providing information that would be subject to further change and amendment. The final 2009 / 10 financial statements for the Department will be prepared and made available via the Council's Intranet once the Council's year-end accounts have been finalised. A notice will be provided within the Members' Weekly Bulletin as soon as they are available.

The way in which symbols have been used to reflect progress to date is explained within Appendix 5.

### 2.0 KEY DEVELOPMENTS

#### **Silver Jubilee & Mersey Gateway Bridges**

On 31/03/10 DfT confirmed that HBC's Major Maintenance Bid for bridge maintenance in the Silver Jubilee Bridge Complex had been granted full approval. This provides an additional £18.6m over a 5 year period commencing 2011/12 for addressing the maintenance backlog for the SJB and its approach structures.

Should Mersey Gateway receive approval from government, HBC would review the scope and programme of the SJB works both to take account of the infrastructure changes associated with the Gateway scheme and also to take advantage of any savings made available by being able to transfer traffic to the Gateway bridge during periods of major maintenance

### **Local Transport Plan LTP3**

Work has commenced on the preparation of Halton's next Local Transport Plan (LTP 3) which is due to become effective from April 2011. Initially, the intention was that a Joint LTP 3 would be prepared by Halton and the Merseyside Authorities but the Merseyside Integrated Transport Authority (previously the Merseyside Passenger Transport Authority) took the unexpected decision in early February that two LTPs should be produced. This had the unfortunate affect of disrupting the proposed timescales for document preparation and public consultation for Halton but it is hoped that this ground can be recovered. In spite of the ITA's decision it is intended that partnership working between Halton and Merseyside continue and it is hoped that an overarching transport strategy for the Liverpool City Region can be produced.

## **3.0 EMERGING ISSUES**

### **Highways - Winter Maintenance**

Two successive severe winters have taken effect on the condition of our local roads, resulting in a 3% increase (to 11%) of the unclassified highway network where structural maintenance needs to be considered (as measured under local indicator HTL LI15).

This relatively small deterioration is indicative of our successful programmed maintenance in previous years, and appears to be confined to more minor parts of the network and estate roads. Principal and Classified road condition does not appear to have been affected to the same extent, largely due to the investments made in structural maintenance of our highways. The Government has made an additional £100m available to local highway authorities to help repair roads following the severe winter, of which Halton will receive an extra £167,000 for highway maintenance in 2010/11.

This additional funding will enable repair and reconstruction work to be targeted on frost damaged roads, restoring carriageway condition, making them less susceptible to potholes and better able to withstand severe winter in future years.

### **Flood and Water Management**

It is expected that the Flood and Water Management Bill will be enacted before the next General Election. This Bill is designed to provide more comprehensive management of flood risk for people, homes and

businesses. If enacted, Halton will as a Unitary Authority become a Lead Local Flood Authority responsible for managing flood risk in accordance with the national strategy and will accordingly have, for example, increased responsibilities for approving and maintaining sustainable drainage systems (SUDs) and surface water management. These responsibilities will have resource implications which are yet to be determined but the Government has already indicated that they will be significant enough to warrant the award of an Area Based Grant to assist with the new duties. A detailed paper on this subject area is due to go to the Urban Renewal and Performance Board in June.

**ITA Governance Review**

The Local Transport Act replaced existing Passenger Transport Authorities, including the Merseyside PTA, with Integrated Transport Authorities and it enables a thorough review of their governance and responsibilities to be undertaken. Apart from allowing an examination of whether the organisation is fit for purpose it also allows for consideration to be given to an ITA taking on additional responsibilities including the transport and highways powers of local authorities. This review affects Halton as part of the Liverpool City Region. This review has been ongoing and is expected to report back in the summer/autumn of 2010.

**Future Funding**

Indication are being received from the Department for Transport that serious cuts in funding can be expected in the coming years, and possibly as early as 2010/11, mainly due to the global economic crisis. Any reduction in funding is likely to implications for the delivery of both services and capital projects. Cuts could apply to the settlement received through the LTP and to the Regional Funding Allocation (RFA) which supports Major Schemes across the North West.

**4.0 PROGRESS AGAINST OBJECTIVES / MILESTONES**




<b>Total</b>	<b>6</b>		<b>6</b>		<b>0</b>		<b>0</b>
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With the exception of issues around the Mersey gateway, which are subject to external constraint, all objectives for the service have progressed as planned and additional details are provided in Appendix 1.

**5.0 SERVICE REVIEW**

There are no issues to report.

**6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS**

<b>Total</b>	<b>13</b>		<b>10</b>		<b>0</b>		<b>3</b>
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With the exception of the condition of unclassified roads and bus service punctuality all targets have been met / exceeded. For further details, please refer to Appendix 2.

**6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS**

<b>Total</b>	<b>14</b>		<b>11</b>		<b>0</b>		<b>3</b>
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A small number of other performance indicators for the service have failed to achieve their annual target and additional details are provided within Appendix 3.

**7.0 RISK CONTROL MEASURES**

During the production of the 2009-12 Service Plan, the service was required to undertake a risk assessment of all Key Service Objectives.

Where a Key Service Objective has been assessed and found to have associated 'High' risk, progress against the application of risk treatment measures is to be monitored, and reported in the quarterly monitoring report in quarters 2 and 4.

For further details please refer to Appendix 4.

**8.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS**

During 2008/09 the service was required to undertake an Equality Impact Assessment. Progress against actions identified through that assessment, with associated High priority are to be reported in the quarterly monitoring report in quarters 2 and 4.

No actions have been identified as high priority for the service.

**9.0 DATA QUALITY**

The author provides assurance that the information contained within this report is accurate and valid and that every effort has been made to avoid the omission of data. Where data has been estimated, has been sourced directly from partner or other agencies, or where there are any concerns regarding the limitations of its use this has been clearly annotated.

## 10.0 APPENDICES

Appendix 1- Progress against Objectives/ Milestones  
Appendix 2- Progress against Key Performance Indicators  
Appendix 3- Progress against Other Performance Indicators  
Appendix 4- Progress against Risk Treatment Measures  
Appendix 5- Explanation of traffic light symbols



Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
HTL 1	Mersey Gateway – Complete the procedural processes to achieve all necessary orders for the construction of Mersey Gateway within the timescales required	Complete Public Inquiry into objections raised to enable scheme to progress in accordance with required timescales. <b>Aug 2009</b>	Refer comment	The Public Inquiry was formally closed by the Inspector on 28 July after sitting for 19 days. The Inspectors report and recommendations were due to be submitted to the DfT Planning Inspectorate by mid December 2009. However, the report was actually sent to Government at the end of January 2010.
		Secretary of State confirms the necessary orders for the construction of the Mersey Gateway. <b>Feb 2010</b>	Refer comment	Decision pending. The MG team were pressing for a decision before the General Election, however, we have now entered purdah meaning that no decisions will be made until the new Government is in power. The team are working closely with the DfT Orders unit and do not believe that there are any major issues which would prevent the Government from making a quick decision once in power. The team have also been lobbying the major political parties for some time and believe that the project has strong support from the major political parties. A decision is possible at the end of May 2010 but more likely to be June/July 2010.


Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
HTL 2	Mersey Gateway – Commence the procurement process for the construction of Mersey Gateway to ensure that the project can be completed within the required timescales	Conditional funding approval. <b>Mar 2010</b>	Refer Comment	Decision pending - subject to Secretary of State decision on the orders for the construction of the Mersey Gateway. The DfT has instructed that Conditional Funding approval can only be announced after the procurement has been cleared by the Treasury Project Review Group that will not take place until July or September 2010. The MG team are making preparations to commence procurement as soon as a decision from Government has been made.
HTL 3	LTP Capital Programme - Deliver the LTP Capital Programmes to ensure that the transport system is maintained and developed to meets local needs	To deliver the 2009/10 LTP Capital Programme <b>Mar 2010</b>	<input checked="" type="checkbox"/>	A range of local safety schemes, quality corridor and sustainable transport improvements were completed during the year. Major schemes at bus and rail stations (2 year delivery programmes) are currently in progress, delivery anticipated by end of 2010.




Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
HTL 4	Local Transport Plan 2 – Submit progress reports as required by DfT and monitor progress against the Council's transport objectives to meet statutory requirement and ensure progress is maintained	Progress report to DfT <b>Jul 2009</b>	Refer to comment	Formal deadlines for reporting on LTP progress were to be set by GONW. A meeting was Eventually Held on 12 November 2009 to enable GONW to give informal feedback on LTP2 progress for 2008/09. GONW indicated that it would expect a more formal review of LTP2 to take place in November 2010
HTL 5	Silver Jubilee Bridge Complex Major Maintenance– Secure funding, complete procurement and deliver works to enable the bridge and associated structures to reach a steady state of maintenance	Initiate delivery of PRN Grant funded programme of works through the HBC Bridge Maintenance Partnership <b>Apr 2009</b>	<input checked="" type="checkbox"/>	Balvac Ltd were appointed as Works Partner for the HBC Bridge Maintenance Partnership and have commenced delivery of the 2009/10 works programme.










Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		Review progress, revise SJB maintenance Strategy document and deliver 2009/10 works programme <b>Mar 2010</b>	<input checked="" type="checkbox"/>	<p>Expenditure to year end will be below anticipated due to the disruption created by the insolvency of the contractor originally appointed to undertake the works. This delayed commencement of works delivery by approx 3 months which pushed weather susceptible operations into non favourable periods of the year which exacerbated the consequences of the original delay.</p> <p>This is likely to lead to a year end underspend of approx £1.6m. However the works associated with the underspend are underway and we anticipate being able to roll this funding into 2010/11 capital budget.</p> <p>The maintenance strategy has been fully redrafted to reflect work completed.</p>




Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
HTL 5 cont'd	Silver Jubilee Bridge Complex Major Maintenance– Secure funding, complete procurement and deliver works to enable the bridge and associated structures to reach a steady state of maintenance	In conjunction with framework consultants and Mersey Gateway Project Team, consider issues associated with integration of existing SJB Complex Major Scheme Bid into business case for delivery of Mersey Gateway and formalise full response to DfT <b>Jun 2009</b>		<p>DfT have advised that priority should be given to consideration of the standalone SJB Complex Major Maintenance Bid.</p> <p>The review of the economic appraisal and value for money assessment in the context of PRN Grant funding already awarded was completed and the revised Bid was granted Full Approval by DfT on 31/03/10</p> <p>Should Mersey Gateway receive Government approval, there will be a review both of the consequences for the intended programme of work and also of what benefits may arise from integration into the Mersey Gateway business case.</p>
HTL 6	Improving the quality and accessibility of public transport services in Halton to encourage the use of sustainable transport and increase its accessibility by vulnerable groups	<i>Independent passenger travel to day care centre etc, supported by travel training and individual journey planning to be established as a core facility</i> <b>Mar 2010</b>		Independent travel training and the provision of individual journey plans has been established with over 1300 Personal Travel Plans having been provided during 2009/10. Future provision of this training and this service is dependant on external funding and hence cannot be guaranteed.

Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		<p><i>To identify the schemes to be funded under the phase 1 of the Mersey Gateway Sustainable Transport Strategy and to advise the Mersey Gateway team of this programme, which will for part of the information available for bidders</i> <b>Dec 2009</b></p>		<p>Draft report was received 21 Dec 2009, giving details of proposed schemes to be funded under Phase 1 of the MGSTS. Consideration is being given to the proposals and the implications for the Mersey Gateway procurement process.</p>

Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
<b>Fair Access</b>						
<b><u>HTL LI6</u></b>	No. of passengers on community based accessible transport	227,040	242,000	241,810		Target figure virtually achieved, passenger journeys on both Dial-a-Ride and Women's Safe Transport services increased significantly during the year.
<b><u>NI 167</u></b>	Congestion during morning peak times	N/a	N/a	N/a	N/a	NI 167 is dependent on data collected by and provided by the DfT. Currently, the DfT do not provide such data for Halton and hence a figure cannot be provided. However, the provision of data for Halton is the subject of discussion with DfT and it may be provided in the future.
<b><u>NI 175</u></b>	a) To increase the percentage of households who live in the top five most deprived wards in the Borough, who do not have access to a car living within 40 minutes travel time to a) Whiston Hospital from 29% in 2005 to 40% in 2007 and 100% in 2008, 2009 & 2010	100%	100%	100%		100% is maintained due to Working Neighbourhoods funding to sustain the links to work and hospital links discounted taxi service. This will be maintained for 2010/11 as funding has been secured for this period.
	b) Warrington Hospital from 0% in 2005 to 20% in 2007 and 100% in 2008, 2009 & 2010.	100%	100%	100%		100% is maintained due to Working Neighbourhoods funding to sustain the links to work and hospital links discounted taxi service. This will be maintained for 2010/11





Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
						as funding has been secured for this period.
	c) To increase the percentage of 16-19 learners who live in the top five most deprived Wards in Halton living within 30 minutes travel time by public transport to the Bridgewater Campus from 84% in 2005 to 90% in 2007 and 89% by 2010.	82%	82%	93%		All targets have been exceeded, this is particularly due to the introduction of four new college bus services operated by Halton Transport Ltd. The services are operated commercially with a level of funding provided to Halton Transport direct from the college. Funding has been secured fro the coming year.
	d) to the Widnes Campus from 89% in 2005 to 95% in 2007 and 93% by 2010.	86%	86%	98%		
<b><u>NI 176</u></b>	Percentage of people of working age living within a catchment area of a location with more than 500 jobs by public transport and/or walking	100%	100%	-		Core Accessibility Indicator guidance states that NI176 data will be provided by the Department for Transport directly to the CLG national data hub, therefore LA's do not need to upload this indicator data.
<b><u>NI 177</u></b>	Number of local bus	6,230,00	6,230,0	6,219,683		Figures have remained fairly constant from





Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
	passenger journeys originating in the authority area in one year	0	00			most bus companies throughout the 2009/10 year. One of the major bus operators' figures has increased during the year due to the introduction of new and extended services.
<b>Service Delivery</b>						
<b><u>HTL LI15</u></b>	Condition of Unclassified Roads (% unclassified road network where structural maintenance should be considered). (Previously BVPI 224b)	8	9	11		The recent severe winters have taken toll on local carriageway condition. However, over £400k was invested in structural maintenance of unclassified roads last year, which will have prevented more severe deterioration.
<b><u>NI 168</u></b>	Percentage of principal road network where structural maintenance should be considered	1	2	1		Within target. Sound existing construction and the investment made in the structural maintenance, has enabled Principal Roads to withstand deterioration due to severe winter weather.
<b><u>NI 169</u></b>	Non principal roads where maintenance should be considered	3	4	3		Within target. Sound existing construction and the investment made in the structural maintenance, has enabled Classified Roads to withstand deterioration due to severe winter weather.







Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
<b><u>NI 178</u></b>	Bus service punctuality,  Part 1: The proportion of non frequent scheduled services on time (%):					
	a) Percentage of buses starting route on time	96.6	97.5	89.84		Bus operating companies have reported that roadworks have been a major contributing factor to this indicator not being met.
	b) Percentage of buses on time at intermediate timing points	83.19	84	83.37		Target of 84% not achieved. Although there has been an improvement on the previous years figure this indicator is outside the control of the Council.
	Part 2: For frequent services, the excess waiting time (minutes)	N/a	N/a	0.07	Refer to comment	This is the first year we have reported on this indicator with an improvement on the base line data for 08/09.
<b><u>NI 189</u></b>	Flood and coastal erosion risk management (% of agreed actions to implement long term flood and coastal erosion risk management plans that are being undertaken satisfactorily)	100%	100%	100%		All actions required under Catchment Flood Management Plans have been progressed satisfactorily.
<b><u>NI 198</u></b>	Children travelling to school – mode of transport usually used (%).					

Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
	a) Children aged 5 – 10 years and b) 11 – 16 years  Cars Car share Public transport Walking Cycling Other				Refer comment	The figures for this indicator are not yet available for 2009. Although the school census from which they are derived is taken in January each year, the DfT have to 'clean' the data to remove those pupils outside the stated age ranges e.g. children who although at school are aged 4 years old. This corrected information is not usually available until July each year.






Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
<b>Cost &amp; Efficiency</b>						
HTL LI1	Number of third party compensation claims received due to alleged highway / footway defects	97	115	131		The target number of third party claims was increased last year in anticipation of additional 'Gulliksen' type claims (these are accidents on former HHT housing footpaths now looked after HBC Highways). This figure includes 10 such claims. However, there is also a trend for an increasing number of insurance claims made for accidents occurring in preceding years (49 in total) This is significantly higher than has been recorded previously. Additionally, there has been an increased number of claims relating to icy conditions and potholes resulting from two successive severe winters.
HTL LI2	Increase MOT test facility turnover by 5% per annum (£)	186,000	195,300	182,209		Target not met, due in part to the generally poor trading conditions and the loss of a repair contract with a neighbouring Authority.
<b>Fair Access</b>						
HTL LI3	% of pedestrian crossings with facilities for disabled people (Previously BVPI 165)	67.35	67	70		We are ahead of target but there is no programme to upgrade other sites to be compliant.
HTL LI4	No. of temporary traffic control days caused by roadworks per km. (Previously BVPI 100)	0.5	0.6	0.05		Well below target.

Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
HTL LI5	% of footpaths and ROWs that are easy to use. (Previously BVPI 178)	88	88	85 (provisional)		The target appears not to have been met. However this is a provisional figure which has been calculated by an outside agency rather than the Councils PROW officer, using simpler methods than previous years. Lack of staff resources due to absence has also meant that some basic interventions such as signage which would have boosted the score have not been implemented.
HTL LI7	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	44	45	46		Target exceeded due to an increased number of bus stops having been upgraded.
<b>Quality</b>						
HTL LI8	% of people satisfied with local public transport information. (Previously BVPI 103)	N/a	58.8		Refer to Comment	This indicator has been withdrawn due to lack of consistency of the way in which the data was gathered.
HTL LI9	% of people satisfied with local bus services. (Previously BVPI 104)	N/a	69		Refer to Comment	This indicator has been withdrawn due to lack of consistency of the way in which the data was gathered.
<b>Service Delivery</b>						
HTL LI13	Average number of days taken to repair street lighting fault: non DNO. (Previously BVPI 215a).	5	5	5		Target maintained again this year.
HTL LI14	Average number of days taken to repair street lighting fault: DNO. (Previously BVPI 215b)	24.73	30	20		Target met and improved slightly this year.

Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
HTL LI17	Damage to roads and pavements (% dangerous damage repaired within 24 hours)	98.47	98	98.81		Urgent repair response is within target
HTL LI19a	No of sites with new bus shelters	56 (10 in 08/09)	61	70		9 shelters installed at new sites for 09/10.
HTL LI19b	No of sites with replacement bus shelters	50 (6 in 08/09)	55	75		20 shelters replaced in the borough for 09/10.
HTL LI20	Percentage of schools with School Travel Plans in place	87	88	100		100% of qualifying schools now have travel plans in place. There are 7 other specials for which we did not have to produce plans, due to the very low numbers of pupils.
HTL LI21	Percentage of employers (> 100 employees) with Green Travel Plans in place	58	59	60		Target exceeded due to two recent travel plans having been finalised with Stobart Group (Manor Park) and with Daresbury Science & Innovation Group.
HTL LI22	Proportion of LGV's that pass the annual MOT test first time	82	90	97		Target exceeded as a result of enhanced vehicle maintenance procedures.

Strategy /Policy / Service	HIGH Priority Actions	Target	Progress	Commentary
Transport Coordination	Continue existing and develop improved monitoring arrangements - Information on existing service users collected (HBC and HCT)	Mar 10	Refer to Comment	Awaiting figures for 2009/10 year.
	Publish comprehensive assessment results including monitoring information - Publish results of first survey of existing users February 2009.	Feb 10	Refer to Comment	This exercise was completed as a one-off exercise during 2008/09 year, we have not been required to publish further results. This action has therefore been discontinued.
	Continue existing and develop improved monitoring arrangements - Final report of the Halton Accessibility Transport Study has been delayed until July 2009 due to extensive consultation on the findings. The final report will then go to Urban Renewal PPB and Healthy Halton PPB.	Mar 10	<input checked="" type="checkbox"/>	The final report of the Halton accessible transport study has been completed. The recommended options have been reported and presented to Management Team. The details of the study will, along with Adult & Community Directorate's input, be progressed further during 2010/11 with a view to putting into action a number of the agreed recommendations.

The traffic light symbols are used in the following manner:

	<u>Objective</u>	<u>Performance Indicator</u>
<b><u>Green</u></b>	 Indicates that the <u>objective is on course to be achieved</u> within the appropriate timeframe.	Indicates that the <u>target is on course to be achieved</u> .
<b><u>Amber</u></b>	 Indicates that it is <u>unclear</u> at this stage, due to a lack of information or a key milestone date being missed, <u>whether the objective will be achieved</u> within the appropriate timeframe.	Indicates that it is either <u>unclear</u> at this stage or too early to state whether the target is on course to be achieved.
<b><u>Red</u></b>	 Indicates that it is <u>highly likely or certain that the objective will not be achieved</u> within the appropriate timeframe.	Indicates that the <u>target will not be achieved</u> unless there is an intervention or remedial action taken.

## QUARTERLY MONITORING REPORT

**DIRECTORATE:** Environment  
**SERVICE:** Environmental & Regulatory  
**PERIOD:** Quarter 4 to Year-end 31<sup>st</sup> March 2010

### 1.0 INTRODUCTION

This quarterly monitoring report covers the Environment & Regulatory Services Department fourth quarter period up to 31<sup>st</sup> March 2010. It describes key developments and progress against all objectives and performance indicators for the service.

Given that there are a considerable number of year-end transactions still to take place a Financial Statement for the period has not been included within this report in order to avoid providing information that would be subject to further change and amendment. The final 2009 / 10 financial statements for the Department will be prepared and made available via the Council's Intranet once the Council's year-end accounts have been finalised. A notice will be provided within the Members' Weekly Bulletin as soon as they are available.

The way in which symbols have been used to reflect progress to date is explained in Appendix 5.

### 2.0 KEY DEVELOPMENTS

#### **Open Space Services**

On the 1<sup>st</sup> of February 2010 the new Open Space Services division was launched. The new division was created as part of the Efficiency Programme Green Spaces service review. The new service is responsible for the Borough's parks, for its natural areas and general open spaces, for the cemeteries (excluding the Bereavement Service), for allotments and for large scale open space developments.

#### **Waste and Recycling Services**

During this quarter, the blue box multi-material recycling service was expanded to a further 500 properties, taking the total number of properties included in the pilot scheme to 3,700. The pilot was evaluated in April and the results used to inform the roll out of the service to other parts of the borough.

Approximately 400 properties were added to the garden waste collection service, taking the total number of properties receiving this service to 39,000

### **Regulatory Services**

The Food Safety team and the Health & Safety team completed 100% inspection of all high risk premises for 2009-2010 within the Borough.

Loudsounds applied for and was granted a three year licence in January 2010 to manage the Creamfields music festival in each August Bank holiday from 2010-2012.

Remediation work commenced at St Michael's Golf course site following discussions with Major Projects in light of the loss of staff who had previously had input to the project. The Contaminated land team face a major challenge to work in partnership with the Major Projects team.

### **Development Management Summary Stats for Q4:**

Applications Received – 140 (includes applications withdrawn and returned)

Applications Decided - 87

Applications on hand (undecided) - 168

Pre-applications Received – 79

Pre-applications Closed – 40

Pre-applications on hand - 76

N.B. There are certain applications (such as tree preservation orders) that are not counted in the statutory CLG speed of processing statistics (NI 157). This accounts for the difference between the figures reported above and the figures given for NI157.

Summary of major applications received (but not necessarily decided) over the last Quarter.:

10/00005/FUL - Proposed demolition of existing deck access flats and erection of 93 No. dwellings (comprising of 60 No. flats and 33 No. houses) with associated new access roads, footpaths and car parking at Woodland Walk, King Arthurs Walk & Merlin Close Castlefields Runcorn Cheshire

10/00013/FUL - Proposed residential development comprising 18 No. courtyard houses, detached garages, private access road and private open space at Former Dawsons Dance Centre Lunts Heath Road Widnes Cheshire WA8 5BG

10/00043/FUL - Proposed residential development comprising 22 No. two storey, 3/4 bedroom semi-detached dwellings and associated parking at Former Infant School Site Avondale Drive Widnes Cheshire WA8 7XE

10/00063/FUL - Proposed demolition of existing warehouse units and construction of new warehouse (9206 sq.m.) at Former Lion Foods Ltd Faraday Road Runcorn Cheshire WA7 1PE

10/00078/OUT - Outline application (with landscape matters reserved) for proposed erection of four storey development consisting of 24 No. apartments and ground floor retail space at 88a-92 Albert Road Widnes Cheshire

10/00094/FUL - Proposed demolition of existing shopping centre, creation of public square, erection 1 No. three storey block (containing 9 No. flats), erection of 1 No. three storey block (containing 4 No. ground floor retail units and 16 No. flats above) and associated busway works together with hard and soft landscaping at Castlefields Local Centre Kingshead Close Runcorn Cheshire

10/00104/FUL - Proposed residential development consisting of 18 No. two storey dwellings with car parking and a new access road (from Weates Close) on Land Bounded By Weates Close And Dans Road Widnes Cheshire

10/00120/S73 - Proposed variation of Condition No.2 of planning permission 06/00958/OUT to extend the period for approval of reserves matters by a further 3 years at 24 - 30 Farnworth Street Widnes Cheshire WA8 9LH

10/00124/FUL - Proposed residential development comprising 39 No.dwellings and associated works on Land To The Rear Of Lunts Heath Road And Norlands Lane Widnes Cheshire

10/00129/S73 - Proposed variation of condition No.2 of planning permission 04/01085/FUL to extend the time limit of commencement of development for a further 5 years at Land Opposite Lanark Gardens Queensbury Way Widnes Cheshire

10/00132/FUL - Proposed engineering works to facilitate the remediation of (part of) the site on Land Off Halton Road Runcorn Cheshire

### 3.0 EMERGING ISSUES

By the summer of 2010, all properties will receive a multi-material recycling collection service. Work has continued on the planning of this service extension and will result in a combination of blue wheeled bins, recycling boxes and communal recycling containers being provided to a further 9,000 homes across the borough. Full details of the service extensions will be provided to members in the Q1 report for 2010/11.

