



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

**Wednesday, 25 June 2014 6.30 p.m.
Civic Suite, Town Hall, Runcorn**

Chief Executive

BOARD MEMBERSHIP

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

*Please contact Gill Ferguson on 0151 511 8059 or e-mail gill.ferguson@halton.gov.uk for further information.
The next meeting of the Board is on Wednesday, 10 September 2014*

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

Part I

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

REPORT TO: Environment and Urban Renewal Policy & Performance Board

DATE: 25th June 2014

REPORTING OFFICER: Strategic Director, Policy and Resources

SUBJECT: Public Question Time

WARD(s): Borough-wide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDED: That any questions received be dealt with.

3.0 SUPPORTING INFORMATION

- 3.1 Standing Order 34(9) states that Public Questions shall be dealt with as follows:-
- (i) A total of 30 minutes will be allocated for dealing with questions from members of the public who are residents of the Borough, to ask questions at meetings of the Policy and Performance Boards.
 - (ii) Members of the public can ask questions on any matter relating to the agenda.
 - (iii) Members of the public can ask questions. Written notice of questions must be given by 4.00 pm on the working day prior to the date of the meeting to the Committee Services Manager. At any one meeting no person/organisation may submit more than one question.
 - (iv) One supplementary question (relating to the original question) may be asked by the questioner, which may or may not be answered at the meeting.
 - (v) The Chair or proper officer may reject a question if it:-
 - Is not about a matter for which the local authority has a responsibility or which affects the Borough;
 - Is defamatory, frivolous, offensive, abusive or racist;
 - Is substantially the same as a question which has been put at a meeting of the Council in the past six months; or

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

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

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

4.0 POLICY IMPLICATIONS

None.

5.0 OTHER IMPLICATIONS

None.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

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

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

6.3 **A Healthy Halton** – none.

6.4 **A Safer Halton** – none.

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

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 25th June 2014

REPORTING OFFICER: Chief Executive

SUBJECT: Executive Board Minutes

WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDATION: That the Minutes be noted.

3.0 POLICY IMPLICATIONS

- 3.1 None.

4.0 OTHER IMPLICATIONS

- 4.1 None.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children and Young People in Halton

None

5.2 Employment, Learning and Skills in Halton

None

5.3 A Healthy Halton

None

5.4 A Safer Halton

None

5.5 Halton's Urban Renewal

None

6.0 RISK ANALYSIS

6.1 None.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

APPENDIX 1

Extract of Executive Board Minutes Relevant to the Environment and Urban Renewal Policy and Performance Board

EXECUTIVE BOARD MEETING HELD ON 13th MARCH 2014

PHYSICAL ENVIRONMENT PORTFOLIO

EXB169 HALTON HOMELESSNESS STRATEGY 2013-18 - KEY DECISION

The Board considered a report of the Strategic Director, Communities, on Halton's Homelessness Strategy 2013-2018 (the Strategy).

The Board was advised that the local authority had conducted a full Strategic Review of Homelessness in accordance with the Homelessness Act 2002. A Homelessness Strategy had been formulated for the five year period to 2018, based upon findings and recommendations of two other documents, as detailed in the report. It was reported that during 2012/13, a Homelessness Scrutiny Review was conducted by Members to review supported accommodation services within the district. A number of recommendations were made, which formed part of the Strategy.

It was noted that the Localism Act 2011, introduced many changes to homelessness and allocations legislation, and that the new allocated powers would impact on future homelessness and service delivery. The legislative issues and implications for the Council's policy were detailed in the report for Members' information.

Reason(s) For Decision

Local Authorities were required to produce a strategy in accordance with the Homelessness Act 2002.

Alternative Options Considered and Rejected

No alternatives were considered, as a strategy was required to establish the key challenges, objectives and priorities for

tackling homelessness in Halton over the coming years.

Implementation Date

April 2014.

RESOLVED: That the report be noted and Halton's Homelessness Strategy 2013-2018 be approved.

Strategic Director
- Communities

EXB170 DE-COMMISSIONING OF BELVEDERE SUPPORTED HOUSING SCHEME

The Board considered a report of the Strategic Director, Communities, which sought approval to decommission and close the Belvedere Supported Housing Scheme.

The Board was reminded that in July 2012, it received a report which set out proposals to reconfigure a number of homeless accommodation services, following a scrutiny review undertaken by the Health Policy and Performance Board. A new hostel in Albert Road, Widnes would open in 2015, at which point Belvedere would be decommissioned.

It was reported that occupancy levels at Belvedere had significantly declined over recent months. However, the Council had a block purchase contract with Community Integrated Care (CIC) for the provision of housing related support at the premises at a fixed monthly sum, irrespective of occupancy levels. It was noted that there was an opportunity to bring forward the plan to close Belvedere and secure a budget saving in 2014/15.

The report set out details for the inclusion of the site in regeneration proposals for Runcorn Old Town, currently underway.

RESOLVED: That

- 1) the decommissioning and closure of Belvedere Supported Housing Scheme be approved; and
- 2) upon closure, it be agreed that the building be made safe and secure and disposed of in accordance with the Council's approach to vacant properties.

Strategic Director
- Communities

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	25 June 2014
REPORTING OFFICER:	Strategic Director – Policy and Resources
PORTFOLIO HOLDER:	Transportation, Leader, Economic Development, Environmental Sustainability, Physical Environment
TITLE:	Annual Report -Environment and Urban Renewal Policy and Performance Board
WARDS:	All

1.0 PURPOSE OF REPORT

- 1.1 To provide the Environment and Urban Renewal Policy and Performance Board with an annual review of the 2013-2014 series of meetings and issues scrutinised. To inform Members of an agreed Topic Working Group and invite Members to consider other topic areas they may wish to see scrutinised, hence forming a draft work programme for 2014-2015.

2.0 RECOMMENDED: That the Annual Report attached is accepted and that the work of the agreed Topic Working Group is supported in 2014-2015.

3.0 BACKGROUND/SUPPORTING INFORMATION

- 3.1 The Environment and Urban Renewal Policy and Performance Board's primary function is to focus on the work of the Council (and its partners) in seeking to bring about the Environmental and Urban Renewal of the Borough. It is also charged with scrutinising progress against the Corporate Plan in relation to the Environment and Urban Renewal Priority.
- 3.2 During the 2013/14 Municipal Year, the Board met on five occasions and considered a number of reports on a diverse range of subjects pertinent to Halton's Environment and Urban Renewal. A summary of these reports together with a message from the Chair of the Board for that year is attached to this report for information.
- 3.3 During the year, the PPB received regular updates on progress towards meeting Halton's Sustainable Community Strategy targets at 2013-2014 financial year end.
- 3.4 The Board also agreed nominations of Members to sit on the Council's Public Transport Advisory Panel and to sit on the Consultation Review Panel for the 2013/2014 Municipal year.

4.0 POLICY IMPLICATIONS

4.1 For 2013/14, Members of the Board agreed to continue with the Waste Management Topic Group, however, it was agreed that the Cemeteries Working Group was to no longer no longer meet unless there was sufficient justification.

The Board is now invited to consider policy areas for scrutiny during 2014/15.

4.2 It will also continue to scrutinise progress against the corporate plan in relation to the Urban Renewal Priority.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children and Young People in Halton

The work of the PPB supports future generations in Halton by ensuring a clean and safe environment. This annual report highlights the work of the PPB over the previous 12 months.

5.2 Employment, Learning and Skills in Halton

This PPB supports the provision and maintenance of infrastructure in Halton that helps with job creation and sustainable transport links to employment.

5.3 A Healthy Halton

The work of the PPB contributes towards a less polluted environment and helps to create a green infrastructure.

5.4 A Safer Halton

The PPB supports designing out crime and developing safer communities.

5.5 Halton's Urban Renewal

The PPB scrutinises the work of the Environment and Regeneration Specialist Strategic Partnership (E&R SSP).

6.0 RISK ANALYSIS

6.1 Not required for this report.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 Not required for this report.

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.



Cllr John Gerrard
Chair

"I would like to thank all of the Members of the Environment and Urban Renewal PPB for their effort and support throughout my second year as Chair.

Members have played a significant role in the continued regeneration of the Borough and its environment in these particularly challenging times.

Over the last 12 months, the Board has responded to, and dealt with, a wide range of issues which demonstrates their level of commitment and positive attitude in reacting swiftly and effectively to matters that are brought before them. These, combined with the Board's experience and abilities help support a continuing improvement in the quality of life in Halton and the opportunities afforded to our communities."

Councillor Gerrard
Chair, Environment and Urban Renewal Policy
and Performance Board

MEMBERSHIP AND RESPONSIBILITIES

During 2013/14 the Board comprised eleven Councillors:-

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

The Environment and Urban Renewal Policy and Performance Board's primary function is to focus on the work of the Council (and its partners) in seeking to bring about the Environmental and Urban Renewal of the Borough. It is also charged with scrutinising progress against the Corporate Plan in relation to the Urban Renewal Priority.

The Board is responsible for scrutinising performance and formulating policy in relation to

the following areas:

- Highways, Transportation and Logistics (including road maintenance, street lighting, road safety, traffic management, supported bus services and flood risk management)
- Landscape Services, Parks & Countryside, Cemeteries & Crematoria
- Environmental and Regulatory Services
- Major Projects
- Economic Regeneration and Business Development
- Waste Management and Waste Strategy
- Derelict and contaminated Land
- Housing Strategic Policy
- Sustainability, Climate Change and Biodiversity
- Physical Environment and Planning policies

REVIEW OF THE YEAR

The Board met 5 times during the year. As well as considering Executive Board decisions relevant to the work of the Environment and 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 have come before the Board during the year.

The Board received, considered reports, agreed decisions and put forward relevant actions on the following issues:-

Corporate Responsibilities

- Minutes of the Environment and Regeneration SSP.
- Regular progress reports on achieving targets contained with the Sustainable Community Strategy for Halton.
- Updates on Business Plans for the period 2013-16 and the Directorate priorities, objectives and targets for the services that fell within the remit of the Board for this period. It also considered and commented on Quarterly Monitoring reports which detailed progress against service objectives/milestones, performance targets and factors affecting the services that fell with the remit of the Board. Members were invited to identify a small number of priorities for development or improvement that they would like to see reflected in the plans.

Highways and Transportation

- Nominations were agreed for Members to sit on the Council's Public Transport

Advisory Panel for the 2013/14 Municipal Year. These were Councillors Gerrard (Chair), Morley, Stockton, Bradshaw and Woolfall.

- It was also agreed that the Chair and Vice-Chair would sit on the Consultation Review Panel as may be required from time to time.
- The current interventions and proposals being put in place to address specific Highways and Transport issues that were identified by the National Highway and Transportation public satisfaction survey held in late 2012.
- Information on how the Council's Highways Maintenance Service was developing in order to meet its statutory functions and public expectations in the face of increasing pressures to maximise efficiency and improve value for money.
- The Royal Society for the Prevention of Accidents had produced a guide entitled "Road Safety : A Guide for Local Councillors in England" which acknowledged the enormous cost to the local community of road traffic accidents whilst at the same time recognising the substantial budget cuts and spending restrictions placed on the Authority. The guide set how local elected members could continue to deliver effective road safety services which included highlighting the opportunities for joint working with public health colleagues who were now part of the local authority and had received their own formal guidance from the National Institute for Clinical Excellence on strategies to prevent unintentional injuries. This included such issues as 20 mph speed limits and engineering measures to reduce speed or make routes safer.
- There was a petition regarding the introduction of bollards and waiting restrictions to prevent parking on part of Cronton Lane, Widnes. It was agreed that due to the difficulties and various issues raised (which gave rise to a counter-petition when restrictions were proposed back in 2002), a wider consultation needed to be carried out in the surrounding area and the relevant Operational Director should write to the Police requesting the enforcement of the existing waiting restrictions in Cronton Lane. Following this wider consultation it had been agreed to take the necessary steps to introduce a Traffic Regulation Order to implement "At Any Time" waiting restrictions on parts of both sides of Cronton Lane, along with a request to Cheshire Police to provide additional attention to the area if parking continued.
- Following a public consultation, 2 objections had been raised regarding the proposed introduction of a 20 mph speed limit in Halton Castle ward as well as requests for their introduction to Castlefields Avenue East and North, which unfortunately are not suitable. Members noted the various groups and agencies who had been consulted with no other objections raised, so it was agreed that notice should be given of the Council's intention to introduce the reduced speed limits and the objectors be notified accordingly.
- Discussions were held over the Annual Road Traffic Collision and Casualty report for 2012. Whilst the results were mixed, with the total number of people slightly injured being reduced, the number of fatalities remained the

same as in 2011. Concerns were raised that due to the reduction in Road Safety grants, both capital (£75k) and revenue ((£396k), a loss of half of the Road Safety Officers had occurred, along with funding for a wide range of projects and initiatives. This included Halton's contribution to the local safety camera partnership (Cheshire Road Safety Group). Members were worried that due to the cuts, camera enforcement in the borough would be adversely affected. Discussions were on-going to help identify alternative resources and the implications if these were not made available.

Economic Regeneration and Business Development

- The results of the BIG Castlefields Survey carried out with residents were brought to the Board's attention. This followed the 10 years of activity and the majority of the Masterplan having been delivered. The purpose of the survey was to provide residents with an opportunity to reflect on the regeneration programme and to express future aspirations for the neighbourhood, and incorporating any results into a work programme for the future that would guide the work of the Castlefields Partnership until 2023. The Board congratulated all involved with progress made at Castlefields and suggested that the results and broader lessons of the consultation should be considered for future housing and neighbourhood regeneration programmes in the borough.

Environmental and Regulatory Services

- Members received a report highlighting the conclusions and recommendations from the Tree Working Group. This group had looked at the Council's legal duty of care under both civil law and criminal law to manage its tree stock, details of the tree maintenance team, calls to the Open Space Service, issues around inspection and liability, along with the types of neighbour issues relating to trees.
 - Recommendations included developing a new Tree Strategy, the creation of an Open Space Officer, the implementation of a tree inspection regime, new advice and guidance information for elected members and the public, Officers to identify a suitable tree management IT system, strengthening of the Operational Tree Maintenance Team and Officers to explore income generation from the sale of the logs etc.
 - Report to be presented to the Executive Board.
- Discussions also took place following a proposal to pilot a scheme with a private enforcement company to pick up the role of issuing Fixed Penalty Notices (FPNs) for litter and dog control offences. Due to the resource intensive work required on behalf of Council staff to first issue a FPN and then relevant follow up if un-paid, it was agreed to support the pilot. However, elected members wanted reassurances that the chosen company wouldn't set any FPN targets or link financial incentives for their officers to the number of FPNs issued. It was also suggested that if the pilot proved to be financially successful, the Council look at employing staff to provide a FPN service and that a smoking cessation course perhaps could be offered instead of a FPN. A report will be presented to

the Executive Board with appropriate recommendations.

Environmental Sustainability

- Unfortunately it was noted that DEFRA had withdrawn funding available through the Contaminated Land Capital Projects Programme. The potential implications of this for Halton were discussed by the Board. Halton had been very successful in terms of awards from this pot of funding and as there had been no consultation on the removal of this funding, officers had written to Government asking consideration on its reinstatement.

Physical Environment and Planning

- An update report on the preparation of Halton's Local Flood Risk Management Strategy which included prevention, protection and response to flood emergencies. Once completed the Strategy will be shared with Partners and the public for consultation. At a later meeting of the Board it was stated that the draft strategy had been shared with the Environment Agency who would retain a strategic overview of flood risks. It was also noted that as of April 2014, and the enactment of the Flood Water Management Act 2010, Halton would be the approval body for the Sustainable Drainage legislation part of the Act. This new role would be a substantial additional duty for the Council with significant policy and resource implications. Members asked for a further report to be brought back to the Board.
- Following a recent examination of the Core Strategy Local Plan, the Government appointed Planning Inspector concluded that there was insufficient identified land within Widnes/Hale to deliver the level of development required, particularly in relation to housing. In order to have the Plan found "sound" the Council had to commit to a review of its Green Belt boundaries and the Board agreed to the proposed methodology being put forward by officers.
- Officers presented information on the powers available under Section 215 of the Town and Country Planning Act 1990. This gave the Council power to force the owner and/or occupier of land which the Council considered to be in poor condition to remedy the condition of the land. Details were provided of examples of where a Section 215 had been applied and the subsequent financial and resource implications, however, it was stressed that whilst these enforcement powers were available, the practice was to resolve cases through negotiation and informal means.
- A report explaining that Halton's Unitary Development Plan had been replaced in part by the Core Strategy which contains 25 different policies, one of which is the Delivery and Allocations Local Plan. Its main role was to allocate sites and provide detailed policies for Halton's places, areas and issues. A scoping document has been produced which will be used to review the main policy areas that the Council plans to cover when preparing the Delivery and Allocations Plan and Members were asked to note the timetable for production of the Local Plan.
- The issue of Affordable Housing within the borough was discussed by the

Board following an update on the current situation. It was noted that the National Planning Policy Framework required Councils to plan the meet the assessed need for market and affordable housing in their area. The Strategic Housing Market Assessments (SHMA) were used to identify and assess needs arising and inform the development of housing and planning policy, considering the balance between supply and demand. The SHMA from 2011 had been undertaken as part of the wider Mid Mersey area and there was a proposed sub SHMA planned for 2015-16 which would help to reassess the level of affordable housing need in Halton. Officers advised that the annual unmet need for affordable housing was far in excess of the proposed targets as set out in the Core Strategy, however as the SHMA was an evidence based document that was meant to guide policy development, the targets were definite ones that had to be met. It was also reported that the private sector currently, and will continue, to be used to meet the shortfall.

- Members noted the new Statement of Community Involvement (SCI) for the Local Plans Document, following on from the first one adopted in 2007. This set out the procedures which must be followed for consultation on all local plan documents and planning applications in Halton. The new SCI had been developed due to the number of legislative changes to the planning framework

Communities

- Members were made aware of a Governance Review being undertaken by Halton Housing Trust (HHT) of which the Council has a 33% share. Recommendations of the review included reducing the number of Board Members, using a skills matrix to maximise appointments to the Board and limiting the number of years served to a minimum of 3 and a maximum of 9. Elected Members, whilst acknowledging the continued success of HHT and recognising the future difficulties faced, expressed disappointment at the proposals. A copy of HHT's legal advice on Board membership was to be circulated. Changes to HHT's Board would be supported subject to the Council having a 33% representation in line with its investment.
- Board members supported a proposal for a 12 month pilot project, working in partnership with the Chamber of Commerce, which would offer vulnerable residents access to private company services at no cost to themselves through a corporate social responsibility accreditation scheme. This was focussed on the Section 215 notices that the Council could potentially issue for lack of maintenance of property. However, the proposed Halton Cares scheme had been developed because in a number of recent cases the residents concerned had been identified as elderly, disabled or in some way vulnerable and it had been deemed unsuitable to issue a 215 notice. The pilot scheme would focus on gardening issues and a further report would be brought back to the Board at the end of the pilot.
- The Homelessness Strategy for 2013-2018 was presented to the Board. This outlined the Council's statutory housing duty and recommendations on how this could be met. The strategy had been based on two other pieces of work:- a comprehensive review of current homelessness services and the previous

Homelessness Strategy (2009-2013). It was noted that Halton was experiencing a gradual increase in those presenting themselves as homeless and the statutory homelessness acceptances. The Housing Solutions Team were working with the most vulnerable client groups, offering temporary accommodation for a limited period and facilitating a more efficient “move on” process. The Localism Act 2011 had introduced several changes around homelessness and allocations legislation, and the new Strategy took these into account.

WORK PROGRAMME FOR 2014/2015

The Board is asked to consider whether it wishes to carry out Topic Reviews for the 2014/15 Municipal year at its next or subsequent meetings.

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 Mick Noone on 0151 511 7604 or mick.noone@halton.gov.uk

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 25th June 2014

REPORTING OFFICER: Strategic Director Policy & Resources

PORTFOLIO: Resources

SUBJECT: Performance Management Reports for Quarter 4 of 2013/14

WARDS: Boroughwide

1.0 PURPOSE OF REPORT

- 1.1 To consider, and raise any questions or points of clarification, in respect of performance management for the fourth quarter period to 31st March 2014.
- 1.2 Key priorities for development or improvement in 2013-16 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment and Urban Renewal Policy and Performance Board as detailed below:
- Development and Investment Services
 - Highways and Transportation, Logistics and Development Services
 - Waste and Environmental Improvement and Open Space Services
 - Housing Strategy

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

2.0 RECOMMENDED: That the Policy and Performance Board

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

3.0 SUPPORTING INFORMATION

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

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

4.0 POLICY IMPLICATIONS

4.1 There are no policy implications associated with this report.

5.0 OTHER IMPLICATIONS

5.1 There are no other implications associated with this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

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

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

7.0 RISK ANALYSIS

7.1 Not applicable.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Not applicable.

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

Not applicable

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

Reporting Period: **Quarter 4 – Period 01st January to 31st March 2014**

1.0 Introduction

- 1.1** This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the fourth quarter of 2013/14.
- 1.2** Key priorities for development or improvement in 2013-16 were agreed by Members and included in Directorate Plans for the various functional areas reporting to the Environment and Urban Renewal Policy & Performance Board i.e.:
- Development & Investment Services
 - Open Spaces and Waste and Environmental Improvement
 - Highways, Transportation & Logistics and Physical Environment
 - Housing Strategy
- 1.3** The way in which traffic light symbols have been used to reflect progress to date is explained within Section 8 of this report.

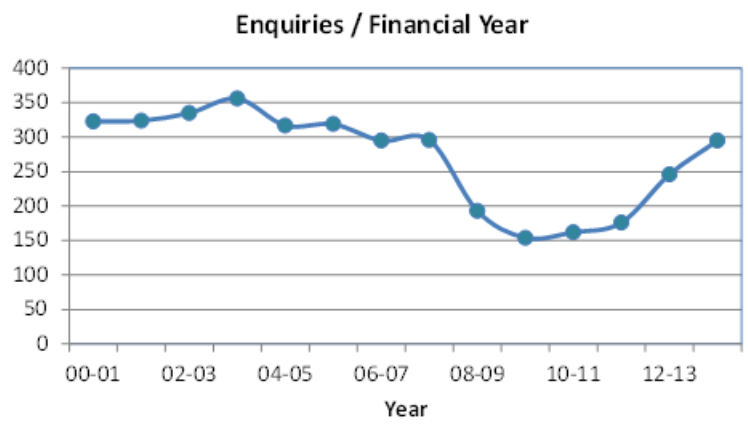
2.0 Key Developments

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

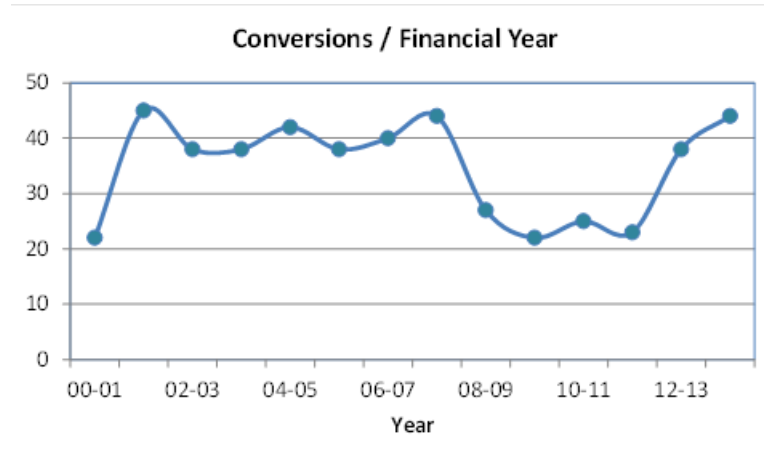
Development & Investment Services (WR)

Investment Enquiries & Conversions

- The number of investment enquiries managed by the Business Improvement and Growth (BIG) Team in the Financial Year 2013/14 (295) is at the highest level since before the onset of the global recession in 2007/08 (296). The level of inward investment enquiries in 2013/14 represents a significant rebound in economic activity since 2008.