DEFRA have issued a first stage consultation on the options under consideration for restricting wastes to landfill.

The Consultation on the introduction of restrictions on the landfilling of certain wastes and accompanying documents have now been published and are available to download on the DEFRA website ([www.defra.gov.uk/corporate/consult/landfill-restrictions/index.htm](http://www.defra.gov.uk/corporate/consult/landfill-restrictions/index.htm)) If Government decides change is desirable a second stage consultation will follow on the preferred option(s) and the way any restriction or requirement would be introduced and who the onus would fall upon, accompanied by draft Regulations to implement these option(s).



The consultation closes on 10 June 2010. A joint response will be submitted on behalf of the Merseyside and Halton Waste Partnership.

### **Regulatory Services**

The Health & Safety Executive have required the implementation of a new rating system for all businesses together with changes to current service standards which will pose a challenge for the Health & Safety team in the coming year.

The Food Standards Agency are about to launch their national *Scores on the Doors* campaign and Halton have volunteered to be a pilot authority for the new system. This will require modifications and adjustments to our current local system.

Dog Control Orders which will consolidate existing dog control legislation are about to be presented to Council Members. The legislation introduces an increase in the cost of the fixed penalty notices that may be served. A major campaign to raise awareness of the orders and for the need for responsible dog control will be launched following adoption by the Council.

2 Air Quality Management Areas are to be declared in Widnes Town centre. The Council are compelled by DEFRA to declare these AQ management areas following the recoding of air pollution levels in these areas. Stakeholders, such as the Primary Care Trust, other Council departments and local residents, are consulted so that we can find the best practical means of reducing levels in the form of an action plan.

### **PLANNING & POLICY**

#### Waste DPD

The Joint Merseyside and Halton Waste Development Plan Document (DPD) has reached the Preferred Options stage but public consultation has been delayed from March 2010, due to approvals process in some Councils. Consultation scheduled for after Elections.

#### Local Development Framework Policy Documents




The results of the six week public consultation on the Preferred Options for the Core Strategy Development Plan Document have been reported to Chief Officers and the LDF Working Party. The Preferred Options document and outstanding key issues have also been appraised during an Advisory Visit by a Senior Inspector, from the Planning Inspectorate (PINS) who has provided very useful feedback including recommending a substantially slimmed down, more land use focused Plan. Officers are currently working on redrafting the document with the intention of progressing to public consultation in November / December 2010 on the 'Publication' version of the Core Strategy leading to submission to the Secretary of State in February 2011.

Evidence Base

A following technical documents have been finalised in the last quarter:

- Joint Employment Land Study – appraises the demand for and supply of land and premises for employment use. This was a jointly commissioned study with Knowsley, Sefton and West Lancs councils.
- Halton Retail and Leisure Study – An update of previous studies assessing the demand (capacity) for additional retail and commercial leisure floorspace within the three main retail centres. The study includes a ‘health check’ of the 3 main centres and makes recommendations as to the hierarchy of centres and suitable geographic boundaries for retail planning policy.

**4.0 PROGRESS AGAINST MILESTONES/OBJECTIVES**

<b>Total</b>	<b>6</b>		<b>5</b>		<b>0</b>		<b>1</b>
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With the exception of the refurbishment of the play area at Town Park all objectives / milestones for the service have progressed as planned. Additional details are provided within appendix 1.

**5.0 SERVICE REVIEW**




There are no issues to report.

**6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS**

<b>Total</b>	<b>6</b>		<b>5</b>		<b>0</b>		<b>1</b>
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With one exception the key performance indicators for the service have achieved target and additional details are provided within Appendix 2.

**6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS**

<b>Total</b>	<b>1</b>		<b>1</b>		<b>0</b>		<b>0</b>
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Only one of the indicators relevant to this PPB can be reported at this time and additional details are provided within Appendix 3.

## 7.0 RISK CONTROL MEASURES

During the production of the 2009-12 Service Plan, the service was required to undertake a risk assessment of all Key Service Objectives.

Where a Key Service Objective has been assessed and found to have associated 'High' risk, progress against the application of risk treatment measures is to be monitored, and reported in the quarterly monitoring report in quarters 2 and 4.

Please refer to Appendix 4.

## 8.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS

During 2008/09 the service was required to undertake an Equality Impact Assessment. Progress against actions identified through that assessment, with associated High priority are to be reported in the quarterly monitoring report in quarters 2 and 4.





There are no "High" priority equality actions for this Service.

## 9.0 DATA QUALITY

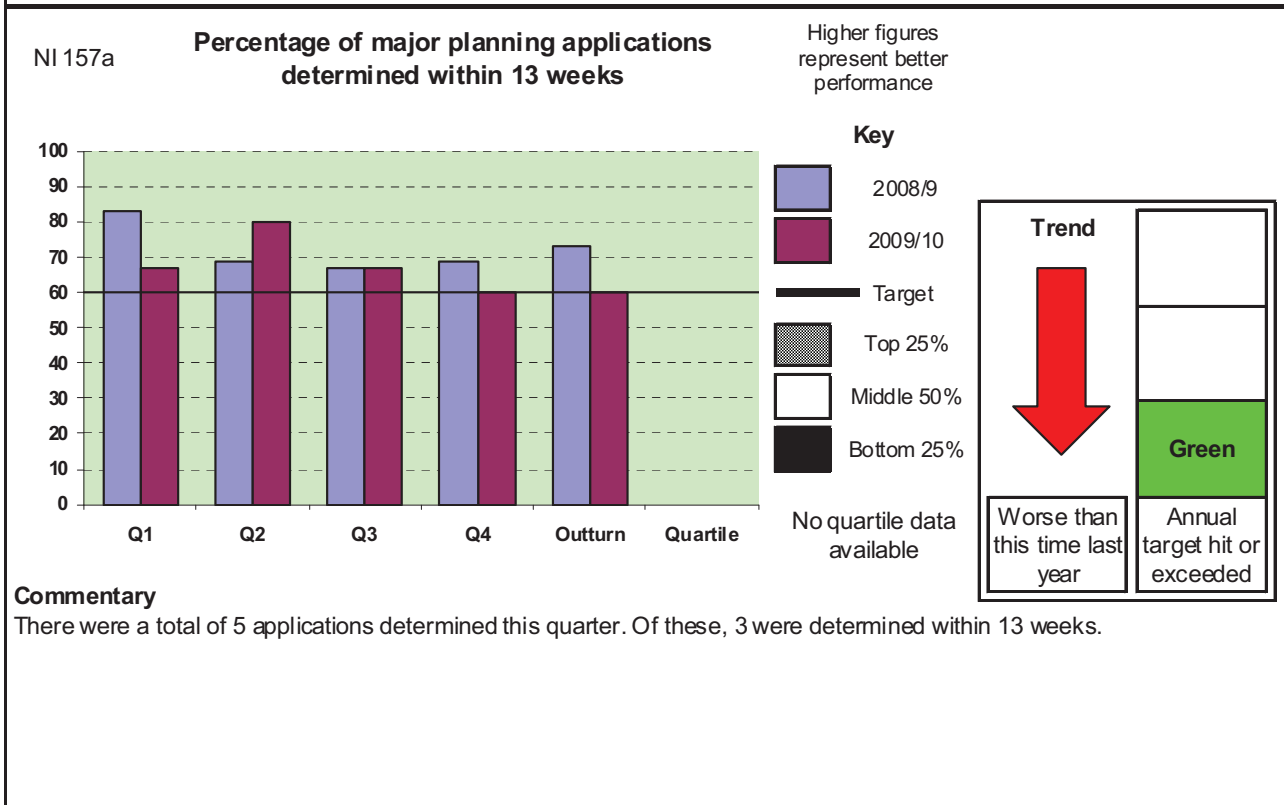
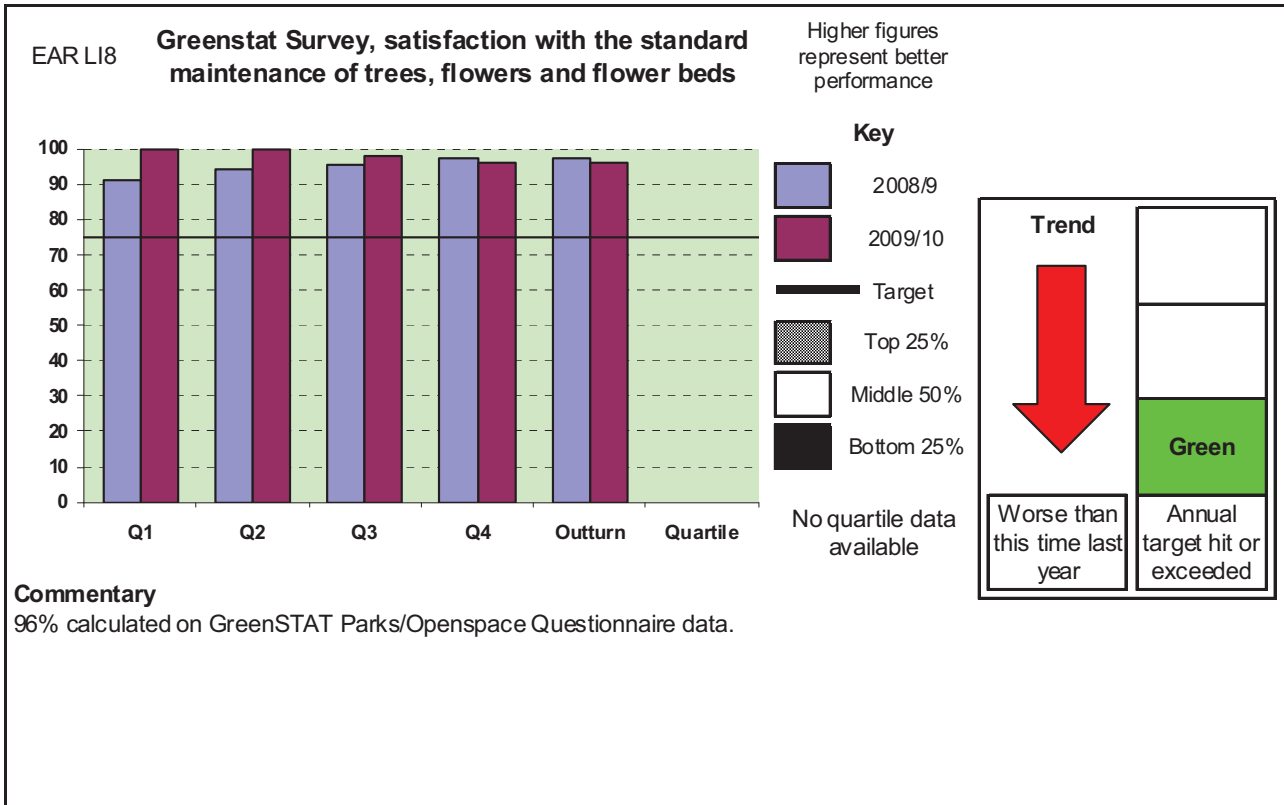
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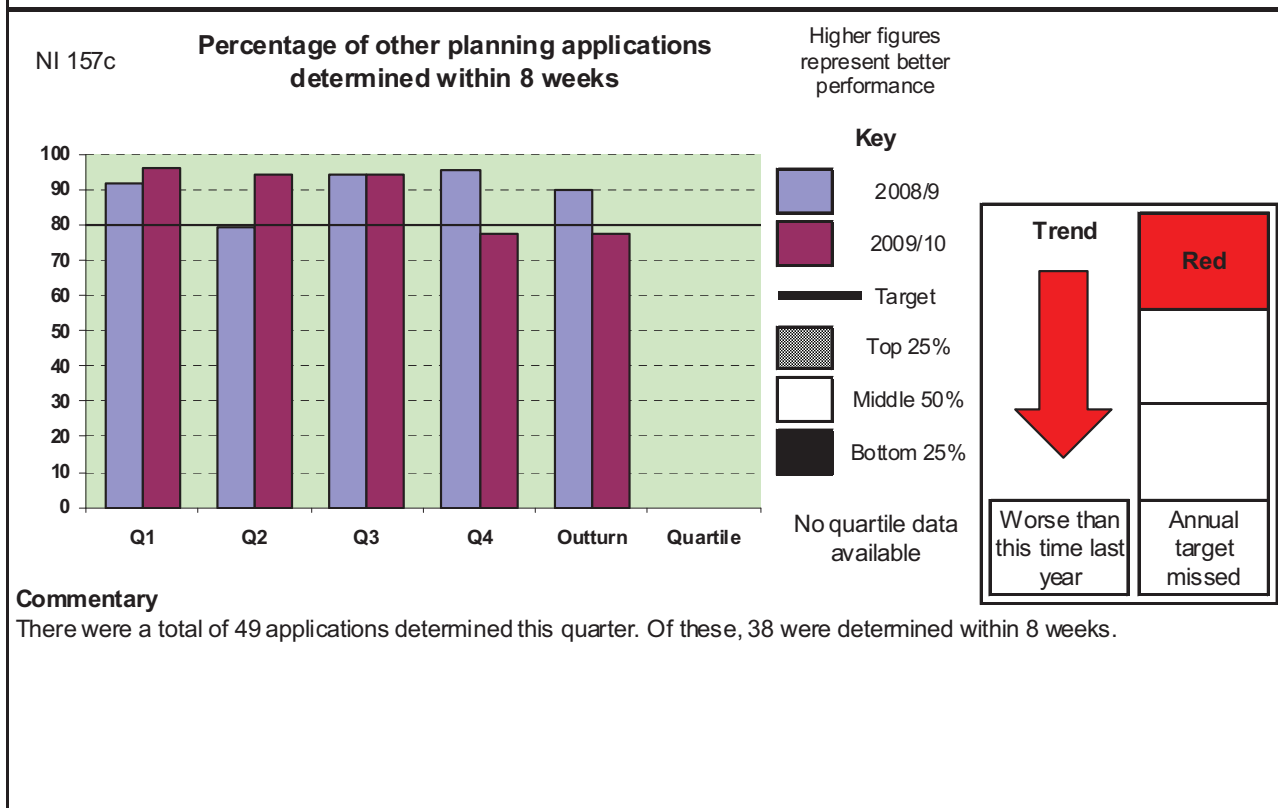
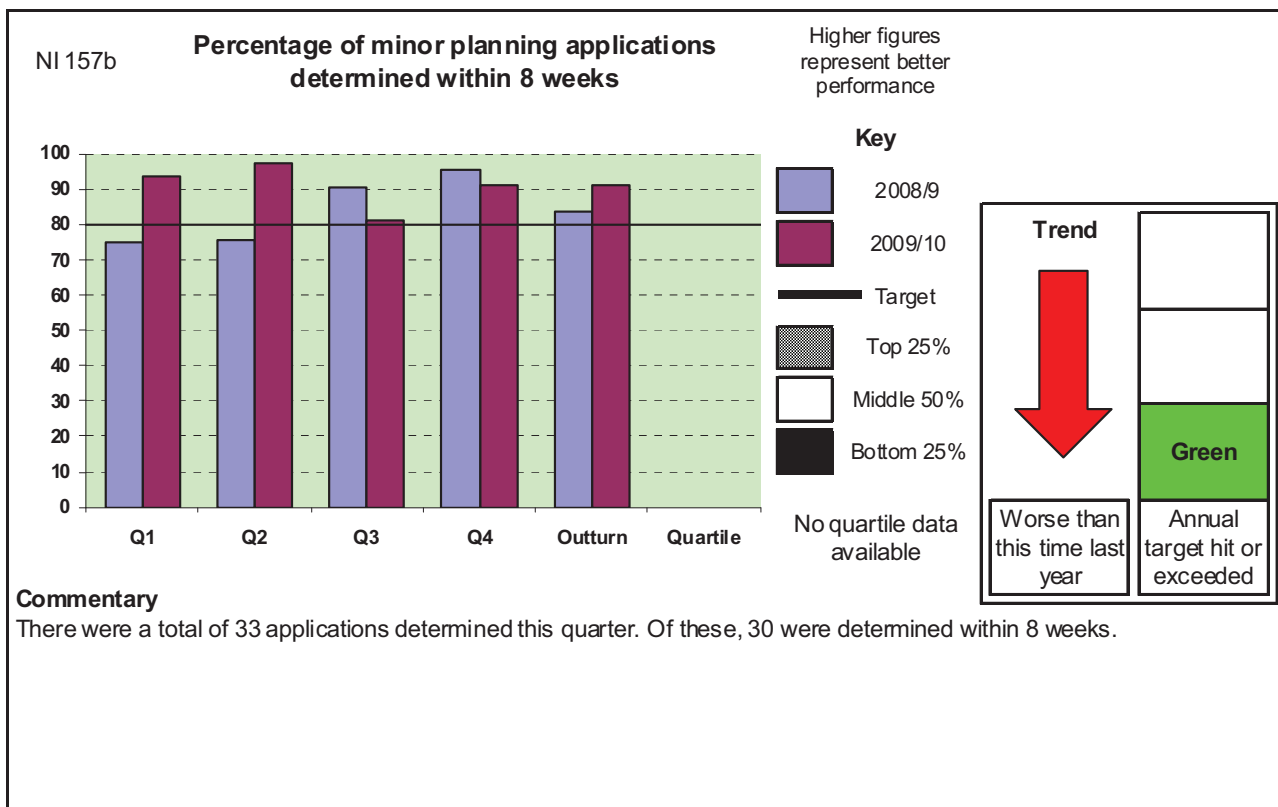
## 10.0 APPENDICES

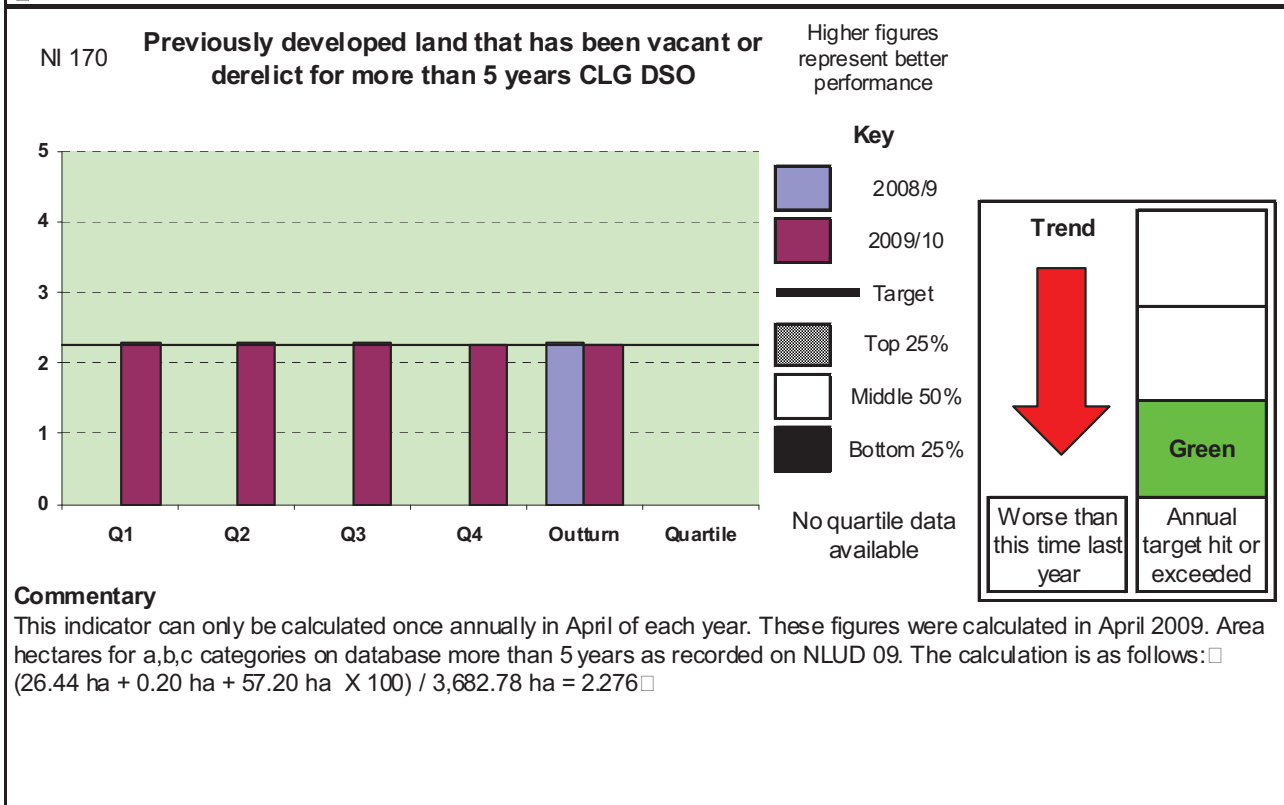
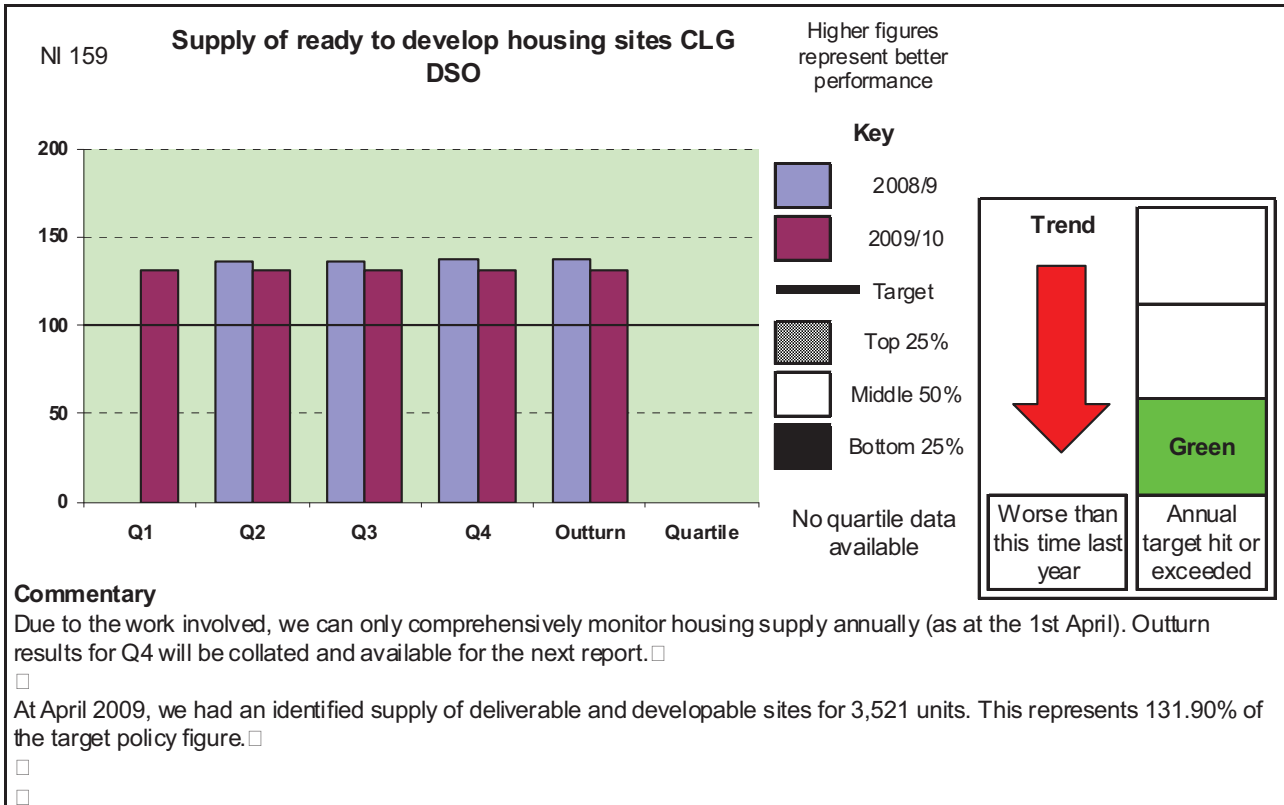
Appendix 1- Progress against Key Objectives/ Milestones  
Appendix 2- Progress against Key Performance Indicators  
Appendix 3- Progress against Other Performance Indicators  
Appendix 4- Progress against Risk Treatment Measures  
Appendix 5- Explanation of traffic light symbols

Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
EAR 1	Continue to improve Parks, Sports Grounds, Open Spaces and Local Nature Reserves (LNR's).	<p>Undertake refurbishment and improvements at Runcorn Town Hall Park including additional imaginative play facilities for all age groups. March 2010</p> <p>Construct an imaginative new play area as part of the Playbuilder and Big Lottery programme at Spike Island and secure additional funding for refurbishment of the park and St Helen's Canal (links with South Widnes SPD), March 2010</p> <p>Deliver key elements, including the construction of a new Play Area, improvement to paths and entrance features, of the Hale Park 'Parks for People' project. Commence year 1 events programme. March 2010</p> <p>Refurbish and enhance the play area at Town Park (Stockham Lane), September 2009.</p>	<p></p> <p></p> <p></p> <p></p>	<p>The refurbishment and improvements were completed in Q4.</p> <p>Construction of the play area was completed on the 31<sup>st</sup> March 2010. Other improvements also completed at the same time.</p> <p>Year 1 events have run throughout all quarters.</p> <p>Play area was substantially completed on the 31<sup>st</sup> March 2010 but a delay in the delivery of safety surfacing means that it will not be ready for handover to HBC until Q1 of 2010/11.</p>


Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
EAR 2	To prepare and adopt a local development framework (LDF) and to review the LDF on a regular basis ensuring that an up to date development plan is available (statutory requirement). To achieve this by producing the following targets set out in the LDS 2009	Preferred Options for the Core Strategy placed on public consultation Sep 2009	<input checked="" type="checkbox"/>	The Core Strategy Preferred Options was placed on public consultation from 24th Sept until 5th November.
EAR 4	Carry out local Streetscene environmental improvements. (Street Scene is part of the Council's Environment Directorate that incorporates a number of services that have an important impact on the "street" and public open spaces in terms of their appearance and condition. It is one of the few services that in some way affects everyone using the Borough. Keeping our streets and our open spaces looking clean and tidy and well maintained	Undertake 20 small scale environmental improvements. Will include items such as installation of new street furniture, repair of existing street furniture and improvements to soft landscape. Dec 2008	<input checked="" type="checkbox"/>	Streetscene teams have undertaken 20 improvements in each quarter.