- The upward trend in investment enquiries is reflected in the number of conversions (inward investment enquiries 'converted' into actual investment projects) which, at 44 in 2013/14, is the highest level since 2007/08. The percentage of inward investment enquiries 'converted' into actual investment projects in Quarter 4 2013/14, at 19%, considerably exceeds the annual target of 10% and contributes to an actual conversion rate for the full year of 15%.



Liverpool City Region Business Growth Grant Programme

- The Council's Executive Board gave approval on 17 October 2013 to roll out the Liverpool City Region Business Growth Grant in Halton. The scheme can provide grant of between £10,000 and £1,000,000 across the LCR based on a private sector leverage ratio of 5:1 and the creation of sustainable jobs.
- To date, 38 Halton companies have sought support from the schemes. Of that total, 11 formal Expressions of Interest (EOI) and two full applications have been completed. The first full application was externally appraised and approved by the internal Liverpool City Region Business Growth Grant Panel on Monday 31 March 2014. To date, £363,703.00 in grant has been requested.

Merseyside Business Support Programme

- The Merseyside Business Support Programme continues to engage the Halton business community with 167 companies approaching the Project Team for support. 96 companies have been referred for an initial diagnostic and the creation of an Action Plan for Growth, while 75 businesses have subsequently been referred for more specialist support. The programme is on course to meet the target of 146 Small and Medium Enterprises (SMEs) assisted.
- A second stage marketing campaign is underway targeting 300+ Halton businesses that have yet to engage with the programme. The programme end date has been extended across the whole of Merseyside from December 2014 to June 2015, however, the extension does not include any additional resources.

International Festival of Business (IFoB) 2014

- The Business Improvement and Growth (BIG) Team are currently facilitating two major events in Halton during International Festival of Business 2014:
 - At Sci-Tech Daresbury on Tuesday 24 June 2014 UKTI, Liverpool Vision, the Science & Technology Facilities Council (STFC) and Halton Borough Council will hold a major national UK Trade & Investment (UKTI) ICT event focusing on 'big data'.
 - On Thursday 26 June 2014, The Heath Business and Technical Park will host an event entitled 'Addressing the Skills Needs of the Science, Technology and Advanced Manufacturing Sector'. The event will feature a panel debate, chaired by BBC Business Correspondence Steph McGovern, an exhibition and events for 200+ young people interested in careers in science and technology.

External Funding

- During the quarter we achieved the following:
 - 33 new funding enquiries received, 111 in total for the year
 - £665,112 secured in external funding this quarter

Key projects for the team include:

Big Lottery Fund Reaching Communities Programme

- Canal Boat Adventure project – considering re-submission c. £300k.
- Hale Village Hall – refurbishment project c. £500k.
- Halton Carers Centre – continuation funding c. £250k.

Heritage Lottery Fund (HLF)

- Norton Priory Museum Trust: stage 2 bid for £3.5m and with match funding target of £1million.
- Exploring Halton's Collections bid submitted for £60,000 for a 'Working Lives' project.
- Runcorn 2015 – working on a bid for c £90,000.

Projects Supported by Waste Recycling Environmental Limited (WREN) funding

- Hale Youth Centre – development of outside play area / multi sports area £42,000.
- Clifton Road Allotments – site improvements £50,000.
- Sankey Canal – Spike Island lock gates £40,000.
- Mersey Gateway Environmental Trust – bid to the Biodiversity Action Fund £250,000.

Sci-Tech Daresbury

- Leading on £1.1m bid to the European Regional Development Fund (ERDF) for Phase 1b, referred to as Techspace, with a bid approved in principle.
- Leading on claims for a Regional Growth Fund (RGF) grant, claim 4 due in May 2014.
- Developing a Funding Route Plan with Partners, to link funding to long-term strategic priorities.

Sankey Canal

- The Coastal Communities Stage 2 application has been successful and is in receipt of a £653,000 grant.
- Funding of £11,000 received from Ineos Chlor for interpretation boards.

Connecting Cheshire Superfast Broadband Project

- Continuing to support the Connecting Cheshire Superfast Broadband Project with policy and funding updates, as well as supporting a bid to Broadband Delivery UK (BDUK) scheme worth £2.12m (50% match required).

European programme 2014-20

- Leading on the development of a Halton Action Plan highlighting the key schemes to be brought forward during the 2014-20 programmes.

Open Spaces and Waste and Environmental Improvement (CP)

Waste & Environmental Improvement

- Following a recent procurement exercise, Officers have awarded a Residual Waste Treatment Services contract to WSR Recycling Limited, based in Widnes. The WSR solution will see over 80% of the Council's waste diverted from landfill to other forms of treatment. The contract will commence in April 2014 and will be for the period up to the commencement of the Merseyside and Halton Resource Recovery Contract which is expected to commence in mid-2016.
- The pilot scheme for the issuing of Fixed Penalty Notices for litter and dog fouling offences by the private enforcement company 3GS commenced in mid-February. Since the commencement of the scheme, 219 Fixed Penalty Notices have been issued for littering offences and 4 have been issued for dog fouling offences.
- The 3GS officers are supporting the Council's enforcement officers by carrying out enforcement patrols in town centres, local shopping areas, parks and open spaces. Patrols are also prioritised in areas requested by elected members and in response to litter and dog fouling complaints from members of the public.

Open Space Services

- The Heritage Lottery Funded (HLF) work commenced in Q4 2013/14 at Runcorn Hill & Heath Park. The works will include a new park pavilion and café, refurbishment of the lakeside and the bowls pavilions, new and refurbished paths and environmental restoration of the heathland. As part of the project a number of events, activities, and volunteering sessions have been held. They have all been well attended.
- As part of the Sankey Interlocks Project (restoration of Sankey Canal between Spike Island and Fiddlers Ferry Marina) the design team were successful with a bid to the Coastal Communities Fund (BIG Lottery) for £650,000 to install a lift bridge at Fiddlers Ferry Marina which will facilitate job creation along the canal in both Halton and Warrington. The project is a joint venture between Halton and Warrington with Halton leading on the design and development aspects.

- The design team was commissioned by Your Housing to create a new play area at Sanders Hey, Brookvale in Runcorn. The £70,000 scheme will be maintained by Your Housing.
- Work started in Q4 on the commemorative statute for Runcorn's highly decorated First World War Hero, Thomas Alfred "Todger" Jones. The commissioned artist began to create a clay version of the statue from which a mould will be made so that the bronze statue can be cast. The statue will be unveiled at Memorial Gardens in Greenway Road on 3 August 2014 as part of the Great War Commemorations.
- A Real Ale Festival was held in Victoria Park on the 7 and 8 of March 2014.

Highways, Transportation & Physical Environment (MN)

Highways

- In March 2014, Government announced a further addition to HBC's highway maintenance funding in 2014/15 by allocating an exceptional payment of £231k from a national pot of £183.5m to help address the consequences of the wettest winter on record. This is split across revenue (£146k) and capital (£85k).

Bridge & Highway Maintenance

- The Council has now developed its major funding bid to the Liverpool City Region (LCR) Combined Authority (previously the Local Transport Body (LTB)) for steady state bridge maintenance in the Silver Jubilee Bridge (SJB) complex (£1.1m/yr. for 3 years commencing 2016/17).
- This was submitted to Merseytravel at the end of March and subject to Merseytravel's consideration of this, it is expected that the preparation of an Outline Business Case will begin in June with acceptance of full Major Scheme Business Case anticipated in February 2015.

Physical Environment

- The Delivery and Allocations Local Plan (DALP) Scoping Document was approved by Executive Board on 6 January 2014 for Public Consultation (Reg. 18). This scoping work sets out the likely contents of this future planning policy document that, once produced, will contain the detail of the sites allocated for housing, employment, retail and other uses plus development management policies that are still required (carried forward from the Unitary Development Plan).
- This consultation was undertaken between the 10 February 2014 and 25 March 2014, over a 6 week period and the Executive Board will receive a report on the outcome of this consultation at a future meeting.
- The Infrastructure Plan has been updated. This plan was originally prepared in 2011 and has been reviewed and published for comment alongside the DALP Scoping Document. Further information can be found via the following link:

<http://www3.halton.gov.uk/Pages/planning/policyguidance/DALP.aspx>

- Monitoring of housing completions for 2013/14 has been undertaken. A total of 301 housing completions were recorded with 31 losses/demolitions giving a net dwelling gain for the year of 270, just under half of the policy target of 552. Annual employment monitoring is nearing completion as is a resurvey of the borough's retail centres.
- On the 5 March 2014, the Council resolved to become a constituent member of the Liverpool City Region (LCR) Combined Authority (CA) whose remit covers those strategic economic developments, regeneration, transport and employment and skills functions that can be better delivered collaboratively across the LCR. In becoming part of the CA, which was to come into being on 1 April 2014, Halton is required to transfer its Local Transport Authority Powers over to the CA. This will essentially cover the responsibility for issues including:
 - Concessionary travel
 - Bus stop infrastructure provision
 - Supported bus services
 - Public transport information provision
 - Any issues surrounding rail transport
- These services will, however, continue to be delivered by this Council with a period of transition for the transfer of responsibility to the CA covering the next 3 years.
- Halton is party to two new LSTF bids for the 2015/16 programme, with the DfT announcing the successful bidders in July/Aug 2014
- The Liverpool City Region (LCR) is submitting a bid to the DfT for £3.6m to deliver sustainable transport solutions. As this round of funding is for revenue only and for 1 year only, the development and promotion of sustainable scheme options were limited. The general theme of the LCR bid, therefore, is for Sustainable Transport Solutions. If the bid is successful, it will allow Halton to temporarily engage two Business Travel Advisors to provide solutions to businesses located within the Strategic Sites as defined in the LCR Strategic Economic Plan (SEP) areas and support local job seekers with real travel solutions to attending interviews, further education and employment.
- The Mid-Mersey partnership (St Helens, Warrington and Halton) are also submitting an LSTF application with the theme similar to the LCR bid. However, the focus is to provide Travel Plans to new residential developments and to Halton residents living in Social Housing. The total value of the scheme is £370k.

Housing Strategy (PMcW)

- Following a procurement exercise the contract for the provision of support services to adult victims of domestic abuse has been awarded to the Changing Lives organisation. The contract commences 1st July 2014 for 2 years, with an option to extend by up to 3 further years.

3.0 Emerging Issues

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

Development & Investment Services (WR)

European Programme 2014-20

- Two project proposals have developed for the forthcoming EU Programme 2014-20, a successor programme to the current ERDF 4.2 Merseyside Business Support Programme (MBSP). A project entitled 'Maximising the Benefits of ICT' has also been developed to compliment the roll out of superfast broadband locally.
- In all likelihood a successor ERDF 4.2 Merseyside Business Support Programme (MBSP) will remain a pan-Merseyside programme with local delivery.
- The pan-Merseyside decision to 'opt-in' to a range of national programmes, for example the Manufacturing Advisory Service (MAS) Growth Accelerator (GA) and UK Trade & Investment (UKTI), will also impact upon the proposals for business support provision locally.

Liverpool City Region Growth Hub

- The Liverpool City Region Local Enterprise Partnership (LEP) has developed a proposal to create a 'Growth Hub' for the city region. A Growth Hub is not a physical entity but rather a virtual organisation to provide business support services across the City Region.
- The creation of a Growth Hub will allow the City Region to access new UK Government funds. However, Government is very prescriptive with respect to the form and function of the Growth Hub model they will support. This must include management and strategic coordination and a one stop shop. The prescribed model suggests a pre-eminent role for local Chambers support by Local Authorities. To quote from the guidance:
- "Local Chambers must be involved in the design and governance of all Growth Hubs receiving funding from the W2GH programme. It is also assumed the chambers will be responsible for delivering the one stop shop function expected of all Growth Hubs, but HMG will consider relaxing this rule where LEPs put forward persuasive arguments for alternative arrangements."
- A Growth Hub would generate additional funding which can be used as match towards ERDF funding for the services considered to be most needed.

Open Spaces and Waste and Environmental Improvement (CP)

Waste and Environmental Improvement

- As part of the Government's budget of 19 March 2014, it was announced that Landfill Tax will rise in line with RPI inflation from 1 April 2015. There was no long-term plan mentioned, but the Government intends to provide further longer-term certainty about the future level of landfill tax rates once certain consultations have taken place.

- As result of the residual waste treatment contract, referred to under 'Key Developments', the waste diverted from landfill will result in an estimated cost avoidance of an additional £50,000 per annum, which would have been incurred had the Council continued to send waste to landfill for disposal in 2015/16.
- Following the Government's recent announcement that it would not be publishing any guidance on the need to provide separate collections of dry recyclable materials by 2015, a working group comprising of members of local authority waste networks and the Waste & Resources Action Programme (WRAP), are to publish a recycling collection 'Route-map' for local authorities.
- The 'Route-map', will help with the requirements of the Waste Regulations 2011 (amended 2012)' and is being developed to help local authorities understand what recycling services they are legally obligated to provide the under waste laws. The Waste Regulations state that by 2015, councils will need to provide separate collections of dry recyclable materials when they are necessary to 'facilitate or improve recovery' and demonstrate that services are 'technically, environmentally and economically practicable' (TEEP).

Highways Transportation & Physical Environment (MN)

Highways

- The winter maintenance season for highways finished on 10 April 2014. At the end of the season 26 gritting runs will have been undertaken with salt usage totalling 660 tonnes. Due to this year's relatively mild temperatures this is a reduction in gritting runs of 58% and salt usage of 43% compared to the 2012/13 season.
- The Council is undertaking a review to ensure that the borough has sufficient land available to meet its needs to 2028 and beyond with a report on the findings expected to be available by the end of May 2015.
- The cost of energy is a continuing concern as the rates are increasing at a rate higher than inflation. High speed roads in the borough (i.e. those with speed limits of 40mph or more) already have their lighting switched off between midnight and 6:00am.
- Additionally, a number of traffic signal controlled junctions, particularly within Astmoor and Whitehouse are reaching the end of their life and substantial investment (about £0.5M) is required to keep them operating, otherwise it may be necessary to turn them off.
- Investigations are taking place around introducing a permit scheme which will increase our control of road works carried out by the Statutory Undertakers. It will be based on the Merseyside Authorities Permits Scheme, which has been developed by St Helens MBC. It is anticipated to be operational from mid-2015.
- With the formation of the Liverpool City Region Combined Authority, there is a need to produce a Joint Local Transport Plan for the LCR as opposed to having one for Halton and one for Merseyside, as currently happens. The potential resource implications involved in producing this document are difficult to determine at this stage but it will have to be treated as a priority over the next 10 to 11 months so that an agreed and approved LTP can be ready for the period beginning 2015/16.

4.0 Risk Control Measures

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

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

5.0 Progress Against Equality Actions

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




The Council's latest annual progress report in relation to the achievement of its equality objectives was published on the Council website during quarter 4 and is available via [http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality - _objectives progress report - April 2013.pdf](http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality_-_objectives_progress_report_-_April_2013.pdf).

6.0 Performance Overview

The following information provides a synopsis of progress for both milestones and performance indicators across the key business areas that have been identified by the Directorate.

6.1 Development and Investment Services

Key Objectives / Milestones

Ref	Milestones	Q4 Progress
EEP 01	Continue to market the Lakeside and Canalside development sites	
	Continue the development of Mossbank Park	
	Commence development of SciTech Phase 1 by June 2013	

Supporting Commentary

Lakeside Phase 1: On the 11th November 2013, the Council completed on the disposal of the site of the former Barge Public House and adjoining land to Keepmoat Homes. This was followed by an immediate start on site by the developer.

The scheme comprises a total of 86 two, three and four bedroom homes starting at £90,000. Joint publicity with Keepmoat was gained in early December 2013, with the Executive Board Member for Physical Environment taking a leading role.

In January 2014, Plus Dane confirmed that it is in the process of agreeing Heads of Terms with Keepmoat to purchase 20 x 2 bedroom homes at Bridgewater Gardens. These will be offered for affordable rent and replaces the 'private market rent' properties. The remaining 66 units on the development will be marketed by Keepmoat for private sale.









This approach delivers the sustainable mixed community we envisaged for Castlefields and has been funded by Plus Dane's own finance and £360,000 grant from the Homes and Communities Agency. Further HCA grant demonstrates that a focus on delivery has meant Castlefields has picked up funds destined for elsewhere in Merseyside.

The site is progressing well with the sales office opening earlier than anticipated in February. Keepmoat has reported that sales are exceeding expectations with little print marketing. Analysis will be undertaken of where buyers are moving from. A number of early bird reservations have already been placed. The scheme was expected to take 3 years to complete but Keepmoat is currently assessing accelerating the build out to meet demand. For further information about the development see: <http://www.keepmoat.com/development/bridgewater-gardens-runcorn>

Mossbank Park is now known as Venture Fields – Construction work on the Pure Gym site started January 2014 and is expected to be completed for hand over for fit out in May 2014.

Both planning applications for Tech Space and Site Connectivity at Daresbury Sci-Tech received approval on 2 December 2013. The programme is on target for a start on site in Autumn 2014. Scottish Power are well advanced. Two buses have been acquired and are now in operation. Positive discussions have been held with the Department for Communities and Local Government (DCLG) to identify a series of actions for the Enterprise Zone.

Key Performance Indicators

Ref	Measure	12/13 Actual	13/14 Target	Q4	Current Progress	Direction of travel
DIS LI 05	Number of inward investment enquiries per annum	246	180	295 (Cumulative)		
DIS LI 06	Inward investment enquiry conversion rate percentage	15%	10%	15%		
DIS LI 01	Occupancy of HBC Industrial Units.	86%	85%	85%		
DIS LI 02	Occupancy of Widnes Market Hall.	92%	90%	84%		

Supporting Commentary

295 investment enquiries were managed in 2013/14, the highest level since 2007/08 and the onset

of the global recession in 2008. During quarter 4 there were 62 enquiries. The number of conversions in 2013/14, is the highest level since 2007/08.



The percentage of inward investment enquiries 'converted' into actual investment projects in Quarter 4 2013/14 at 19% considerably exceeds the annual target of 10% and contributes to an actual conversion rate for the full year of 15%.

Occupancy of our industrial estates remains high and recent upturn in the market suggests that the target for 2013/14 will be met. Three new traders have started at the market this calendar year with a further four traders offered stalls however, three traders have reduced their stalls.

6.2 Open Spaces and Waste and Environmental Improvement

6.2.1 Open Spaces

Key Objectives / Milestones



Ref	Milestones	Q4 Progress
CE 05	Runcorn Hill Park (Parks for People bid) – Deliver project subject to success of funding bid. March 2014.	
	Woodland Expansion - Additional 200 square metres of Woodland planted Borough wide - March 2014.	

Supporting Commentary

The major physical works at Runcorn Hill Park project commenced on site during Q4 2013/14 with further works to be completed over the next four years.

The planting for the woodland expansion has been completed with 200 square metres planted on behalf of Preston Brook Parish Council at Bridgewater Grange.

Key Performance Indicators




Ref	Measure	12/13 Actual	13/14 Target	Q4	Current Progress	Direction of travel
CE LI 19	Number of Green Flag Awards for Halton.	12	12	12		

Supporting Commentary

The 12 Green Flag Award parks were awarded in July 2013.

6.2.2 Waste Management

Key Objectives / Milestones

Ref	Milestones	Q4 Progress
CE 6	Continue to review and assess the effectiveness of projects and initiatives to help improve energy efficiency and reduce CO ₂ emissions - March 2014 .	
	Develop and publish a Waste Communications Plan and implement actions arising from the Plan - March 2014 .	
CE 7	Continue to develop Action Plans and Protocols with External Agencies to effectively prevent and tackle a range of waste and environmental offences - March 2014 .	

Supporting Commentary







In this financial year, approximately 3,500 households were changed from a sack collection service to a wheeled bin service. This service change was part of the on-going review of properties that may be suitable for wheeled bin collections. The roll out of wheeled bins to further properties will take place over forthcoming periods.

The opportunities to reduce energy usage in corporate buildings have continued to be explored. Individual building performance charts, comparing all monitored sites, now provide building managers with feedback on the relative progress towards the achieving energy usage targets.

A Waste Communications Plan has been produced with a number of actions arising that have been completed or implemented, including the development of specific Waste Management Facebook and Twitter accounts, as well as the delivery of interactive education programmes to primary schools.

Officers are continuing to work on joint operations with external organisations and enforcement agencies such as local Housing Associations, Cheshire Police and the Environment Agency to tackle waste and environmental related nuisance. In February 2014, the Council was involved in a Multi-agency 'roadside check' of waste carriers with Cheshire Police, Customs & Excise, HMS Court Bailiffs and the Vehicle Inspectorate.

Key Performance Indicators

Ref	Measure	12/13 Actual	13/14 Target	Q4	Current Progress	Direction of travel
CE LI 14	Residual household waste per household (Previously NI191). (Kgs)	633 Kgs	700 Kgs	624 Kgs		
CE LI 15	Household waste recycled and composted (Previously NI192). (%)	37.3%	40%	38.53%		
CE LI 16	Municipal waste land filled (Previously NI193). (%)	58%	60%	57.17%		

Supporting Commentary

LI 14 - This is an estimated figure but indications are that this target has been met with the estimated figure for 2013/14 lower than the target and also being lower than the previous financial year.

LI 15 - Despite an increase in recycling compared to 2012/13, performance is slightly short of this year's target, where the amount recycled and composted should be equal to or higher than the target for the year. The new waste treatment services contract referred to in 'Key Developments' will ensure a significant increase in recycling performance in 2014/15.

LI 16 - This is an estimated figure but indications are that this target has been met with the estimated figure for 2013/14 lower than the target and also being lower than the previous financial year.

6.3 Highways, Transportation & Logistics (MN)**Key Objectives / Milestones**

Ref	Milestones	Q4 Progress
PPT 01	Review progress, revise SJB maintenance strategy document and deliver 2013/14 major bridge maintenance works programme. March 2014	
PPT 02	To deliver the 2013/14 LTP Capital Programme. March 2014	
PPT 03	Develop and consult on a local flood risk strategy for Halton by November 2013 and progress to adoption by March 2014 .	
PPT 06	Progress the Delivery and Site Allocations Local Plan (DALP) towards adoption. March 2014	
PPT 07	Mersey Gateway - Enter into Project Agreement and Demand Management Participation Agreement – November 2013 . Mersey Gateway – Full business case approval, Financial close and Contract award and mobilisation – November 2013 .	

Supporting Commentary

The 2013/14 major bridge maintenance works programme was delivered with individual work delivery being adjusted in line with budget availability as Target Costs for individual Task Orders were agreed. The Department for Transport (DfT) has given outline approval to transfer £202k of Grant from 2013/14 to 2014/15 to reflect works which were delayed.



















Over 25 integrated transport schemes have been delivered by the LTP programme including neighbourhood-based access improvements and minor improvements to walking and cycling routes across the borough. Bus stop upgrades have also been undertaken with 65% (392) of the bus stops now having quality corridor accessibility features.



In addition, the road maintenance element of the LTP has included 23 footway reconstruction schemes and 6 major carriageway resurfacing schemes.

Following review by the Environment Agency and initial partner consultation, the draft Flood Risk Management Strategy is currently being updated to take account of our local partners' developed strategies and to ensure a consistent approach and structure for the document across the Cheshire Mid-Mersey sub-region. This has delayed public consultation on the strategy, which is now expected to commence in May 2014.

Work in regards to the Mersey Gateway Board has now been completed. Financial Close occurred on 28th March 2014. There will be no further reporting on Mersey Gateway items as part of any departmental reports as the Mersey Gateway Crossings Board have a separate Governance Agreement with the Council which deals with reporting.

Key Performance Indicators

Ref	Measure	12/13 Actual	13/14 Target	Q4	Current Progress	Direction of travel
PPT LI 01	Number of third party compensation claims received due to alleged highway / footway defects.	150	110	132		
PPT LI 11	Damage to roads and pavements (% dangerous damage repaired within 24 hours).	74	98	99		
PPT LI 04	% Processing of planning applications as measured against targets for:					
	a) 'major' applications < 13 weeks	66.7	60	83.3		
	b) 'minor' applications < 8 weeks	30.9	83	74.2		
	c) 'other' applications	70.4	83	83.6		
PPT LI 05	To ensure a five year rolling supply of housing land available for 2,760 homes over 5 years. Measure as supply of ready to develop housing sites (%).	111 (April 2012)	100	111 (April 2012)		
PPT LI 15	Bus service punctuality:					
	a) Percentage of buses starting route on time	97.74	97.80	98.05		
	b) Percentage of buses on time at intermediate timing points	89.31	97.40	91.60		
PPT LI 17	No. of passengers on community based accessible transport	275,518	255,000	253,357		

Ref	Measure	12/13 Actual	13/14 Target	Q4	Current Progress	Direction of travel
PPT LI 19	Number of local bus passenger journeys originating in the authority area in one year (000's)	5,491	5,500	5,522		

Supporting Commentary

There have been 132 third party claims received this year. Although this has exceeded the target, it represents a 12% decrease since 2012/13. It should be noted that the numbers of successful claims remains a low proportion of all the claims the authority has received.

This activity is now being undertaken through the new Highways term contract with Lafarge Tarmac under a new suite of incentivised performance indicators. This greater degree of contractual control in combination with new methods of reporting and instructing P1 & P2 work has brought performance back in line with target.

The performance of the planning application processing has steadily improved over the last few quarters as a result of investments made in the service. Earlier in the year, Halton faced the risk of designation by the Government as an authority to be placed in 'special measures', however this was avoided. The Government intends to increase the threshold for designation to any authority processing less than 40% of major applications within 13 weeks.

The figures presented were released in 2013 and the performance symbol used reflects the view of how the indicator is currently progressing, although revised figures not yet available due to legacy of a vacant post. However the monitoring of consents / completions for 2013/14 has now been completed and new figures will be reported in Q1 2014/15. The 5 year requirement is becoming increasingly difficult to achieve as cumulative undersupply since 2010 (1,080 units), due to market conditions, inflates the 5 year requirement i.e. target at April 2014 = 4,608 units (2,760 policy figure + 1,080 undersupply + 20% NPPF buffer / 5 = 922 units per year).

Operators have made significant investment in vehicle telematics which enable more detailed monitoring of bus services. This allows for better informed decisions to be made on the scheduling and timing of routes to ensure more journeys are operating to time.

As a result of this investment, both indicators have performed well, with the percentage of buses starting routes on time exceeding the target and the percentage of buses on time at intermediate timing points, although not meeting this financial year's target, improving on the previous year's performance.

Journeys taken on community based transport (operated by Halton Community Transport) have decreased by 12.63% which in the main is attributed to a loss of Dial-A-Ride passengers caused by shortened operating hours (2-3 hours per vehicle per day) and also due to further passenger fares increases.


The re-scheduling and re-planning of Community Based Accessible services ensures that we look at the mix of work allocated to both in-house fleet and external contractors. As the in-house fleet is a fixed asset with a fixed cost, it is always ensured that this resource is utilised to an optimum level.

Also, with improved flexibility from adult day services around arrival and departure times at community based venues, it has been possible to provide an increased number of passengers on in-house fleet which has enabled us to withdraw two costly minibus contracts and several taxi contracts. Overall, this equates to a reduction of approximately 8% from the 2012/13 actual to the Q4 2013/14 actual figure.

Bus patronage figures have risen slightly during 13/14 with the target being achieved. One operator reports that journeys are slightly up due to passengers taking up the multi-journey ticket option.

6.4 Housing Strategy (P.McW)

Key Objectives / Milestones

Ref	Milestones	Q4 Progress
CCC 3	Continue to negotiate with housing providers and partners in relation to the provision of further extra care housing tenancies, to ensure requirements are met (including the submission of appropriate funding bids). March 2014	

Supporting Commentary

Construction has commenced on Halton Housing Trust's second extra care scheme at the Pingot Centre. The development will offer 50 apartments, of which 32 will be allocated for social housing rent, 12 for shared ownership and six for outright sale, whilst five supported bungalows will also be built on site.

There are no plans to support further schemes at this stage, given the revenue implications for the Council.







7.0 Financial Statements

The Council's 2013/14 year-end accounts are currently being finalised.

The year-end position for each Council Department will therefore be made available via the Intranet, by 30 June 2014.

8.0 Appendix - Explanation for use of symbols

Symbols are used in the following manner:

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

Key for Operational Director lead:

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

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 25th June 2014

REPORT OF: Strategic Director Policy and Resources

PORTFOLIO: Resources

SUBJECT: Sustainable Community Strategy Quarter 4 Progress Report 2013 - 14

1.0 PURPOSE OF REPORT

1.1 To provide information to the Environment and Urban Renewal Policy & Performance Board on the progress in achieving targets contained within the 2011 – 2016 Sustainable Community Strategy for Halton.

2.0 RECOMMENDED THAT:

- 1. the report is noted; and**
- 2. the Board considers whether it requires any further information concerning actions taken to achieve the performance targets contained within Halton's 2011-16 Sustainable Community Strategy (SCS).**

3.0 SUPPORTING INFORMATION

3.1 The Sustainable Community Strategy, a central document for the Council and its partners, provides an evidenced-based framework through which actions and shared performance targets can be developed and communicated.

3.2 The previous Sustainable Community Strategy included targets which were also part of the Local Area Agreement (LAA). In October 2010, the coalition government announced the ending of government performance management of local authorities through LAAs. Nevertheless, the Council and its Partners need to maintain some form of effective performance management framework to:-

- Measure progress towards our own objectives for the improvement of the quality of life in Halton.
- Meet the Government's expectation that we will publish performance information.

3.3 The new Sustainable Community Strategy and its associated "living" 5 year delivery plan (2011-16) identifies five community priorities that will form the basis of collective partnership intervention and action over the five year period.

- 3.4 The strategy is informed by and brings together national and local priorities and is aligned to other local delivery plans such as that of the Halton Children's Trust. By being a "living" document it will provide sufficient flexibility to evolve as continuing changes within the public sector continue to emerge, for example the restructuring of the NHS and Public Health delivery, and the delivery of the 'localism' agenda.
- 3.5 As such, articulating the partnership's ambition in terms of community outcomes and meaningful measures and track performance over time, will further support effective decision making and resource allocation.
- 3.7 Attached as Appendix 1 is a report on progress for the period to 31st March 2014, which includes a summary of all indicators for the Environment and Regeneration priority within the SCS.

4.0 CONCLUSION

- 4.1 The Sustainable Community Strategy for Halton, and the performance measures and targets contained within it will remain central to the delivery of community outcomes. 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 Sustainable Community Strategy for Halton is central to our policy framework. It provides the primary vehicle through which the Council and its partners develop and communicate collaborative actions that will positively impact upon the communities of Halton.

6.0 ATTACHED DOCUMENTS

- 6.1 The publication by Local Authorities of performance information is central to the coalition government's transparency agenda.

7.0 IMPLICATIONS FOR THE COUNCILS' PRIORITIES

- 7.1 This report provides information in relation to the Council's shared strategic priorities.

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 through the regular review and reporting of progress and the development of appropriate interventions where under-performance may occur.

9.0 EQUALITY AND DIVERSITY ISSUES

9.1 One of the guiding principles of the Sustainable Community Strategy is to reduce inequalities in Halton.

10.0 LIST OF BACKGROUND PAPERS UNDERSECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

Document Sustainable Community Strategy 2011 – 26

Place of Inspection 2nd Floor, Municipal Building, Kingsway, Widnes

Contact Officer Mike Foy (Performance & Improvement Officer)



The Sustainable Community Strategy

for Halton

2011 – 2016







Year-End Progress Report
01st April 2013 – 31st March 2014

<p>Document Contact (Halton Borough Council)</p>	<p>Tim Gibbs (Divisional Manager Development Services) Municipal Buildings, Kingsway Widnes, Cheshire WA8 7QF tim.gibbs@halton.gov.uk</p>
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This report provides a summary of progress in relation to the achievement of targets within Halton’s Sustainable Community Strategy 2011 - 2016.

It provides both a snapshot of performance for the period 1st April 2013 to 31st March 2014 and a projection of expected levels of performance to the year-end.

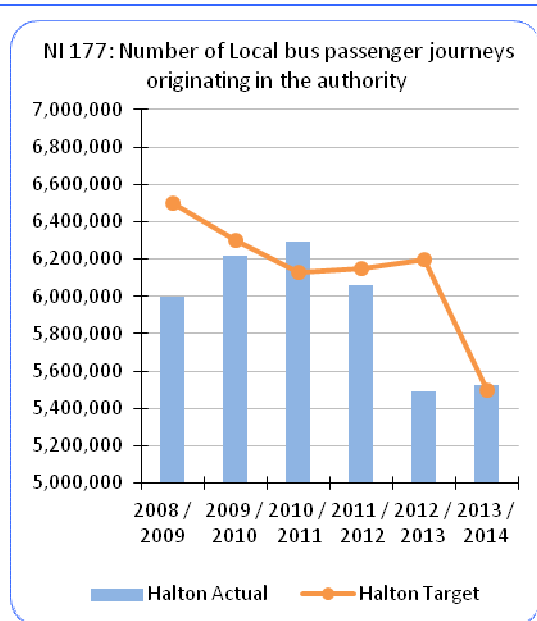
The following symbols have been used to illustrate current performance as against the 2013 / 2014 target and as against performance for the same period last year.

	<p>Target is likely to be achieved or exceeded.</p>		<p>Current performance is better than this time last year</p>
	<p>The achievement of the target is uncertain at this stage</p>		<p>Current performance is the same as this time last year</p>
	<p>Target is highly unlikely to be / will not be achieved.</p>		<p>Current performance is worse than this time last year</p>

Environment and Regeneration in Halton

Ref	Descriptor	13 / 14 Progress	Direction of travel
ER 1	a) Number of Local bus passenger journeys originating in the authority area NI 177		
	b) Number of passengers on community based accessible transport PPT LI 28		
ER 2	a) Percentage of buses starting route on time		
	b) Percentage of buses on time at intermediate timing points		
ER 3	Average Number of days to repair street lighting faults:		
	a) Non Distribution Network Operators (HBC)		
	c) Distribution Network operators		
ER 4	Percentage of road carriageway where maintenance should be considered:		
	a) Principal Carriageways		
	b) Non-Principal Carriageways		
	c) Unclassified Carriageways		
ER 5	Satisfaction with the standard of maintenance of trees, flowers and flower beds. (No longer reported)	N/A	N/A
ER 6	Residual household waste per household (Kgs).		
ER 7	% of household waste recycled / composted.		
ER 8	Percentage of municipal waste land filled.		
ER 9	Satisfaction with the standard of cleanliness and maintenance of parks and green spaces. (No longer reported)	N/A	N/A
ER 10	Number of Green Flag Awards achieved for Halton.		
ER 11	Improved local biodiversity –active management of local sites.		
ER 12	To regenerate 5 hectares of urban sites per annum for the next five years.		
ER 13	To make sure there is a 5 year rolling supply of housing land available for 2000 homes over 5 years.		

SCS / ER1a Number of Local bus passenger journeys originating in the authority area (000)



2012/13 Actual	2013/14 Target	2013/14 Quarter 2	2013/14 Quarter 4	Current Progress	Direction of Travel
5,491	5,500	2,640	5,522		

Data Commentary:

The figures for this indicator are actuals for the financial year 2013/14 and are provided by the bus operators in the Borough.

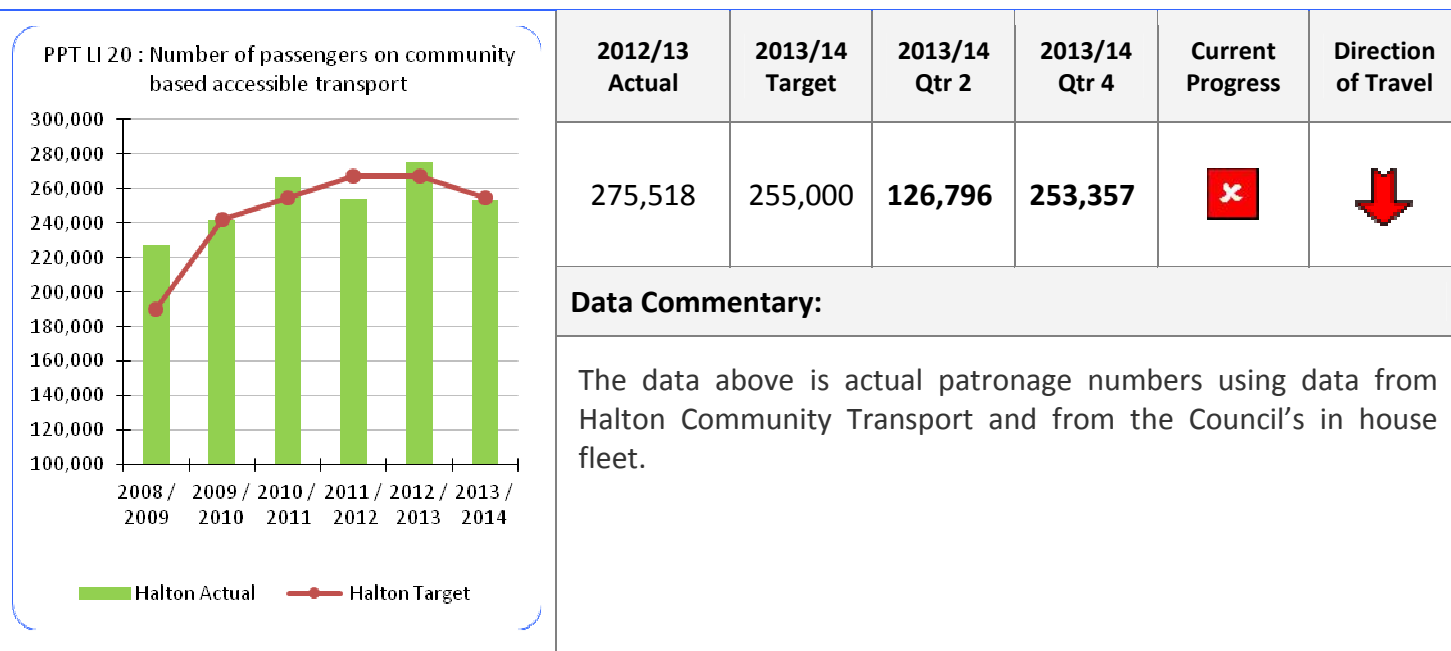
Performance Commentary:

Bus patronage figures have risen slightly during 13/14 with the target being achieved. One operator reports that journeys are slightly up due to passengers taking up the multi journey ticket option.

Summary of Key activities taken or planned to improve performance:

The Council will continue to meet with bus operators to investigate further opportunities to develop the current network to build upon the increased patronage levels achieved during 2013/14.

SCS / ER1b Number of passengers on community based accessible transport



Performance Commentary:

Passenger journeys have increased by approximately 3.15% on 12/13. This is due to the re-scheduling and re-planning of services to ensure that we look at the mix of work allocated to both in-house fleet and external contractors. As the in-house fleet is a fixed asset with a fixed cost it is always ensured that this resource is utilised to an optimum level.

Recent reviews have achieved the result of allocating five school runs to specialist in-borough schools onto the in-house fleet, each carrying multiple wheelchair passengers which are both costly to provide through contractors and difficult to find contractors for due to a shortage of specialist accessible vehicles. Also, with improved flexibility from adult day services around arrival and departure times at community based venues, it has been possible to provide an increased number of passengers on the in-house fleet and this has enabled the authority to withdraw two costly minibus contracts and several taxi contracts.

Journeys taken on community based transport (operated by Halton Community Transport) have however decreased by 12.63% which in the main is attributed to a loss of Dial-A-Ride passengers caused by shortened operating hours (2-3 hours per vehicle per day) and also due to further passenger fares increases.

Overall, this equates to a reduction of approximately 8% for 2013/14 compared to the 2012/13 actual figure.

Summary of Key activities taken or planned to improve performance:

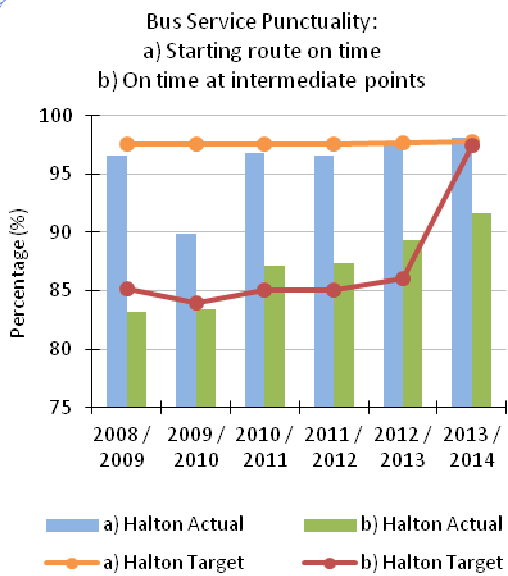
In terms of the Community Transport data, in response to significantly more school transport bookings and contracts have been undertaken to enhance revenue in response to reductions in financial subsidy from the local authority. This results in reduced hours on certain community transport services with them starting later in the morning and finishing earlier in the afternoon.

To try and help recapture those lost passenger journeys, whilst attempting to maintain financial viability, Halton Community Transport will operate an increased number of school transport minibus contracts to generate additional revenue following the Council's cut to the core grant. Halton Community Transport have a new general manager who is undertaking a review of all activities and hopes to provide additional transport where possible to meet any shortfall in existing provision and should hopefully have the result of bolstering passenger numbers.

SCS / ER2

Percentage % of Bus services running on time:

- a) Percentage of buses starting route on time
- b) Percentage of buses on time at intermediate timing points



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
a) 97.74	a) 97.80	a) 96.89	a) 98.05		
b) 89.31	b) 97.40	b) 89.28	b) 91.60		

Data Commentary:

This is actual data taken from timing checks carried out by a member of the Transport Co-ordination Team.

Performance Commentary:

Operators have made significant investment in vehicle telematics which enable more detailed monitoring of bus services. This allows for better informed decisions to be made on the scheduling and timing of routes to ensure more journeys are operating to time.

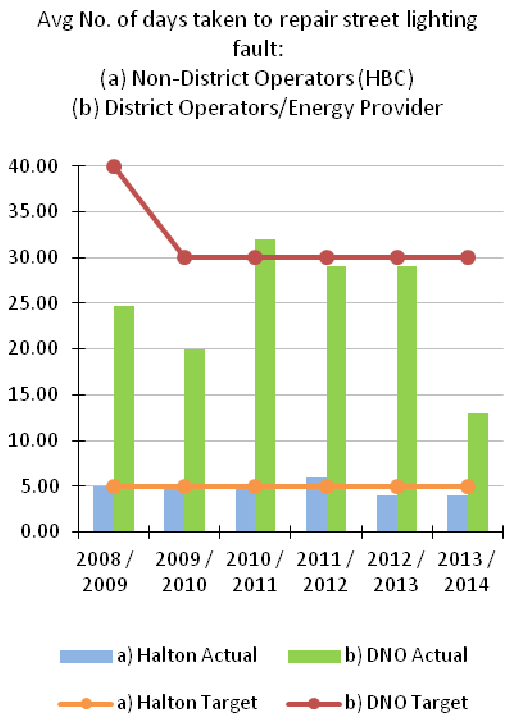
Summary of Key activities taken or planned to improve performance:

The Council continues to meet with the operators on a regular basis to discuss reliability/punctuality issues. Bus operators are regularly updated on roadworks through the forwarding of the road closure notices posted by the Council's Traffic Manager.

SCS / ER3

Average Number of days to repair street lighting faults:

- a) Non-Distribution Network Operators (HBC)
- b) Distribution Network Operator (DNO)



2012/13 Actual	2013/14 Target	2013/13 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
a) 4.00	a) 5.00	a) 2.00	a) 4.00	✓	↔
b) 29.00	b) 30.00	b) 21.00	b) 13.00	✓	↑

Data Commentary:

This actual data is derived from Halton’s Mayrise repair records system.

Performance Commentary:

The performance has been better than anticipated.

The average number of days taken to repair DNO faults has not been affected this year during the winter due to it being mild which resulted in fewer network faults.

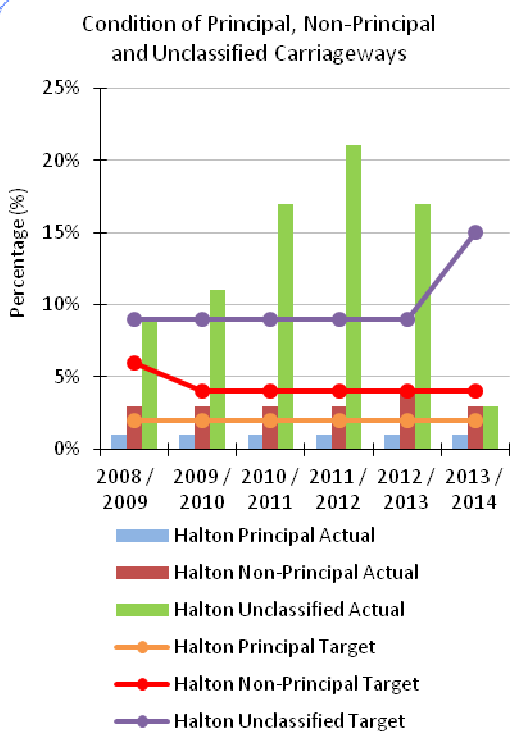
Summary of Key activities taken or planned to improve performance:

Performance will continue to be monitored to ensure the level of service achieved is maintained.