Ref.	Description	Actual 2008/09	Target 2009/10	Quarter 4 Year-end	Progress	Commentary
<b>Quality</b>						
EAR LI2	Greenstat Survey, satisfaction with the standard of cleanliness and maintenance of parks and green spaces	94.28	88	94%		94% calculated on GreenSTAT Parks/Openspace Questionnaire data.
<b>Service Delivery</b>						
NI 195a	Improved street and environmental cleanliness - levels of graffiti	9	8			Figure not yet available
NI 195b	Improved street and environmental cleanliness - levels of litter	5	5			
NI 195c	Improved street and environmental cleanliness - levels of detritus	1	1			
NI 195d	Improved street and environmental cleanliness - levels of fly posting	0	1			
NI 196	Improved street and environmental cleanliness – fly tipping	3	1			

Key Objective	Risk Identified	Risk Treatment Measures	Target	Progress	Commentary
<b>EAR 2 To prepare and adopt a local development framework (LDF) and to review the LDF on a regular basis ensuring that an up to date development plan is available (statutory requirement). To achieve this by producing the following targets set out in the LDS 2009</b>	Failure to produce strategy could jeopardise future government funding e.g. Housing and Planning Delivery Grant. Control Measure: Ensure delivery of strategies in line with government requirements	Publication of Local Development Scheme, agreed by Government Office North West	01/03/2010		
	Production of unsound plans resulting in abortive costs and repetition of work. Control Measure: Consultation with relevant internal officers and external experts to ensure proper evaluation of requirements to pass tests of soundness	Biannual Local Development Working Party Meetings	01/03/2010		

Application of Red, Amber, Green symbols:

	<u>Objective</u>	<u>Performance Indicator</u>
<u>Green</u>	 Indicates that the milestone/objective <u>will</u> be achieved within the identified timeframe.	Indicates that the annual target <u>will</u> , or has, been achieved or exceeded.
<u>Amber</u>	 Indicates that at this stage it is <u>uncertain</u> as to whether the milestone/objective will be achieved within the identified timeframe.	Indicates that at this stage it is either <u>uncertain</u> as to whether the annual target will be achieved.
<u>Red</u>	 Indicates that the milestone/objective <u>will not</u> , or has not, been achieved within the identified timeframe.	Indicates that the annual target <u>will not</u> , or has not, been achieved.

## QUARTERLY MONITORING REPORT

**DIRECTORATE:** Health & Community  
**SERVICE:** Culture & Leisure  
**PERIOD:** Quarter 4 to period end 31st March 2010

### 1.0 INTRODUCTION

This quarterly monitoring report covers the Culture & Leisure Department fourth quarter period up to 31<sup>st</sup> March 2010. It describes key developments and progress against 'key' milestones and performance indicators for the service.

Given that there are a considerable number of year-end transactions still to take place a Financial Statement for the period has not been included within this report in order to avoid providing information that would be subject to further change and amendment. The final 2009 / 10 financial statements for the Department will be prepared and made available via the Council's Intranet once the Council's year-end accounts have been finalised. A notice will be provided within the Members' Weekly Bulletin as soon as they are available.

The way in which RAG symbols have been used to reflect progress to date is explained in Appendix 4

### 2.0 KEY DEVELOPMENTS

Ditton HDL is moving to Ditton Library following Halton Housing Trust's decision to close its Ditton office. This involves building changes to create a single point of access for customers.

Work will be finished on the new Runcorn Linnets football ground (at Halton Sports) by the end of April.

Executive Board has approved proposals to let the contract for the future management of Widnes Recreation Club.




The contract with Warrington Disability Service to provide a Shopmobility service in Halton has been extended for a year while proposals for long term provision are developed.

HBC has won a Government Innovation award for its proposals to create jobs for disabled people with the scheme to open a micro-brewery at Norton Priory.

**3.0 EMERGING ISSUES**

The implementation of the Efficiency Review has meant significant changes to the Department. HDL and the Contact Centre, Adult Day Care, Community Safety and Locality Management have all become the responsibility of the department. The Drug Action Team has moved out of the department.

**4.0 PROGRESS AGAINST OBJECTIVES / MILESTONES**

<b>Total</b>	<b>11</b>		<b>8</b>		<b>2</b>		<b>1</b>
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Most milestones have been met. In the case of Halton Lea library the impact of building work had a greater than anticipated effect, and for parks poor weather led to a delay in the master plan. Re-tendering of the drugs and alcohol contract is subject to a report which is awaiting Member endorsement




**5.0 SERVICE REVIEW**

The Ministerial Statement on the future of Public Libraries has been published. A report will be brought to a future meeting of the ELS PPB.

Work has begun to review the current structure of the Library Service in Halton.




HDL and the Call Centre are subject to an efficiency review alongside the Revenue and Benefits service.

**6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS**

<b>Total</b>	<b>6</b>		<b>5</b>		<b>0</b>		<b>1</b>
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A number of KPIs and subject to surveys being undertaken therefore is not available this year. The target for adults participating in sport was not achieved but the direction of travel is good data  
Refer to Appendix 2 for details.

**6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS**

<b>Total</b>	<b>12</b>		<b>7</b>		<b>2</b>		<b>3</b>
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As with KPIs some data is not available. The majority achieved target, Those which did not are, in the main, partner agency indicators  
Details are contained at Appendix 3.

## 7.0 RISK CONTROL MEASURES

During the production of the 2009/10 Service Plan, the service was required to undertake a risk assessment of all Key Service Objectives. Where a Key Service Objective has been assessed and found to have associated 'High' risk, progress against the application of risk treatment measures is to be monitored, and reported in the quarterly monitoring report in quarters 2 and 4.

There are no Service Objectives for this service that have been assessed and found to have associated 'High' risks. Therefore, there is no progress to report.

## 8.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS

During 2008/09 the service was required to undertake an Equality Impact Assessment. Progress against actions identified through that assessment, with associated High priority are to be reported in the quarterly monitoring report in quarters 2 and 4.

There are no High priority actions for this service; therefore, there is no progress to report.

## 9.0 DATA QUALITY

The author provides assurances that the information contained within this report is accurate and valid and that every effort has been made to avoid the omission of data. Where data has been estimated, has been sources directly from partner or other agencies, or where there are any concerns regarding the limitations of its use this has been clearly annotated.

## 10.0 APPENDICES

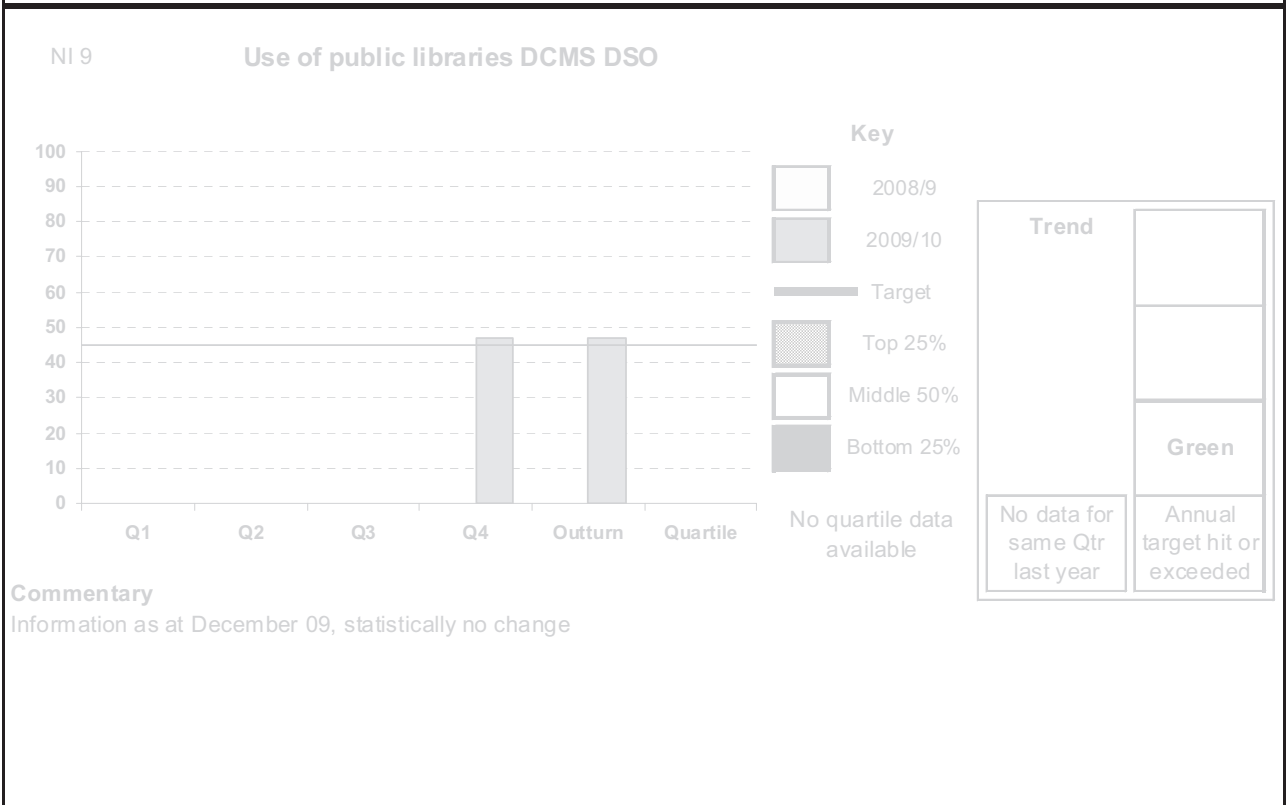
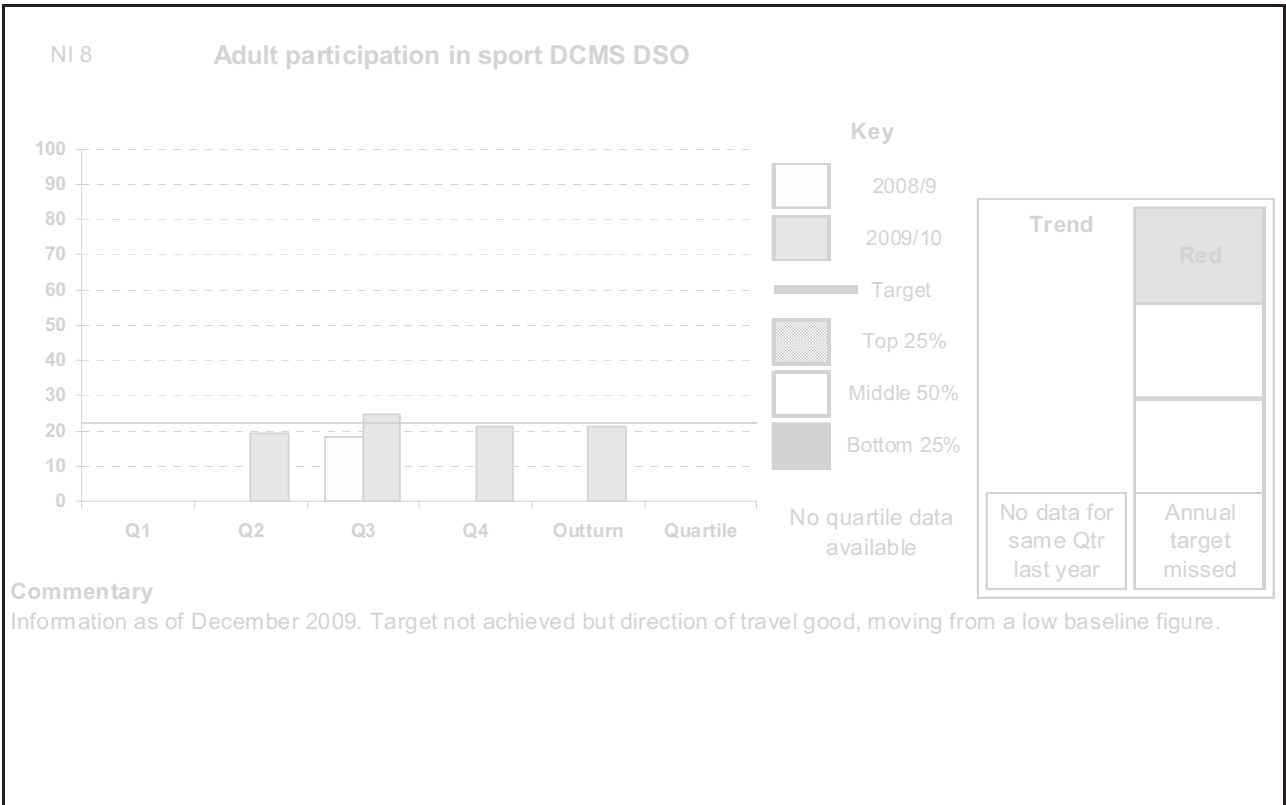
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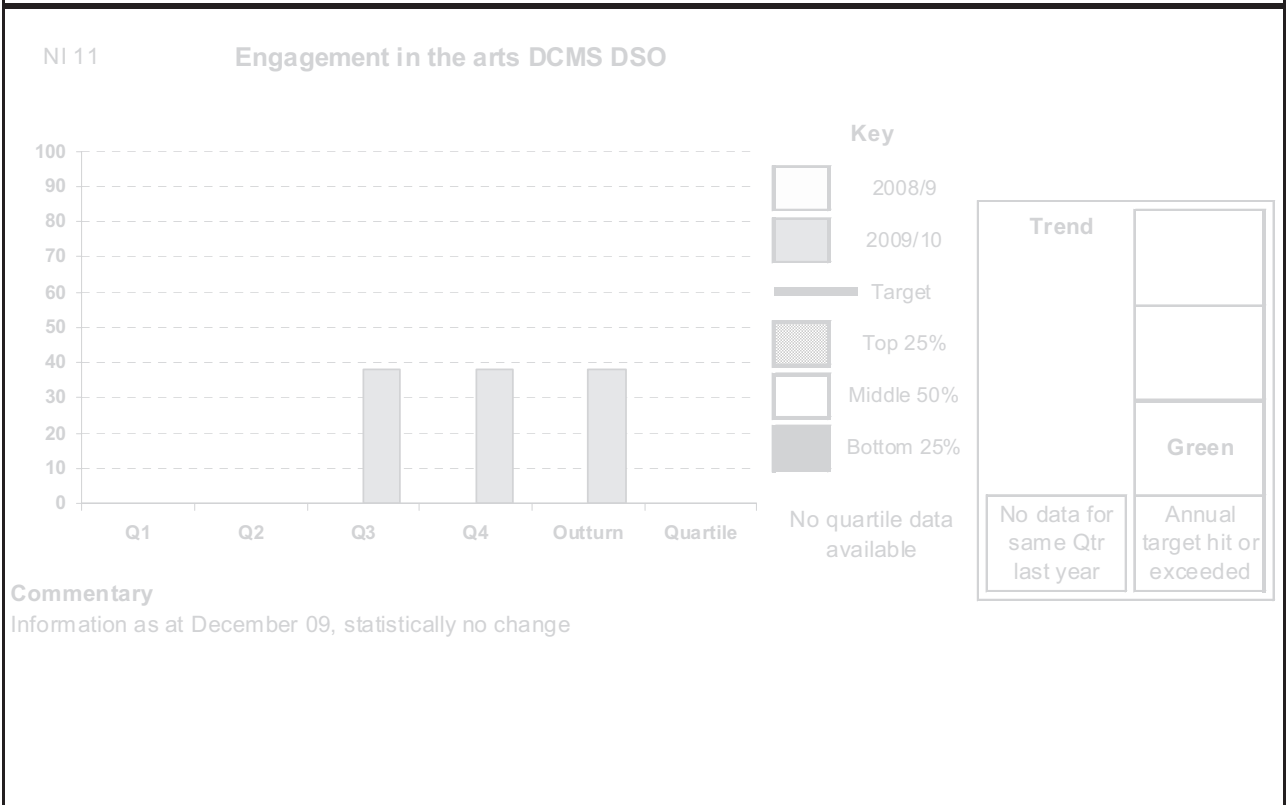
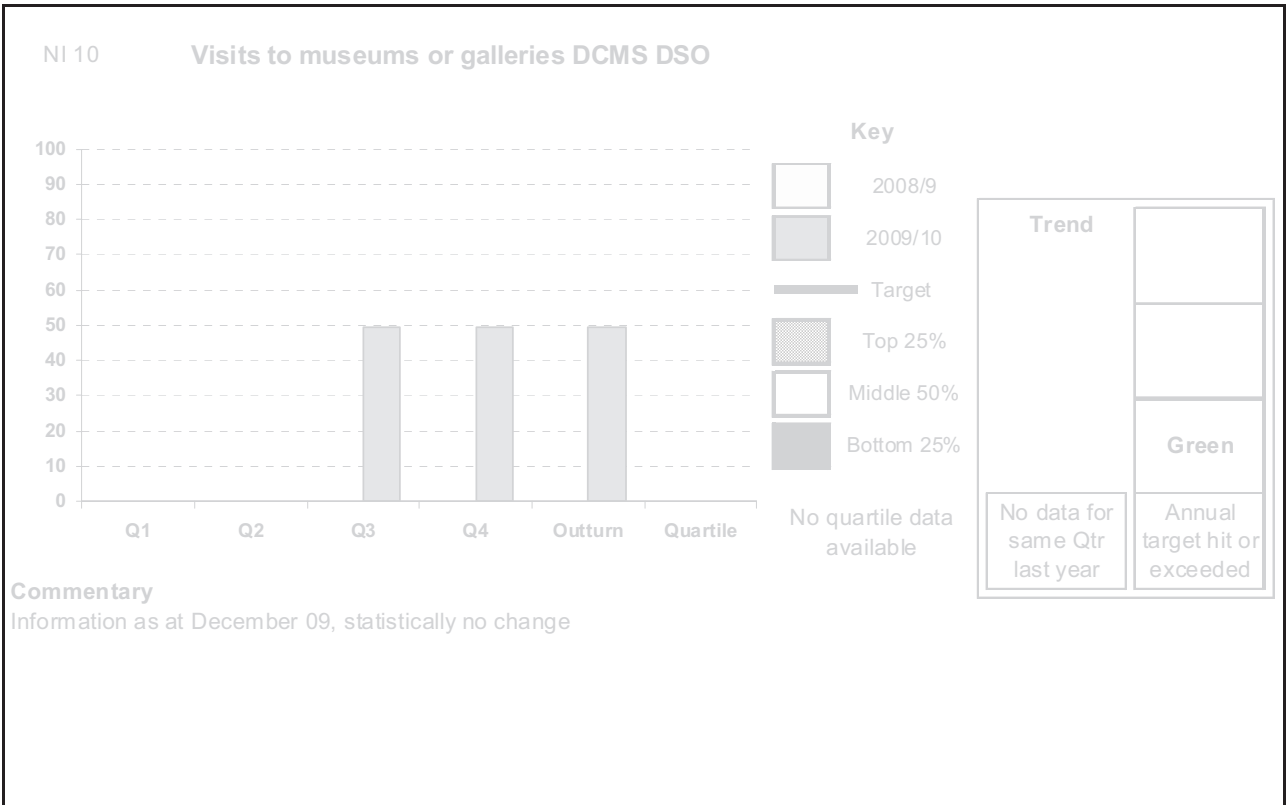
Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
CL 1	Increase participation in sport and physical activity, thereby encouraging better lifestyles.	<ul style="list-style-type: none"> <li>Achieve annual programme of re-accreditation for Quest Oct 2009. (AOF2 &amp; 6)</li> </ul>	<input checked="" type="checkbox"/>	KLC maintenance visit completed, BRC April '10; RSP May '10.
		<ul style="list-style-type: none"> <li>Increase number of new participants through Sport and Physical Activity Alliance delivery plan i.e. sports participation (This is part of a 3 year agreed programme with Sport England). April 2010. (AOF2 &amp; 3)</li> </ul>	<input checked="" type="checkbox"/>	Year 2 target 1048 - achieved 1057 (sports specific numbers for last 6month not reported) A large amount of targeted work has taken place throughout 2010. See WNF Sports Participation and Sports Vol and Club Dev Project Q4 returns
		<ul style="list-style-type: none"> <li>Work with PCT to ensure PA is integrated into 4-19 years old. Healthy weight pathway programme. (AOF 2,3)</li> </ul>	<input checked="" type="checkbox"/>	Meeting with Health Improvement Team – new pathway developed Role out due April 2010. waiting confirmation of programme content
CL 2	Increase the use of libraries promoting reader development and lifelong learning, thereby encouraging literacy skills and quality of life opportunities.	<ul style="list-style-type: none"> <li>Building refurbishment at Halton Lea Library complete and extended facilities fully operational. Sept 2009. (AOF 15,26)</li> </ul>	<input checked="" type="checkbox"/>	Library open and operational in August 2009.

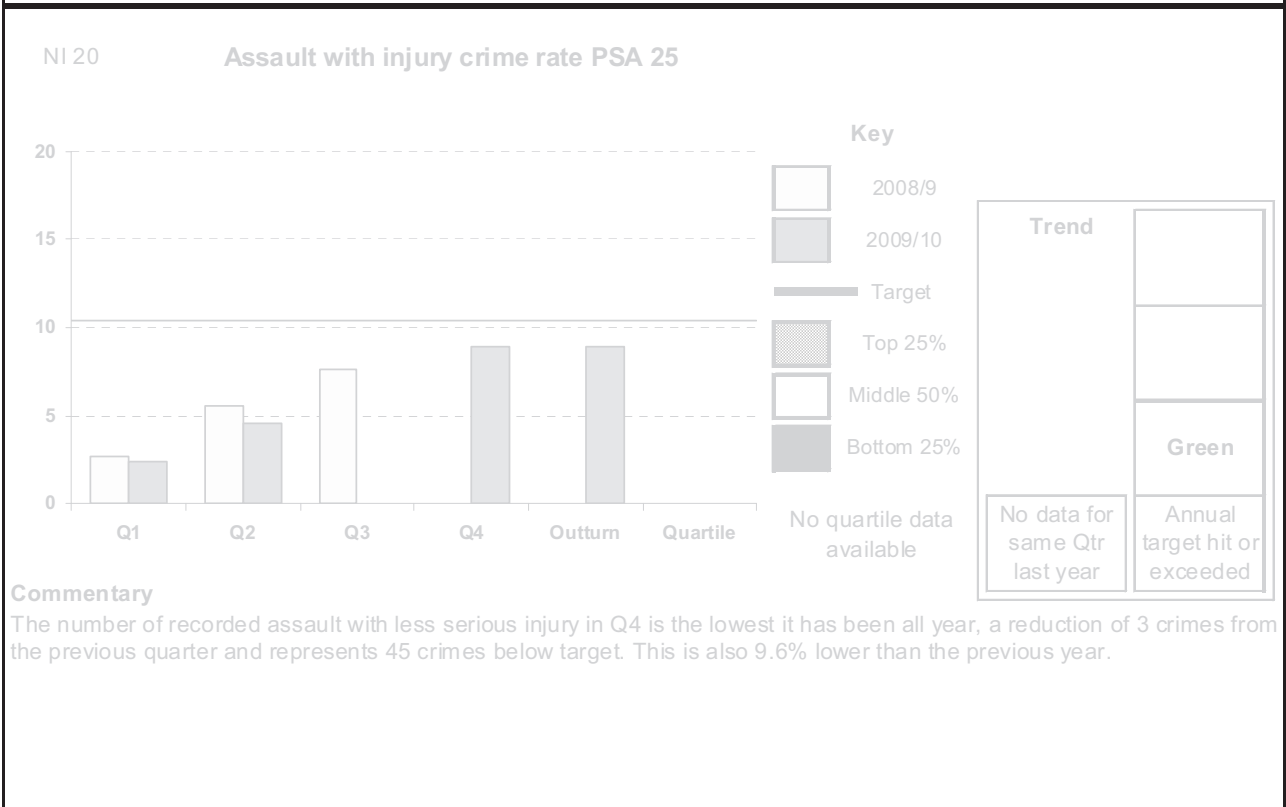
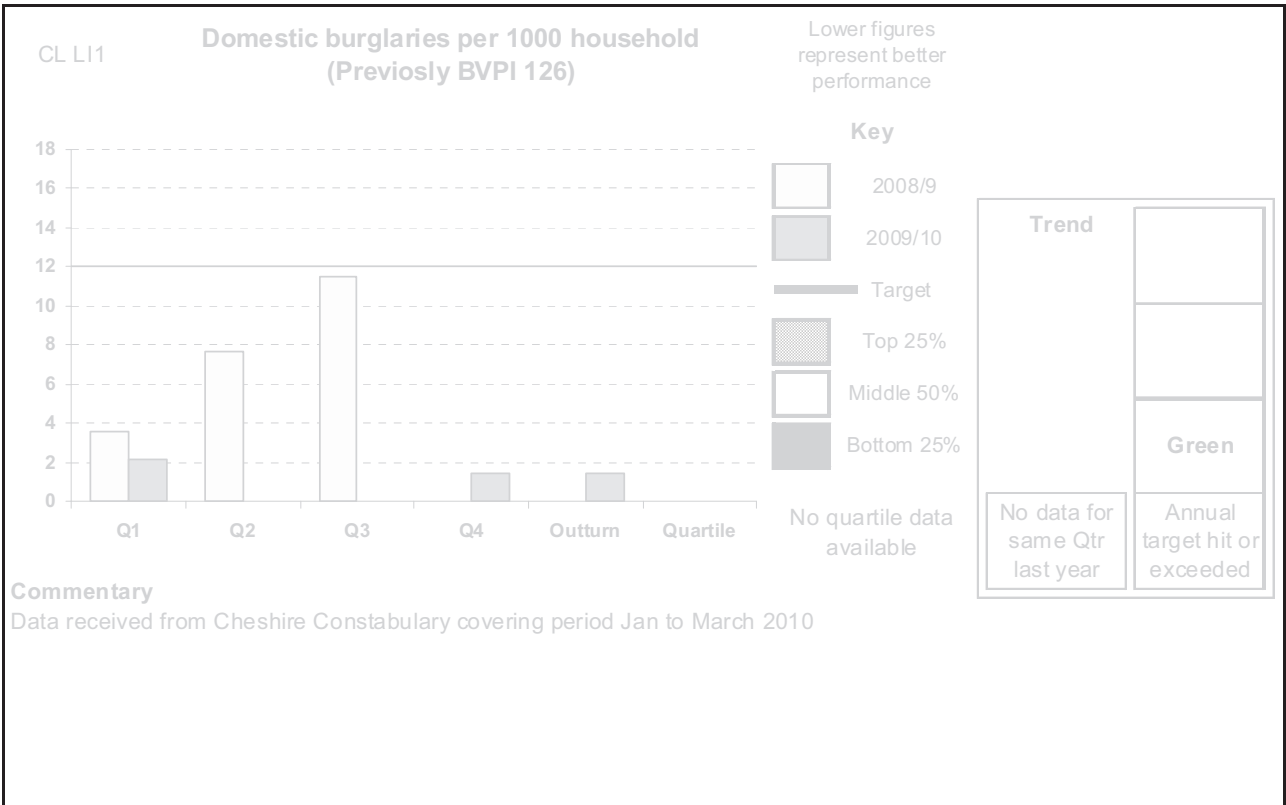
Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		<ul style="list-style-type: none"> <li>Active Membership of Halton Lea Library increased as a result of the lottery-funded refurbishment by 10% compared to April 2007 of which, 5 % will be from target wards. March 2010 (AOF21 &amp; 26)</li> </ul>	✘	<p>The impact of the building work during the 12-month refurbishment has had a greater impact than anticipated and the active membership figures have actually declined.</p> <p>However the trend for issues and visits shows a steady increase, this is despite having a reduced offer over a 6-month period during the refurbishment.</p> <p>Halton Lea actually issued 214,562 items and recorded 238,116 visits in 2009-2010.</p> <p>Visitor figures for March 2010 are the highest recorded since unitary. 38,466 people visited the building, approx 8,500 per week.</p>
		<ul style="list-style-type: none"> <li>Implement RFID (Radio Frequency Identification) technology at Halton Lea Library to facilitate self-service thereby providing opportunities for added value services. 50% transactions to be self-service within 3 months. Dec 2009 (AOF 15,26)</li> </ul>	☑	RFID operative as part of the refurbishment, over 70% of transactions are now self-service.
		<ul style="list-style-type: none"> <li>Launch Books on Prescription service in conjunction with the PCT. April 2009. (AOF 15,26)</li> </ul>	☑	Service launched and operative in all libraries.



Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		<ul style="list-style-type: none"> <li>Deliver a programme of good quality Reader Development activities with at least 1 major event per quarter. March 2010 (AOF 15,26)</li> </ul>	<input checked="" type="checkbox"/>	Wide range of events held this Qtr, including a Book Launch, Author visit, Book slam, Living Books event and Dr Who Day. This family event attracted over 900 people and was supported by the young volunteers from the Headspace Steering Group
		<ul style="list-style-type: none"> <li>Deliver a programme of lifelong learning activities including IAG targets. March 2010 (AOF 15,21)</li> </ul>	<input checked="" type="checkbox"/>	Various lifelong learning activities delivered including over 130 Information and Advice sessions
CL 3	<b>Increase use and satisfaction with parks and open spaces, promoting healthy lifestyles and providing diversionary activities for young people. Manage the re-furbishment of Runcorn Town Hall Park to establish a 21<sup>st</sup> century facility with appropriate facilities and functions.</b>	<ul style="list-style-type: none"> <li>Obtain 10 Green Flag sites. <b>Sep 2009.</b> (AOF12 &amp; 2)</li> <li>Re-furbish Runcorn Town Hall Park (AOF12 &amp; 2)</li> <li>Start on site. <b>June 2009</b> (AOF 12 &amp; 2)</li> <li>Completion <b>March 2010</b> (AOF 12 &amp; 2)</li> </ul>	<input checked="" type="checkbox"/>	12 Green Flags achieved. Runcorn Town Hall Park phase 1 new play area completed. Phase 2 delayed because of weather and delay in master plan. Estimated completion end of May. New visitor centre complete August 2010.
CL4	<b>Improve drug and alcohol services through the re-tendering of the contract.</b>	<ul style="list-style-type: none"> <li>Finalise specification. April 2009 (AOF 30,3)</li> <li>Tender short-listing and interviews. October 2009 (AOF 30,3)</li> <li>Contract signed December 2009. (AOF 30,3)</li> <li>Handover/TUPE January – March 2010 (AOF 30,3)</li> </ul>	<input checked="" type="checkbox"/>	Halton, together with Warrington & St Helens Drug Action Teams have commissioned Mott McDonald to undertake a desk top review with a view to establishing a business case for collaborative commissioning across the three areas. Final report received and awaits Member endorsement.







The following key indicators have not been represented graphically for the reasons stated: -

**CL LI4;** % Overall satisfaction of Library Users (Previously BVPI 118c)

Survey undertaken, results still being analysed

**CL LI5;** % Of residents satisfied with sport and leisure (Previously BVPI 119a)

Figure taken from bi-annual Place Survey. Next survey October 2010.

**NI 17;** Perception of anti-social behaviour

This baseline position for this indicator is the perception data that was captured as part of the 2008 National Place Survey. The next Place survey will be held in October 2010 although results will probably not be available until Q1 2011/12. Trends indicate an ongoing reduction in ASB



Ref <sup>1</sup>	Description	Actual 2008/9	Target 09/10	Quarter4	Progress	Commentary
<b>Quality</b>						
NI 22	Perceptions of parents taking responsibility for the behaviour of their children in the area	25.4%	N/A			Figure taken from bi-annual Place Survey. Next survey October 2010.
NI 41	Perceptions of drunk or rowdy behaviour as a problem	32.2%	N/A			Figure taken from bi-annual Place Survey. Next survey October 2010.
NI 42	Perceptions of drug use or drug dealing as a problem	40.8%	N/A			Figure taken from bi-annual Place Survey. Next survey October 2010.
<b>Service Delivery</b>						
CL LI2	Number of racial incidents recorded by the Authority per 100,000 population (Previously BVPI 174)	N/A	N/A			Awaiting data
CL LI3	% Of racial incidents that resulted in further action (Previously BVPI 175)	3	N/A			Awaiting data
N1 21	Dealing with local concerns about anti-social behaviour and crime by the local council and police	21.2%	N/A	N/A		Figure taken from bi-annual Place Survey. Next survey October 2010.
NI 27	Understanding of local concerns about anti-social behaviour and crime by the local council and police	21.1%	N/A	N/A		Figure taken from bi-annual Place Survey. Next survey October 2010.
NI 31	Re-offending rate of registered sex offenders	N/A	N/A			Awaiting data

<sup>1</sup> Key Indicators are identified by an **underlined reference in bold type.**

Ref <sup>1</sup>	Description	Actual 2008/9	Target 09/10	Quarter4	Progress	Commentary
NI 6	Participation in regular volunteering	20.2 (2006)	N/A	N/A		Figure taken from bi-annual Place Survey. Next survey October 2010.
NI 7	Environment for a thriving third sector	24.4%	N/A	N/A	N/A	This baseline position for this indicator is data that was captured as part of the 2008 National Place Survey. The next Place survey will be held in 2010 although results will probably not be available until Q1 2011/12.

#### Area Partner National Indicators:

The indicators below form part of the new National Indicator Set introduced on 1<sup>st</sup> April 2008. Responsibility for setting the target and reporting performance data will sit with one or more local partners. As data sharing protocols are developed, baseline information and targets will be added to this section

Ref <sup>2</sup>	Description	Actual 2008/9	Target 09/10	Quarter 4	Progress	Commentary
NI 15	Serious violent crime rate	N/A	0.54% 64*	0.17		Data received from Cheshire Constabulary covering period Jan to March 2010.
NI 16	Serious acquisitive crime rate (per 1000 population)	16.47	16.06	14.42		Serious acquisitive crime has decreased by 19% (93 crimes) from Q3 to Q4. There is also a reduction of 4.6% (19%) on the same quarter last year and an year end figure which is 7.6% below target.

<sup>2</sup> Key Indicators are identified by an **underlined reference in bold type**.




Ref <sup>2</sup>	Description	Actual 2008/9	Target 09/10	Quarter 4	Progress	Commentary
NI 18	Adult re-offending rates for those under probation supervision	N/A	N/A	7.8% (Q1 0910)	<input type="checkbox"/>	There is a 6 month time lag to allow sufficient time for re-offences to be counted and to reach Court.
NI 19	Rate of proven re-offending by young offenders	N/A	N/A	28.4% (Q3 0910)	<input type="checkbox"/>	There is a 6 month time lag to allow sufficient time for re-offences to be counted and to reach Court.
NI 26	Specialist support to victims of a serious sexual offence	N/Av	N/Av	N/Av	N/Av	There is currently no target or data collection around this as the NI has yet to be finalised and implemented.
NI 28	Serious knife crime rate	N/Av	77	7	<input checked="" type="checkbox"/>	Data received from Cheshire Constabulary covering period Jan to March 2010.
NI 29	Gun crime rate	N/Av	33	3	<input checked="" type="checkbox"/>	Data received from Cheshire Constabulary covering period Jan to March 2010.
NI 30	Re-offending rate of prolific and priority offenders	16%	19%	16.69%	<input checked="" type="checkbox"/>	Although this report covers Quarter 4, statistics are produced three months in arrears to allow time to finalise convictions. The figure is on line to meet the target
NI 32	Repeat incidents of domestic violence	N/Av	28%	22%	<input checked="" type="checkbox"/>	This is confirmed data for the end of quarter 4. Significant improvement in performance against this NI has been achieved after data reliability was flagged as an issue. Review of the years repeat data has identified that our performance for the year has been around the 26% level. This final quarter significant reduction in the percentage is due to the implementation of a new Risk Identification Checklist which has led to a large increase in the level of cases referred into the MARAC process whilst repeat case levels have remained constant at an average of 4 per month.
NI 33	Arson incidents	1277	937	700	<input checked="" type="checkbox"/>	Data collected from Cheshire Fire and Rescue Incident Service (IRS). 2009/10 action plans



Ref <sup>2</sup>	Description	Actual 2008/9	Target 09/10	Quarter 4	Progress	Commentary
						identified several areas of high activity with regard to this activity.
NI 34	Domestic violence - murder	Deleted figure incorrect	Deleted figure incorrect	0	<input checked="" type="checkbox"/>	There is no target for this NI. The figure should be based on the number of domestic abuse murders per 1,000 of the population ie about 0.001 (Cheshire Q2 09/ 10)
NI 38	Drug-related (Class A) offending rate	0.59	TBA	0.65	N/A	Data is for the first six months and is better than predicted.
NI 40	Drug users in effective treatment	467	528	448 (month 7)	<input type="checkbox"/>	Data is for Apr/ October 09.The DAT meets bi-monthly with service providers to monitor and manage the Performance Improvement plan.. The plan focuses on improving numbers and retention in treatment through; improving the targeting and effectiveness of the Outreach service; a revised assessment & intake process; improved management and scrutiny of cases put forward for discharge; promoting services to a wide number of professionals; improving the continuity of care between prisons and the criminal justice arm of the service; & enhancing service user involvement in proposed changes to service delivery. An initial indication from 09/10 data is that there has already been improvement in delivery. The deficit for October YTD (-16) is lower than the same period last year (-26)
NI 143	Offenders under probation supervision living in settled and suitable accommodations at the end of their order or licence	N/Av	N/Av			Awaiting data
NI 144	Offenders under probation supervision in employment at the end of their order or licence	N/Av	N/Av			Awaiting data
NI 35	Building resistance to violent extremism	2.5	2.5			Awaiting self assessment from Counter terrorist unit of Cheshire Police.

Ref <sup>2</sup>	Description	Actual 2008/9	Target 09/10	Quarter 4	Progress	Commentary
NI 36	Protection against terrorist attack	N/Av	N/Av			
NI 49	No. of primary fires and related fatalities and non-fatal casualties, excluding precautionary checks per 100,000 population	2.48 (per 100,000 popn.) 296 incidents	0.59/ 70			Awaiting data

The RAG symbols are used in the following manner:

	<u>Objective</u>	<u>Performance Indicator</u>
<b><u>Green</u></b>	 Indicates that the milestone/objective <u>will</u> be achieved within the identified timeframe	Indicates that the annual target <u>will</u> , or has, been achieved or exceeded.
<b><u>Amber</u></b>	 Indicates that at this stage it is <u>uncertain</u> as to whether the milestone/objective will be achieved within the identified timeframe.	Indicates that it is either <u>unclear</u> at this stage or too early to state whether the target is on course to be achieved.
<b><u>Red</u></b>	 Indicates that the milestone/objective <u>will not</u> , or has not, been achieved within the identified timeframe.	Indicates that the <u>target will not be achieved</u> unless there is an intervention or remedial action taken.

## QUARTERLY MONITORING REPORT

**DIRECTORATE:** Environment  
**SERVICE:** Major Projects  
**PERIOD:** Quarter 4 to year-end 31<sup>st</sup> March 2010

### 1.0 INTRODUCTION

This monitoring report covers the Major Projects Department fourth quarter period up to year-end 31<sup>st</sup> March 2010. It describes key developments and progress against all objectives and performance indicators for the service.

Given that there are a considerable number of year-end transactions still to take place a Financial Statement for the period has not been included within this report in order to avoid providing information that would be subject to further change and amendment. The final 2009 / 10 financial statements for the Department will be prepared and made available via the Council's Intranet once the Council's year-end accounts have been finalised. A notice will be provided within the Members' Weekly Bulletin as soon as they are available.

The way in which symbols have been used to reflect progress to date is explained within Appendix 4.

### 2.0 KEY DEVELOPMENTS

Approval of £1,054,970 from the NWDA to acquire and demolition the buildings on the former Gyproc Site, Dennis Road as part of the Widnes Waterfront. Acquisition completed 26<sup>th</sup> March 2010.

Work has commenced on the design of the restoration of the golf course, which will need to commence later this year.

Funding provision has been made using LPSA resources for the reclamation of the former Bayer site (40 acres) that the council has acquired for future business development.

Both the Future Flower Arts project and Carterhouse Bridge have been substantially completed and official opening taken place.

The redevelopment of the new Castlefields local centre has now commenced.

### 3.0 EMERGING ISSUES

A new town centre working group is being established to drive the next phase of town centre regeneration. Priority will be given to bringing forward proposals for Runcorn following the stalling of the canal quarter due to the recession.

### 4.0 PROGRESS AGAINST OBJECTIVES / MILESTONES

<b>Total</b>	<b>14</b>		<b>11</b>		<b>0</b>		<b>3</b>
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For further details, please refer to Appendix 1.

### 5.0 SERVICE REVIEW

Following on from a number of staff departures and the move to the new directorate structure, the major projects function has been reviewed and has been provisionally reorganised into two teams –




- Widnes Waterfront, contaminated land and partnerships
- 3MG, Castlefields regeneration and town centres

### 6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS

<b>Total</b>	<b>2</b>		<b>2</b>		<b>0</b>		<b>0</b>
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For further details, please refer to Appendix 2.

### 6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS

<b>Total</b>	<b>4</b>		<b>4</b>		<b>0</b>		<b>0</b>
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For further details, please refer to Appendix 3.

### 7.0 RISK CONTROL MEASURES

During the production of the 2008-09 Service Plan, the service was required to undertake a risk assessment of all Service Objectives.

Where a Service Objective has been assessed and found to have associated 'High' risk, progress against the application of risk treatment measures is to be monitored, and reported in the quarterly monitoring report in quarters 2 and 4.

No risks have been identified as High for the service.

## **8.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS**

During 2007/08 the service was required to undertake an Equality Impact Assessment. Progress against actions identified through that assessment, with associated High priority are to be reported in the quarterly monitoring report in quarters 2 and 4.

No actions have been identified as high priority for the service.








## **9.0 DATA QUALITY**

The author provides assurance that the information contained within this report is accurate and valid and that every effort has been made to avoid the omission of data. Where data has been estimated, has been sourced directly from partner or other agencies, or where there are any concerns regarding the limitations of its use this has been clearly annotated.






## **10.0 APPENDICES**

Appendix 1- Progress against Objectives/ Milestones  
Appendix 2- Progress against Key Performance Indicators  
Appendix 3- Progress against Other Performance Indicators  
Appendix 4- Explanation of red, amber, green symbols

Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
MP 1	To implement a regeneration plan for the Widnes Waterfront in accordance with the Widnes Waterfront Team Plan and Widnes Waterfront Regeneration Masterplan 2 resulting in 44 ha. of regenerated land on the Widnes Waterfront	<p>Implementation proceeding according to NWDA Performance Plan 09/10: This will set out the commitment of Halton's Urban Renewal Partnership to deliver a set of projects funded by the NWDA in the financial year 2009-10. <b>Mar 2010</b></p> <p>Completion of phase 1 Venture Fields Leisure Development. <b>March 2010</b></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p>The Draft Performance Plan 09/10 is still awaiting approval by the Northwest development Agency. The Draft Performance Plan for 10/11 has now also been submitted for their approval.</p> <p>The NWDA approved £42,000 to remove the Japanese Knotweed from the venture Fields site to allow development to take place. This work has been completed.</p> <p>The demolition of the Bayer site continues and they are on target to complete the sellers works by June 2010 with the exception of the EA Permit Surrender.</p> <p>Work is continuing to secure NWDA funding and £350,000 LPSA monies have been allocated to the development. It is currently anticipated that work on site will start July 2010.</p>

Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
MP 2	To implement a regeneration plan for Castlefields according to the Castlefields Team Plan and Regeneration Masterplan resulting in the delivery of The Masterplan's Vision of an holistically improved estate	Implementation according to Masterplan Phase 2: Commence construction of local centre <b>March 2010.</b>		Construction commenced.
		Market Lakeside Development Site subject to market review <b>Mar 2010</b>		Market review underway.
MP 3	To implement a regeneration plan for 3 MG (formerly known as Ditton Strategic Rail Freight Park) resulting in the creation of a regionally-significant rail freight park	Complete 12 acres of parkland and open to the community <b>Aug 09</b>		Complete.
		Complete a development agreement for the delivery of the rail sidings <b>Jun 2009</b>		Discussions are continuing with Network Rail and Stobart.
		Complete the first phase of warehouse development and the remediation of Marsh Brook and 50 acres of contaminated land <b>Oct 2009</b>		Complete.
		Provide bespoke skills and recruitment package to end user and secure employment for local people <b>Oct 2009</b>		In progress for Tesco and Norbert Dentressangle.
		Have the first phase of sidings infrastructure completed <b>Mar 2010</b>		This will be delayed until Mar 2012.






Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
MP 4	Monitor investment levels in the 3 town centres in order to comply with Community Plan objectives (See Team Plan) and ensure a continued improvement in the quality of Halton's Town Centres	Ensure continued investment in town centres of at least £1 million per annum. <b>Mar 2010</b>		2009/10 achieved.
		Co-ordinate the commencement on site of Phase 1 of the Canal Quarter development with residential and civic developments. <b>Mar 2010</b>		2010/11 to be confirmed subject to private sector investment. This objective is currently under review and will be informed the Masterplan exercise being undertaken on Runcorn TC.
MP 5	Reclamation of contaminated and derelict land including 48 ha. at St Michael's Golf Course to produce a safe and attractive replacement course	Phase 2, the physical reclamation of the Golf Course, funded by approximately £4 million grant from DEFRA, started <b>Mar 2010</b>		Works on site are progressing to programme with a contract spend of £840,499 achieved by end of March 2010.
MP 6	To implement the Urban Renewal Strategy and Action Plan	Three meetings of Urban Renewal SSP held. <b>Mar 2010</b>		Three Urban Renewal Meeting were held.
		Urban Renewal allocation of WNF allocated and fully spent. <b>Mar 2010</b>		All projects have spent to budget with a slight cumulative over spend at the end of the year of £600.

Ref	Description	Actual 2008/9	Target 09/10	Quarter 4	Progress	Commentary
<b>Service Delivery</b>						
<b><u>MP</u></b> <b><u>LI13</u></b>	Urban Renewal: Outputs as set out in Succession Urban Renewal Strategy and Action Plan (% achieved)	100	100	100	<input checked="" type="checkbox"/>	Action Plan on schedule to achieve targets
<b><u>MP</u></b> <b><u>LI14</u></b>	3MG: Outputs as set out in Masterplan (% achieved)	100	100	100	<input checked="" type="checkbox"/>	Action Plan on schedule to achieve targets

Ref	Description	Actual 2008/9	Target 09/10	Quarter 4	Progress	Commentary
<b>Service Delivery</b>						
MP LI4	Local business premises improved	13	10	10	<input checked="" type="checkbox"/>	This figure includes two businesses which received new shop frontages and a further 8 which were improved out of CLG Grant funding. 90% of the businesses improved were located in Runcorn Town Centre.
MP LI6	Land reclamation programme (acres)	120	10			This figure includes the remediation of Heron Phase 2 redevelopment (1.58ha)
MP LI11	EDZ Programme: Outputs as set out in Succession Masterplan	100	100	100	<input checked="" type="checkbox"/>	Outputs achieved as planned.
MP LI15	EDZ Programme: Outputs as set out in the North West Development Agency Performance Plan	100	100	100	<input checked="" type="checkbox"/>	Halton Borough Council has meet all the main outputs contained in the submitted plan.
MP LI12	Castlefields Regeneration: Outputs as set out in Masterplan Phase 2 & SPD (% achieved)	N/a	100	100	<input checked="" type="checkbox"/>	The latest position is that 883 deck access flats have been demolished with another 128 programmed.

The traffic light symbols are used in the following manner:

	<u>Objective</u>	<u>Performance Indicator</u>
<b><u>Green</u></b>	 Indicates that the <u>objective is on course to be achieved</u> within the appropriate timeframe.	Indicates that the <u>target is on course to be achieved</u> .
<b><u>Amber</u></b>	 Indicates that it is <u>unclear</u> at this stage, due to a lack of information or a key milestone date being missed, <u>whether the objective will be achieved</u> within the appropriate timeframe.	Indicates that it is either <u>unclear</u> at this stage or too early to state whether the target is on course to be achieved.
<b><u>Red</u></b>	 Indicates that it is <u>highly likely or certain that the objective will not be achieved</u> within the appropriate timeframe.	Indicates that the <u>target will not be achieved</u> unless there is an intervention or remedial action taken.

## QUARTERLY MONITORING REPORT

**DIRECTORATE:** Environment  
**SERVICE:** Economic Regeneration  
**PERIOD:** Quarter 4 to period end 31<sup>st</sup> March 2010

### 1.0 INTRODUCTION

This quarterly monitoring report covers the Economic Regeneration Department third quarter period up to 31 March 2010. It describes key developments and progress against “key” objectives and performance indicators for the service.

Given that there are a considerable number of year-end transactions still to take place a Financial Statement for the period has not been included within this report in order to avoid providing information that would be subject to further change and amendment. The final 2009 / 10 financial statements for the Department will be prepared and made available via the Council’s Intranet once the Council’s year-end accounts have been finalised. A notice will be provided within the Members’ Weekly Bulletin as soon as they are available.

The way in which traffic lights symbols have been used to reflect progress to date is explained within Appendix 5.

### 2.0 KEY DEVELOPMENTS

#### Enterprise & Employment

LSC completed a audit of Skills Boost , Priority Sector Routeway & Gateway+ - full assurance received.