SCS / ER4

Percentage of road carriageway where maintenance should be considered (PPT LI 17)

- a) Principal Carriageways
- b) Non-Principal Carriageways
- c) Unclassified Carriageways



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
a) 1%	a) 2%	Data Reported in Q4	a) 1%	✓	↔
b) 4%	b) 4%		b) 3%	✓	↑
c) 17%	c) 15%		c) 3%	✓	↑

Data Commentary:

The data required to report on this measure is based upon Scanner survey of the Principal and non-Principal carriageway network and Coarse Visual Inspection of the Unclassified Carriageway network.

To better understand the carriageway classifications, please refer to the definitions below:

- a) Principal Carriageways refer to the local authority’s A-Roads where maintenance should be considered.
- b) Non-Principal Carriageways refer to the local authority’s B-Road and C-Road carriageways where maintenance should be considered.
- c) Unclassified Carriageways refer to the local authority’s roads which are not included within the national classification system but are local roads generally linking local areas and communities and providing access within those local areas.

Performance Commentary:

The figures provided above show that condition of Principal and Non-Principal Carriageways continues to satisfy targets and also an apparent significant improvement in the condition of Unclassified Carriageways.

HBC has for the last 2 years commissioned the data collection services for determination of highway condition from Yotta Ltd and it is considered that some of this apparent improvement in Unclassified Carriageway condition over the two years may be due to the different interpretation of defect extent and severity applied by the current inspection team compared to the previous incumbents. It will also reflect, in part, the consequences of additional DfT funding resources which HBC have prioritised towards the Unclassified network in previous years.

Summary of Key activities taken or planned to improve performance:

The highway network is the Council's biggest physical asset and its effective maintenance is considered by local residents and businesses to be very important.

Future targets for carriageway condition are considered appropriate to road classification although achieving these targets has become and will continue to be increasingly challenging in the context of rising costs and reducing core funding.

Despite this, for 2014/15 it is expected that target expectations for (a), (b) and (c) should continue to be satisfied.

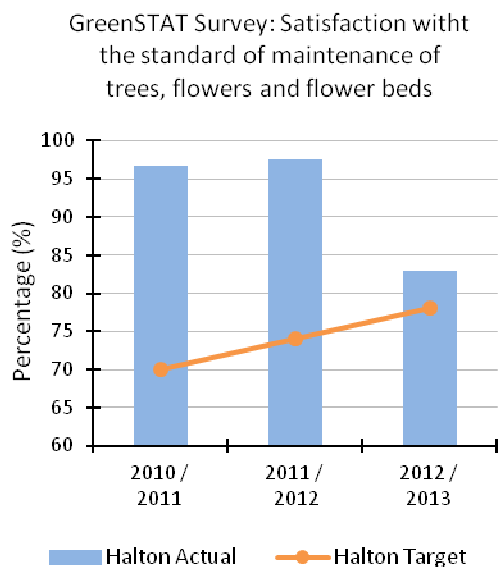
A summary of carriageway structural and preventative maintenance work committed to in the last 4 years is as follows:

Year	Carriageway Structural Work (Sqm)	Carriageway Preventative Work (Sqm)
2014/15	31,000*	100,000*
2013/14	33,200	111,200
2012/13	32,000	90,500
2011/12	30,625	118,000
		* Estimated

Although winter conditions for 2013/14 have not been particularly severe in respect of extended periods of low temperatures, exceptionally high levels of rainfall could have repercussions for meeting carriageway condition targets in 2014/15 and following years.

SCS / ER5

Satisfaction with the standard of maintenance of trees, flowers and flower beds



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
83%	N/A			N/A	N/A

Data Commentary:

The figure represents actual data for the period taken from the GreenSTAT Survey.

Performance Commentary:

Please refer to the commentary below.

Summary of Key activities taken or planned to improve performance:

For many years the Open Space Service collected satisfaction data through the Greenstat system. This system was created by Green Space, the charity that championed public parks nationally. Greenstat allowed users to comment on park facilities either on line or by filling in a paper questionnaire.

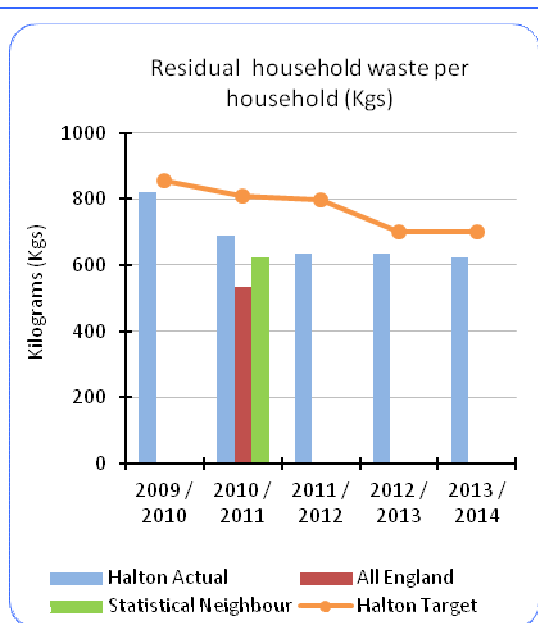
With the limited resources available, Greenstat was the ideal way of gathering such data and Green Space was heavily reliant on local authority membership but due to the cuts that Councils have had to make, it unfortunately lost members and earlier this year went into receivership. An official statement was made via the website on 21st March 2013:

<http://www.green-space.org.uk/downloads/PressReleases/2013/GreenSpace%20official%20stakeholder%20statement.pdf>

The receivers took down the Greenstat system which means satisfaction data can no longer be gathered in the way that it was. The Council could look to create a system of its own but there are more pressing ICT projects that need to be progressed.

SCS / ER6

Residual household waste per household (Kgs)



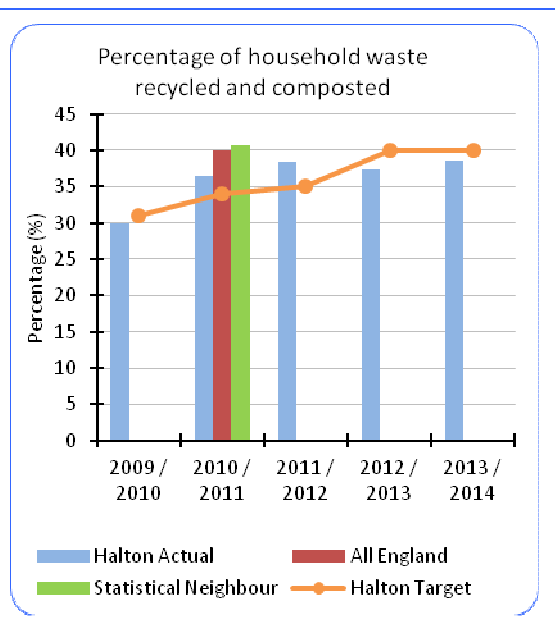


2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
633 Kgs	700 Kgs	321 Kgs (Estimated)	624 Kgs (Estimated)		
Data Commentary:					
This indicator monitors the authority's performance in reducing the amount of waste produced per household.					
Performance Commentary:					
This is an estimated figure but indications are that this target has been met.					

Summary of Key activities taken or planned to improve performance:

Given the financial pressures faced by the Council, and the increasing costs associated with landfill, a key challenge over the short and medium term will be to continue to reduce the levels of waste produced per household.

Despite annual improvements in performance against this indicator, the residual level of waste produced per household in Halton is amongst the highest in the country. Reducing the levels of waste produced in Halton will therefore be particularly challenging and require a significant change in resident behaviour. A Waste Prevention Plan has been developed to support the Council's efforts to reduce levels of waste produced.

SCS / ER7 % of household waste recycled and composted

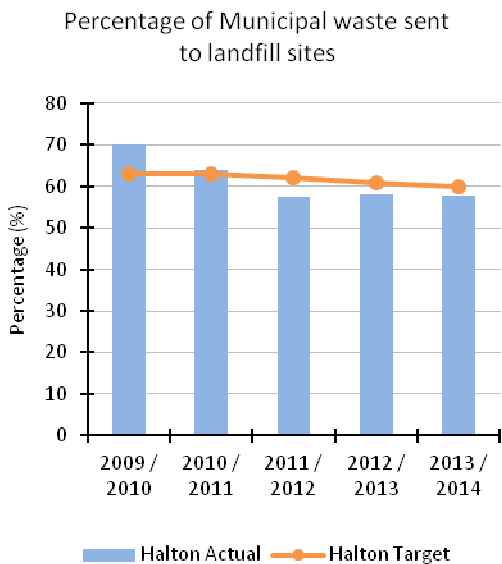
	2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
	37.30%	40%	41.77% (Estimated)	38.53% (Estimated)		
Data Commentary:						
<p>This indicator measures the % of household waste which has been sent by the authority for reuse, recycling or composting.</p> <p>This is an estimated figure and waste is subject to seasonal variation.</p>						
Performance Commentary:						
<p>Despite an increase in recycling compared to 2012/13, performance is slightly short of this year's target.</p>						

Summary of Key activities taken or planned to improve performance:

Despite an increase in recycling compared to 2012/13, performance is slightly short of this year's target, where the amount recycled and composted should be equal to or higher than the target for the year.

Following a recent procurement exercise, Officers have awarded a Residual Waste Treatment Services contract to WSR Recycling Limited, based in Widnes. The contract with WSR will see over 80% of the Council's waste diverted from landfill to other forms of treatment. The contract will commence in April 2014 and will be for the period up to the commencement of the Merseyside and Halton Resource Recovery Contract, which is expected to commence in mid-2016.

SCS / ER8 Percentage of municipal waste land filled



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
58%	60%	54.17% (Estimated)	57.17% (Estimated)		
Data Commentary:					
This indicator measures the % of Municipal waste which has been sent to landfill for disposal. Municipal Waste is all the waste produced/collected by the Council when carrying out its functions e.g. Household Waste, Commercial Waste, litter and Fly-tipping waste. The figures for Q4 are estimated until they are validated through www.wastedataflow.org .					
Performance Commentary:					
This is an estimated figure but indications are that this target has been met.					

Summary of Key activities taken or planned to improve performance:

As all households in the borough have access to multi-material recycling services, sustaining and further increasing the % of municipal waste sent to landfill for disposal performance will require an increase in the number of households using the services provided. Increased participation and recycling will require significant change in the behaviour of many residents.

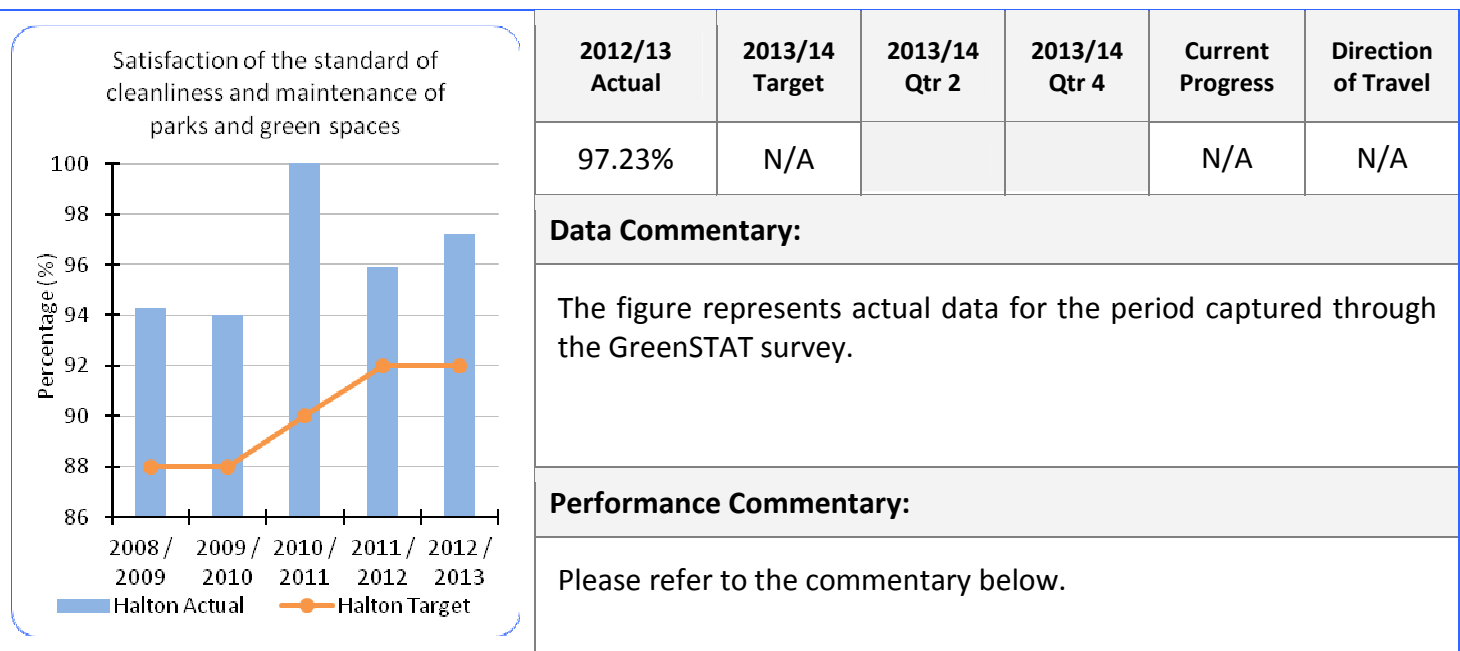
A number of initiatives are planned to encourage residents to reduce the amount of waste that they produce and recycle more, including further educational and community engagement initiatives. The roll out of the Alternate Bin Collection scheme across the borough, limiting the amount of residual waste collected from each household and the implementation of the Council’s ‘no side waste’ policy will also be fundamental in

helping the Council to reduce the amount of waste sent to landfill.

Following a recent procurement exercise, Officers have awarded a Residual Waste Treatment Services contract to WSR Recycling Limited, based in Widnes. The contract with WSR will see over 80% of the Council's waste diverted from landfill to other forms of treatment. The contract will commence in April 2014 and will be for the period up to the commencement of the Merseyside and Halton Resource Recovery Contract, which is expected to commence in mid-2016.

SCS / ER9

Satisfaction with the standard of cleanliness and maintenance of parks and green spaces.



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
97.23%	N/A			N/A	N/A

Data Commentary:

The figure represents actual data for the period captured through the GreenSTAT survey.

Performance Commentary:

Please refer to the commentary below.

Summary of Key activities taken or planned to improve performance:

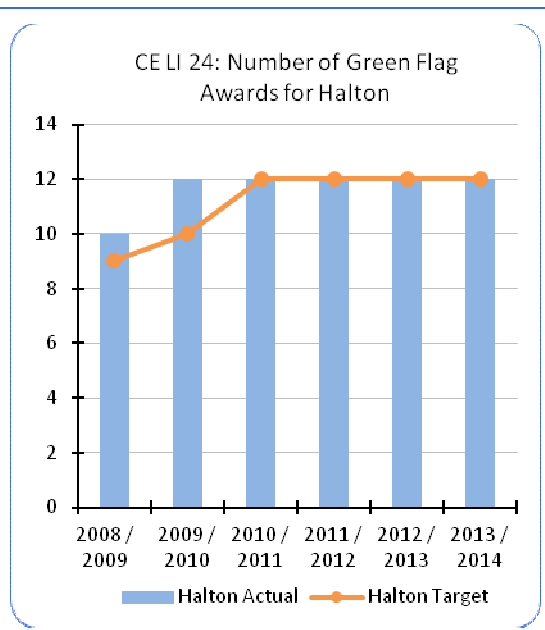
For many years the Open Space Service collected satisfaction data through the Greenstat system. This system was created by Green Space, the charity that championed public parks nationally. Greenstat allowed users to comment on park facilities either on line or by filling in a paper questionnaire.

With the limited resources available, Greenstat was the ideal way of gathering such data and Green Space was heavily reliant on local authority membership but due to the cuts that Councils have had to make, it unfortunately lost members and earlier this year went into receivership. An official statement was made via the website on 21st March 2013:

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The receivers took down the Greenstat system which means satisfaction data can no longer be gathered in the way that it was. The Council could look to create a system of its own but there are more pressing ICT projects that need to be progressed.

SCS / ER10 **Number of Green Flag Awards achieved for Halton**



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
12	12	12	12		

Data Commentary:

The Green Flag Award scheme is the benchmark national standard for parks and green spaces in the UK and applications must be made by the organisation that manages the park/green space.

The Green Flag Award is given on an annual basis. A park or green space must maintain and improve on previous standards to be guaranteed a subsequent award.

Further information on the Green Flag Award Programme, and the Keep Britain Tidy organisation, can be found on the website:

<http://greenflag.keepbritaintidy.org>

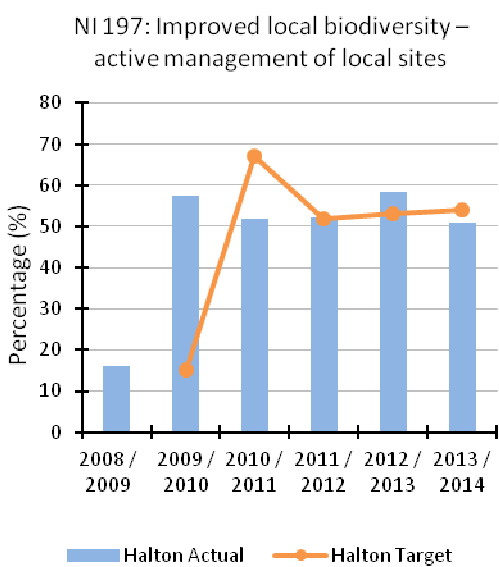
Performance Commentary:

The figure has remained static at 12 for the past three years. The Council does not have the resources to increase the number so at best the number will remain the same.

Summary of Key activities taken or planned to improve performance:

There are no plans to improve performance in this area.

SCS / ER11 Improved local biodiversity – active management of local sites.



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
58.49%	54%	Data Reported Q4	50.94 %		

Data Commentary:

This information represents the actual data for 2013/14.

Performance Commentary:

Although sites in the ownership of Halton Borough Council (HBC) have continued to improve some sites owned by third parties have not been actively managed during the same period. This has resulted in a lower overall score.



There is little that the council can do to influence third parties, we can only ask them if they have carried out any management and even then, we can only ask and they are under no obligation to tell us.

Summary of Key activities taken or planned to improve performance:

However, the Council is doing more on its own sites through Heritage Lottery funded initiative which should

bring the score back up.

SCS / ER12 To regenerate 5 hectares of urban sites per annum for the next five years (PPT LI 08) (New)

	2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
No Chart Available	8 Ha	8 Ha	4 Ha	4 Ha		

Data Commentary:

Data is normally obtained from the annual National Land Use Database (NLUD) Site Survey and database categories A, B, & C to F definitions.

Performance Commentary:

A number of brownfield sites across the Borough have either been granted planning consent or works have commenced on site following the discharge of conditions. Examples include:

- Widnes Waterfront
- A new Lidl store, Auto-centre and Restaurant at the Vestric House redevelopment, Halton Lea in Runcorn
- Applications for affordable housing on sites at:
 - Pingot Day Centre, Widnes;
 - Queens Hall, Widnes;
 - Cock and Trumpet site (Widnes);
 - Albert Road (Widnes)



Summary of Key activities taken or planned to improve performance:

Work continues on the following activities to affect and improve the performance of this indicator:

- Delivery of Key Areas of Change within the Core Strategy Local Plan through specific schemes and partnerships.
- Work to achieve the target of 40% of housing development to be delivered on brownfield land set out in the Core Strategy (Policy CS3 – Housing Supply and Locational Priorities)
- Promotion of brownfield sites for redevelopment through Strategic Housing Land Availability Assessment and emerging Local Economic Prosperity Strategy & Investment Framework.
- Granting of planning consent on appropriate brownfield sites.
- Delivery of further regeneration activity at Widnes Waterfront, 3MG and Runcorn Old Town.

SCS / ER13

To make sure there is a 5 year rolling supply of deliverable housing land available for 5 years' worth of housing against the housing requirement

No Chart Available	2012/13 Actual	2013/14 Target	203/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
	111% (April 2012)	100%	111% (April 2012)	111% (April 2012)		

Data Commentary:

The purpose of this indicator is to ensure that sufficient *SUPPLY* of land is available to deliver the Borough's targets for building new homes. Data is taken from the Strategic Housing Land Availability Assessment (SHLAA) which is a requirement of the National Planning Policy Framework (NPPF).

The figures presented were released in 2013 and the performance symbol used reflected the view of how the indicator is currently progressing, although revised figures not yet available due to legacy of a vacant post. Recruitment of the post has been completed and survey work is underway with new figures to be reported in Q1 2014/15.

The figures reported here are taken from the SHLAA published May 2013 (reporting the position at 1/4/12) as this SHLAA document is the latest to be produced.

The measure is calculated in accordance with the definition for former National Indicator NI159 plus a 20% buffer due to previous under-performance in DELIVERY in line with the NPPF's (Para 47) requirements. The basic requirement is for 3,309 units (552 policy figure x 5 years +20%), however as the indicator includes past performance, the numeric requirement changes year to year. Since 2010, under delivery has totalled 1,084 units (i.e. Halton is 1084 units short of the target position) giving a 5 year requirement of 4,613 (552 x5 +1,084 +20% = 4613). However this position is a result of the market failing to build sufficient homes rather than a

failure to maintain a supply of land.

It is widely recorded that in peak periods, construction methods can yield 50 – 70 units per site per year. However, due to the financial climate, market demand has led to sites yielding only 15 – 20 units per year in recent years.

Performance Commentary:

Good performance is any figure over 100% as this indicates that there is sufficient land available to meet the borough's housing needs for the next five years. The figures show that enough land is available to meet the policy figure requirement plus 20% as this is the 100% figure. Performance is at 11% over the required position.

Figures are taken from Table 1, page 22 in the [Strategic Housing Land Availability Assessment April 2012](#) (published May 2013). Continuing under delivery in 2013/14 adds to 5 year requirement producing downward direction of travel.

Summary of Key activities taken or planned to improve performance:

Whilst the planning system can seek to identify and allocate additional land, only the proportion of units considered deliverable within 5 years contribute to the 5 year supply. This is dependent upon developers gaining planning permission and bringing sites forward for development.