The Nexstep IAG contract was monitored by Connexions – complementary report with HPIJ receiving top rating.

#### Future Jobs Fund Programme

During Q4 21 FjF jobs with voluntary & community organisations in Halton have been advertised and 11 jobs filled. The first tranche of 40 FjF jobs in the Council have been advertised with Jobcentre Plus.

### Graduate Internship Programme

The new Council Graduate Internship programme launch event was held on 22 March 2010 at the Corporate Training Centre. The event hosted by HPiJ and supported by Jobcentre Plus attracted 12 unemployed graduates who all expressed an interest in obtaining a work placement in the Council. All graduates will meet with HPiJ over the coming weeks to be matched to internship opportunities within Council Departments. A similar event is being planned for June 2010.

#### Sector initiatives:

- Skills for the Science, Technology & Advanced Manufacturing (STAM) sector – Amion Consulting reported on their STAM research in Q4 and this information was shared with the STAM Steering Group and the PPB STAM Topic Group. The key recommendation is for an online STAM routeway of information, resources, training and support to be developed covering all age education and businesses. It is also proposed that the routeway is launched to coincide with Year 9s choosing their options.
- The 3MG recruitment project managed by the Halton Employment Partnership went live in February 2010. During Q4, nearly 5000 people had registered an interest in a job with Tesco and 2225 application packs were sent out.
- The 2009/10 Business Perceptions Survey, undertaken by Ecotec, was reported on in Q4. 250 businesses were surveyed in relation to skills gaps, training provision, local workforce and support available to businesses. The survey revealed a significant improvement in how businesses rated the quality of local training provision. It also showed that most businesses (84%) felt that local people did have the necessary skills, qualifications and experience to fill any vacancies they had, and this was a significant change from the previous survey when more than 60% felt there was a mismatch between the skills of the local workforce and the skills that were needed.
- 79 Literacy or Numeracy qualifications were achieved, with 48 learners achieving level 2 (GCSE) standard. A Celebration of Achievement took place to present certificates to learners.
- The Construction Employment Integrator Business Plan for Halton was finalised during Q4.

### 3.0 EMERGING ISSUES

- From 1 April 2010, the Learning & Skills Council will cease and will be replaced by 3 separate agencies: The Young People's Learning Agency; the Skills Funding Agency; and the National Apprenticeship Service. The role of the SFA will purely be one of funding and not planning, so how these changes will roll out will need to be monitored at the divisional level and beyond.

- The second phase of the 3MG recruitment project with Tesco will roll out in Q1 of 2010/11, with successful applications moving to interview stage. It is expected that the HEP will support Tesco with 1000 interviews over a 6 week period. In addition, talks with Norbert Dentressangle will take place in April ,with a view to assisting them with their recruitment for the recycling element of the Tesco distribution centre.
- The SFA have requested local authorities to accept the role, in principle, of Lead Accountable Body for the planning and funding of local, informal adult learning provision from August 2011. This role will require a key decision from council. A report will be produced and shared with appropriate members. The impact on the local authority taking on this role will be additional capacity creating within the Division to take the LAB forward.
- A project manager will need to be recruited to take forward the Construction Employment Integrator model in Halton.
- Following publication of the Government’s latest Skills Strategy and SFA priorities, and the expectation for the local authority to take on the role of LAB, a further review of the Adult Learning & Skills Development Division structure has been identified. It is hoped that a new structure could be in place in time for the 2010/11 academic year. This will require consultation with staff, HR and unions.

**4.0 PROGRESS AGAINST OBJECTIVES / MILESTONES**




<b>Total</b>	<b>6</b>		<b>5</b>		<b>0</b>		<b>1</b>
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With one exception all milestones have been achieved as planned. For further details, please refer to Appendix 1.

**5.0 SERVICE REVIEW**

The new structures following the efficiency review will come into place from 1 April 2010.

**6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS**

<b>Total</b>	<b>-</b>		<b>-</b>		<b>-</b>		<b>-</b>
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There are no key performance indicators for the service that are reported to this PPB.

**6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS**

<b>Total</b>	<b>2</b>		<b>2</b>		<b>0</b>		<b>0</b>
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Both performance indicators reported to this PPB have exceeded target and additional details are provided in Appendix 2.

**7.0 RISK CONTROL MEASURES**

During the production of the 2009-12 Service Plan, the service was required to undertake a risk assessment of all Key Service Objectives.

Where a Key Service Objective has been assessed and found to have associated 'High' risk, progress against the application of risk treatment measures is to be monitored, and reported in the quarterly monitoring report in quarters 2 and 4.

**8.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS**

During 2008/09 the service was required to undertake an Equality Impact Assessment. Progress against actions identified through that assessment, with associated High priority are to be reported in the quarterly monitoring report in quarters 2 and 4.

No actions have been identified as high priority for the service.







**9.0 DATA QUALITY**



The author provides assurance that the information contained within this report is accurate and valid and that every effort has been made to avoid the omission of data. Where data has been estimated, has been sourced directly from partner or other agencies, or where there are any concerns regarding the limitations of its use this has been clearly annotated.

**10.0 APPENDICES**

Appendix 1- Progress against Objectives/ Milestones  
 Appendix 2- Progress against Other Performance Indicators  
 Appendix 3 - Progress against Risk Treatment Measures  
 Appendix 4 - Explanation of traffic light symbols






Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
ER 1	Promote economic diversity and competitiveness within an improved business environment	Update Economic Development Strategy by 1/10/09	Refer comment	This work has been superseded by legislation requiring Councils to complete Local Economic Assessments
		Develop Tourism Strategy and action plan by 1/10/09		In light of the Efficiency Review, this work has been put on hold
		Review procurement topic actions by 31/10/09		Picked up as a PPB work topic
		Revise Science and Technology Strategy and action plan by 1/10/09		Strategy and Action Plan has been updated
		Deliver BIDs year 2 action plan by 31/3/10		As reported, this has been presented to the Executive Board
		Secure funding package for Lewis Carroll visitor centre by 31/3/10		Funding package secured
		Development of Employment Action Plans for each NM area by 31/1/10		NM Action plans have been implemented and a hand over exercise between NEEO's and NMT Coordinators has taken place to ensure activity agreed is completed

Ref	Description	Actual 2008/9	Target 09/10	Quarter 4	Progress	Commentary
<b>Service Delivery</b>						
ER LI6	Inward investment enquiry conversion rate (%)	11.9%	6%	13.7%		The conversion rate has exceeded the target although the actual number of enquiries converted has fallen from a five year average of 40 to just 21.
ER LI10	No of day visitors per annum to the borough (Calendar year)	Annual in arrears calculation	+2%	£4,861,000		It is not possible to provide an increased % target figure for Halton but the figure across the Liverpool city region was up 20% on 2007 stats.

Objective Reference	High Risk Identified	Risk Treatment Measures	Progress	Commentary
ER1	Reduction in capacity of team	Prioritise programmes and projects	<input checked="" type="checkbox"/>	Reflected in revised structures which maintain existing experience.
	Credit Crunch impact on businesses & investment	Increased focus on aftercare combined with selective proposition based marketing	<input checked="" type="checkbox"/>	Working with The Mersey Partnership to focus resources in these areas.
	Problems with accessing ERDF for tourism	Target decision makers to access funding	<input checked="" type="checkbox"/>	NWDA focused on "Attack Brands" but secured visitor attraction funds instead.
	Increased workload re Mersey gateway Loss of tourism dispersal post	Reduce other activity to compensate Redistribution of priority work.	<input checked="" type="checkbox"/>	Included in revised departmental structures.

The traffic light symbols are used in the following manner:

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

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

**DATE:** 16 June 2010

**REPORTING OFFICER:** Strategic Director – Environment and Economy

**SUBJECT:** Falkirk Avenue – Petition for New Road

**WARDS:** Birchfield

## **1.0 PURPOSE OF THE REPORT**

- 1.1 To report the receipt of a Petition signed by 47 residents of Falkirk Avenue, Upton Rocks, Widnes, and to inform Members of the following:
- the concerns of Falkirk Avenue residents, relating to traffic using the street;
  - the suggestions made in the petition for resolving these issues;
  - the development of potential options aimed at addressing the petitioners' concerns; and
  - to recommend a proposed course of action

## **2.0 RECOMMENDATION: That**

- 1) Members consider the contents of the petition;**
- 2) traffic conditions in Falkirk Avenue continue to be monitored;**
- 3) the feasibility of constructing new roads connecting from the boundaries of planned development sites (Upton Rocks H3 and Proposed Local Centre) to Westerhope Way continue to be explored; and**
- 4) the petitioners be informed of the Board's decision.**

## **3.0 SUPPORTING INFORMATION**

### **3.1 The Petition**

A petition was received by the Council in March 2010, signed by 47 residents, representing the majority of properties in Falkirk Avenue. The Petition requests that the Council *"build a new road to divert traffic away from Falkirk Avenue"*, as *"the volume of traffic using the road has not reduced as expected since the opening of the new Queensbury Way link to Cronton Road."* A letter detailing residents' concerns, which includes a summary table of traffic flow figures gathered by the Council during the last three years, is included with the petition. This is attached in Appendix 1 of this report together with a plan identifying the addresses of those signing the petition.

The concerns raised in the letter can be summarised, as follows:

- the opening of Queensbury Way has not resulted in any significant decrease in traffic on Falkirk Avenue;
- large numbers of commercial vehicles are using Falkirk Avenue on a daily basis;
- assertion that the route is used as a main arterial route, by fire service, police and taxi drivers because Queensbury Way has failed to deliver a faster alternative route;
- children are unable to play outside due to fear of HGVs and high vehicle speeds;
- parked cars have been damaged by passing vehicles and there has been at least one head on collision;
- the steps taken so far by the Council have not been adequate, to reduce traffic volumes and speeds to a level appropriate to the road design;
- concern that the location of the Council's traffic speed counter did not represent the true maximum speeds. (but nevertheless that measured speeds are over 20mph);
- these problems may be exacerbated by construction of the local centre on neighbouring land.

The letter accompanying the petition asks that:

- 1) as a minimum, the promised weight restrictions should be implemented and clearly signposted at both entrances to Falkirk Avenue;
- 2) the speed limit should be effectively enforced;
- 3) in the medium term, that an alternative and quicker route from Birchfield Road to Queensbury Way should be constructed, to ensure that residents of Falkirk Avenue can use Falkirk Avenue with confidence and in safety.

### **3.2 Background Information**

Falkirk Avenue and Lanark Gardens form part of the route connecting Queensbury Way to Birchfield Road via Marcien Way/Lofthouse Gate and Upton Bridle Path. It is the southernmost of two east-west routes serving the Upton Rocks development, the other being Upton Lane/Upton Rocks Avenue. Both of these east-west routes have significant residential frontage along their entire length, so great care needs to be taken when considering any measures which may redistribute traffic. A plan showing these routes (and the options referred to later in the report) is attached at Appendix 2.

The Upton Rocks Masterplan set out to integrate the established residential areas west of Birchfield Road with the new, Upton developments to the west. The east – west connecting routes, utilising Falkirk Avenue and Upton Rocks Avenue, were designed to encourage

that integration, with the layout of the roads being designed to discourage excessive speeds and deter through traffic.

The housing development comprising Falkirk Avenue and Lanark Gardens received planning permission in 2001/2. The estate layout was designed to incorporate 5.5m wide carriageways with 2m wide footways and a cycle route, all in accordance with the design guidance appropriate at the time (Design Bulletin 32), sufficient to serve up to around 300 dwellings.

The alignment was arranged to include a series of right angled junctions connected by short links, in an attempt to reduce speeds and deter through traffic, again in accordance with DB32. The housing layout was somewhat novel for the time in that dwellings were arranged closer to the highway with parking provided partly behind building lines, to improve street scene, a practice which has continued and is now embedded into the latest housing estate road layout design guidance, the Manual for Streets.

### **3.3 Interventions to date**

Once the through route became established, a number of complaints about traffic speeds were received from residents of Falkirk Avenue. Traffic surveys were undertaken in 2005, which measured vehicle speeds at an average of 20mph and an 85<sup>th</sup> percentile speed (the speed which 85% of vehicles are not exceeding) of 24mph. In 2006, following consultation, two speed humps (low, narrow 'thump' type) were installed. At that time, the possibility of a closure of the street to through traffic was also considered and discussed with local ward Councillors, although this idea was rejected as not being practical. This is reviewed in section 3.5.

A Traffic Regulation Order aimed at restricting goods vehicles (by Weight Restriction Order, as referred to in the petitioner's letter) was also investigated in 2006. However the proposal was not progressed due to the high cost of signage. Again, this suggestion is discussed further in the options appraisal 3.5 below.

Responses to local search enquiries in connection with Upton Rocks development site H3 (Tickford Bank / Biddleston Cross development), now include the advice that the roads within the H3 Site have been designed to extend to the eastern boundary which could potentially allow future connection through to Falkirk Avenue from Galway Avenue. Again, this is discussed further in the options appraisal below.

The Council was also aware that the completion of Queensbury Way would have an impact upon traffic distribution in the area, and it was hoped that some relief would be provided to Falkirk Av, as Queensbury Way would give alternative access particularly to the north east and motorway junctions. Therefore, monitoring of traffic using Falkirk Avenue was undertaken before and after the opening of the new road.

### 3.4 Traffic Survey Findings

Several traffic surveys have been carried out by the Council in relation to traffic usage of Falkirk Avenue. These surveys have shown the following:

- In 2009, shortly after the opening of the Queensbury Way link, a weekday total of approximately 1200 vehicles used Falkirk Avenue each day, of which approximately 150 travelled during the weekday morning peak hour. The average traffic flow measured over a 12 hour period (07:00 to 19:00) is 76 vehicles per hour. To put this into perspective, this is equivalent to the flow expected on a residential estate road serving around 200 dwellings. (Falkirk Avenue is designed for 300). This represents an average reduction of approx 10% in the daily total traffic flow following the opening of Queensbury Way to Cronton Road.
- Peak hour flows have fallen by approx 30 vehicles compared with counts taken in 2008 before the Queensbury Way link was open.
- The proportion of heavy goods vehicles using Falkirk Avenue is around 2.8% (measured over 24 hour period). This is not unusual for a 'through road' within a residential estate in an urban area.
- A 'snapshot' origin and destination number-plate survey was undertaken during an afternoon period in March. The results of this survey showed that over 95% of vehicles using the Falkirk Avenue to Lofthouse Gate route did not travel straight through and therefore it can be surmised that the majority of drivers had a destination or business within the area.
- In 2009, traffic speed surveys (taken at the traffic counter positioned outside number 19 Falkirk Avenue) showed that the average vehicle speed was 15 mph and the 85<sup>th</sup> percentile speed was 19 mph. These figures are within the acceptable maximum speed of 20 mph as suggested in traffic calming advisory notes, and demonstrate a 5mph reduction in both average and 85<sup>th</sup> percentile speed following the installation of speed humps.

The petitioners have expressed concern that the traffic speed counter was sited close to the traffic calming speed thump and therefore readings taken did not truly represent vehicle speeds through the area. The position of the counting equipment is governed by the position of lighting columns, due to mounting and fixing requirements. In this case the counter was positioned as close as possible to the centre of the link, in order to give an indication of maximum speeds. This was prior to the traffic calming being implemented (in 2006). Since the installation of the speed hump any subsequent monitoring has taken place at the same location for consistency and to enable direct comparisons to be made.

The petitioners have asked that the existing speed limit should be effectively enforced. The traffic calming speed thumps are effective in



controlling vehicle speeds to below 20mph and therefore it is unlikely that police enforcement intervention would make any further significant improvement to the situation in the long term.

An analysis of road traffic accident data has also been undertaken. There are no personal injury accidents recorded in the three years from 2007-2009.

In summary, according to the collected traffic survey data, Falkirk Avenue currently carries less traffic than it was originally designed for and traffic flows have reduced by approximately 10% since the opening of Queensbury Way. Only a small proportion of traffic appears to be using the route as a through route from Upton Bridle Path to Queensbury Way and less than 3% of the traffic is HGVs. The records show that there are no injury accidents, and traffic speeds are within acceptable limits. Therefore, there is little evidence to justify significant intervention.

### **3.5 Option appraisal**

Notwithstanding the above, a number of potential courses of action, which may reduce the impact of traffic using Falkirk Avenue have been investigated and are discussed below. The options are illustrated on the plan attached at Appendix 2.

#### **Option 1 - New Road connecting 90 degree bends adjacent to House Nos. 3 and 23 Falkirk Avenue.**

This would provide a short bypass to Falkirk Avenue and reduce traffic on the most circuitous section. However, this would not result in any traffic reduction for those residents living outside this short section, many of whom have signed the petition. Indeed, the shorter route may actually encourage more traffic, and higher vehicle speeds. This would involve the construction of approx 100m of new highway at an estimated cost of £0.25m. The new section of road would encroach into land which is designated for construction of a local centre and primary school. This option is considered to be of low overall benefit in relation to its cost.

#### **Option 2 – New road connecting the western end of Westerhope Way to Lanark Gardens**

This option would bypass the whole of Falkirk Avenue, by means of the construction of an additional 'through' road to Lanark Gardens, providing an alternative circuitous route. Falkirk Avenue would remain as a through route, but theoretically traffic flows should reduce by half. A sub option, allowing Falkirk Avenue to be closed as a through route, could also be considered. However this would merely transfer all through traffic onto the new route. The impacts of this would need to be assessed.

This option entails significant cost entailing the construction of an additional length of carriageway to connect to Westerhope Way. However,

the scheme could potentially be funded by the developer of the proposed school / local centre site. Planning proposals around the local centre are capable of being adapted to accommodate this option, although this development may take some time to come forward as a planning application.

**Option 3 – New road connecting western end of Westerhope Road to Galway Avenue through Development Site H3 (via Tickford Bank / Biddlestone Cross)**

Similar to Option 2, this option would also provide an additional through road via a circuitous route, this time to the south of Falkirk Avenue. It would provide a connection to Queensbury Way via Galway Avenue and an existing housing development site (Tickford Bank / Biddlestone Cross). The route would form part of proposed estate roads within Upton Rocks Site H3 (currently being developed). Approximately 130m of new highway would need to be constructed to link roads at the site Boundary to the western end of Westerhope Way.

Again this option entails significant cost as the future developer of Site H3 only has an obligation to construct up to his site boundary. Residents of existing properties on Tickford Bank / Biddlestone Cross, and of the rest of site H3 in the future, may be adversely affected by the provision of a through road passing their properties, although the possibility of this route has been advised in Local Authority Searches in relation to these property sales. It may not however have been identified in personal searches for HIPs etc.

**Option 4 – Introduce a weight restriction order covering the Birchfield Ward.**

This would involve progressing a traffic regulation order to restrict access by heavy goods vehicles. The order could not be limited to the immediate area surrounding Falkirk Avenue (as this would result in enforcement difficulties and need for large vehicles to turn in a residential area) but would need to cover all roads bound by Birchfield Road, Cronton Road, Queensbury Way and the Liverpool to Manchester railway line. Such a proposal would have a cost implication of approximately £15k for signage to cover the whole zone. The 2009 traffic surveys described in 3.4 show that there is a low percentage of heavy goods vehicles using Falkirk Avenue - a total of 33 vehicles in a 24 hour period represents 2.8% of total flow. These vehicles are quite likely to have destinations or business within the area (delivery vehicles etc.) and would be exempt from a restriction order anyway. It is not considered therefore that a weight restriction order would deliver any real improvements to the traffic conditions on Falkirk Avenue.

**Option 5 – Closure of Falkirk Avenue to through traffic.**

Although this has not been specifically requested or suggested by the petitioners, the feasibility of closing Falkirk Avenue to through traffic has been investigated and discussed with local ward councillors previously. These discussions concluded that a closure would be impractical for the following reasons:

- A closure would inconvenience a significant number of residents, whose sole access & egress to their property would be restricted to one direction – either via Queensbury Way or Via Birchfield Road.
- Displaced traffic would be likely to divert to the northerly through route via Julian Way, Upton Lane and Upton Rocks Avenue.
- A closure would create two long cul-de-sacs. Traffic flows would not reduce significantly due to the need for two-way return journeys.
- There is no convenient central point of closure between Lanark Gardens and Julian Way (the effective decision points at which drivers would choose to continue through Falkirk Avenue).
- A turning head would need to be formed either near to Grundy Close (Point 1) or Prestwick Close (Point 2) which would result in an uneven split of traffic from the various housing developments, adversely affecting the amenity of residents in other areas, and potentially be quite costly if new construction is required or existing carriageway materials need to be replaced.
- Advance signage of the closure of the through route would be complicated given the lengths of the resulting cul-de-sacs.
- Whilst the emergency services have yet to be consulted on the possibility of a closure of Falkirk Avenue, it is likely that services would be adversely affected due to the inconvenience and longer route involved, and therefore may raise objections to a proposal.

### **3.6 Discussion and Proposals**

Options 1, 2 and 3 would all provide some degree of traffic relief to Falkirk Avenue. Each option involves the construction of a new section of road and therefore there are significant associated cost implications.

Option 1 provides relief to only part of Falkirk Avenue and could potentially increase vehicle speeds in the immediate vicinity as the existing speed controls imposed by the existing circuitous route and speed thumps would be by-passed. Therefore this option does not offer a cost effective solution.

Options 2 and 3 would both require negotiation and agreement with current and future developers of sites on Upton Rocks. In addition, Halton Borough Council funding is likely be required in order to construct

additional lengths of road beyond the developer's site boundaries. It is proposed that the avenues for discussion and negotiation during the planning and subsequent adoption processes in relation to Site H3 and to the Local Centre / School site development are left open, with a view to securing agreement on the construction of a road connecting to the western end of Westerhope Way in the future. In the meantime, it is proposed to continue to monitor traffic conditions in Falkirk Avenue through the gathering of traffic flow and speed data.

Option 4 is not considered to deliver any significant benefit, nor is it viable as access by HGVs will always be required, and Option 5 is not considered to be viable.

#### **4.0 POLICY IMPLICATIONS**

4.1 The recommendation has no implications for Council policies.

#### **5.0 OTHER IMPLICATIONS**

5.1 The recommendation will have a small resource impact to continue traffic monitoring in the short term. Should options 2 or 3 be pursued in the future it is likely that a significant capital contribution would need to be made.

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

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

There are no implications for this priority.

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

There are no implications for this priority.

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

There are no implications for this priority.

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

There are no implications for this priority.

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

There are no implications for this priority.

#### **7.0 RISK ANALYSIS**

7.1 There are no significant risks associated with the recommendation.

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

8.1 There are no implications for equality and diversity associated with the recommendation.

**9.0 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>
Consultation document 2006 – Falkirk Avenue Additional Thumps	Rutland House	Jonathan Farmer

**APPENDIX 1 – PETITION AND PLAN SHOWING ADDRESSES OF PETITIONERS**



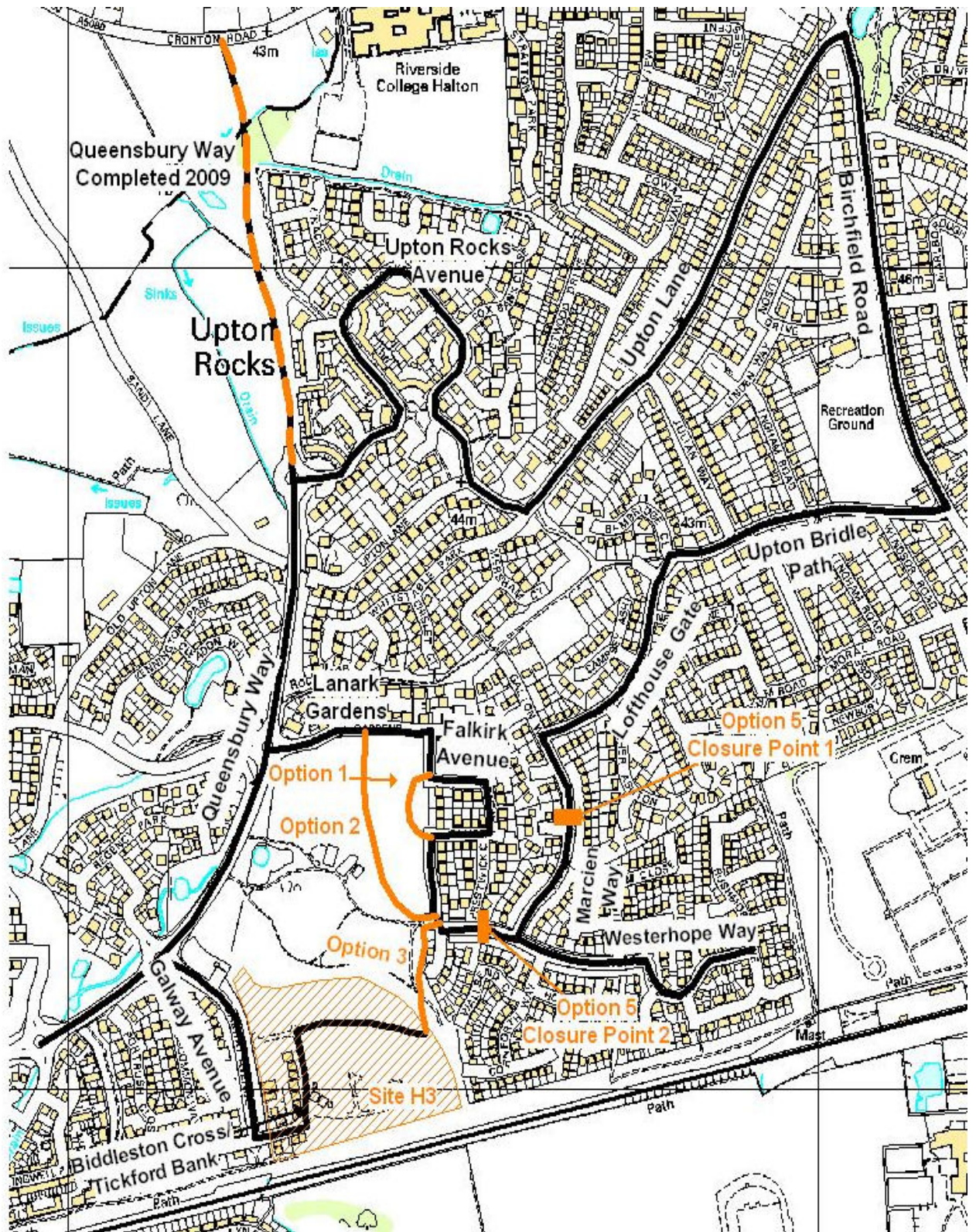
Falkirk Avenue

**NUMBER OF RESIDENTS WHO SIGNED PETITION AT EACH HOUSEHOLD**




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

**DATE:** 16 June 2010

**REPORTING OFFICER:** Strategic Director Adults and Community

**SUBJECT:** Castlefields Village Square – Local Lettings Policy

**WARD(S):** Halton Castle

## **1.0 PURPOSE OF REPORT**

1.1 To seek the Boards views on a proposal by Plus Dane Housing Association to introduce a local lettings policy to allocate the new properties being constructed as part of the Castlefields Village Square redevelopment.