The Core Strategy states that a partial Green Belt review will be required to identify additional land around Widnes and Hale to provide development land for the full Core Strategy plan period and beyond (15 years +). Work on this review is underway which will help identify land to be brought forward through the Delivery and Allocations Local Plan, which will not be capable of being found 'sound' without demonstrating a 5 year supply of housing sites.

The North Widnes and Hale Green Belt Study Methodology has now been agreed following the closure of the consultation and the Mapping of Stage 1 of the study has been completed. A Consultation Draft of this Review is expected in Summer 2014.



REPORT TO: Environment & Urban Renewal
Policy & Performance Board

DATE: 25th June 2014

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Petition requesting the removal of bollards and provision of parking at Manor Place, Widnes.

WARDS: Ditton

1.0 PURPOSE OF REPORT

- 1.1 To report on a petition that has been received requesting the removal of bollards recently introduced to prevent vehicles being driven over a landscaped area in Manor Place, Widnes. The petition also requests the provision of parking facilities and vehicular access to the petitioners' properties.

2.0 RECOMMENDATIONS

- 2.1 **It is recommended that the petition request for the removal of bollards recently introduced to prevent vehicles being driven over a landscaped area in Manor Place, Widnes together with the provision of parking facilities and vehicular access to the petitioner's properties should be refused and the lead petitioner informed accordingly.**

3.0 SUPPORTING INFORMATION

- 3.1 An eight name petition has been received from residents in Manor Place, Widnes requesting the removal of bollards which were installed in January 2014 to prevent vehicles being driven over a landscaped area in front of their homes. The petition also requests the provision of parking facilities and vehicular access to the petitioners' properties. The petition is reproduced in Appendix 'B' and the photographs mentioned in the petition will be available at the meeting.
- 3.2 Manor Place consists of a vehicle-free central landscaped area fronted by twelve properties which have no direct vehicular access, the properties being served only by a footpath network. The plan in Appendix 'A' indicates the layout. The landscaped area, which is owned by this Council, serves as a safe recreation/play area, but in October 2013 a complaint was received from one of the residents to the effect that a neighbour had taken to driving their vehicle up the kerb and across the footpath of either Manor Road or New Bank Road and across the landscaped area to park off-road within the front garden of their home. It was alleged that 'near misses' had occurred when children were playing out on the grass, and from site inspections it was evident that the vehicle was eroding and rutting the grass especially during periods of wet weather, and also damaging the footpaths of both adjacent highways.
- 3.3 Shortly after the resident's complaint, the whole area was dug up to lay new gas mains, and then carefully reinstated and reseeded in January 2014. Due to fresh evidence of

vehicular damage to the area, following consultation with the Ward Councillors, bollards were installed in the footpaths of Manor Road and New Bank Road, to prevent drivers driving vehicles into the area.

- 3.4 The landscaping in question is intended to be used as a secure recreation/play area and there are no plans to convert the area into either a car park or an access road to the adjacent properties.

4.0 CONSULTATION

- 4.1 Ward councillors were consulted prior to the installation of the bollards and have been consulted since the petition was received and continue to support the need for the bollards.

5.0 FINANCIAL IMPLICATIONS

- 5.1 No funds are allocated for conversion of the grassed areas into either a car park and/or access road. Also, this could create drainage problems due to the potential loss of a permeable surface.
- 5.2 The presence of the bollards serves to protect the landscaping from damage and prevents the cost of recurrent repair work.

6.0 OTHER IMPLICATIONS

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

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

- 7.1 Children & Young People in Halton

Retaining and protecting the off-road landscaped area provides a secure outdoor play area for children.

- 7.2 Employment, Learning & Skills in Halton

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

- 7.3 A Healthy Halton

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

- 7.4 A Safer Halton

Retaining the bollards to prevent vehicular access protects the recreation/play area for local resident use.

- 7.5 Halton's Urban Renewal

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

8.0 RISK ANALYSIS

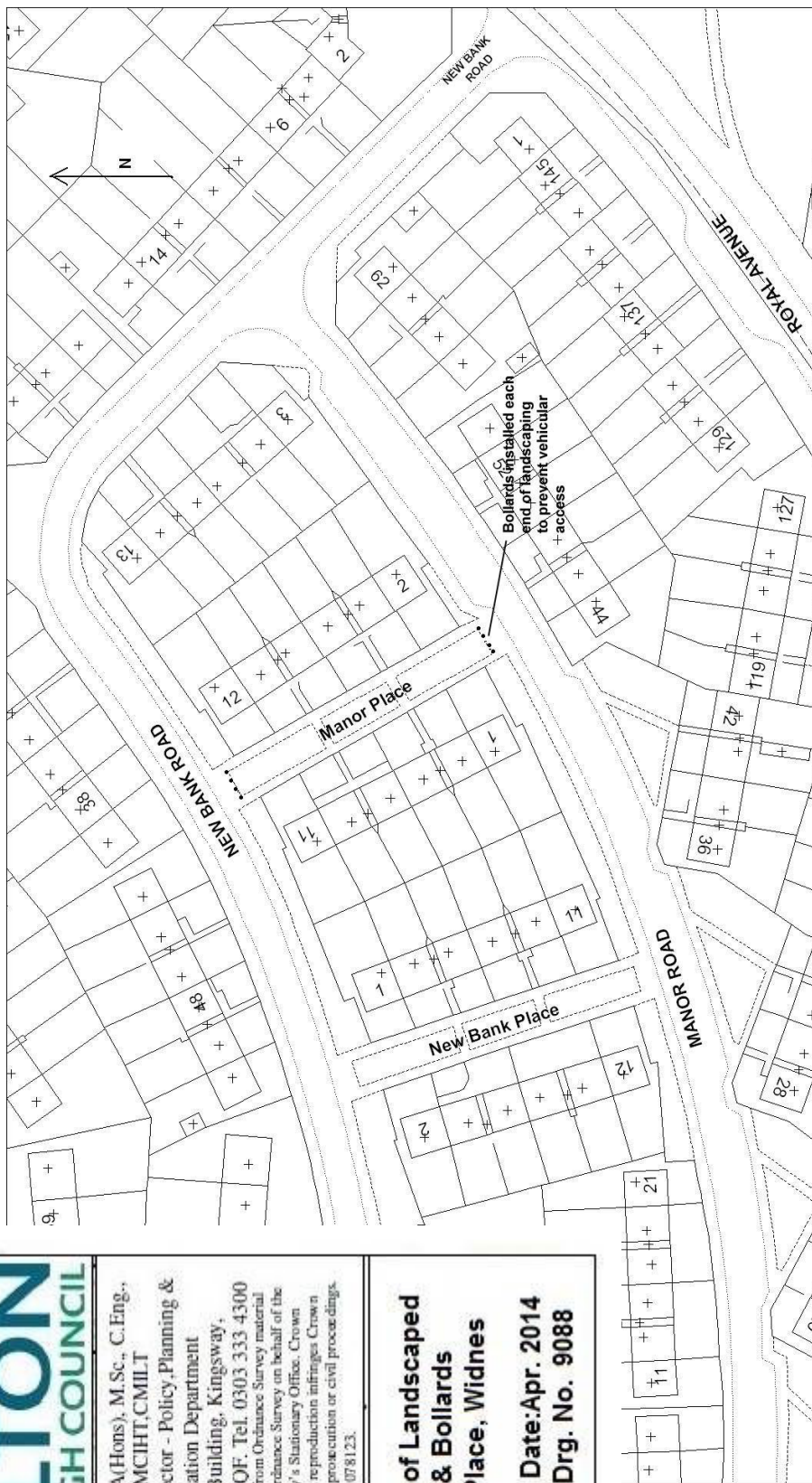
- 8.1 There is a variable and uncertain road safety risk associated with removing the bollards to Manor Road and New Bank Road as this will permit vehicles to be driven through an off-road area where children play.
- 8.2 The bollards were installed primarily to prevent damage to the landscaping area and vehicles accessing a pedestrian area with the associated risks to pedestrians. It is thought that vehicles were accessing the area to be able to park outside their own house. Since the bollards have been installed, prior to the petition being received there had been no complaints about them or parking problems in the area. At the present time similar grassed areas such as in New Bank Place have not had problems of vehicles driving over the grassed area and therefore bollards have not been installed.

9.0 EQUALITY & DIVERSITY ISSUES.

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

10.0 BACKGROUND PAPERS

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



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**Location of Landscaped
 Area & Bollards
 Manor Place, Widnes**
 Scale: NTS Date: Apr. 2014
 Drawn: SJ Drg. No. 9088

We the residents and rate payers of Manor Place, WA8 8HQ would ask that the council responsible For installing bollards at the ends of our road would remove them and provide us with access to our Property and parking in this day and age with more and more people now owning cars parking becomes really hard and when you have a property that you can't access it makes thing worse the council have provided parking for other residents in this area please see photo's and also note the photo's of the parking problem in this area, residents listed below.

1				
2				
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Names Withheld

Sorry I have since found out, that this is the work of the housing trust not the council, we the residents feel we should have been informed of the intended work beforehand, some of us own or property and the rest are council residents, the parking is that bad round here cars park completely on the pavement at night and the only way past is to walk on the road surely this is not acceptable you say it is illegal to cross the grass is it not also illegal to park on the pavement. Just so you can keep a small stretch of grass the only use of it being for the children to play ball games on.

Lead Petitioner Name Withheld

REPORT: Environment & Urban Renewal Policy & Performance Board

DATE: 25th June 2014

REPORTING OFFICER: Strategic Director, Policy and Resources

PORTFOLIO: Transportation

SUBJECT: Petition Concerning Traffic Issues, Halton Station Road, Runcorn

WARDS: Beechwood and Heath

1.0 PURPOSE OF REPORT

1.1 To report receipt of a 27 name petition highlighting traffic issues, associated with renovation works to Sutton Weaver Swing Bridge, that are affecting Halton Station Road, Runcorn. This bridge is just outside of the Halton Borough Boundary and it is the responsibility of Cheshire West and Chester Council. The petition is reproduced in Appendix 'B'.

2.0 RECOMMENDATIONS

2.1 **It is recommended that the Board:**

- 1) note that officers have contacted Cheshire West and Chester Council on behalf of Halton Station Road residents, setting out the problems its traffic diversions are causing;**
- 2) note that officers have also contacted Cheshire Police requesting that it provide enforcement of the existing vehicle weight restriction on Halton Station Road; and**
- 3) endorse the proposal to formally object to any proposal by Cheshire West and Chester Council to make permanent the present temporary traffic arrangements in the area of Sutton Weaver Swing Bridge/Clifton Road.**

3.0 SUPPORTING INFORMATION

3.1 In order to renovate and carry out essential repair work to the Sutton Weaver Swing Bridge (SWSB) which is over the Weaver Navigation Canal, Cheshire West and Chester Council (CWaC) last year installed a temporary bridge next to the existing crossing. Work on installing this temporary bridge commenced in May 2013. Towards the end of August 2013, it then closed the SWSB to traffic to allow its contractor unrestricted access to the bridge and use of the temporary bridge commenced.

3.2 In order to improve traffic flow through the temporary crossing, CWaC implemented restrictions at the junction of the A56 Chester Road with the A557 Clifton Road, immediately east of the swing bridge. The restrictions have prevented east-bound traffic from travelling directly along the A56 Chester Road through Sutton Weaver as it would have previously done. All traffic has instead been required to travel north along the A557 Clifton Road into Halton, around the south roundabout of M56 motorway Junction 12,

with east bound/Sutton Weaver village bound traffic then being required to travel back south along Clifton Road before re-joining the A56 Chester Road adjacent to the SWSB. These arrangements are shown on drawing shown in Appendix 'A'. CWaC indicated that this diversion would be necessary for the duration of the works which was anticipated to end in Autumn 2014.

- 3.3 Whilst this has simplified and accelerated traffic flows in the area of the bridge throughout the period of the renovation works, not all of the re-routed traffic has followed the signed diversion route. Some drivers have and indeed continue to choose to take what is effectively a short-cut by either turning right off Clifton Road into Halton Station Road (HSR) or follow the diversion to a point on Clifton Road where they can then turn left into HSR and then travel along that road and onwards to Beechwood or Sutton Weaver via Wood Lane. This has generated an unanticipated increase in traffic flows along HSR which is a narrow, one-way, traffic calmed road that is also subject to a weight restriction. One of the residents of HSR wrote to CWaC in May 2013 on hearing of the proposed bridge works to inform them that there was already felt to be problems with cars, HGVs and buses using HSR as a rat-run.
- 3.4 A petition has recently been received by HBC from residents of HSR highlighting a number of concerns about the diversion and its impacts, this is attached as Appendix 'B'. The primary issues raised are:
- [1] Lack of consultation and notification on the traffic diversions by both CWaC and Halton Borough Council.
 - [2] The extra volume of traffic using HSR, including heavy goods vehicles in contravention of the existing vehicle weight restriction on the route.
 - [3] The excessive speed of traffic, despite physical traffic calming in HSR.
 - [4] Vehicles being driven partly on the footways of HSR to avoid traffic calming features.
 - [5] Concerns that CWaC may wish to make the temporary traffic routing, permanent when the bridge works are complete.
- 3.5 CWaC has in place a Temporary Traffic Regulation Order which supports the diversion route that has been established, but it is not clear as to whether consultation was undertaken by CWaC with the residents of HSR. As it was not HBC's scheme, it did not undertake any consultation. However, it was anticipated by both authorities that drivers affected by the bridge closure would follow the signed diversion route, especially as HSR was traffic calmed, was a narrower road and had a weight restriction on it. To discourage any potential increase in use of HSR, the preferred diversion route signage was also reinforced near the junction of Clifton Road with HSR. Halton BC had discussions with CWaC during the design stage of the bridge works and it was emphasised that measures needed to be taken to avoid HSR being used as a rat-run. However, whilst it would have been possible to prevent the right turn manoeuvre from A557 Clifton Road into HSR, this would have unfortunately created an added inconvenience to HSR residents and made access to Ashville Industrial Estate difficult, as it would have required physical traffic management on Clifton Road to prevent it being ignored. As a consequence, this measure was not implemented.
- 3.6 Whilst officers from Halton Borough Council have been in regular contact with HSR residents since the problems associated with the bridge diversion were highlighted (a

meeting took place in September 2013), once the bridge works started and the traffic diversions were in place, there was little that could be done on a practical level to mitigate the problems subsequently experienced. The need for this diversion was felt to be reasonable by HBC officers on the grounds that it was meant to be for a 12 month period only and as it avoided a total closure of the route that would have, in turn, necessitated a diversion via either M56 or A49 Acton Bridge.

- 3.7 HBC officers have however, contacted Cheshire Police and requested that it provide enforcement of the vehicle weight restriction on HSR. To what degree this can occur will depend on the level of resources the Police can allocate to this matter in light of its competing priorities. Residents have also been encouraged by Halton BC to contact the Police over this and other observed traffic issues. HBC officers have also spoken to the On-Duty Manager at the Holiday Inn about the use of the road by HGVs and she agreed to email the delivery companies they use to remind them of the weight restrictions and speed limit on Halton Station Road. The manager was also told that we had informed the Police and requested that they enforce the weight restriction
- 3.8 HSR is fitted with physical traffic calming, and is subject to a 30mph speed limit. A traffic count/survey of speeds that was taken once the traffic diversions were underway, recorded few vehicles exceeding the speed limit. However, this does not necessarily mean that there traffic speeds cannot be perceived as a possible road safety issue bearing in mind the characteristics of the road.
- 3.9 Clarification was sought from residents about their request for temporary traffic cones and it was confirmed that it was actually bollards which were being sought to prevent vehicles being driven on the footways so as to partially avoid the traffic calming measures. Unfortunately, the footways of HSR are too narrow to permit the installation of bollards and this has been explained to residents who have contacted this Council.
- 3.10 The impact of the diversion route has also affected the bus operators who, it is believed, have had to accept the extra mileage and resultant delays as a compromise and in order to avoid a total closure of the route which is what happened when the other swing bridges on the canal were refurbished in previous years. HBC has, however, requested the bus companies not to use HSR.
- 3.11 Although the completion date for the works is not set, it is believed the SWSB repairs will be completed in the autumn of this year. Therefore, whilst the works should now be of a finite duration, it is likely that residents will continue to be inconvenienced. However, HBC will continue to ask the police to enforce the weight restriction and request the bus companies to avoid using HSR.
- 3.12 It is understood that the traffic diversions have, according to CWaC, worked very effectively in terms of improving traffic flows over the Weaver Navigation Canal and thereby removed the need for traffic signals at the east end of the bridge. Although no formal approach has yet been made by CWaC to Halton Borough Council, it is understood that CWaC is now considering making the temporary arrangements permanent. It would appear that CWaC have held local meetings recently to discuss a range of traffic issues in that area of CWaC including the possibility of making the bridge diversion permanent, but unfortunately neither Halton BC nor residents of HSR were aware of this possible opportunity to raise their concerns.
- 3.13 For the reasons referred to above It is, therefore, recommended that the Board support

the submission of a formal objection by HBC to CWaC in response to any proposal to make this temporary arrangement permanent.

4.0 FINANCIAL IMPLICATIONS

4.1 None.

5.0 OTHER IMPLICATIONS

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

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

6.1 Children & Young People in Halton

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

6.2 Employment, Learning & Skills in Halton

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

6.3 A Healthy Halton

Increased traffic flows on HSR could present a risk to residents through greater risk of collisions and higher pollution levels.

6.4 A Safer Halton

Increased traffic flows on HSR could present a risk to residents through greater risk of collisions.

6.5 Halton's Urban Renewal

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

7.0 RISK ANALYSIS

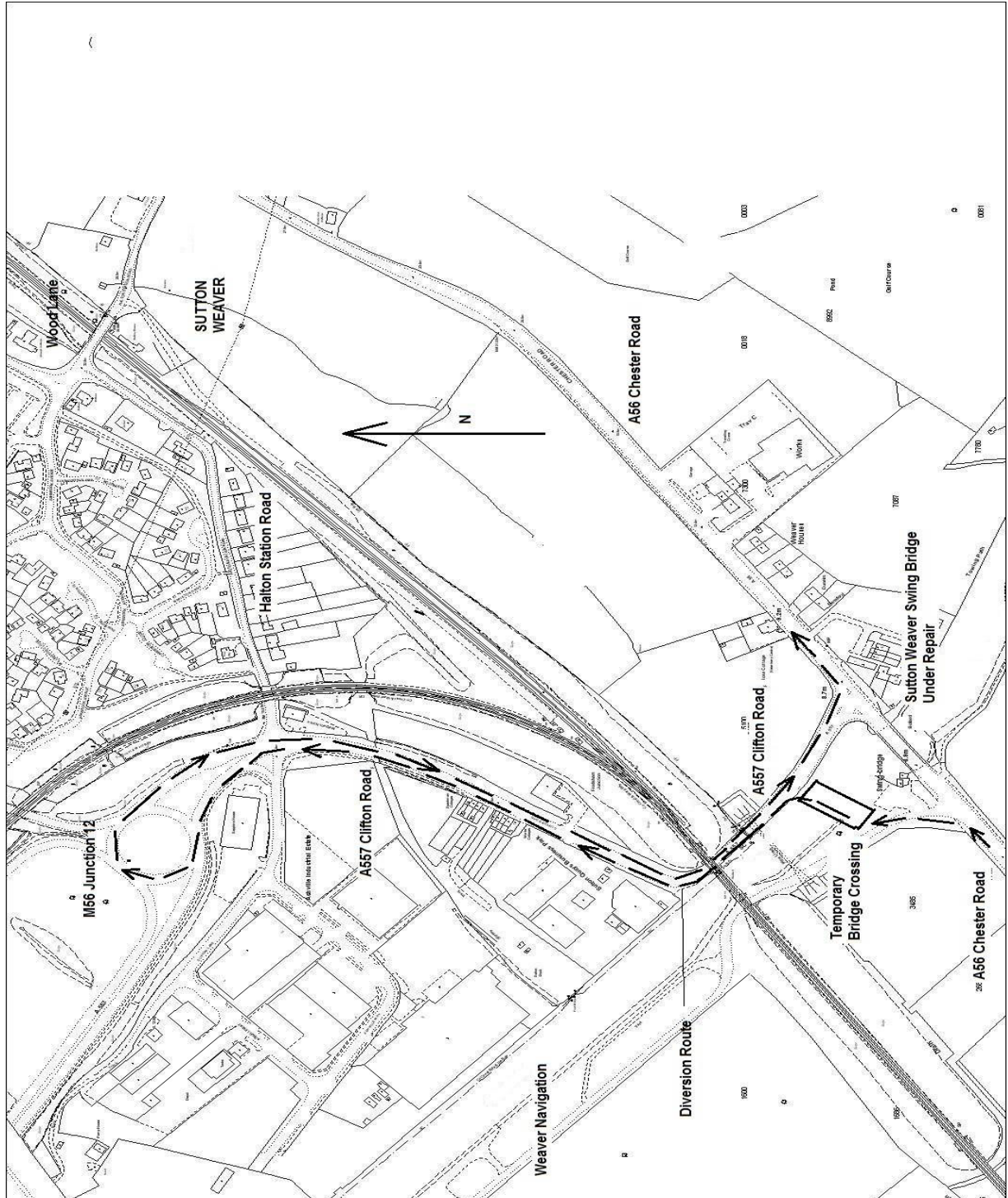
7.1 There are variable, and uncertain, road safety and environmental risks associated with increased traffic flows on Halton Station Road.

8.0 EQUALITY & DIVERSITY ISSUES

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

9.0 BACKGROUND PAPERS

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



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**Traffic Diversion
Route, Sutton Weaver
Swing Bridge Repairs**
Scale: NTS Date: May 2014
Drawn: SJ Drg. No. 9053

Appendix 'B'

Residents of:
Halton Station Road
Sutton Weaver
Runcorn
Cheshire
WA7 3EL

May 2014

To whom it may concern,

We the residents of Halton Station Road, Sutton Weaver are writing to you, to bitterly complain about the way we have been treated and the effects we have to endure daily due to the ongoing work to the Sutton Weaver/Frodsham swing bridge.

Firstly we are disgusted in the fact that we were not informed at all about the changes and how this work would affect us. It was only by accident that we found out that residents in the village itself had been notified, (perhaps because they are now under Cheshire West and Cheshire.) We had to contact Halton ourselves to find out what was going on. Jo Brussels has been a great source of information for us and a good help. Why were we not notified by Halton? as they had liaised with Cheshire West and had agreed to a temporary change of route, i.e. no right turn off the swing bridge making traffic head towards the roundabout and then double back on itself. We voiced our Concerns about the increase in traffic to our road, but were told that there would not be an increase in traffic up our road as they were to follow the diversion signs. We stated that this would not happen, and low and behold it has with vengeance. A traffic survey has been undertaken which has shown the huge increase in traffic of all types all day, everyday. Up until this time our road was a quiet road, and signage at the bottom of the road restricted any heavy traffic to access for our houses only. We now have all weights of heavy articulated lorry/truck coming up the road, including buses which we have been told repeatedly have been contacted and told not to use this route, but still do up to date. We have to wait sometimes for up to ten minutes to reverse into our own drive ways. We constantly have speeding traffic trying to avoid passing over the speed bumps on the road in the middle as they should, and instead either swerving from side to side so only one wheel is on the hump itself. Which brings them dangerously close to our driveway openings or travel over the hatched lines on the opposite side of the road which are meant to allow safe exit from the foot paths leading onto our road from the weaverside estate. Even more dangerously they often mount the pavement and there have been many near misses as we try to leave and enter our properties. We asked for temporary traffic cones to be placed either side of the humps to stop this action, but were told this would not work and could cause more problems. Obviously our problems do not count. It was left to Jo to tell us the bad news, and we thank her for trying to help, but the decisions do not fall with her. Unfortunately we been refused the chance to speak directly to those in charge.

We have had dealings with the railway companies as we have tracks to the rear of our properties, whenever any work is to be undertaken which may cause problems, we are notified promptly and apologies given and steps taken to alleviate any problems. Not once have the councils seen fit to do anything like this.

We are aware that the work on the bridge is due to finish in Autumn 2014, and we strongly request that the traffic situation in our road ends at that point as we were told it would.

That the traffic is allowed to go back to using Chester road as before, (no right turn restrictions.) We have been made aware (again not directly) that residents in the Village itself have been approached via the Parish Council, via Cheshire West and Chester. To give their opinions and vote on what should happen to traffic once the bridge is completed. We contacted Halton again and Jo found out that Halton did know about this and that those concerned from the council had contacted Cheshire West and said they had only temporarily given permission for the change in traffic restrictions which resulted in our road being used by all and sundry. Again we feel aggrieved that we were not informed of these issues, that as we are surely the main road that has been directly affected by any decision that have been/or may be made we should be kept up to date and our concerns dealt with. We feel we are in no man land. Halton plainly doesn't not want to help or involve us and we are not looked at by Cheshire West and Chester even though part of our road comes under their jurisdiction.

Thank you for your time in reading this and would appreciate your notification of any further decisions as soon as they are made.

Yours faithfully

On behalf of:

The residents of Halton Station Road, Sutton Weaver, Runcorn, Cheshire, '

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	25 th June 2014
REPORTING OFFICER:	Strategic Director – Policy and Resources
PORTFOLIO:	Transportation
SUBJECT:	Winter Service Plan 2014/15 – Part A
WARDS:	Boroughwide

1.0 PURPOSE OF THE REPORT

- 1.1 To seek endorsement of the HBC Winter Service Plan 2014/15 – Part A.

2.0 RECOMMENDATION: That the Board notes and endorses the Plan.

3.0 SUPPORTING INFORMATION

- 3.1 Following a revision to the National Code of Practice for Highway Maintenance – Winter Service, by the UK Roads Liaison Group (UKRLG), Halton has reviewed its winter service plan to meet the amended requirements, particularly Appendix H.
- 3.2 The Winter Service Plan is geared essentially at keeping traffic moving safely both through and within the Borough during frost, snow and icy conditions. It prioritises the treatment of the classified road network, major distributor routes and bus routes, which comprise around 45% of Halton's road network. Five gritting routes are defined to ensure treatment within the target time of four hours.
- 3.3 In terms of pedestrian routes, precautionary treatment of most footbridges and many strategic footpaths is carried out. Treatment is carried out manually by hand and takes up to four hours to complete. It is a very labour intensive operation and places a high demand on both labour and financial resources.
- 3.4 The plan also provides for an escalating response to deal with severe and / or prolonged weather events, including:
- Secondary Routes
 - Major pedestrian routes in Runcorn and Widnes town centres
 - Town centre car parks
 - Footway / footpath treatment at school locations
 - Snow & ice clearance to pedestrian routes in and around local centres

- Lists of schools, colleges, health centres, doctors' surgeries, nursing and elderly persons homes, for targeted treatment as resources permit.

The latter 2 activities usually involve deployment of the Streetscene workforce, diverted from other routine activities during severe weather.

- 3.5 The Winter Service Plan is a two part document. Part A is the formal document, and part B is the operational document that is issued to the contractor for implementation. Halton's current contractor is Lafarge Tarmac Limited.

4.0 POLICY IMPLICATIONS

- 4.1 Legislation makes it a duty to provide a properly planned and resourced winter service. The plan is reviewed and revised annually to ensure local, regional and national codes of practice, guidance and recommendations are considered and incorporated as required.
- 4.2 The policy prioritises treatment of the key transport routes to keep traffic moving safely both through and within the Borough, and also describes the escalating approach implemented during prolonged severe weather conditions. This measured approach is in accordance with the recommendations of the Code of Practice for Highway Maintenance and Management taking into account the level of resources available to deliver the service.

5.0 OTHER IMPLICATIONS

The cost of the winter maintenance service is met from Departmental Revenue budgets, which are subject to annual review.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

Winter service operations affect all service users alike. There are no specific issues applicable to children & young people, however, the plan's escalating approach during severe weather includes schools and colleges.

6.2 Employment, Learning and Skills in Halton

Access to areas of employment ensures that businesses can function at all times. The winter service is vital in ensuring that business and places of learning are not restricted by the weather conditions.

6.3 A Healthy Halton

Access to hospitals and health centres is critical to maintaining a healthier Halton. The winter service is vital in ensuring that access to these locations is not restricted by the weather conditions.

6.4 A Safer Halton

There is considerable risk to the public from icy surfaces, and whilst the Council cannot undertake to protect all road users from risk, the procedures and measures in place, demonstrate how careful planning can reduce risk.

6.5 Halton's Urban Renewal

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

7.0 RISK ANALYSIS

7.1 Failure to meet our legal obligations would expose the Council to considerable financial risk from litigation.

7.2 The winter service plan ensures as far as practicable, the safety of the public and reduces potential damage to infrastructure and property.

7.3 Following each winter, a report will be produced reviewing the winter service provided by the Council, along with any issues that have arisen. The report will include a review of the following:

- a) Budget and Expenditure.
- b) Treatment routes along with any proposals to modify, either additions or deletions.
- c) Operational performance.
- d) Weather forecasting performance and decision making.
- e) Salt Supplies.

Officers will then respond to this review to ensure the service is operating as efficiently and effectively as possible. Any changes affecting the routes identified in the Winter Service Plan will be advertised on the Council's website.

8.0 EQUAL OPPORTUNITIES AND DIVERSITY ISSUES

There are no issues relating to equality or diversity.

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

Well Maintained Highways – The Code of Practice for Highways Management 2005 – Including Amended Appendix H.

Halton Borough Council Winter Service Plan 2014/15 Part A.



WINTER SERVICE PLAN 2014 – 15 PART A - POLICY

HALTON BOROUGH COUNCIL BRIDGE & HIGHWAY MAINTENANCE DIVISION



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Foreword

The Halton Borough Council Winter Service Plan is a two part document as follows:

Part A – This is the policy document itself, and is a public document available via the Council's website or upon request.

Part B – This is the operational document and is an internal only document detailing operational procedures to the contractor.

Disclaimer

The HBC Winter Service Plan has been prepared and published in good faith by Halton Borough Council and is believed to comprise accurate and up-to-date information regarding all matters contained within the document at the time of writing.

However, no guarantee warranty, nor binding assurance or representation of any kind is given by virtue of the preparation and publication of this plan by Halton Borough Council, its employees or agents or anyone acting on their behalf:

- That the plans, intentions, procedures and information herein are complete and without defect or error of any kind.
- That any action or series of actions, processes, or procedures described herein as to be taken will be taken by the person or person herein described or by any other person or persons acting on his, her or their behalf.
- That all or any of the persons, resources, equipment, facilities or services described herein will be available at all or any time or times.

That any person or persons other than members, employees or agents of Halton Borough Council who act or fail to act in reliance upon this plan or any part or parts of it do so entirely at his, her or their own risk.

Document Control

Organisation	Halton Borough Council Bridge & Highway Maintenance Division 1 st Floor Municipal Building Kingsway Widnes Cheshire WA8 7QF
Document Title	Halton Borough Council Winter Service Plan – Part A
Issue No	1
Revision	0
Issue Date	1 st April 2014
Document Owner	Lead Officer – Reactive & Routine Maintenance

Issue (Revision)	Date	Written By	Reviewed By	Amendment Details

Distribution

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1.0 Introduction

1.1 The winter service contributes significantly to the core objectives of:

- **Safety** – here, detailed statutory obligations and users’ needs are the drivers, but safety is the prime consideration for our winter service.
- **Serviceability** – maintaining the availability and reliability of the highway network is a key objective for our winter service, and one where user-judgements of performance will be immediate rather than longer term.
- **Sustainability** – low temperatures and the formation of ice can cause serious damage to the fabric of road services and our winter service can therefore make an important contribution to whole life costs.

1.2 Halton Borough Council’s winter service provision is important, both in terms of road safety and the local economy. It is carried out, as far as is reasonably practicable, to ensure the safe movement of all highway users, and is economically significant because of the delays the winter weather can cause.

1.3 Our winter service plan sets out the standards for the treatment of the borough’s highway network as a consequence of winter weather. The plan sets out a framework of good practice within which the Borough’s winter service provision is managed and reflects the recommendations and advice set out in the Code of Practice for Highway Maintenance Management “Well Maintained Highways” and the recently revised Appendix H relating to winter weather.

2.0 Legislation

2.1 In England and Wales, Section 41 (Highways Act 1980) “duty of the Highway Authority to maintain the highway”, was added to by the introduction of Section 111 of the Railways and Transport Safety Act 2003, by the insertion of:

“(1A) in particular, a Highway Authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice”

2.2 The duty came into effect on 31 October 2003, and it should be noted that this is not an absolute duty, given the qualification of “so far as is reasonably practicable” Due to the scale of the task and the resources required, it is not viable to fulfill the duty on all parts of the highway network or indeed ensure that running surfaces are kept free of ice and snow at all times, even on parts of the network that have been treated.

2.3 Additionally, section 150 of the Highways Act 1980 places a duty on the highway authority to remove snow from the highway:

“(1) If an obstruction arises in a highway from the accumulation of snow or from the falling down of banks on the side of the highway, or from any other cause, the highway authority shall remove the obstruction”

Again, this is so far as is reasonably practicable in terms of winter weather.

3.0 Policy

3.1 Halton Borough Council as highway authority has a statutory duty to provide a winter service so far as is reasonably practicable, to allow all highway users to use the highway network safely during adverse winter weather conditions.

3.2 The Council's policy is to provide a winter service, so far as is reasonably practicable, which allows for the pre-salting of the primary network when there is a forecast for ice to form on road surfaces, the post-salting of the secondary network where ice and snow conditions are prolonged and the clearance of snow from key areas during periods of severe and prolonged snow.

3.3 The Council's winter service policy statement is as follows:

“Halton Borough Council aims to assist users of the network in adverse weather conditions, as far as is reasonably practicable, by providing a service to prevent ice and snow endangering the safe use of the network”

3.4 The criteria for the treatment of the highway in the winter service is as follows:

“The primary gritting routes will have precautionary gritting carried out where possible, but if conditions do not allow, then they will be treated reactively. These routes are gritted when the forecast is for the temperature to have a falling trend and there is a likelihood of ice forming. Cycleways are treated when they form part of the carriageway network. Footways and footpaths are not routinely treated” The criteria for roads to be included in the primary gritting routes include:

- a) principal routes
- b) major commuter routes which are also bus routes with frequent services
- c) steep gradients with heavy traffic
- d) roads servicing secondary schools, hospitals, ambulance and fire stations

The secondary gritting routes are treated following periods of prolonged and severe ice or snow, when the primary gritting routes are considered to be safe.

The criteria for roads to be included in the secondary gritting routes include:

- a) roads servicing minor industrial estates
- b) roads with less than 2 buses an hour
- c) roads servicing schools

Also, during periods of prolonged snow or ice, treatment will be carried out in the town centres of Runcorn and Widnes. See paragraph 4.2.2 for further details.

3.5 This criteria is based on risk management principles in that the roads on the primary gritting routes would have a high impact if not treated, due to them being the roads most used within the borough.

3.6 The primary gritting routes total 305km, which equates to almost 52% of the Council's road network.

3.7 Maps of the primary, secondary and strategic snow clearing routes can be found on the council's website – <http://www3.halton.gov.uk/communityandliving/171753/171777/>

- 3.8 The motorways within the borough are the responsibility of the Highways Agency. The HA website is <http://highways.gov.uk>

4.0 Winter Operations

4.1 Winter Period

- 4.1.1 The winter service period starts on 10th October and ends on the 10th April. Winter operations are carried out by the Council's term maintenance contractor (Lafarge Tarmac). In periods of prolonged and extreme winter weather, additional resources can be made available by re-directing the Council's Open Spaces and Waste Management labour force who, due to the weather conditions, would not be able to carry out their normal functions.

4.2 Gritting Routes

- 4.2.1 There are 5 primary gritting routes in Halton, that total 305km of treated network, and 2 secondary routes which total 40km of treated network (**See also Appendix 1**). In addition, there are a number of vulnerable footway locations that are treated using liquid de-icer. Whilst the aim of pre-salting of the primary routes is to have them treated prior to the onset of freezing conditions (ice), the routes have an average treatment time of up to 3.5 hours in free flowing traffic, and as such it is not always possible to complete the treatment prior to the onset of freezing conditions. Various things can affect this objective including:

- a) A last minute change in the forecast
- b) Continuing rain up to and beyond the point of freezing
- c) Traffic volumes

The contractor, however, is required to commence gritting operations within 1 hour of receiving the instruction from the Council.

- 4.2.2 Runcorn & Widnes town centres & car parks will be treated using a liquid de-icer applied using a quad bike that is normally deployed on weed spraying during the summer months. The town centres will be treated in anticipation of heavy snow fall or when freezing conditions are forecast following wet weather.
- 4.2.3 The secondary gritting routes are treated following periods of prolonged and severe ice or snow, but only when the primary routes are considered to be safe and there are adequate stocks of salt, fuel and operatives.

4.3 Plant and Equipment

- 4.3.1 Our winter fleet consists of 5 purpose built salt spreaders, and 2 quad bikes fitted with spray tanks for the application of liquid de-icer in town centres. In addition we have 4 No back pack systems for the application of liquid de-icer to specific vulnerable footway locations.
- 4.3.2 We have 2 snow ploughs available for use with the purpose built spreaders.
- 4.3.3 A detailed inventory of the winter service plant and equipment is set out in **Appendix 2**

4.4 Highways Term Maintenance Contract

- 4.4.1 The Council entered into the current term maintenance contract in June 2013 for an initial period of 6 years. There is also an option for a potential 4 x 1 year extensions, subject to contractor performance.
- 4.4.2 Winter service operations are carried out by the Council's Contractor (Lafarge Tarmac), as part of the highways maintenance term contract. Instructions for winter operations are issued to the

contractor by the Council, following assessment of the weather forecast. The contractor is responsible for loading / unloading of the spreaders, treating and snow clearance of the routes and the filling and re-filling of grit bins. They are also responsible for the training and health, safety and welfare of their staff to ensure they are competent to carry out the work and functions required.

- 4.4.3 The contractor is required to have sufficient resources (labour & plant) to operate the gritting fleet through 24 hour operations if required. This is achieved by the contractor having 10 drivers on standby at any one time.
- 4.4.4 Our winter service operations are carried out from Lowerhouse Lane Depot, Widnes and Picow Farm Road Depot, Runcorn.

5.0 Snow Clearing

5.1 Carriageways

- 5.1.1 When snow conditions become severe then ploughing shall initially be carried out on a series of predefined strategic routes. These routes will include the 'A' road network and other roads leading to individual villages and communities so as to assist with accessibility to the centres of population within the borough.
- 5.1.2 Priority will be given to the strategic routes. Once conditions have stabilised and the strategic routes are clear and will remain so, treatment will be extended to the primary gritting routes.
- 5.1.3 Snow ploughs will be fitted to the spreaders when instructed by the Council. The Council will issue instructions regarding the routes to plough together with the timings.

5.2 Footways

- 5.2.1 **Footpaths and footways are not routinely treated.** During periods of severe and prolonged snow, clearing of footways will be carried out **as resources become available**. The Council will supplement the contractors labour and plant with its own resources, (from Open Spaces and Waste Management) to clear snow from footpaths and footways. This shall be carried out in accordance with **Appendix 3**

6.0 Severe Weather

- 6.1 In severe and prolonged winter weather conditions, difficulties can be encountered with resources to deal with the conditions as set out in the Council's policy. Typically, issues are related to salt and fuel stocks. Vehicle breakdowns can also be an issue when operations are continuous such as in periods of high snow fall.
- 6.2 Where such difficulties arise the Council will endeavour to continue to deliver the winter service but may reduce the level of service in line with the resources that are available on a risk based approach. The aim will be to make the best use of the resources available at the time and will include strategies to conserve salt and / or fuel stocks. The strategy will include, but not be limited to, reducing the network to be treated, reducing the rate of spread, and use of alternative materials.

7.0 Rock Salt

- 7.1 Rock salt is recognized as the most cost effective material to be used as a de-icer on the highway. Salt will melt ice and snow at temperatures as low as -21 °C, but below -5 °C the effectiveness of salt is reduced and below -10 °C the amount needed increases to become environmentally and economically undesirable. Other commercially available de-icers, such as those used on airport runways, are as much as 15 to 20 times more expensive than rock salt.
- 7.2 The rock salt for the winter service is purchased directly by HBC, and our current supplier is Salt Union, based in Winsford, Cheshire. The rock salt is in accordance with BS 3247. It is stored in 2 purpose built areas:
- a) A prefabricated salt barn at Lowerhouse Lane Depot, Widnes. This has a maximum capacity of 650 tonnes
 - b) A 3 bay open salt storage area at Picow Farm Road Depot, Runcorn, that is covered with a SaltSaver coverall system, which reduces the risk of contamination of the salt. This has a maximum capacity of 600 tonnes.

8.0 Resilience

- 8.1 The Council's salt storage capacity is 1250 tonnes. This is broken down as 600 tonnes at Picow Farm Depot and 650 tonnes at Lowerhouse Lane Depot. This gives the Council sufficient salt to carry out 14 runs of the primary routes at 40 gms/m². This is the equivalent of 7 days resilience at this high rate of spread. It is important to also note the contents of Para 8.2 below.
- 8.2 Additional resilience can be accessed very quickly via our salt supplier (Salt Union) from the Winsford salt mine. If the Salt Union transport arrangements become overstretched, Lafarge Tarmac has the facility to collect directly from the mine.

9.0 Salt Bins

- 9.1 Salt bins are provided to supplement the salting of the primary gritting routes by local community groups, parish councils and public spirited members of the public.
- 9.2 Careful consideration is given to the provision of salt bins so as to ensure that maximum benefit is obtained. Priority will be given to those locations that meet certain requirements, such as sites that do not meet the criteria to be on the primary gritting route, steep inclines that lead to or from major road junctions etc. Salt bins will be filled at the start of the winter period, and periodically throughout the period as and when resources are available.
- 9.3 The salt is provided for spreading on the highway at specific locations to aid members of the public. It is not intended to be used on private roads, footpaths or driveways. The presence of a grit bin is not an indication that the highway has been treated.
- 9.4 Currently there are 71 salt bins located across the borough, and 19 tonnes of rock salt is required to replenish them (**See Appendix 4**). It takes approximately 2 working days for our contractor to complete this task. **Appendix 5** sets out the criteria to be met for the provision of a salt bin.
- 9.5 The Council's Local Area Forum's (LAF) may also provide salt bins following an application to the appropriate LAF. It should be noted that they will be green in colour to distinguish them from

the highway grit bins (yellow), and will be subject to a different filling and re-filling regime, dependent on resources available.

- 9.6 It is not possible to make a general provision for salt bins due to the high costs involved and current financial constraints.

10.0 **Requests for Additional Salting**

- 10.1 Requests for additional salting of the primary network will only be considered when there is clear evidence that an area has not been pre-treated. In all circumstances, any requests should initially be made via the Council's customer contact centre.

- 10.2 General requests from the Police for salting of the network may be made as a result of a road traffic collision (RTC), and consideration will be given to carrying out treatment based on the following:

- a) Scope of problem, e.g. number and severity of reported RTC's
- b) Availability of resources, e.g. are winter service vehicles already out salting the primary network
- c) Whether the road surface temperatures (RST) are expected to remain below zero for some time or are expected to rise above zero shortly.
- d) Expected precipitation

11.0 **Responsibilities of United Utilities for leaks onto the Highway**

- 11.1 United Utilities (UU) is responsible for the failure of its apparatus and any consequences arising from such. This includes compensating the highway authority (and other utilities) under the New Roads and Street Works Act 1991 (NRSWA), Section 82.

- 11.2 However, the highway authority will assist UU when requested or on its failure to discharge their responsibilities. Under these circumstances the highway authority will make a decision to treat based on RST's being below zero and the likelihood of ice forming on the highway.

12.0 **Weather Forecasting and Ice Prediction**

- 12.1 The Council works in partnership with Cheshire West & Chester and Warrington Borough Council's with regard to weather forecasting and ice prediction for winter service purposes.

- 12.2 Weather forecasts are supplied by the Meteorological Office using their "Open Road" system. The ice prediction system is supplied by Vaisala Limited.

- 12.3 Weather forecasts are supplied by the Met Office through the ice prediction system on a daily basis for the winter period, 10th October to 10th April. They comprise a forecast of Road Surface Temperatures (RST's), and surface state, for each 24hr period 12:00 to 12:00 the next day. This information is based on data from a sensor site on the A56 Daresbury By-pass in Runcorn, and also includes a text based forecast for the Halton, Warrington and North Cheshire climatic domain.

- 12.4 Text based forecasts of a 24hr forecast for the climatic domain, a morning update and a 2 – 5 day outlook forecast are provided. Additionally the duty officer has direct telephone access to the Met Office duty forecaster to discuss the more complex weather scenarios.