**2.0 RECOMMENDED – that the Board support the introduction of a local lettings policy as set out in the report and appendices, and that the Board’s view be reported to the Executive Board Sub in considering the Council’s formal response.**

## **3.0 SUPPORTING INFORMATION**

3.1 As part of the regeneration of the Castlefields area, plans include for the demolition of the existing local shopping centre and the creation of a new village square comprising shop units, a new health centre, new community centre and 16 flats above the shops. This represents a significant financial investment by a range of partners, with the intention to offer a vibrant new focus to the local community.

3.2 Plus Dane is the developer of the shops and flats. Mindful of the need to do everything possible to protect this investment and the new facilities for the long term benefit of the community, and of the anti social behaviour problems often associated with local centres and flats over shops particularly, Plus Dane is proposing to introduce a local lettings policy. This would apply only to the 16 new flats due to be constructed above the new shops, and not the wider estate.

3.3 Local lettings policies are widely used by social landlords, operating under formal guidance issued by the former Housing Corporation, as one of a range of tools used to stabilise problem areas and create sustainable neighbourhoods. Appendix 1 is a copy of Plus Dane’s overarching policy framework governing the use of local lettings policies and sets out the consultation, implementation and monitoring process, and the safeguards in terms of regular monitoring, analysis and review.



- 3.4 Appendix 2 sets out the local context of why Plus Dane wants to introduce a local policy for the Castlefields village square area, and the proposed criteria to be used to select new tenants. Essentially it introduces two additional criteria on top of the normal qualifications, in that applicants must be over 25 years of age and must either be working or engaged in voluntary work within the community.
- 3.5 On this occasion the proposal to introduce a local lettings policy is not so much a response to an existing problem, but a risk based approach to prevent a problem from occurring given their experience of problems with other flats over shops.
- 3.6 Plus Dane has asked the Council to comment on its proposals as part of a wider consultation exercise, to inform any decision ultimately taken by the Association's Senior Management Team.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 None for the Council.

#### **5.0 OTHER IMPLICATIONS**

- 5.1 None.

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

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

None identified.

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

None identified.

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

None identified.

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

If Plus Dane's risk assessment is correct, the proposal for a local lettings policy should reduce the potential for anti social behaviour in the locality.

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

The successful redevelopment of the Castlefields local shopping centre is key to the regeneration of the area, and a proportionate approach to reducing the risk of crime has to be weighed against the inequality created by a local lettings policy.

**7.0 RISK ANALYSIS**

7.1 N/A.

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.0 As in 6.5.

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

**Document**

**Place of inspection**

**Contact Officer**

None



# Local Lettings Framework

**LOCAL LETTINGS FRAMEWORK**

plus dane group

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**1. Management Information**

Date Framework approved	January 2010
Replacing/Updating	New
Next Review Date	
Drafted by	Noreen Fallon
Responsible Director	Jackie Perry
Circulation list	Available to all staff electronically on NiNet



## 2. Framework Statement

We continuously seek sustainable solutions to improve people's lives and to create safe and pleasant neighbourhoods. We also have a responsibility under the Anti Social Behaviour Act 2003 to introduce policies aimed at preventing incidents of Anti Social Behaviour. Local lettings and the use of Starter Tenancies in geographical neighbourhoods are two of the ways of meeting this responsibility. As a landlord we realise the requirement to balance the needs of new tenants and the interests of existing tenants.

This framework aims to:

- set out when adjustments will be made to the main Lettings Policy to meet specific local issues;
- comply with current legislation and good practice including the Anti Social Behaviour Act 2003;
- develop a consistent approach to the management of our neighbourhoods;
- contribute to sustainable, diverse and balanced communities.

## 3. Framework Aims and Key Objectives

Our aim and objectives of this framework are summarised as follows:

- to operate a Local Lettings framework to help tackle identified areas of low demand and Difficult to Let areas.
- to maintain the stability of established areas.
- to create balanced communities that residents choose to live in.
- to comply with all relevant legal requirements and to fulfil all agreed contractual obligations with Local Authorities and other Registered Social providers.
- to address issues of Anti Social Behaviour and harassment.
- to protect the interests of existing tenants by seeking to prevent or reverse social decline.
- to encourage community stability and cohesion.

## 4. Links to Group Values and Business Plan

This framework links to our 7 customer promises and the business plan objective of Homes, Neighbourhoods and Enterprise by aiming to:

- ensure our homes and neighbourhoods do not fall into decline due to demand and anti social behaviour issues;



- improve community safety by addressing particular issues related to specific areas;
- create great places to live through cohesive balanced communities;
- ensure maximum investment is received on existing homes by reducing costs due to criminal damage.

## 5. Local Lettings

The option to use local lettings policies can only be used with prior consent of the Senior Management Team in defined geographical areas or categories. In the main, the majority of the lettings policy will apply but local lettings will include additional criteria that will be considered when lettings properties in order to address specific local issues within a neighbourhood.

Where such a framework is adopted there must be:

- evidence of anti social behaviour. This can be repair costs relating to criminal damage due to ASB, evidence of decline in neighbourhood e.g tenancy turnover and any other crime / ASB related figures.
- clear aims and objectives which have been agreed in advance by the Neighbourhood Director.
- a limited time period for use, set at the outset;
- an Equality Impact Assessment completed for all areas proposed;
- consultation with the Local Authority and other RSLs working within the neighbourhood to ensure that applicants meeting the criteria on their lists are not excluded;
- monitoring, review and reporting systems in place;

### 5.1 Evidencing need for Local Letting Agreements

When seeking to introduce local letting agreements, a report must be submitted to the Senior Management team covering the following.

- Stock turnover levels
- Average relet times for the area compared to average relet time for the area as a whole
- Current demand for the area
- Number of refusals before a property is accepted
- Number of ASB cases within the area
- Repair costs related to ASB damage
  - Indices of deprivation

The procedure to be followed for approval of Local Letting Agreements is summarised at Appendix 1.



## 5.2 Sensitive Lets

For cases where 'one off' sensitive lets need to be made, consent should be sought from the Neighbourhood Director. When considering a sensitive let, the balance within the community and any problems that they have previously experienced should be considered. The criteria may include:

- a mix of household sizes to give a balanced community;
- age of the potential tenant;
- employment status, or
- convictions.

The reason such criteria would be used is to aid neighbourhood sustainability and for the benefit of those residents who have experienced serious ASB in the past.

## 6. Service Standards

The following standards, agreed with customers are in place for this framework:

- All local lettings will be reviewed annually with a formal review of the impact of the policies reported 3 yearly to the Managing Director with delegated Board approval to agree local lettings.
- Consultation will take place in the neighbourhood prior to the introduction of a local lettings policy.

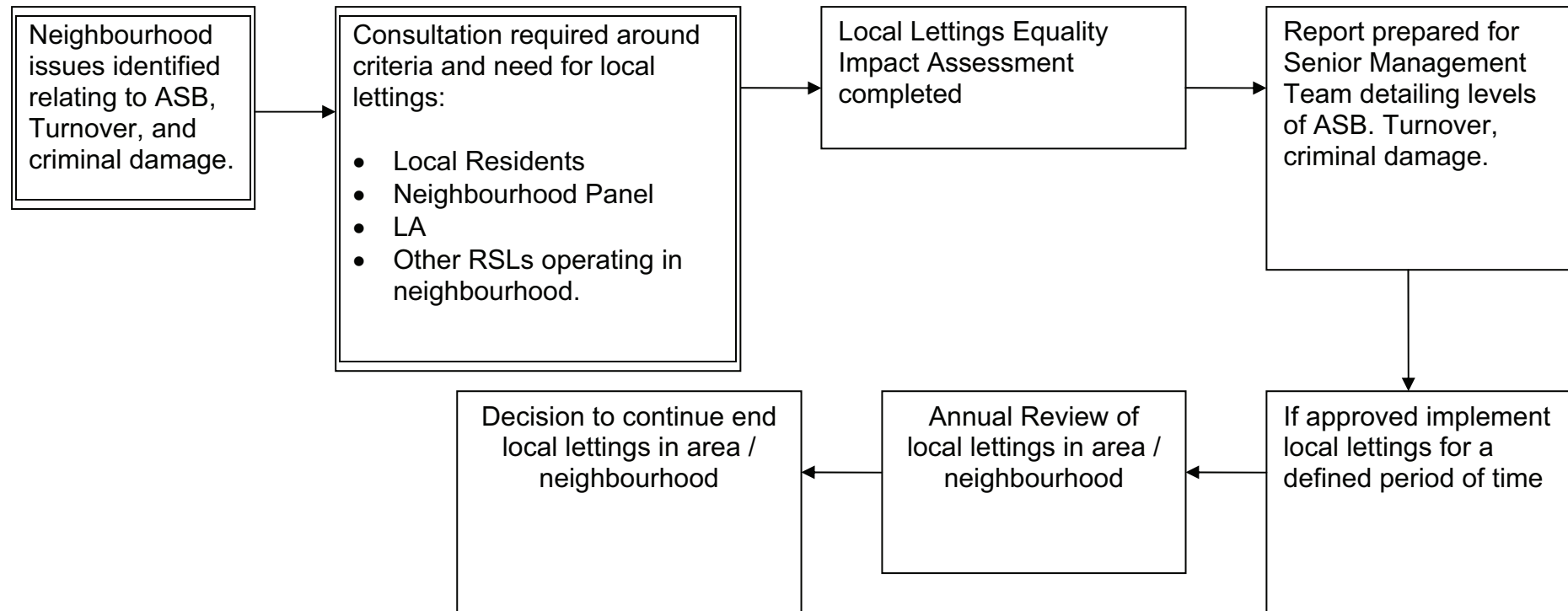
## 7. Performance Management

For this policy, the following KPIs are in place:

- Measures of levels of ASB
- Property turnover
- Average relet times
- Repair costs due to criminal damage.



## 8. Local Lettings Process Map







## Appendix 1 - Local Lettings Procedure

### 1. Clear Objectives

Each Officer involved in the introduction of local lettings must be able to demonstrate the need to adopt this approach. To do this, a detailed report must be produced for Senior Management Team for approval. A template for the report setting out the data required to support the implementation is set out in Appendix 2.

### 2. Control Measures

In order to establish the need for Local Letting agreements, various measures will need to be looked at. There must be evidence of the need to protect the interest of existing residents, or help prevent social decline. This will involve evidence of management problems (e.g. no waiting list for a period, tenancy turnover rates, incidents of Anti-social behaviour), which may be supported, by evidence derived from further investigations via questionnaires. These will be dependent upon the nature and scope of each individual Local Lettings agreement.

### 3 Consultation

Before developing a local lettings agreement, consultation is required with customers and the relevant Local Authority. This will need to take place in a range of forms dependent upon the nature of the individual Local Letting agreement. Local Authorities must always be consulted in particular regard to nomination rights.

Consideration should also be given as to whether there are particular development / planning agreements in existence that may require 'change of use' permission. An Equality Impact Assessment must be carried out in order to assess the adverse impact the agreement may have on customers.

### 4. Approval

Local Lettings agreements must be approved by the Neighbourhood Director.

### 5. Monitoring and Review of Local Lettings agreements

At the outset, a time period should be agreed for each Local Letting agreement, however in some cases, such as an age restriction scheme, these may not be time limited as once approved would remain the same e.g. over 55 schemes.

The use of Local lettings policies should be reviewed each year by the neighbourhood teams. See Appendix 3. A review of the impact of the policies should be reported, at least every 3 years to the Managing

## LOCAL LETTINGS FRAMEWORK



plus dane group

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Director with Board delegated authority and the Neighbourhood Panels for a decision on whether to continue.



## Appendix 2– Report for approval of local lettings

# Senior Management Team



## Neighbourhoods

Contact

Tel:

Email:

## Local Letting Area

### 1 Purpose

The purpose of this paper is to seek approval for a local letting scheme in (insert area) to help us achieve a balanced community, sustainable tenancies and reduce the level of anti social behaviour.

### 2 Background

(Here, set the scene of reasons why local lettings are required along with a breakdown of the area profile)

Include:

- location of properties
- description of properties - how many units
- Age profile of residents
- Average length of tenancies

### 3 Supporting Data & Evidence

Here, set out the supporting evidence. Include:

- Stock turnover levels
- Average relet times for the area compared to average relet time for the area as a whole
- Current demand for the area
- Number of refusals before a property is accepted
- Number of ASB cases in the areas
- Repair costs related to ASB damage
- Indices of deprivation

### 4 Conclusion

(Review period to be included)

### 5 Links to Business Objectives



The proposed local lettings framework links to our 7 customer promises and the business plan objective of Homes, Neighbourhoods and Enterprise by aiming to:

- ensure our homes and neighbourhoods do not fall into decline due to demand and anti social behaviour issues;
- improve community safety by addressing particular issues related to specific areas;
- create great places to live through cohesive balanced communities;
- ensure maximum investment is received on existing homes by reducing costs due to criminal damage.

## **6 Financial Implications**

## **7 Risk Appraisal**

## **8 Customer & Stakeholder Involvement**

Here say .... In developing this local lettings area, we have consulted with XXXXX – include all who have been consulted. We need to demonstrate that we have consulted as wide as possible.

## **9 Equality Impact Assessment**

Within this section you should:

- confirm that an EIA has taken place and that residents attended the session;
- detail the outcome of the screening process and whether a full EIA was completed;
  - detail any adverse impact identified for any groups;
- confirm what actions have been agreed to react to any adverse impact

## **10 Environmental Impact**

Within this section include the intended environmental impact of the local lettings policy



## Appendix 3 – Annual Monitoring Report

# Senior Management Team



## Neighbourhoods

Contact

Tel:

Email:

## Annual Monitoring Outcome of Local Letting Area

### 1. Purpose

The purpose of this paper is to review the use of the local letting scheme in (insert area) set up to help us achieve a balanced community, sustainable tenancies and reduce the level of anti social behaviour.

### 2. Background

Summarise here the reasons why the local lettings agreement was introduced.

### 3. Current Position

Provide details on the current, has the neighbourhood stabilised is there evidence of this? Include year of year comparative indicators

Evidence Date	Previous year data	Current position
Stock turnover levels		
Average relet times for the area compared to average relet time for the area as a whole		
Current demand for the area		
Number of refusals before a property is accepted		
Number of ASB cases in the areas		
Repair costs related to ASB damage		



## Appendix 4 – Local Letting Areas

### Existing Local Lettings

Plus dane Merseyside have a number of neighbourhoods / schemes where local lettings apply. These neighbourhoods have been identified and the policy introduced to either address low demand or to address social decline and neighbourhood issues including Anti Social Behaviour. In neighbourhoods where there is low demand properties can be marketed outside of the normal lettings process and in these cases Liverpool City Council do not require us to seek approval for local lettings.

### Sensitive Lettings - Local Marketing

Plus dane have marketed the following properties outside of property pool due to low demand and neighbourhood issues including social decline. This approach was discussed with Liverpool City Council who supported the proposal due to low demand and sustainability issues.

### Merseyside

- Haigh Street Flats – Criteria for these flat is 25 with local connections and employed or working on a voluntary basis. The block had previously experienced high instances of anti social behaviour and was eventually emptied and some refurbishment work with extra security measures carried out.
- Field Street – Due to demand issues due to high levels of anti social behaviour sensitive lettings have been carried out in Field Street. Adverts state local connections due to high turnover in the street.
- 4 Bed Estate Everton - A degree of under occupation can be considered to help promote a more balanced community.
- Sunningdale (Halebank) – Local lettings have been carried out here on the 14 new build units to assist with the decant programme in Castlefields. The properties came into Plus Dane ownership in July 2008. This is a private Barratt estate with the rest of the properties being privately owned.

### Cheshire – Local Connection Agreement – Macclesfield & Langley

Within the Langley and Macclesfield area applicants are nominated by CPP and must demonstrate a local connection to the village. In addition, the parish council must be consulted on the vacancy.

### Starter Tenancies

Starter tenancies have been introduced on a geographical basis to address Anti Social Behaviour issues. The starter tenancy policy outlines the consultation process for the introduction of starter tenancies in a neighbourhood.

Starter Tenancies have been introduced in the following neighbourhoods:

## LOCAL LETTINGS FRAMEWORK



plus dane group

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### Merseyside

- Windermere Green (agreed at stock transfer)
- West Everton
- Bedford Street South
- Bedford Queens
- Westmorland
- Runcorn
- Pinehurst
- Hornby stock L13
- Gemini / Capricorn Close Bootle
- New Servite non sheltered stock

### Cheshire

<b>Congleton:</b>	Bromley Farm Estate Brunswick Street Flats
Ellesmere Port:	Hallwood Walk
Winsford	Saville Court

### **Village Square - Castlefields**

The village square plans consist of a mixed development of flats, commercial shop units, a health centre and community centre.

Above the shop units there will be 16 two bedroom flats. Historically where Plus Dane has managed flats above shops there have been problems related to anti social behaviour which has affected demand. This was evident in Kirkby where the flats were eventually demolished.

Halton Housing Trust (HHT) currently manages the waiting list that was originally held by the local authority. The Trust has confirmed that there is healthy demand for two bedroom flats, however this demand is mainly from single men.

We currently manage 6 blocks of 1 bedroom flats at Tanhouse and currently allocate vacant units in the blocks from our waiting list and nominations from HHT. The majority of the applicants/nominations are single men and we have encountered anti social behaviour (ASB) problems in and around Tanhouse. Since April 2008 we have had 8 ASB cases reported on the Brow, 7 of these cases relating to Tanhouse. There has also been criminal activity reported to the Police which has included a stabbing and a physical assault.

Stock turnover has also been affected for the period April 2008 to December 2009. We have relet 18 properties in Tanhouse which equates to 51% of stock in relation to the 35 units. This is a high turnover when compared to the rest of the neighbourhood where we have had 9 lettings in the same period, just 8.2% of the 109 units on the Brow.

Plus Dane therefore proposes the introduction of a local lettings policy for the 16 new units to mitigate potential problems and safeguard the significant investment being made in the new accommodation and local centre.

### **Local Lettings Criteria**

It is proposed that the following criteria are adopted:

- Age – over 25
- Status – Employed or working voluntarily within the community

The Castlefields estate has high levels of unemployment and therefore the employment status criteria will help to address this.

### **Marketing**

Plus Dane currently holds a waiting list and applicants on the list meeting the above criteria will be considered. Plus Dane will also consider other



marketing measures if required e.g. lettings boards, local press or estate agents.

Following the implementation of a sub regional Choice Based Letting system Plus Dane will also advertise the properties through CBL highlighting the criteria.

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

**DATE:** 16 June 2010

**REPORTING OFFICER:** Strategic Director Environment & Economy

**SUBJECT:** Flood Risk Management

**WARDS:** Boroughwide

### **1.0 PURPOSE OF THE REPORT**

To brief Members on the implications of the Flood and Water Management Act (2010) for Halton and provide information on the status of the various plans and funding arrangements which support its introduction.

### **2.0 RECOMMENDATION:**

- 1) That the Board note the new duties imposed on the Council as a Lead Local Flood Authority and the financial and resource implications associated with them; and**
  
- 2) That the Executive Board be requested to consider the financial and resource implications of the Flood and Water Management Act for Halton, including Defra's proposal to provide Area Based Grant to assist with the carrying out of its new duties.**

### **3.0 SUPPORTING INFORMATION**

#### **3.1 The Flood and Water Management Act 2010**

This new Act, which is designed to provide more comprehensive management of flood risk for people, homes and businesses, received Royal Assent on 8th April 2010. The Act has very significant implications for Lead Local Authorities:

- **A new statutory responsibility for managing flood risk**

Whilst the Environment Agency will have an overview of all flood and coastal erosion risk management, Unitary and County Councils will become Lead Local Flood Authorities (LLFAs) responsible for managing local flood risk, in accordance with the national strategy. They will bring together relevant bodies, who will have a duty to co-operate, to develop Local Flood Risk Management Strategies for surface water run-off, groundwater and non-main rivers, The Act places new duties on LLFAs, to investigate flooding incidents in their area and to

maintain a register of structures or features which effect flood risk. The Act provides powers to carry out works for the management of surface water run-off and groundwater, and also environmental powers for works that would deliver leisure, habitat and other environmental benefits.

- **Responsibility for approving and maintaining sustainable drainage**

The automatic right for developers to connect to public sewers will be removed. Drainage systems for all new developments and redevelopments will need to incorporate sustainable drainage systems (SuDS) and be in line with new National Standards to help manage and reduce the flow of surface water into the sewerage system. County and Unitary Local Authorities will be SuDS Approving Bodies (SAB), responsible for approving SuDS before the developer can commence construction and for subsequent adoption and maintenance of the systems, which will be recorded on the local register of drainage structures.

Although part of planning guidance, the uptake of SuDS nationally has been slow for various legal and technical reasons. However, the provisions of the Bill together with the removal of the automatic right to connect to sewers will ensure that sustainable drainage design is an imperative feature of any new development.

- **Reservoir safety**

A new, improved, risk-based regime for reservoir safety will be introduced to protect the safety of the public. It will introduce regulation for some potentially higher risk reservoirs, currently outside of the system, and reduce the burden on regulated reservoirs where people are not at risk.

Halton currently has two reservoirs, surface water balancing ponds at Wharford Farm and Oxmoor in east Runcorn. It is anticipated that both are likely to be classified as 'low risk' reservoirs.

- **Other implications for Statutory Water and Sewerage Companies**

All sewers will be built to agreed standards in future so that they are adopted and maintained by the relevant sewerage company;

There will be an introduction of measures to control the use of water during periods of water shortage;

There will be a development of concessionary schemes and social tariffs for water and sewerage;

There will be proposals to reduce 'bad debt' including the provision of "named customer" to clarify who is responsible for paying the water bill.

### **3.2 The Flood Risk Regulations 2009**

The Flood Risk Regulations were introduced on 10 December 2009 to implement the EU Floods Directive. It was previously intended to transpose the Directive through the Flood and Water Management Act, however, the Regulations are consistent with the Act's aims and they provide a more timely introduction of the intended provisions. In the future, it is intended to consolidate the Regulations and the Act to produce a single, coherent set of provisions for the assessment and management of flood risk.

The Regulations place duties on Lead Local Flood Authorities as follows:

- Duty to prepare preliminary assessment reports in relation to flooding in its area. (a PFRA) This is a report about past floods and the possible harmful consequences of future floods, to identify areas of potential significant risk
- Duty to identify flood risk areas and determine whether, in its opinion, there is a significant flood risk in its area, and identify the part of the area affected by the risk ;
- Duty to prepare flood hazard maps and flood risk maps in relation to each relevant flood risk area;
- Duty to prepare Flood Risk Management Plans in relation to each relevant flood risk area.

Strict timescales for delivery of the reports, plans and maps have been laid down by Defra / EA, which will have significant resource implications. There has already been a significant amount of work undertaken to date on the development of various plans that will assist and inform the delivery of the duties as described below.

### **3.3 Catchment Flood Management Plan**

Catchment Flood Management Plans (CFMPs) give an overview of the flood risk across each river catchment and estuary and recommend ways of managing those risks now and over the next 50-100 years. CFMPs consider all types of inland flooding, from rivers, ground water, surface water and tidal flooding, taking into account the likely impacts of climate change, the effects of how we use and manage the land, and how areas could be developed to meet our present day needs, without compromising future needs. CFMPs identify flood risk management policies, to assist all key decision makers in the catchment and will help to target limited resources where the risks are greatest.

There are two CFMPs covering Halton:

- The Mersey Estuary Catchment Flood Management Plan – covering north of the River Mersey and

- The Weaver Gowy Catchment Flood Management Plan, covering the south side of the Mersey estuary.

Both plans were prepared in partnership with regional and local planning authorities, community and environmental groups and other stakeholders and they were agreed by the North West Regional Flood Defence Committee in April 2009.

### **The Mersey Estuary CFMP**

There are ten Sub-Areas within the Mersey Estuary CFMP. Sub Area 6 - Widnes and Penketh is defined as an area of “low flood risk” where the policy is to “take action to store water or manage run-off in locations that provide overall flood risk reduction or environmental benefits”. Current flood risk is managed through routine maintenance of the river channels and raised defences. Hale Bank is a tidal flood warning area.

The plan includes specific actions for partners including:

- The development of a Multi Agency Flood Plan for Widnes to ensure safe access and evacuation can be provided during flood events;
- Encouraging the use of appropriately designed Sustainable Urban Drainage Systems (SUDS) to control run-off at source;
- The production of a hydraulic model for Stewards Brook to provide key Environment Agency data and deliver accurate flood outlines for updating the Flood Map;
- Implementation of United Utilities recent proposals for remedial works to reduce sewer flooding issues in this sub-area.

### **The Weaver Gowy CFMP**

There are seven sub-areas within the Weaver Gowy CFMP. Sub Area 2 – Frodsham and Runcorn, is an area where the residential communities of Sandymoor, Runcorn are infrequently exposed to fluvial flooding from Keckwick Brook, This is expected to increase as climate change occurs, resulting in higher flood damage and hazards to people. There are around 25 to 50 properties in East Runcorn that have a 1% chance of flooding in any one year from Keckwick Brook. The policy for the area is that there “may be a need to take further actions to keep pace with climate change” The plan includes specific actions for partners including:

- In the short term, complete the proposed new flood defence scheme for the Keckwick Brook area. (Note: This is an Environment Agency scheme as Keckwick Brook is a main river)

Delivery against the actions contained in the CFMPs is measured under National Performance Indicator NI189. Actions include:

- Encouraging the use of flood resilience and flood-proofing to properties;
- Investigation of the resilience to flooding of key infrastructure;

- Production of SWMPs;
- Plan and guide development away from the floodplain;

Halton has made satisfactory progress in meeting its actions required for 2009/10 under the Action Plan.

### 3.4 Shoreline Management Plan

A Shoreline Management Plan is a non-statutory, high level policy document used for coastal flood and erosion risk management planning which will be used to help the Environment Agency and Local Authorities plan work to manage coastal risks. It is a large-scale assessment of the risks associated with coastal processes, such as tidal patterns, and it helps to reduce risks to people and the environment. SMPs are intended to inform wider strategic planning.

The second generation of Shoreline Management Plans (SMP2s) are currently in production, covering the entire coastline in England and Wales. Although not a 'Coastal' authority, Halton is included in the North West England and North Wales Coastal Group, which covers the section of coastline from Great Ormes Head to Scotland and includes the Clwyd, Dee and Mersey Estuaries.

The SMP identifies four main policy approaches for the short term (0 to 20 years) medium term (20 to 50 years) and long term (50 to 100 years):

- **Hold the line:** Keeping the shoreline in the same place
- **Advance the line:** Creating more land by moving coastal defences into the sea
- **Managed realignment:** Letting the shoreline move forward or backwards in a controlled way
- **No active intervention:** Letting nature take its course on the shoreline

The long term plan for the inner Mersey estuary is to maintain the status quo, continuing to provide the same extent of protection currently afforded to property and infrastructure, while allowing natural evolution of the shoreline where there are currently no defences present

Halton's coastline is covered by 5 sections within Sub Cell 11(a), two on the south side and three on the north side of the estuary. To the west of Pickerings Pasture (Hale Point) the policy is one of 'no active intervention'. The commercial / industrial shoreline frontages to the west of Runcorn Widnes Bridge are designated as 'Hold the Line'. East of the Bridge, the policy is to 'Hold the Line' in the short term but a policy of 'Managed Realignment' will be considered in these areas, following further studies.

### 3.5 Surface Water Management Plan

Surface water flooding can occur from a variety of sources (such as sewers, drains, groundwater, and runoff from land, small water courses and ditches)

when high rainfall events exceed the drainage capacity in an area. This can lead to serious flooding of property and possessions where surface water flows and collects. A Surface Water Management Plan (SWMP) outlines the preferred surface water management strategy for a particular area, describing the causes and effects of surface water flooding and the most cost effective way of managing surface water flood risk for the long term. As LLFA, Halton has the leadership role in the development of a SWMP in consultation with key local partners. The plan is intended to establish a long-term action plan to manage surface water in an area and should influence future capital investment, drainage maintenance, land-use & emergency planning, and future developments.

In August last year, as part of the Government's response to the Pitt Review, £9.7 million was awarded to 77 local authorities to develop SWMPs in the areas considered to be at highest risk of surface water flooding. In March, a further £5.3 million was awarded to 49 local authorities to help them tackle surface water flooding. Halton has been granted £100,000 for the development of a SWMP for Widnes, and work is now underway to establish partnerships and identify the scope of the SWMP study.

### **3.6 Transfer of Responsibility for Private Sewers**

From 2011 all private sewers that drain to public sewers will become the responsibility of the statutory water and sewerage companies. It has been estimated that up to 50 per cent of properties in England and Wales are connected to private sewers, which are generally collectively owned and maintained by the owners of the premises they serve (though often extending beyond the property boundary into the public highway).

There are no comprehensive records of where private sewers are located or what condition they are in. Unless a problem occurs householders are often unaware that they are responsible for the maintenance and repair of their private sewer, sometimes jointly with others. Defra estimate that nationally, there will be a £50m saving to Local Authorities as a result of the transfer through reduced management and maintenance costs. Very often, Local Authorities need to get involved in resolving problems and issues relating to private sewers, exercising their powers under the Public Health Act. In addition, Local Authorities may themselves be the owners of considerable lengths of private sewers.

However, the Local Government Association dispute the Government's estimates and say that the saving is likely to be much lower. The costs of transfer will be met by an increase in the sewerage element of bills to householders, currently estimated to be around 7.5 pence to 23 pence a week.

### **3.7 Sustainable Urban Drainage Systems**

Traditional drainage is designed to move rainwater as run-off from hard paving and roofing to a discharge point, either a watercourse or soakaway, as rapidly as possible. However, this approach can cause sudden rises in water levels and flow rates in watercourses and increase the risk of flooding downstream. By diverting rainfall to piped systems, water is stopped from soaking into the ground, depleting ground water and reducing flows in watercourses in dry weather. The Sustainable Drainage System (SuDS) approach to drainage is intended to reduce flood risk and restore natural flows to groundwater and watercourses which will in turn reduce pollution, improve water resources and enhance the amenity of developed areas.

SuDS fall into three broad groups which provide a number of options for draining an area.

- Reducing the quantity of runoff from the site through source control techniques such as rainwater recycling or the use of permeable pavements;
- Slowing the velocity of runoff to allow permeation and infiltration through filter drains and swales (wide / shallow ditches);
- Providing passive treatment to collected surface water before discharge, utilising retention ponds and basins, large diameter pipes or storage tanks.

As described above, the Flood and Water Management Act establishes SuDs Approval Bodies (SAB) with the responsibility for approval, adoption and future maintenance of systems. Sustainable drainage will have to comply with new national standards and the right to connect to a public sewer will be conditional on the drainage system being approved by the SAB. There are a number of technical factors, which may prove challenging in the design and implementation of SuDS schemes in Halton. Impermeable clay ground conditions in Widnes, the presence of a high water table in East Runcorn and areas of contaminated land will in certain circumstances, constrain options. It will be important for developers to determine their drainage strategy and design at an early stage as SuDS techniques can take up a significant amount of space within a development, which may affect the developable area, land ownership, and landscape design etc. It should be noted that in the context of the Bill, development works can include the construction of impermeable patios and driveways.

Halton will have SAB responsibilities and the assessment & approval process of developer's drainage proposals and this itself have a significant resource requirement. However, following adoption, it is the duty for future maintenance of SuDS that will have the greatest impact on resources and funding. This is described in paragraph 3.10 below.

### **3.8 Reservoirs**

The provisions of the Flood and Water Management Act make changes to the Reservoirs Act 1975. A new risk-based regime for reservoir safety will reduce



the burden on regulated reservoirs where people are not at risk, but will introduce regulation for some potentially high risk reservoirs currently outside the current system

- The Environment Agency will maintain a register of all reservoirs above 10,000 cubic metres capacity (previously this was 25,000 cu.m) held above the natural level of any part of the surrounding land
- The Environment Agency will classify each relevant reservoir according to whether, in the event of an uncontrolled release of water from the reservoir, they pose a threat to human life
- The duties of reservoir managers 'panel engineers' will be specified, based on the level of risk.

Although the thresholds for registering reservoirs would be reduced to 10,000 cubic metres, "only those that pose a risk to life would be required to have the same level of supervision and periodic inspections by qualified civil engineers as at present" and reservoirs judged to be 'low risk' could be exempted from certain inspections and procedures.

Halton currently has two reservoirs that come within the criteria described in the Act. Both are balancing ponds (Wharford Farm Basin and Oxmoor Basin), constructed as part of the flood attenuation system for Keckwick Brook, in connection with development at Sandymoor and Manor Park. As part of the risk assessment process, Defra have completed a reservoir inundation mapping exercise to rank reservoirs in order of priority for the purpose of informing emergency planning processes. Defra have confirmed that none of the reservoirs located in Halton have been assessed as high priority.

### **3.9 Funding and Grants**

Prior to the recent elections, Defra have stated that they are fully committed to fully funding the *net* new burdens imposed on LLFAs. The majority of new financial costs relate to the leadership role and to SuDS adoption and maintenance. It is hoped that this position at least will be maintained, if not improved upon, but the Government's planned cuts in public expenditure may have an impact in this regard and further developments are awaited.

In response to consultation on the draft Bill, the LGA, on behalf of members, expressed serious concerns over the cost estimates of the Bill's proposals and funding assumptions used in Defra's impact assessment. Given the importance of the flood leadership role and local authorities concerns about funding, Defra have agreed that, together with the LGA, they will jointly monitor the situation and will keep costs and assumptions under review, addressing any shortfalls that arise.

Defra's assessment of the cost of new burdens is based on upper-end of cost estimates and conservative saving assumptions in order to provide added confidence. Defra have stated that they will provide:

- An extra £36m/yr for lead local flood authorities, distributed via Area-Based Grants to LLFAs, which will allow local authority-led activity to triple to £54m per year. The allocation of funding will be determined by Defra in consultation with CLG.
- The ongoing costs of maintaining adopted SuDS will be funded in full. Initially costs of maintenance will be low, but as more systems are built and adopted the costs will increase. Funding options are being reviewed and the long-term position will be made clear before commencement to ensure certainty that there will be no funding shortfall.
- An extra £2.7m per year, will be raised through the existing 'local levy' (an increase of 10%) by Regional Flood & Coastal Committees for local coastal erosion schemes, plus up to £3m per year for reservoir emergency plans.
- An £8m contingency in the first year of implementation.

As described in paragraph 3.6 Defra have estimated that the transfer of private sewerage to statutory water companies would produce savings to Local Authorities estimated at £50m, and this 'saving' will fund the majority of costs in undertaking new duties. Whilst Defra maintain that this is a conservative estimate, the LGA dispute this figure and say that dealing with private sewerage problems and issues is much less. This estimated 'saving' would be reflected in future Local Authority budgets and accounting for the transfer is expected to affect funding provision by less than 1%.

As indicated in paragraph 3.5, in March Halton was awarded £100,000 by Defra under their 'Early Action' programme to tackle surface water flood risk, for the development of a SWMP.

The Environment Agency has designed a scheme to provide flood protection to residential properties in Sandymoor, which are at risk of flooding from Keckwick Brook, a main river. This flood alleviation scheme is estimated to cost in the region of £1.5m, and is included within the Weaver Gowy CFMP action plan. We understand that a cost-benefit analysis was to be carried out on the proposals before the scheme could be programmed. One aspect of the scheme is to provide a silt trap to intercept solids within the Brook and improve flow, and Halton submitted an Early Action Bid for this specific improvement. The intention was to fund this improvement with proposed match funding from Halton's Risk Management capital allocation and a £50,000 contribution from Homes and Communities Agency (HaCA). Unfortunately this bid was not successful,

although HaCA have provided their contribution, to ensure the cleansing and maintenance of the pedestrian subway above the Keckwick Brook culvert by Halton.

Funding has been made available by the Environment Agency to jointly fund a post that will take on a co-ordinating and advising role across LLFAs within an area, working together with partner authorities on flood related matters. Together with other Merseyside authorities, Halton will contribute £5000 toward the cost of this post.

Since 2004, an allocation of £100,000 per year has been made available from Halton's Capital programme to fund a variety of flood risk management and drainage improvement works. The works have ranged from minor improvements to existing drainage infrastructure, increasing capacity and preventing potential blockages, to extensive programmes of desilting to maintain flood resilience. The money has also been spent on flood protection to individual properties, through the provision of flood gates, sand and gel bags etc.

#### **4.0 POLICY IMPLICATIONS**

**4.1** There are policy implications for Halton contained within the Environment Agency's CFMP and SMP2. These documents establish flood risk management policies within river catchment areas and along coastlines. They are designed to assist and inform stakeholders, including local Authorities, who can use the plans to develop more detailed policies, strategies and plans within their area. Policies in relation to surface water management, SuDS schemes and reservoir management will be brought to the Board as they are developed.

#### **5.0 OTHER IMPLICATIONS**

##### **5.1 Resource Implications**

The Act has significant resource implications for Halton as a Lead Local Flood Authority and SuDS Approval Body. These are described within the body of the report together with the proposed funding arrangements outlined by Defra. The transfer of private sewerage to the statutory water companies will also have resource implications for Halton, in reduced involvement in problems relating to private sewers.

##### **5.2 Sustainability**

Defra's whole approach to flood and coastal erosion risk management is based upon sustainable strategies. This is delivered in partnership with the Environment Agency, through the strategic, sustainable, flood risk management approaches including Catchment Flood Management Plans and the Shoreline Management Plans and Surface Water Management described above. The

measures in the Flood and Water Management Act for the adoption of Sustainable Drainage Systems for all new developments and the removal of the automatic right to connect to public sewers demonstrates the commitment to sustainable solutions.

### **5.3 Best Value**

Expenditure on preventing floods and minimising the impact of flooding and coastal erosion can be highly beneficial, compared with the cost of responding to incidents and repairing and reinstating damage. It has been estimated that the benefits of improved defences to control and manage flood risk, outweighs the cost of such works by a factor of 8 to 1. A cost – benefit approach to all flood risk management work by Local Authorities is positively encouraged to ensure that the cost of plans and investments are justified.

### **5.4 Legal Implications**

The Act places many new statutory duties on Halton as a LLFA and SAB are briefly outlined in the body of the report above. These are in addition to existing powers and duties under (inter-alia) the Land Drainage Act, the Public Health Act and Reservoirs Act.

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

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

The management of flood risk will have a beneficial effect on both the sustainability of existing development and the planning and delivery of new developments in those areas with potential to suffer flooding. These include parts of southern Widnes where the expansion of industrial and commercial development continues apace, and areas of housing and commercial growth in east Runcorn. SuDS schemes have the potential to provide new, high quality open spaces within the urban environment.

## **7.0 RISK ANALYSIS**

**7.1** The report summarises the impact of new legislation and the effect that the various plans, to manage flood risk in the area, will have on Halton. The new duties of LLFA and SAB will bring with them challenges and risks for the Council, but it is too early to scope and define these in any detail. It is proposed that the Executive Board be requested to consider a report on the financial and resource implications of the Act, which will include a risk analysis of these specific aspects.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

**8.1** There are no Equality and Diversity Issues associated with the report.

## 9.0 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>
Catchment Flood Management Plan – Mersey Estuary	Highways Transportation and Logistics Department, Rutland House, Runcorn	D. Cunliffe
Catchment Flood Management Plan – Weaver Goway	Ditto	D.Cunliffe
Shoreline Management Plan – North West England and North Wales Coastal Group Sub Cell 11A	Ditto	D.Cunliffe
Defra Early Action Programme Bid – Flood Risk Management. Development of a SWMP for Widnes	Ditto	D.Cunliffe

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

**DATE:** 16 June 2010

**REPORTING OFFICER:** Strategic Director, Environment and  
Economy

**SUBJECT:** Winter Maintenance Service Provision of  
Grit Bins and Footpath Gritting

**WARDS:** Boroughwide

## **1.0 PURPOSE OF THE REPORT**

1.1 To brief Members on Halton's current practice relating to the provision of grit storage bins and manual gritting of footpaths, and to propose improvements for the delivery of the service in the future.

## **2.0 RECOMMENDATION: That**

- (1) Requests for the provision of grit bins at new locations on the highway network, will be evaluated using the established risk assessment criteria for gritting routes, as described in this report**
- (2) On request, and subject to the availability of resources to respond, grit bins and salt be procured and subsequently maintained by the Council on behalf of Locality Area Forums, Housing Associations and other community organisations at the expense of the applicant. These bins will not be located on the highway network; and**
- (3) Before the start of the next winter maintenance season, information and guidance on the locations of grit bins and the restrictions on the use of salt for roads and pavements only, be publicised**

## **3.0 SUPPORTING INFORMATION**

### **3.1 Background**

Halton's Winter Maintenance Plan includes a list of grit bins that are currently maintained on the highway network (see Appendix 1). The policy for provision of grit bins has developed from established practice over a number of years. The number of bins deployed in Halton has increased year on year, to the point where maintaining and refilling grit bins during periods of severe weather, now places significant demands on resources.

Grit bins are generally viewed as a valuable winter service resource, providing the community with a supply of salt for local use, in areas that are not currently treated on mechanical salting routes, for example on residential side roads, cul-de-sacs and hard to reach areas. Grit bins tend to be used by the public **only** in periods of severe weather, during prolonged icy conditions or when there has been snowfall. Consequently, following several years of relatively little use, the demand for salt from grit bins from the public has been far greater over the last two winters, than ever before. This demand has naturally coincided with numerous other pressures on winter maintenance resources. During last winter in particular, the high demand for salt resulted in national shortages which affected most Councils' ability to provide a full, normal winter service through the severe weather period in January.

### **3.2 Grit storage bins – Current Situation**

- The Council currently maintains grit storage bins at 65 sites on the highway network. By applying a risk-based approach to grit bin provision (as detailed below), the majority of bins are located in Runcorn and in the Halton Castle and Norton wards in particular, due to the road gradients and alignments. The salt is provided primarily for use on roads which do not form part of the routes treated by the gritters, but it may also of course be used on footpaths to improve conditions for pedestrians.
- There are a further 37 grit bins located at schools. The majority of these were paid for using the Primary Care Trust (PCT) five year funding allocation and these are aimed specifically at reducing ice-related accidents involving the young. School managers use the salt to treat areas within school premises only.
- There are approximately 30 grit bins at Halton Council buildings and community establishments (markets, cemeteries, day-care centres etc.) These are provided and funded via Halton's Property Services Division and maintained by the Highway Maintenance Division on request / demand, as resources permit.
- Approximately 40 bins are provided at commercial / industrial estates through funding arrangements with the Business Development team.

The suitability of locations for bins on the highway network is determined by applying a risk assessment process. This forms part of the overall risk assessment for gritting routes, and takes account of road hierarchy, traffic use, steep inclines, sharp bends, local hazards and where localised problems with snow and ice are known to occur. Bins are generally not provided for treatment of roads that are already on the primary gritting route, or in close proximity to an existing grit bin.

Additionally, the positioning of bins must take into account the safety, ease and efficiency of maintaining and refilling them from a vehicle. There must be sufficient space within the footway or verge to site the bin without obstructing pedestrians or visibility for traffic. To prevent vandalism or theft, bins often need to be secured or sunk into the ground, and whilst bins must be convenient and accessible to users, their position must also take into account any potential nuisance to residents in adjacent properties. Even if a proposed location for a bin meets the assessment criteria, it can often be difficult to find a suitable position to site it. Once positioned, grit bins are left out throughout the year. They are checked for damage, repaired or replaced as necessary and restocked with salt at the start of each winter maintenance season.

Whilst the cost of purchasing and charging it with salt is small (around £120 for a 200 litre bin holding around ¼ tonne of salt), the real cost is in deploying the bin and subsequently maintaining and resupplying salt to keep it in operation. This is a very labour intensive operation which last year cost around £18,700. A further £6,300 was charged to HBC Property Services for the maintenance of their stock of grit bins.

### **3.3 Footpath Gritting**

Previous reports to the Board have described the extent of gritting of pedestrian routes. In brief this comprises:

- Routine precautionary gritting of most footbridges, their approaches and connecting strategic footpaths. This comprises approximately 12,000 sq.m of pathways at 23 separate locations.
- Footway treatment around schools during severe weather conditions. Approximately 24,000 sq m of footpaths at 44 separate locations.
- Gritting and snow / ice clearance of major pedestrian routes in Widnes and Runcorn town centres and local centres during severe weather conditions
- Gritting at health centres, doctor's surgeries, nursing and elderly persons establishments as resources permit.

Footpath gritting is carried out manually, by hand or using propelled salt spreaders. It is a very labour-intensive operation and places a high demand on resources. The precautionary gritting of footbridges takes a team of four men around four hours to complete. Due to the extent of the treatment areas around schools and the dispersal of these sites around the Borough, gritting around schools is more cost-effective during the working day, when the workforce can be deployed more efficiently. Of course both of these operations impact on the contractor's ability to resource the routine, day to day highway repair & maintenance operations during the winter season.

The clearance of snow and ice, and gritting at health centres etc. usually involve deployment of the Council's Streetscene workforce, but again only



during periods of severe weather, when the workforce can be diverted from other routine duties.

The extent of footpath gritting described above represents a tiny fraction of the estimated 1200 km of footways and footpaths across Halton. It is a measured response, which addresses the highest risk / highest use routes and is in accordance with the recommendations of the Code of Practice for Highway Maintenance and Management, taking into account the level of resources available. The cost of gritting footbridges and approach footpaths alone last year cost £11,250 (40 treatments). If this cost was extrapolated to the whole adopted footway / footpath network, each treatment would cost around £60,000 per occasion. Additionally, the level of resource required to undertake this work makes it impractical.

### **3.4 Grit Bin Issues**

Policy on the provision of grit bins varies across highway authorities, including different approaches by our Merseyside neighbours. However, the majority of highway authorities do provide bins, and use similar criteria as Halton to assess locations and consider whether the placement of a bin is justified. Of course the number of bins deployed by councils also varies depending upon the size of the authority and the geography / topography of the area.

During the course of the last two winters, in common with many other highway authorities, we experienced problems of misuse of the salt provided in grit bins, either through wastage (e.g. by inefficient spreading) and through use on private property (e.g. driveways etc.). The suspected theft of salt and of bins themselves was also a problem at some locations. The problem of misuse is difficult to control. As bins are provided for general use by the community, it is impractical to control who can access the salt supply and where it is used. Generally however, the majority of the salt used for 'self help' is sensible and entirely acceptable. On balance, it is considered that the advantages of having salt available for use by the community tend to outweigh these disadvantages.

As described in the report to the Board in March, the national salt shortages last winter resulted in the control of supplies through the 'Salt Cell'. The Government required Councils to reduce salt usage by up to 50% in order to preserve stocks for treatment of primary routes. As a result, grit bins in Halton were not refilled with salt during the worst of the severe weather. Only when salt stocks were restored to adequate levels, and resources permitted, were grit bins refilled.

Following the most severe winter for thirty years, an independent panel is conducting a review of English Authorities' winter resilience on behalf of DfT. A 'phase one' report aimed at improving resilience in preparation for next winter is due to be published in July. A 'phase two' report in Autumn, will cover wider issues including communications, public attitudes and their expectations from winter services - and whether these can be met. The

review is expected to provide guidance on the control of use and preservation of salt stocks.

After the last two winters, public expectations seem to be that winter services must be improved for the coming season. However, the Chair of 'Salt Cell' has already indicated that Highway Authorities should seriously consider the impacts of any increase in their treatment regimes, including the provision of 'self help' and extending footpath gritting, on the demand for salt.

### **3.5 Proposals**

During the severe winter weather period, the Council received numerous requests for additional grit bins. Due to the constraints on the availability and use of de-icing salt (as detailed in the report to the Board in March, Minute URB58 refers), the pressures on resources and the winter maintenance budget, these requests were not actioned at the time. Since the end of winter, requests have been also been received from at least one Housing Association and from local ward councillors, through the Area Forums.

There is no statutory Duty or requirement on the Council to provide grit bins. However, as stated in 3.1 above, they are viewed as a valuable winter resource and help the community to deal locally with snow and ice. In providing the facility however, the Councils must be mindful of the level of service that can be provided and maintained throughout the winter season and within existing budget and available resources. It must be emphasised that the refilling of bins can be dependent on a number of factors including the severity of the weather itself (particularly heavy snowfall can prevent vehicular access to grit bins), the resources the Council will have at its disposal and directions from the national 'Salt Cell' which can dictate the extent to which we are permitted to use what grit may be available.

The following proposals are recommended as being a reasonable and practicable approach, which should improve the current level of service, without exposing the Council to significant revenue liability and additional funding demands.

- 1) Grit bins will continue to be maintained at existing locations on the adopted highway network. If a bin becomes damaged beyond repair, its location will be reviewed and risk assessed against the established criteria to ensure that its deployment is still appropriate.
- 2) Grit bins will be provided and maintained at new locations on the adopted highway network, which meet the assessment criteria described in paragraph 3.2. Highway grit bins will be yellow in colour and stamped with an identifying mark to enable recognition in case of theft.