- 12.5 The forecast of RST's is supplemented by a forecast thermal map which enables extrapolation of the forecast RST at the A56 Daresbury site to the thermally mapped network of roads that make up the Council's primary route network.
- 12.6 Additionally, there is a reference sensor site on Beechwood Avenue, Runcorn. This enables the forecast conditions to be monitored beyond the forecast site. The two sensor sites are fully instrumented and provide the following data:
- a) Road surface temperature
 - b) Road surface state
 - c) Road depth temperature
 - d) Air temperature
 - e) Relative humidity
 - f) Rain intensity
 - g) Wind speed and direction
- 12.7 Vaisala Limited are based in Birmingham and are the market leaders in the UK in ice prediction. Recent enhancements to the system include web hosting which makes the system more accessible and reliable. The system gives access to authorized users to both the weather forecasts and all sensor information across Cheshire and neighbouring authorities from any internet enable computer. The additional sensor information from neighbouring authorities provides a check on the Halton sensor data and gives a high level of confidence in the readings.
- 12.8 All sensor sites are subject to a pre-season calibration and a mid-season check to ensure that the data is accurate. The use of the ice prediction system enables the Council's winter service officers to monitor the forecast conditions with the actual conditions at the sensor sites and to update any planned actions as needed. The weather forecasting contract with the Met Office includes an end of season review, which amongst other things, measures the accuracy of frost / ice occurring on road surfaces. The contract with Vaisala includes sensor calibration, software support and maintenance / repair of the sensor sites.
- 12.9 **Thermal Mapping**
- 12.9.1 The ice prediction system utilizes thermal maps to supplement the forecast of RST's across the primary network to support decision making.
- 12.9.2 On a typical winter night the difference in temperature across a road network can vary by as much as 5°C. Consequently, some sections may be below freezing while others may not. Thermal mapping is a process by which the spatial variation of minimum winter night time RST is measured, using a high resolution infrared thermometer. This is a proven and established technique to determine surface temperature relationships likely to occur across a road network on a winter's night. The thermal map is an integral part of an effective ice prediction system as it enables the forecast of minimum RST's at a forecast site to be extended to the network of thermally mapped roads.
- 12.9.3 Thermal mapping identifies patterns of temperature variation, by undertaking accurate measurements of winter night time surface temperatures across pre-defined sections of a highway network under a range of different weather conditions. This pattern and distribution of warm and cold sections is determined by local environmental factors and prevailing weather conditions. The occurrence of frost or ice is determined by the balance of energy a surface receives and loses in conjunction with the amount of available moisture. It is a technique which has been utilized worldwide, to enhance the information available to both highway authorities and supporting forecast providers.
- 12.10 **Monitoring Procedures**
- 12.10.1 The Council utilises a real time monitoring software package supplied by Exactrak Limited. This is a web based tracking and monitoring system for use with the gritting vehicles. This software

provides real time detailed information about the operation of our gritting fleet, and provides the following:

- a) Real time vehicle tracking
- b) Record of all control box functions
- c) Route timings
- d) Salt sensor data
- e) Spread rate / width
- f) Exception information
- g) Full salt stock management function
- h) The ability to change routes electronically

This system allows the driver to concentrate on his driving functions whilst the software deals with everything else. In the event of a software failure, the fall-back position is to revert to manual operation of the gritters spreading system. This will result in the route being treated, but not as optimally as if it were controlled by the Exactrak system.

13.0 **Decision making**

- 13.1 The Council is responsible for the winter service decision making. The decision to instruct the term maintenance contractor to carry out winter operations is normally carried out by the Council's winter service duty officer. There is a duty officer rota to cover 24/7 throughout the winter period.
- 13.2 The duty officer continuously monitors the weather forecasts through the ice prediction system throughout the winter period. Where possible, based on confidence of the forecast, instructions are issued to the term maintenance contractor during normal working hours so that resources can be organized in an efficient manner.
- 13.3 Where there is a lower confidence in the forecast, the Council's duty officer will monitor the forecast conditions against actual conditions and will issue an instruction to treat, with the aim of the primary routes being treated prior to the formation of ice and in an effort to complete the treatment of the primary routes by 7:00am.
- 13.4 Details of actions to be taken is available via the Council's out of hours telephone line 0333 000 4300 in the form of an automated message.
- 13.5 The current gritting fleet only has the ability to increase spread rates in increments of 5g/m². As such, our spread rates will be set to the nearest 5g/m² above those set out in the Treatment Matrix C below. Newer gritting vehicles have the ability to increase in 1g increments, and this will be taken into account when we renew our current fleet.

Decision Matrix (timing)
[to be read in conjunction with the notes below]

		Predicted Road Conditions		
Road Surface Temperature	Precipitation	Wet	Wet Patches	Dry
May fall below 1 °C	No Rain No hoar frost No fog	Salt before frost	Salt before frost (see note a)	No action likely, monitor weather (see note a)
Expected to fall below 1 °C	No rain No hoar frost No fog			
	<u>Expected</u> hoar frost <u>Expected</u> fog	Salt before frost (see note b)		
	<u>Expected</u> rain BEFORE freezing	Salt after rain stops (see note c)		
	<u>Expected</u> rain DURING freezing	Salt before frost, as required during rain and again after rain stops (see note d)		
	<u>Possible</u> rain <u>Possible</u> hoar frost <u>Possible</u> fog	Salt before frost	Monitor weather conditions	
<u>Expected</u> Snow		Salt before snow fall		
The decision to undertake precautionary treatments should, if appropriate, be adjusted to take account of residual salt or surface moisture. All decisions require continuous monitoring and review.				

Notes

- (a) Particular attention should be given to the possibility of water running across carriageways and other running surfaces e.g. off adjacent fields after heavy rains, washing off salt previously deposited. Such locations should be closely monitored and may require treating in the evening and morning and possible other occasions.
- (b) When a weather warning contains a reference to expected hoarfrost, considerable deposits of frost are likely to occur. Hoarfrost usually occurs in the early morning and is difficult to cater for because of the probability that any salt deposited on a dry road too soon before its onset, may be dispersed before it can become effective. Close monitoring is required under this forecast condition which should ideally be treated just as the hoarfrost is forming. Such action is usually not practicable and salt may have to be deposited on a dry road prior to and as close as possible to the expected time of the condition. Hoarfrost may be forecast at other times in which case the timing of the salting operations should be adjusted accordingly
- (c) If under these conditions, rain has not ceased by early morning, crews should be called out and action initiated as rain ceases
- (d) Under these circumstances rain will freeze on contact with running surfaces and full pre-treatment should be provided even on dry roads. This is a most serious condition and should be monitored closely and continuously throughout the danger period.

- (e) Weather warnings are often qualified by altitudes in which case differing action may be required in different parts of the borough.

Spread Rate Matrix

Authorities should select the correct treatment matrix and matrix column from the table below:

NOTE ! HBC Highlighted Green

Spreading Technology		Treatment Matrix	
Dry Salting		Treatment Matrix A	
Pre-wet Salt Spreading		Treatment Matrix B	
Treated Salt Spreading		Treatment Matrix C	
Salt Distribution	Traffic Level	Losses	Treatment Matrix Column
Poor	High	Normal	A
Poor	High	High	B
Poor	Medium / Light	Normal	C
Poor	Medium / Light	High	D
Fair	High	Normal	E
Fair	High	High	F
Fair	Medium / Light	Normal	G
Fair	Medium / Light	High	H
Good	High	Normal	I
Good	High	High	J
Good	Medium / Light	Normal	K
Good	Medium / Light	High	L

Treatment Matrix C

Treated Salting (Spread rates in g/m²)

Frost or forecast frost RST and road surface wetness	Column Coverage Traffic Loss	A	B	C	D	E	F	G	H	I	J	K	L
		PC HT NL	PC HT HL	PC MT NL	PC MT HL	FC HT NL	FC HT HL	FC MT NL	FC MT HL	GC HT NL	GC HT HL	GC MT NL	GC MT HL
RST at or above -2°C and dry or damp road conditions		7	7	7	7	7	7	7	7	7	7	7	7
RST at or above -2°C and wet road conditions		7	8	10	11	7	7	8	10	7	7	7	7
RST below -2°C and above -5°C and dry or damp road conditions		10	13	12	14	9	11	11	12	7	9	8	10
RST below -2°C and above -5°C and wet road conditions		17	21	24	28	15	18	21	24	11	14	16	19
RST at or below -5°C and above -10°C and dry or damp road conditions		19	24	23	27	17	21	20	23	13	16	15	18
RST at or below -5°C and above -10°C and wet road conditions		2 x 16	2x20	2x23	2x27	2x14	2x17	2x20	2x23	22	27	30	2x18

KEY:

Coverage: PC = Poor Coverage, FC = Fair Coverage, GC = Good Coverage

Traffic: HT = High Level, MT = Medium Level

Loss: NL = Normal Loss, HL = High Loss

14.0 **Communications**

- 14.1 It is important that the highway user is aware of and understands the Council's approach to winter maintenance. The communication of the winter service plan is an important part of this and will be made available on the Council's website.

15.0 **Performance monitoring and review (See also Appendix 6)**

- 15.1 Following each winter a report will be produced reviewing the winter service provided by the Council along with any issues that have arisen. The report will include a review of the following:
- a) Budget & Expenditure
 - b) Treatment routes along with any proposals to modify, either additions or deletions
 - c) Operational performance
 - d) Weather forecasting performance and decision making
 - e) Salt Supplies
- 15.2 **Operational Performance**
- 15.2.1 As part of the performance monitoring and review, key performance indicators (KPI) are collected during the winter season. The capturing of this data enables both in season and end of winter reviews of performance. This gives the opportunity to understand and respond to any performance issues as they occur.
- 15.2.2 The KPI's to be measured will monitor performance in three key areas of winter service delivery.
- a) Contractor performance
 - b) Service delivery
 - c) Decision making
- 15.2.3 The details of the measurement and calculation of the KPI's is set out in **Appendix 6**
- 15.3 **Contractors performance**
- 15.3.1 This indicator is a percentage of treatments commenced on time compared to the total number of treatments instructed for the winter period.
- 15.4 **Service delivery**
- 15.4.1 This indicator is a measure of the amount of the primary treatment route pre-salted in advance of freezing conditions affecting road surfaces.
- 15.4.2 The target for this indicator is 100%, however, there are many reasons why this target may not be achieved on each occasion. Typically these can be, but are not limited to:
- a) Time of freezing occurring earlier than forecast
 - b) RST's drop quickly following rain (salt wash off issues)
 - c) Traffic conditions
 - d) Vehicle breakdowns
 - e) Contractor performance
 - f) Decision making
- 15.4.3 This indicator is a percentage of the primary treatment route treated prior to the onset of freezing conditions.

15.5 **Decision making**

15.5.1 Was the best decision made based on the circumstances and information available at the time?

15.5.2 This indicator is a percentage of the number of correct yes decisions made compared to the total number of decisions made.

16.0 **Training and development**

16.1 The Council's winter duty officers undergo training in road weather meteorology and use of the ice prediction system on a 4 year cycle so as to keep up-to-date with developments. The training is arranged through the two service providers, Met Office and Vaisala Limited.

16.2 The term contractor's drivers are all trained to City & Guilds level in winter maintenance operations.

Appendix 1

Primary Treatment Route Details

Route	Treated km	Dead km	Total km
Runcorn	71.49	30.53	102.02
Widnes	81.28	36.15	117.43
Expressway	71.36	47.64	119.00
Busway	60.92	52.11	113.03
Ancillary	20.38	55.41	75.79

Secondary Treatment Route Details

Route	Treated km	Dead km	Total km
Runcorn	20.99	43.55	64.53
Widnes	19.96	29.39	49.35

Maps showing the Primary & Secondary treatment routes are available via the Council's website:

<http://www3.halton.gov.uk/communityandliving/171753/171777/>

Strategic Ploughing Routes

Runcorn Route 1

Entire Expressway Network

Runcorn Route 2

Exit Picow Farm Road Depot and Turn Right
 Turn right on Expressway A557
 Off at Polar Ford exit
 Up Heath Rd
 Turn left into Clifton Rd
 Along Beechwood Ave to junction Expressway
 U-Turn at Junction
 Return along Beechwood Av to Heath Rd
 Down Heath Rd to Halton Rd
 Along Halton Rd to Boston Ave
 Turn left into Boston Ave
 Turn right onto Expressway A533
 Off Expressway at Halton Lea
 Down Spur Rd and
 Return to Picow Farm Road Depot

Runcorn Route 3

Exit Picow Farm Road Depot and Turn Right
 Turn right on Expressway A557
 Continue onto A533 Expressway
 Take Astmoor exit
 Along Astmoor Rd
 Turn into Astmoor Spine Rd

Turn left into Castlefields Ave East
 Turn right into Castlefields Ave South
 Turn left into Halton Brow
 Turn right into Main Street.
 Turn right into Holt Lane
 Continue into East Lane
 Cross Rbt into Hallwood Link Road
 U-Turn at Expressway Rbt
 Return along Hallwood Link Road
 Continue up Eastway
 Turn left into First Ave
 Turn left into Westway
 Turn into 6th Avenue
 U-Turn at Rbt
 Return along 7th Avenue
 Turn right into West Lane
 Turn left into Halton Link Road
 U-Turn at Expressway Rbt
 Turn right into Westway
 Turn left into 6th Avenue
 Turn left into Eastway
 Continue up Holt Lane
 Turn left into Main Street
 Turn left into Halton Brow
 U-Turn at bottom of Halton Brow
 Turn left into Castlefields Ave South
 Turn left into Castlefields Ave East
 Continue into Castlefields Ave North
 Turn right into Halton Brow
 U-Turn at traffic lights junction Expressway
 Turn left into Castlefields Ave North
 Turn left into Astmoor Spine Rd
 Continue into Astmoor Rd
 Return to Picow Farm Road Depot

Runcorn Route 4

Exit Picow Farm Road Depot and Turn Right
 Turn right on Expressway A557
 Continue onto A533 Expressway
 Along Expressway to Manor Park / Windmill Hill
 Turn into Windmill Hill
 At roundabout by Windmill Hill Pub turn left into Windmill Hill Ave East
 Along Windmill Hill Ave East / Norton Station Rd
 To roundabout junction with Barnfield Ave
 Turn Right Into Barnfield Ave to roundabout at Murdishaw Ave
 Turn right into Murdisahaw Ave
 Continue to junction with Expressway
 U-Turn at Expressway Roundabout
 Back along Barnfield Ave / Norton Station Rd And Windmill Hill Ave East to Expressway
 Go along A533 Expressway and head towards Halton Lea
 Come off Expressway at take slip off for Halton Brow
 Turn right into Boston Ave
 Along Boston Ave to Heath Rd Roundabout
 U-Turn at Roundabout and back along Boston Ave to Expressway
 Return to Picow Farm Road Depot

Runcorn Route 5

Exit Picow Farm Road Depot and Turn Right
 Turn right on Expressway A557
 Take Queensway slip over bridge
 Take first slip take next left to r/about
 Turn left onto Hutchinson St
 Turn left onto slip to bridge
 Continue over bridge off Expressway A533 by Railway Pub (follow bus route)
 At mini Roundabout turn right into Station Rd
 Bend right into Top High St
 Across junction and into High St and Bridge St
 Along Bridge St into Heath Rd
 Turn left into Busway (Under Expressway)
 Along Busway to first junction
 Turn right and continue to Traffic lights
 Turn left into Bridge St then High St
 Across junction into Top High St and Station Rd
 Across Mini Roundabout and down the side of Railway Pub
 Into Cavendish St Turn left under Expressway
 Turn right into Shaw St and along to traffic lights at Geenway Rd
 Turn right up Greenway Rd to Cenotaph than carry on upto Weston Rd.
 Along Weston Rd
 Turn right into Sandy Lane
 Turn left into South Parade
 Continue along Lydiate La & Bankes La
 U-Turn at expressway and return same route to Cenotaph
 Turn right into Moughland Lane
 Turn right into Heath Road South
 Turn left into Weston Road
 Turn left into Cavendish Farm Road
 U-Turn at Rbt and return same route to Cenotaph
 Turn left into Weston Road
 Turn left into Cavendish Farm Road
 Turn right onto Weston Expressway
 Come off at next junction (Bankes Lane)
 Continue along Lydiate La & South Parade
 Turn right into Sandy Lane
 Turn left into Picow Farm Road
 Turn right into Westfield Road
 Turn right into Greenway Road
 Continue down Greenway Road into Devonshire Place
 Turn left into Top High Street
 Continue over Waterloo Bridge and into Picow Farm Road
 Return to Picow Farm Road Depot

Widnes Route 1

Exit Lowerhouse Lane Depot Turn Left
 Moor Lane Roundabout
 Turn onto Bridge Approach A533
 Plough over Bridge
 Off at Greenway Road Exit
 Under expressway on loop
 Back onto Bridge Approach via Greenway Road
 Plough over Bridge
 Continue ploughing along A562 to Knowsley
 Roundabout A5300 U Turn

Grit back along A533 to Moor Lane.
Along Ashley Way to T.Lights by B/Q
U Turn @ T.Lights
Return to Lowerhouse Lane Depot Via Ashley Way

Widnes Route 2

Exit Lowerhouse Lane Depot Turn Left
Up Lowerhouse lane
Turn right into Milton Road
Across Kingsway
Through Simms X lights down Gerrard Street
Through By pass lights along Fiddlers Ferry Rd
Turn right onto Dans Road
Turn round at Boundary
Back along Dans Road
back down Fiddlers ferry Road
along Gerrard Street, Milton Rd & Lowerhouse Lane
Return to Lowerhouse Lane Depot

Widnes Route 3

Exit Lowerhouse Lane Depot Turn Left
Up Lowerhouse Lane
Left into Liverpool Rd
continue into Netherley Rd
TR into Hough Green Rd and U Turn at Prescot rd Rbt
Return same route to Hale Rd traffic lights
TL into Prescot Road and U Turn at new Rbt
Return to Lowerhouse Lane Depot along same route

Widnes Route 4

Exit Lowerhouse Lane Depot Turn Left
Up Dundalk Road Speed table just before bend
Turn right into Hale Road
Across Liverpool Road T.Lights into Prescot Rd up to new Roundabout
U Turn back to Liverpool Rd traffic lights
Carry on down Hale Rd to junction with Ditton Rd
Turn right into Hale Road
Halegate Road
Return same route to Ditton bridge T.Lights
Along Ditton Road
Return to Lowerhouse Lane Depot.

Widnes Route 5

Exit Lowerhouse Lane Depot Turn Left
U-turn at McDonalds Rbt
Turn right at Moor Lane Rbt
Along Ditton Rd to Ditton Bridge T.Lights
Turn right into Hale Rd
up Hale Rd to Liverpool rd T.Lights
Turn right into Liverpool Rd
along Leigh Avenue and across Kingsway
Down Deacon Road
Follow Road round to Roundabout
Turn right into Greenoaks way
Down to new roundabout by Lugsdale Rd
return same route to Deacon Rd
up Deacon Rd and across Kingsway
Turn left at lights into Lowerhouse Lane

Return to Lowerhouse Lane Depot.

Widnes Route 6

Exit Lowerhouse Lane Depot Turn Left

U-turn at McDonalds Rbt

Along Moor Lane

up Kingsway & Birchfield Rd

Turn right into Lunts Heath Rd

along Derby Rd & Farnworth Rd to boundary

U Turn at boundary

return along Derby Rd & Lunts Heath Rd

across Black Horse Junction then into Cronton Lane

along Cronton Lane & U turn at boundary

back to Black Horse Junction

down Birchfield Rd & Kingsway

along Moor lane

Return to Lowerhouse Lane Depot. Depot.

Appendix 2

Plant & Equipment Inventory

Gritting Fleet

Registration No	Capacity	Ownership
DK56 EFY	9 cubic metre	Halton Borough Council
DK56 EFX	6 cubic metre	Halton Borough Council
DK56 EFL	6 cubic metre	Halton Borough Council
CN58 AOJ	6 cubic metre	Halton Borough Council
Variable	4 cubic metre	Halton Borough Council

Ploughs

Reference No	Type	Ownership
SN 1	Bunce with Kuyper Blade	Halton Borough Council
SN 2	Bunce with Kuyper Blade	Halton Borough Council

Loading Equipment

Reference No	Manufacturer	Type	Ownership
Loader 1	JCB	Front Loader	Term Maintenance Contractor
Loader 2	JCB	Front Loader	Term Maintenance Contractor

Appendix 3

Additional Severe Weather Treatment Sites

NOTE! In relation to schools, it is the footways leading to the schools that are treated, NOT paths inside the school. Paths inside the school are the responsibility of the school itself.

Runcorn

Westfield Infant & Junior Schools
St Edwards RC Primary School
The Park CP School
The Grange Infant, Junior & Comprehensive Schools
Castle View CP School
Weston Point CP School
Beechwood CP School
Hill View CP School
Windmill Hill Primary School
Cavendish Farm Special School
Halton Lodge School
Grangeway Shops
Gorsewood CP School
Ormiston Bollingbroke Academy
Hallwood Park CP School
Brookvale Infant & Junior Schools
Palacefields Infant School
St Chads Catholic High School
Murdishaw West CP School
Our Lady's RC Primary School
St Bertelines C of E Primary School
St Mary's C of E Primary School
Victoria Road Primary School
The Heath Comprehensive School

Widnes

Chestnut Lodge Special School
Brookfields School
Fairfield High School
St Peter & Paul RC High School
St Michaels School
Simms Cross CP School
Hale CE school
Fairfield Infants School
Farnworth CE Junior School
Riverside College, Kingsway Campus
Birchfield County High School
Birchfield Community Centre
Wade Deacon High School
St Basil's RC Primary School
St Bede's RC Infant School
Ashley School
West Bank Primary School
Upton County Infant School
Birchfield County Nursery School
Derby Road Shops
Liverpool Road Shops

Halton View Road Shops
Sunningdale Avenue Shops

Doctors Surgeries and Clinics

Runcorn

Brookvale Practice – Hospital Way
Castlefields Health Centre – Chester Close
Dr M K Saksena – heath Road
Grove House Practice – High Street
Murdishaw Health Centre – Gorsewood Road
Tower House Practice – High Street
Weaver Vale Practice – Hospital Way
Windmill Hill Surgery – Eastwood
Chester & Halton Community NHS Trust – The Croft
Halton Primary Care Trust – Barnfield Avenue
Halton & St Helens Primary Care Trust – High Street
Thorn Road Clinic – Thorn Road
Halton Haven – Barnfield Avenue

Widnes

Appleton Village Surgery – Appleton Village
Beaconsfield Surgery – Bevan Way
Drs Edwards, Hurst & Hallam – Peelhouse Lane
Drs Kumar & Koya – Bechers
Dr Narayanna – Lower Church Street
Newton Surgery – Caldwell Road
Oaks Place Surgery – Caldwell Road
The Beeches Medical Centre – Ditchfield Road
Upton Rocks Surgery – Heath Road
Arch Initiatives – Ashley Way West
Chapelfield Clinic – Wilsden Road
Health Care Resources Centre – Caldwell Road
Millbrow Clinic – Millbrow
St Johns Unit – Alforde Street
Widnes Sports Injury Clinic – Liverpool Road