- 3) Halton's Bridge and Highway Maintenance Division will procure grit bins and salt on behalf of Locality Area Forums, Housing Associations, PCT owned establishments, sheltered housing developments, schools and colleges etc. at the expense of the applicant. These bins will not be situated at locations within the adopted highway and will be marked or coloured to distinguish them from the Highway stock of bins. This avoids potential liability / litigation issues. They will be filled with grit / salt at the start of each winter maintenance season at the expense of the owner / provider. Any restocking of grit / salt will be carried out, again at the applicant's expense, subject to current and forecast weather conditions and the availability of resources, including labour, plant, grit / salt material.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 Legislation makes it a duty to provide a properly planned and resourced winter service. The Winter Maintenance Plan is reviewed and revised annually to ensure local, regional and national codes of practice, guidance and recommendations are considered and incorporated as required. The plan utilizes a risk based assessment process, and includes for the provision of grit bins and treatment of pedestrian routes and is therefore considered to comply with the guidance.

#### **5.0 OTHER IMPLICATIONS**

##### **5.5 Sustainability**

In addition to the routine precautionary salting regime, the continued provision and maintenance of grit bins, at locations which meet the assessment criteria, makes an important contribution to maintaining access to key services during period of severe weather.

##### **5.6 Legal Implications**

The development and application of the Winter Maintenance Plan, including the risk based approach to the provision of grit bins and footpath gritting ensures that Halton continues to meet its legal obligations under the Highways Act.

##### **5.7 Social Inclusion**

Winter Maintenance operations affect all service users. Gritting during periods of severe weather is targeted to ensure as far as practicable access to schools, public buildings and health establishments are prioritised. The proposed policy to procure grit bins and salt on behalf of other community organizations will assist this aim.

##### **5.8 Crime and Disorder**

Instances of alleged theft of salt from grit bins and of the salt itself was reported last year. As indicated in the report, it is difficult to control who accesses the salt and where it is used. Grit bins provided in the

future will be marked to identify those which are Council property to aid recovery in case of theft.

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

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

There are no specific issues applicable to children and young people, however, the PCT funding for additional footpath gritting specifically targets schools and walking to school.

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

Grit bins have already been provided to certain business districts via requests from the Council's Business Development team, as an additional facility to supplement mechanical gritting of main employment areas.

### **6.3 A Safer Halton**

The action by the PCT in supporting gritting operations illustrates the considerable risk to the public from icy surfaces. Whilst the Council cannot undertake to protect all road users from risk the procedures and measures in place demonstrate how careful planning can minimize risk.

### **6.4 Halton's Urban Renewal**

There are no specific implications for Urban Renewal, however by maintaining a safe and accessible highway network, the winter service makes an important contribution to business continuity management for the whole of Halton's business community.

## **7.0 RISK ANALYSIS**

7.1 The key risks associated with the proposed action are:

- 1) More requests for grit bins are received than can be afforded and maintained within budgets.
- 2) More grit bins are deployed than can be reasonably and practicably maintained during a severe winter.

These risks are controlled by requiring all requests to be subject to the risk based assessment process to determine whether inclusion in the Winter Maintenance Plan is warranted. This will control the deployment of highway grit bins to locations which meet the assessment criteria. Bins may still be provided to other community organisations and agencies to be sited on private land or premises at the owner's cost.

- 3) Theft of salt and grit bins continues to present a problem to maintaining salt stocks in grit bins for the use of the community.

This risk is difficult to control given the need for accessibility to the salt. However, all new grit bins will be have an ownership mark and the feasibility of marking existing bins will be explored. Pre-winter season

publicity will raise awareness of the legitimate use of salt / grit bins amongst the general public.

5) The maintenance and restocking of salt in grit bins on behalf of other organisations and agencies is beyond the level of resources available.

This risk will be controlled by ensuring these bins are not located within the highway and are coloured or marked differently. It will be made clear to those organisations that maintenance and restocking will only take place subject to the availability of resources and that highway needs will take precedence in all cases.

7.2 The key opportunities associated with the proposed action are:

1) Grit bins will be deployed at locations on the highway, which meet the assessment criteria.

2) Additional grit bins may be provided at locations on behalf of other organisations and agencies, and maintained by HBC subject to resources being available, at the owner's expense.

7.3 The proposals do not require a full risk assessment.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

There are no Equality and Diversity Issues in relation to this report.

## **9.0 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>
Winter Maintenance Plan	HT&L Department, Rutland House, Runcorn	D. Cunliffe

**REPORT TO ENVIRONMENT AND URBAN RENEWAL POLICY AND  
PERFORMANCE BOARD  
16 JUNE 2010**

**LIST OF GRIT BINS AND LOCATIONS**

**RUNCORN**

- 1 *Cornwall Close*. 30m In From Castlefields Av. South
- 2 *Princes Close*. 30m In From Castlefields Av. South
- 3 *Caernarvon Close*. 30m In From Castlefields Av. South
- 4 *Chester Close*. 30m in From Castlefields Av. South
- 5 *The Clough* Near Lamp 64
- 6 *The Clough* Outside School
- 7 *The Croft*. 20m Down From Main St.
- 8 *The Croft*. Near House 48
- 9 *Lodge Lane* .Opposite Lamp 3
- 10 *The Underway*. Junction with School Lane
- 11 *Woodlands Walk*. Opp Lamp 5
- 12 *Stockham Lane*. Junction with Camelot Way
- 13 *Palacefields Av*. Junction With Mullion Close
- 14 *Palacefields Av*. Opp Brookvale Av. South On Slope
- 15 *Padstow Sq*. Adj Lamp 24
- 16 *Windmill Av East*. Jun with Morton Rd.
- 17 *Windmill Hill Av East*. Jun with Wolverton Drive
- 18 *Wolverton Drive*. Near 41
- 19 *Windmill Hill Av East*. Junction with Ledston Drive
- 20 *Firbank Close* O/s 12
- 21 *Townfield View*. 20m in From Windmill Av. West
- 22 *Tower Lane*. Junction with Norton Station Road
- 23 *Tower Lane*. Adj Lamp 11
- 24 *Plover Drive*. Junction with Pochard Rise
- 25 *Highgate Close* Between lamps 5 - 6
- 26 *Broadfields*. Junction with Copperwood
- 27 *Chetton Drive* Opp House No.10
- 28 *Broafields*. Opposite Crabtree
- 29 *Glenwood*. Opposite Glenwood in Broadfields
- 30 *Pinnars Fold*. Junction of Fernwood
- 31 *Eanleywood Ln*. Junction with Norton Gate

- 32 *Hobb Ln* .Adj Canal Bridge
- 33 *Moss Lane*. Junction with Runcorn Rd, Moore
- 34 *Delph Lane*. Junction with A56 Daresbury
- 35 *Delph Lane*. By ( Canal Bridge )
- 36 *Delph Lane*. 20m Before Keckwick Lane
- 37 *Ashville Road*. Junction with Clifton Lane
- 38 *Clifton Road*. 50m down from M56 R/bout
- 39 *Cholmondley Road*. Top Of Hill On Right
- 40 *Cherry Blossom Road*. Opposite 1 Azalea Grove
- 41 *Ascot Avenue*. Outside Shops
- 42 *Buttermere Grove* Junction with Beechwood Av
- 43 *Paddock Rise*. Junction with Pippits Row
- 44 *Ashbrook Ave*. At lamp 8, down hill
- 45 *Betchworth Cres*. Junction with Beechwood Av, next to Bridge
- 46 *Wisenholme Close* Adj lamp 7
- 47 *Cheshyres Lane*. Opp 3
- 48 *Oxford Road*. Opp Hinton Rd (by school fence)
- 49 *Bankes Lane*. Junction with Cavendish Farm Rd
- 50 *Holloway*. Junction with Weston Road
- 51 *Westfield Cres*. Junction with Beaconsfield Rd
- 52 *Russell Road* Junction with Hale View
- 53 *Russell Road* Junction with Hazel Avenue
- 54 *Whitley Close*. Opp 11
- 55 *Penrhyn Cres*. Outside 42
- 56 *Greenway Rd*. Junction with Okell Street
- 57 *Thorn Road*. Opposite Pear Tree Avenue
- 58 *Clarendon Close* adjacent lamp 3
- 59 *Pilgrams Way* adjacent lamp 4
- 60 *Sandymoor In* Junction with Bishams Park
- 61 *Aston Green* Junction with Sandy Lane
- 62 *A56* Junction with Hill Top Road

**WIDNES**

- 1 *Wilmere Lane*. (Access To Farm)
- 2 *Wellington Gate*. Adj Lamp 3
- 3 *Cocklade Lane*. Adj Lamp 7

<b>REPORT:</b>	Environment and Urban Renewal Policy and Performance Board
<b>DATE:</b>	16 June 2010
<b>REPORTING OFFICER:</b>	Strategic Director, Environment and Economy
<b>SUBJECT:</b>	Urban Renewal PPB 2009/10 Annual Report
<b>WARDS:</b>	Borough-wide

## **1.0 PURPOSE AND CONTENT OF REPORT**

- 1.1 This report presents a draft Annual Report of the activities of the Urban Renewal PPB during 2009/10 for comment/amendment. Subject to endorsement by the PPB, the Annual Report will go forward with the Annual Reports of other PPBs to a forthcoming meeting of the full Council for adoption.

## **2.0 RECOMMENDED: That**

- (1) the PPB consider, comment upon and if necessary agree amendments to, the attached Annual Report of the PPB's activities in 2009/10; and**
- (2) the PPB endorse the attached/amended Annual Report for the purpose of its adoption at a forthcoming meeting of the full Council.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 Appendix 1 comprising the draft Urban Renewal PPB Annual Report for 2009/10

## **4.0 POLICY IMPLICATIONS**

- 4.1 None arising from this report itself.

## **5.0 OTHER IMPLICATIONS**

- 5.1 None arising from this report itself.

## **6.0 BACKGROUND PAPERS**

- 6.1 2009/10 departmental service plans and Quarterly Monitoring Reports
- 6.2 Urban Renewal PPB Agendas and Minutes





Councillor  
Hignett

## ANNUAL REPORT URBAN RENEWAL POLICY AND PERFORMANCE BOARD APRIL 2009 – MARCH 2010

“In thanking all of the Members of the Urban Renewal PPB and supporting officers for their positive contributions throughout the year, I would like to express my admiration for the achievements of the Board, particularly recognising the times of stringency in which we have had to work.

It is right that the general public should expect more from every arm of the Council. The Urban Renewal PPB has, this year, received more direct demands on it in the form of petitions than ever before. That this Board has been able to interpret the Council’s policies positively and has been proactive in its response to these, is testament to the knowledge and professionalism which Members constantly demonstrate.”

**Councillor Hignett**  
Chairman, Urban Renewal Policy and Performance Board

### MEMBERSHIP AND RESPONSIBILITIES

**During 2009-10 the Board comprised eleven Councillors –**

Councillor R. Hignett (Chairman)	Labour
Councillor K. Morley (Vice Chairman)	Labour
Councillor P. Balmer	Conservative
Councillor P. Blackmore	Liberal Democrat
Councillor E. Cargill	Labour
Councillor M. Hodgkinson	Liberal Democrat
Councillor D. Leadbetter	Labour
Councillor P. Murray	Conservative
Councillor P. Nolan	Labour
Councillor C. Rowe	Liberal Democrat
Councillor D. Thompson	Labour

The Urban Renewal Policy & Performance Board’s primary function is to focus on the work of the Council (and its Partners) in seeking to bring about the Urban Renewal of the Borough. It is also charged with scrutinising progress against the Corporate Plan in relation to the Urban Renewal Priority. It is responsible for evaluating performance and formulating policy in relation to the following areas:

- Major Projects
- Highways and Transportation,
- Environmental Health and Planning,
- Economic Regeneration,

with the additional responsibility for

- the Park Ranger service (as from 2005/6)
- Contaminated Land (as from 2005/06)
- Strategic Housing (as from 2006/07).

## REVIEW OF THE YEAR

The full Board met six times during the year. As well as considering Executive Board decisions relevant to the work of the Urban Renewal Board, agreeing the Service Plans of the relevant Departments and monitoring their general activities and performance against them, set out below are some of the main activities and issues which the Board has worked on during the year:

### Corporate Responsibilities

- The PPB received the minutes of the Urban Renewal SSP.
- The Board received and considered the draft mid term review of the Sustainable Community Strategy.
- Progress made towards meeting Local Area Agreement targets at the end of the first year of the Agreement was discussed.
- The Board reviewed the Warrington Road Transit Site.
- The Board considered a petition from the residents of Claremont Avenue, Claremont Drive, Derby Rd, Marsh Hall Road, Windermere Avenue and Windermere Street, following the relocation of a bus stop by approximately 100 metres from its original location on Derby Road, at the junction with Claremont Drive, Widnes, and agreed a temporary relocation.
- The Board considered a petition from residents of Southway and Ash Grove, Widnes and referred a possible parking scheme to the Halton Housing Trust.
- The Board received a petition from residents of Halton Road and surrounding areas regarding the levels of public transport operating via Halton Road. Support was given to extending the 52 bus service and an assessment of the benefits of the extended service was requested
- The Board received a petition from the residents of Murdishaw and surrounding areas following the withdrawal of the commercially operated Arriva Northwest X1 service from Liverpool City Centre, on Sunday evenings from 19.00 hours.

### Highways and Transportation

- The PPB agreed nominations of Members to sit on the Council's Public Transport Advisory Panel for the 2009/10 municipal year.
- The Board received information on the condition of the footways in Halton. The Board endorsed the decision of Executive Board on 19<sup>th</sup> March 2009 to prioritise footway reconstruction within the Highways Capital Maintenance block budget allocation, doubling the area of footways to be reconstructed for the next two years.
- The Board noted the progress made in the development of a proposed highway improvement scheme at the junction of Lunts Heath Road and Wilmere Lane junction, Widnes. It resolved that consideration be given to include funding for junction improvements be included in the Capital Programme for Local Transport Plan for the 2010/11.
- The Board endorsed a revised enforcement policy for the illegal crossing of vehicles over footways and verges and to established a policy for the construction of access crossings.
- The Board considered and forwarded the draft Rights of Way Improvement Plan to the Executive Board for consideration
- The Board reviewed the measures put in place to deliver the duty to treat highways for snow and ice and, in particular, the delivery of the service in the 2008/2009 gritting season.
- The Board reviewed the Council's policy in relation to residents-only parking schemes.
- The Board considered the key results and recommendations of Town Centre Parking Studies and agreed actions which would enable a new parking strategy to be developed and which would seek to sustain the viability of the Borough's Town Centres.

- The Board welcomed the progress which had been made during 2008/09 on implementing the programmes contained within Halton's second Local Transport Plan (LTP2) and on the targets that underpin LTP's policies and strategies.
- The Board considered and commented on the Department of Transport's revisions to its 'Speed Limits' circular.
- The Board received a report on winter gritting arrangements of the Borough's highways and footpath networks.
- A report on capacity issues on Murdishaw Roundabout, Runcorn, was presented to the Board.

### **Major Projects Department**

- The Board considered the projects on the Widnes Waterfront which the North West Development Association had funded and which were completed in 2009-10, together with those which had been identified for funding in 2010-11.
- The PPB agreed the Widnes Waterfront Northwest Development Agency (NWDA) Performance Plan for the financial year 2010-11.
- The PPB received a presentation on Urban Renewal activity in the Borough.
- The Board considered the final financial outturn position and achievements of Urban Renewal projects receiving Working Neighbourhoods Fund (WNF) support.
- The Board considered an update on progress of the Castlefields Regeneration Programme and the potential next development phases which would continue to drive forward the regeneration of the area.
- The Board received a report on the future of Victoria Road area of Widnes from consultants Urbed, and agreed a stimulus programme for Widnes Town Centre, funded by grants from DCLG and the Working Neighbourhood Fund.

### **Economic Regeneration**

### **Environmental and Regulatory Services**

- The Board were informed of a number of new important initiatives implemented in research projects undertaken in Halton in connection with its natural environment.
- The Board received a report on the performance of the Council as measured in the APSE Performance Network Year 11 (2008/9 Annual Report, Parks and Open Spaces).

### **Housing**

- The Board considered and commented on the Draft Homelessness Strategy for Halton, prior to submission to the Executive Board.

### **Other**

### **WORK PROGRAMME FOR 2009-10**

- The Board considered a report from the Logistics Sector Skills Topic Group on the 'Future Skill Needs within the Logistics Sector in Halton and an assessment of whether existing Activity would meet those needs including the identification of opportunities for improved performance'. The recommendations were endorsed.
- The Board considered a report from the Topic Group set up to consider the implications of de-linking the Silver Jubilee Bridge (SJB) in support of the Mersey Gateway Project.
- The Board received the final report and recommendations from the Topic Team working on the scrutiny review of supported housing.

- The Board endorsed a work programme for Topic Groups in 2009-10 which included a joint group with the Employment, Learning and Skills PPB on skills for the science industry, and the Local Development Working Party.

**WORK PROGRAMME FOR 2010-11**

- The Board agreed a work programme for Topic Groups in 2010-11 including Town Centre co-ordination and, when a positive decision is received on the Mersey Gateway, a reconvening of the 'Delinking of the Silver Jubilee Bridge' group.

**Members of the Public are welcome at the meetings of the Board. If you would like to know where and when meetings are to be held or if you would like any more information about the Board or its work please contact Committee Services in the first instance, telephone 0151 471 7529 or email [angela.scott@halton.gov.uk](mailto:angela.scott@halton.gov.uk)**

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

**DATE:** 16 June 2010

**REPORTING OFFICER:** Strategic Director, Environment & Economy

**SUBJECT:** Nominations of Members to the Consultation Review Panel

**WARDS:** Boroughwide

### **1.0 PURPOSE OF THE REPORT**

1.1 The purpose of the Report is to seek approval to the Chair and Vice Chair being confirmed as the two members who represent the Board on the Consultation Review Panel.

**2.0 RECOMMENDATION: That the Chair and Vice Chair of the Environment and Urban Renewal Policy and Performance Board, sit on the Consultation Review Panel as may be required from time to time.**

### **3.0 SUPPORTING INFORMATION**

3.1 At the start of each Municipal Year, it is necessary to nominate two Members to sit as the Board's representatives on any Consultation Review Panel (CRP) that may be convened during the year. Historically, these members have been the Chair and Vice Chair of the Board.

3.2 The purpose of the CRP is to review responses to highway, traffic and transportation scheme public consultations, where it has not been possible to address all concerns and resolve objections to the scheme proposals. The CRP will advise the Operational Director Highways Transportation and Logistics who in consultation with the Executive Board Member for Transportation shall decide upon the final scheme proposals.

3.3 The CRP for a particular scheme may comprise:

- Two members of the Environment and Urban Renewal Policy and Performance Board;
- All Ward Councillors for the wards, within which the scheme is proposed to be implemented;
- Representatives of Cheshire Police (and other Emergency Services if relevant);
- Relevant council officers;

Individual residents or businesses would not normally be invited onto the panel, but representatives could be invited from established residents' or traders' associations that clearly reflect the wider views of the community.

The CRP will be chaired by a Member of the Urban Renewal Policy and Performance Board.

3.4 The Board is asked to support these nominations.

#### **4.0 POLICY IMPLICATIONS**

4.1 There are no policy implications

#### **5.0 OTHER IMPLICATIONS**

5.1 Highway, traffic and transportation improvement schemes are often developed under the Local transport Plan implementation programme in support of the shared priorities within the Plan.

##### **5.2 A Healthy Halton**

Schemes will often include measures to reduce reliance on the car and promote more healthy transport options such as walking and cycling. The Panel will from time to time be required to review such measures that have been included within an overall scheme design package.

##### **5.3 A Safer Halton**

Schemes will often include measures to improve safety of the road user which may impact upon individual resident's property or their own use of the highway. The Panel will from time to time be required to review such measures that have been included within an overall scheme design package.

##### **5.4 Halton's Urban Renewal**

Schemes will often include proposals designed to regenerate and improve the public open space both within and adjacent to the highway. Improving access in and around the Borough by sustainable forms of transport including public transport, walking and cycling is widely acknowledged as playing a key role in sustainable regeneration and urban renewal. The Panel will from time to time be required to review such measures that have been included within an overall scheme design package.

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

6.1 There are no implications for the Council's Priorities.

**7.0 RISK ANALYSIS**

7.1 There are no risks associated with the report.

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 There are no Equality and Diversity Issues.

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

There are no Background Papers within the meaning of the Act

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

**DATE:** 16 June 2010

**REPORTING OFFICER:** Strategic Director, Environment and Economy

**SUBJECT:** Nominations of Members to the Halton Public Transport Advisory Panel - Municipal Year 2010/11.

**WARDS:** Boroughwide.

### **1.0 PURPOSE OF THE REPORT**

1.1 The purpose of the Report is to seek nominations of Members to sit on the Council's Public Transport Liaison Panel for the Municipal Year 2010/11, and report on the key issues discussed / raised by the Panel when it met during the Municipal Year 2009/10.

### **2.0 RECOMMENDATION: That**

- 1) **the Chair of the Environment and Urban Renewal Policy and Performance Board, in consultation with the Executive Board Member for Transportation, nominates a Chair and three Members to the Public Transport Liaison Panel and for the Member nominated as the Chair to agree such deputies, as may be required from time to time;**
- 2) **the Board endorse the nominations; and**
- 3) **the key issues discussed by the Panel during the Municipal Year 2009/10, as set out in Appendix One of the Report, are noted.**

### **3.0 SUPPORTING INFORMATION**

3.1 At the start of each Municipal Year, it is necessary to nominate a Chair and three other Members to attend meetings of the Halton Public Transport Liaison Panel.

3.2 The purpose of the Halton Public Transport Liaison Panel is to:-

- Monitor the performance of the public transport network within the Borough to ensure it meets the mobility needs of local communities;
- To make recommendations to the Environment and Urban Renewal Policy and Performance Board on future



developments and improvements to the conventional local public transport network; and

- To review and comment on the effectiveness of the Council's public transport priorities.

3.3 A summary of the key issues discussed at the Halton Public Transport Liaison Panel, during 2009/10, is shown in Appendix 1

3.4 The Board is asked to support those nominations proposed by the Chair of the Environment and Urban Renewal Policy and Performance Board, in consultation with the Executive Board Member for Transportation, which will be announced at the meeting.

#### **4.0 POLICY IMPLICATIONS**

4.1 None

#### **5.0 OTHER IMPLICATIONS**

5.1 None

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

##### **6.1 Children and 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. A key role of the Halton Public Transport Liaison Panel is to review progress and comment on emerging initiatives.

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

Halton Borough Council and its partners continue to provide a wide range of accessible and affordable public transport services within the Borough aimed at improving access to key employment, learning and training facilities within the Borough. These are reported at meetings of the Halton Public Transport Liaison Panel.

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

Improving access to health care facilities is acknowledged as a key priority in the Halton Access Plan and Halton Local Transport Plan 2006/7 – 2010/11. Progress on achieving these improvements are reported and discussed at the Halton Public Transport Liaison Panel.

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

No direct implications.

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

Improving access to key regeneration areas by sustainable forms of transport including public transport, walking and cycling is widely

acknowledged as playing a key role in sustainable regeneration and urban renewal. The Halton Public Transport Liaison Panel plays a key role in discussing and shaping the future direction of those initiatives associated with public transport within Halton.

**7.0 RISK ANALYSIS**

7.1 There are no risks associated with the report.

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 Good quality and affordable public transport services can play a key role in ensuring all sections of the community can access a wide range of facilities.

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

9.1 There are no background documents under the meaning of this Act.

## **Appendix One**

### **Summary of the key Issues discussed at the Halton Public Transport Advisory Panel – Municipal Year 2009/10.**

#### **Meeting held Tuesday, 9 June 2009**

##### **1.CELEBRATING 100 YEARS OF HALTON BOROUGH TRANSPORT LTD**

Chris Adams gave a presentation on the key highlights of the development of Halton Borough Transport Ltd which is celebrating its Centenary in 2009.

The Panel received and noted the presentation.

##### **2.UPDATE ON THE MERSEY GATEWAY PROJECT**

Dave Owen (Mersey Gateway Team) gave an update on the progress being made with the planning of this major scheme.

The Panel resolved to note the issues raised in the presentation

##### **3.HALTON KICKSTART BID 2009**

David Hall summarised progress being made by Halton Borough Council to submit a bid to the Department for Transport (DfT) in July for local bus “Kickstart” funding. The Government have made available £25m nationally to local authorities. Revenue funding will be available to bus operators for a period of 3 years to “pump prime” service improvements. Thereafter operators are expected to run the services on a fully commercial basis.

The Panel welcomed the proposals and resolved to endorse the bid.

#### **Meeting held Thursday 12<sup>th</sup> November**

##### **1.BUS SERVICE CHANGES**

The Board considered the report of the Team Leader, Network Development which noted the recent changes to the local public transport services.

The Panel resolved that the information be noted

##### **2.HALTON EXPLORER**

The Group received a report which provided an update on the 2009 Halton Explorer Bus Service subsidised by HBC and

operated by Halton Community Transport.

### 3.DOOR 2 DOOR

The Panel was advised of a range of issues relating to Door 2 Door services provided in the Borough including passenger transport on behalf of Health and Community and Children and Young People's Directorates as well as various services provided by Halton Community Transport.

The Panel resolved that the information be noted

### 4.TRAVEL WATCH NW UPDATE

The Panel received a report which provided an update from the latest TravelWatch North West Meeting.

The Panel resolved that the information be noted