Appendix 4

Grit Bin Locations

Bin No	Location	Town
HC1	Cornwall Close 30m in from Castlefields Av South	Runcorn
HC2	Princes Close 30m in from Castlefields Av South	Runcorn
HC3	Caernarvon Close 30m in from Castlefields Av South	Runcorn
HC4	Chester Close junction Castlefields Av South	Runcorn
HC5	Denbigh Court junction with Conwy Court lamp column 6	Runcorn
HC6	The Clough near lamp column 64	Runcorn
HC7	The Clough outside school	Runcorn
HC8	The Croft 20m down from Main Street	Runcorn
HC9	The Croft near house No 48	Runcorn
HC10	Lodge Lane opposite lamp column 3	Runcorn
HC11	The Underway junction of Mount Road	Runcorn
HC12	Castle Road 2 nd build out on the left	Runcorn
HC13	Woodlands Walk opposite lamp column 5	Runcorn
HL14	Stockham Lane Junction Camelot Way	Runcorn
HL15	Palacefields Avenue junction Mullion Close	Runcorn
NS16	Wharfdale opposite house No 41	Runcorn
NN17	Padsow Square adjacent lamp column 24	Runcorn
NN18	Windmill Hill Av East junction Morton Road	Runcorn
NN19	Windmill Hill Av East junction Wolverton Drive	Runcorn
NN20	Wolverton Drive near house No 41	Runcorn
NN21	Windmill Hill Av East junction Ledston Drive	Runcorn
NN22	Firbank Close outside No 12	Runcorn
NN23	Tower Lane junction Hillfield	Runcorn
NN24	Tower Lane adjacent to lamp column 11	Runcorn
NN25	Plover Drive junction Pochard Rise	Runcorn
NN26	Highgate Close between lamp columns 5 & 6	Runcorn
NN27	Broadfields junction Copperwood	Runcorn
NN28	Long Spinney at lamp column 5	Runcorn
NN29	Broadfields opposite Crabtree Fold	Runcorn
NN30	Broadfields opposite Glenwood	Runcorn
NN31	Pinders Fold junction Fernwood	Runcorn
NN32	Chetton Drive opposite house No 10	Runcorn
WH33	Clarendon Close adjacent lamp column 3	Runcorn
D34	Townfield View 20m in from Windmill Hill Avenue West	Runcorn
D35	HobbLane adjacent to canal bridge	Runcorn
D36	Moore Lane next to traffic light sign heading up hill	Runcorn
D37	Moss Lane junction Runcorn Road	Runcorn
D38	Delph Lane junction A56 Daresbury	Runcorn
D39	Delph Lane by canal bridge	Runcorn
D40	Delph Lane 20m before Keckwick Lane	Runcorn
D41	Pilgrims Way adjacent lamp column 4	Runcorn
D42	Aston Green junction Sandy Lane	Runcorn
D43	A56 junction Hill Top Road	Runcorn
H44	Sandymoore Lane junction Bisham Park	Runcorn
H45	Ashville Way junction Clifton Lane	Runcorn
H46	Clifton Lane 50m down from M56 Roundabout	Runcorn
H47	Cholmondley Road top of hill on right	Runcorn
H48	Ascot Avenue outside shops	Runcorn

H49	Cheshyres Lane opposite house No 3	Runcorn
H50	Oxford Road by school fence	Runcorn
H51	Bankes Lane junction Cavendish Farm Road	Runcorn
H52	Whitley Close opposite house No 11	Runcorn
H53	Penryhn Crescent outside house No 42	Runcorn
H54	Kingsley Crescent adj to No 5 Kingsley Road	Runcorn
B55	Ludlow Crescent adj house No 20	Runcorn
B56	Cherry Blossom Road opposite Azalea Grove	Runcorn
B57	Buttermere Grove junction Beechwood Avenue	Runcorn
B58	Paddock Rise junction Pippits Row	Runcorn
B59	Ashbrooke Avenue at lamp column No 8 downhill	Runcorn
B60	Betchworth Crescent junction Beechwood Avenue next to bridge	Runcorn
M61	Wisenholve Close adj lamp column No 7	Runcorn
M62	Clayton Crescent opposite house No 23	Runcorn
M63	Westfield Crescent junction Beaconsfield Road	Runcorn
M64	Russell Road junction Hale View	Runcorn
M65	Russell Road junction Hazel Avenue	Runcorn
G66	Greenway Road junction Okell Street	Runcorn
G67	Thorn Road opposite Pear Tree Avenue	Runcorn
G68	Halton Court adj lamp column 2	Runcorn
F1	Wilmere Lane access to farm	Widnes
Ha2	Wellington Gate adj lamp column 3	Widnes
Ha3	Cocklade Lane adj lamp column 7	Widnes

Appendix 5

Grit Bin Criteria

HALTON BOROUGH COUNCIL - SALT BIN ASSESMENT FORM			
ASSESED BY:	DATE:	LOCATION:	
		APPLICANT:	
IS LOCATION ON AN EXISTING GRITTING ROUTE?	YES / NO	N/A	YES= REJECT APPLICATION
CHARACTERISTIC	SEVERITY	AVAIALBLE POINTS	POINTS SCORED
GRADIENT	HIGH	5	
	MEDIUM	3	
	LOW	0	
BEND SEVERITY	SHARP	5	
	MODERATE	3	
	SLIGHT	0	
SUITABLE LOCATION FOR BIN	YES	5	
	NO	-5	
NEAR LOCAL CENTRE / SHOPS	YES	5	
	SOME	3	
	NO	0	
NEAR SCHOOL / COLLEGE	YES	5	
	NO	0	
INDEPENENT FOOTWAY	YES	-5	
EX SALT BIN WITHIN 100m	YES	-5	
LOCAL DIST. ROAD	YES	5	
	NO	0	
BUS ROUTE	YES	5	
	NO	0	
TOTAL SCORE			
POINT SCORE GREATER THAN OR EQUAL TO 12 WILL BE CONSIDERED FOR THE PROVISION OF A SALT BIN SUBJECT TO AVAILABLE RESOURCES			
SIGNED:		SIGNED:	
ASSESSMENT OFFICER		LEAD OFFICER	
DATE:		DATE:	

Appendix 6

Footbridge Treatment Locations

1	Greenway Rd over canal,down to High Street (Salt and Liquid De-icer)
2	Halton Road, Opposite Stone Hills Lane (Salt only)
3	The Calvers to opp Meadway (Salt and Liquid De-icer)
4	The Calvers (Liquid De-icer)
5	Lodge Lane to Holt Lane Roundabout (Salt only)
6	Footbridge by Cemetary Over East LN (Salt and Liquid De-icer)
7	Hospital Footway & Footbridges (Salt only)
8	Hallwood Road Roundabout to Hospital way (Salt only)
9	Adjacent to ASDA (Salt only)
10	ASDA car park to Halton Lea across Westway (Salt only)
11	Halton Lea Law Courts & Grosvenor House (Salt only)
12	Crannage Close & path leading to ASDA (Salt only)
13	Grangeway leading Cosmopolitan Housing Offices (Salt only)
14	Over Spur Road (between T/Lights & R/about)(Salt and Liquid De-icer)
15	Halton Brook Avenue to Sycamore rd (Salt and Liquid De-icer)
16	Padstow Square over Busway (Salt and Liquid De-icer)
17	The Hove over Busway (Salt only)
18	Ridgeway bus stops and shop area (Salt only)
19	Norton Lane over busway towards Windmill Hill (Salt and Liquid De-icer)
20	Over Expressway before Slip Road to A5126 (Central Expressway) (Salt and Liquid De-icer)
21	Hankey St to Runcorn Railway car park (Salt and Liquid De-icer)
22	Hedge Hey to Plantation Close (Salt only)
23	Cradley to Gledemmere over Railway (Salt and Liquid De-icer)
24	Page Lane (Salt only)

Appendix 7

Performance Monitoring

The KPI's to be measured will monitor performance in three key areas of winter service delivery:

- Contractor performance
- Service delivery
- Decision making

The detail of the measurement and calculation of the KPI's is set out below.

Contractor Performance

The indicator is a percentage of the treatments commenced on time compared with the total number of treatments instructed for the winter period.

Service Delivery

This is a measure of the amount of the primary treatment route pre-treated in advance of freezing conditions affecting road surfaces measured by RST's reaching 0°C or below. Each route is allocated to one of the two sensor sites, A56 Daresbury or Beechwood Avenue, which ever gives the best representation of RST, to determine what length of the route was treated before the onset of freezing conditions. A calculation is then done to arrive at the percentage. For each occasion where the whole of the primary treatment route network has not been treated prior to the onset of freezing conditions, reasons are to be recorded, so as to assist with the review of any shortfall and enable improvement measures where appropriate.

- The indicator is a percentage of the primary treatment route treated prior to the onset of freezing conditions for the winter period. This data is gathered via a vehicle tracking system that forms part of the Exactrak system.

Decision Making

Was the best decision made based on the circumstances and the information available at the time? This is to be determined by review on the next working day, or as soon as practicable in the circumstances, by the Lead Officer Reactive & Routine Maintenance and the winter duty officer. The result is a yes or no. reasons are to be recorded where the result is no. The review will only occur when the forecast or actual RST's reach 3°C or lower. This indicator assists in developing the continuous improvement culture.

- The indicator is a percentage of the number of best yes decisions made compared to the total number of decisions made for the winter.

REPORT TO:	Environment & Urban Renewal Policy & Performance Board
DATE:	25 th June 2014
REPORTING OFFICER:	Strategic Director, Communities
PORTFOLIO:	Leader
SUBJECT:	Armed Forces & Veteran Support
WARD(S)	Borough-wide

1.0 PURPOSE OF THE REPORT

To update the Policy and Performance Board on the Armed Forces Covenant and Armed Forces and Veteran support.

2.0 RECOMMENDATION: That:

- i) the report be noted;

3.0 SUPPORTING INFORMATION

- 3.1 The Policy and Performance Boards received a report on the Armed Forces Covenant in Autumn 2013 outlining Halton's position in meeting the pledges to support the Armed Forces and Veteran community.

4.0 DEMOGRAPHIC DATA

- 4.1 It is very difficult to identify accurate data for both the armed forces and veteran community in Halton. The Ministry of Defence (MOD) works with the Office of National Statistics and provides a quarterly release of statistical data, the data details forces personnel by stationed location local authority area.

- 4.1.1 On a national level, in January 2014 the data detailed 224,000 total UK personnel, 160,650 of which are military and 63,350 civilian posts. In the Northwest the total is 3,490, 1,740 of which are military posts and 1,750 are civilian.

- 4.1.2 The breakdown by Local Authority area presents a dash for Halton, a dash is applied to represent zero or a number so small it is rounded to a zero. A query was raised with Defence Statistics whom advised there is no further information available for Halton regarding forces personnel. This data doesn't provide any indication of numbers

recruited to the forces from Halton, merely where those in service are stationed hence, the dash against Halton is unsurprising.

4.1.3 The census collects data on “residents classed as working in the armed forces”. In 2001 Halton had 171 residents, in the 2011 census the figure increased to 189, this is the only robust data available currently.

4.1.4 The Army is continuing its programme of remodelling, the next phase will be tranche four. The statistics for the forthcoming redundancies are circa 1400 personnel in this tranche. Personnel will leave either December 2014 or June 2015. If we recruit 15% of the army from the North West and presuppose a similar number will return, this may equate to 200 personnel returning to the North West region.

4.1.5 Figures related to those currently in their resettlement period are as detailed:- (this does not include those who may leave under Tranche 4 redundancy above)

- Current Army Service Leavers over next 12 months, April 2014 to April 2015 is estimated around 8000.
- Those undecided as to where they will resettle to is approximately 3,700. It is assumed that between 15% of these will return to the North West as around 15% of personnel of this cohort to the army are recruited from the North West. That will equate to 555 service leavers.
- Undeclared resettlement area but either working in the North West or they have a home address in the North West is 117.
- April 2014/15 Declared Resettling to the North West is 388:
 - 46 Returning to the North West (but not stated a specific area)
 - Cheshire - 65
 - Cumbria 24
 - Greater Manchester – 76
 - Isle of Man - 1
 - Merseyside – 52
 - Lancashire – 124

If these figures are correct, then around 13.6% of Service Leavers will be returning to the North West.

4.2 Capturing accurate data for veterans is equally challenging, there is no single data set and variations in membership numbers to veteran support organisations. Added to that, Veterans may join more than one support organisation hence, total membership numbers may contain duplicate figures.

- 4.2.1 Data from the MOD for those in receipt of Armed Forces Pension and Compensation is available, the most recent is from 2011/12 which detailed total Halton numbers of 465, 310 from WA7 postcode, (Runcorn) and 155 from WA8 (Widnes). The MOD is working with Office for National Statistics and has included a veteran indicator flag on a household survey which is underway in 2014. It is intended the results will enable local estimates of the veteran population which is expected to be published in summer 2015.

5.0 **ARMED FORCES COVENANT**

- 5.1 Halton is part of a pan Cheshire Covenant covering the Local Authorities of Cheshire East, Cheshire West & Cheshire, Warrington and Halton. In addition to local authorities, health, probation, Chambers of Commerce and job centre plus are involved in supporting the covenant.
- 5.2 The Armed Forces Community Covenant is a voluntary statement of mutual support between the civilian community and its local armed forces community. It aims to provide awareness of the role of the armed forces, the sacrifices that in service and ex service personnel and their families make, encourage activities that integrate armed forces and local communities together and continue to foster civic pride in our armed forces.
- 5.3 The Armed Forces Community Covenant sets out pledges, twenty in total around five key themes:-
- Housing
 - Employment & Benefit
 - Education
 - Health
 - Wellbeing

The intention of the pledges is not to provide advantage for the armed forces community, it is to ensure any disadvantages are removed.

The Cheshire Armed Forces Champion Network has agreed each partner agrees a lead role on behalf of the Cheshire authorities. Halton has a lead role for Housing, Warrington for Health & Wellbeing, Cheshire West & Chester for Education, Job Centre Plus for Employment & Benefits and an additional theme of Veteran Support led by Cheshire East & Warrington Clinical Commissioning Group is included in the Cheshire partnership.

5.3.1 **Housing**

There is evidence that securing accommodation can be difficult, in particular for those leaving the forces. The pledges request priority is given to armed forces personnel with high priority for veterans injured

or disabled or their spouse and dependants for widow (ers). Halton's Housing Policy awards priority for those leaving the forces. Halton's Housing Solution team provide targeted housing advice for armed forces and veterans with a dedicated weekly housing advice surgery available. During the last financial year the housing solution team has provided advice and housing assistance for 9 armed forces personnel who were either due to be discharged or had left the armed forces. The designated officer works closely with the advocacy groups and will continue to support and offer guidance to the armed forces to ensure that the relevant housing issues are fully addressed and resolved.

5.3.2 **Employment & Benefits**

These pledges identify it can be difficult for service leavers to secure employment and for those with spouses in service, it can be difficult to seek employment as they often have sole responsibility for childcare. Organisations and services that provide employment and benefit support need to identify service leavers and veterans and ensure additional support is offered.

From April 2014 Jobcentre Plus have introduced an Armed Forces Marker to the Jobcentre Plus IT system, this is a national initiative. The system will log:-

- HM Forces Service Leaver – Those who have served for more than 4 years in HM Armed Forces, whether as a Regular or as a Reservist. Also known as a veteran. This covers anyone who has ever been in the Armed Forces, regardless of how long ago that may have been, except for the Early Service Leavers (see below).
- Early Service Leaver – those who have served more than one day but less than 4 years.
- Spouse/Partner-HMF person – the spouse or partner of a currently serving member of the Armed Forces, or the spouse/partner of a Service Leaver.
- Reservist – Volunteer and Regular Reservists, who form the Royal Naval Reserve, Royal Marine Reserve, the Royal Auxiliary Air Force, the Royal Fleet Reserve, Army Reserve and Royal Air Force Reserve.
- Prefer not to say – this should be used where claimants do not wish to answer the question, or have it recorded on our systems.
- Not applicable – this should be used for anyone who does not fit into one of the above categories.

The Council is in dialogue with the North West Jobcentre Plus Armed Forces Champion to establish how the data capture will be shared made available to appropriate organisations.

5.3.3 Education

Accessing education provision for service families can be outside of routine school admission timetables, sometimes this is linked to whole regiments moving about or could be individual families. Policies should ensure service families are not disadvantaged in accessing schools of their choice by being resident elsewhere. Halton's position is no applications for school admissions have been received in the current academic year or for admission in September 2014.

5.3.4 Health

Access and engaging in health support services for veterans is a priority. There are five pledges which set out; access to services will be made easier for armed forces and their families to support good physical health, positive mental health and wellbeing. Health records should indicate if a patient is a current or former service member, places on waiting lists for clinical procedures should be maintained where relocation occurs and the provision of prosthetic limbs will match the standard provided by the Defence Medical Services.

Halton's Clinical Commissioning Group (CCG) actively supports the armed forces and veteran's agenda. The CCG commissioned a Veterans Health Needs Assessment in recent months to better understand the local veteran community and their needs. The report is attached (appendix one), it provides a number of recommendations for Halton's agencies to better promote targeted services for veteran support and strengthen links and engagement with veteran support organisations; understanding their offer and specialisms and further developing collaborative approaches that supports the offer to veterans.

Mental Health services is a key area of focus for veteran support. Strategically, Bury CCG have responsibility for the commissioning of physiological therapies for veterans, referred to as the Military Veterans IAPT service. Halton is represented by the CCG on the Armed Forces Network hosted by Bury to design, commission and monitor these services.

Halton's generic Mental Health services provide veteran support. The Like Minds campaign which hi-lighted experiences of local residents facing mental health difficulties featured a local gentleman who was ex-forces. The service has been directly supporting Runcorn Veterans Association (RVA) whose volunteers have benefited from training in mental health awareness to support effective sign-posting

and suicide prevention. Currently, they are jointly developing a training package for health professionals called "In the mind of a soldier" which covers awareness raising of issues for a returning soldier. The "Living Life Well" website supported by Mental Health Services provides information and support for veterans, for information the link is <http://www.live-lifewell.net/exarmedforces/>

5.4 **Wellbeing**

Wellbeing cuts across the other four themes however the pledges here are about supporting access to services in communities and support for those who become involved in the criminal justice system. Areas are urged to consider discounts to leisure facilities and other services if possible for the armed forces community. These pledges reinforce the need for partners to work together to ensure signposting and referrals arrangements with appropriate priorities are in place.

Some focus is required to understand the numbers of ex-forces involved in the criminal justice system in Halton either in custody, in the Court system or with probation.

Live At Ease has been receiving referrals from the Custody Suite in the last six months. The Live at Ease contract expired in March 2014, a redesigned service has been re-commissioned by NHS England with the Through The Gates fund for Cheshire, Lancashire & Greater Merseyside. The service will extend to Halton clients for those entering the Custody Suites and released from Prisons who resettle back to the area, it is hoped the service will commence in May 2014.

5.5 **Cheshire Community Covenant Partnership**

The partnership consists of the Armed Forces Champions from the four authorities, the Lieutenant Colonel of 75 Engineer Regiment, Cheshire Probation Service and Job Centre Plus. The group is required to undertake annual reviews of the covenant, the next review is due in October 2014.

There is a national pot of money to support initiatives endorsed through the Community Covenant Partnership. A pot of £30 million was initially allocated with £10 million being available in 2013/14. There is an application process and criteria to be met which supports integration between the armed forces/ex-forces and wider community. Applications have to be supported by the relevant local authority endorsed by the Covenant Partnership before progressing to the Ministry of Defence for the second stage of decision making. Projects that have been successful vary from small scale community based projects to replacing a scout hut with a community building, the underpinning theme is integration between the forces and civilian communities. The Cheshire partnership has had one successful bid in Cheshire East which was awarded £44,000.

5.6 **Corporate Covenants**

The corporate covenant has been designed to complement the armed forces covenant and sit alongside the community covenant. The armed forces covenant sets out the moral obligation of society towards members of the armed forces community and the community covenant provides a mechanism for local authorities and communities to express support for members of the armed forces community. The corporate covenant is designed to allow businesses and charitable organisations to express their support, and commit to ways in which they can provide that support.

Corporate covenants include a core statement of commitment that those adopting the scheme sign up to. This covers the two key principles of the armed forces covenant, which are:

- no member of the armed forces community should face disadvantage in the provision of public and commercial services compared to any other citizen.
- in some circumstances special treatment may be appropriate, especially for the injured or bereaved

Each organisation is also encouraged to offer support in a way most appropriate to their situation and capacity, the pledge document includes a 'menu' of options for them to sign up to. This menu covers employment support for veterans, reservists, service spouses and partners, as well as support for cadet units, Armed Forces Day and discounts for the armed forces community. There is also an opportunity for companies and charitable organisations to add their own commitments based on local circumstances. Local Authorities are encouraged to collaborate with their local Chamber of Commerce to promote the Corporate Covenant. Cheshire West & Chester recently held an event for employers in their business district to promote this supported by the Cheshire Covenant Partnership. It is hoped further events will be held in the other Cheshire authority areas.

5.7 **Armed Forces Directory**

There are a number of support organisations that exist to support veterans, some have a presence established in Halton and others deliver services in the area. A web based directory was developed by the NHS and launched in December 2012. However, the major structural changes in NHS provision left this project a drift. The Veterans Council have recently been commissioned to update and manage the directory to provide a comprehensive list of organisations and what support they can offer. Halton's organisations and services will be encouraged to register their details on the directory.

6.0 VETERAN'S SUPPORT

- 6.1 The Council actively engages with local Veteran Support groups recognising their valued role in supporting veterans and their families and organising commemorative events. Runcorn Veterans Association has a high profile in the Borough; they are actively supported linking with many Council and Health services to ensure appropriate sign posting in accessing services for Veterans and their families, they have quarterly liaison meetings with the Armed Forces Champion. The Council has established links with the British Legion, Sanctuary for Veterans and is a key partner in the Todger Jones Memorial group. An e-network for veteran organisations is established with regular communication to share information in place.
- 6.2 The Council's Area Forum for Grange, Heath, Mersey & Halton Brook hosted a themed event on Armed Forces in September 2013. The event was supported by local veterans groups, the Clinical Commissioning Group, Combat Stress and 75 Engineer Regiment. It provided an opportunity for local groups to showcase their services and support on offer for local veterans.

7.0 WWI COMMEMORATIONS

- 7.1 The 4th August 2014 will mark 100 years since the start of the First World War. The Department for Culture, Media and Sport has announced plans to build a commemoration fitting of this significant milestone in world history, working alongside partners including Imperial War Museums (IWM's), Heritage Lottery Fund and the Commonwealth War Graves Commission. The focus for events is one of commemoration and remembrance rather than celebratory and is intended to cover the four year period of the war.
- 7.2 The Government has contributed over £50 million of funding to support commemoration activities. The plans announced so far include a national series of commemorative events, starting on 4 August 2014 with:
- A service for Commonwealth leaders at Glasgow Cathedral
 - An event at the Commonwealth War Graves Commission, St Symphorien Military Cemetery in Mons, Belgium;
 - A candlelit vigil at Westminster Abbey.
 - Commemorative paving stones to be laid in communities where Victoria Cross recipients of the First World War were born. The first paving stone will be laid on 23 August 2014 marking the exact date that the first Victoria Crosses were won.
 - A £5.3 million educational programme providing the opportunity for 2 students and a teacher from every state school in the country to visit First World War battlefields and undertake research on people local to their school who fought in the war.

- A Christmas Day 'Truce' football match on the battlefields of Flanders to commemorate the anniversary of British and German soldiers ceasing fighting to play football in no man's land.
- 2,500 local war memorials to be given the opportunity to win listed building status, reflecting their historical special interest, and Liverpool War Memorial to be upgraded to a Grade I listed building.
- £34 million from the Heritage Lottery Fund, including a new £6 million community project fund to enable young people working in their communities to conserve, explore and share local heritage of the First World War.

7.3 Local Events

7.3.1 A number of local authorities are taking the lead locally and engaging residents to establish a programme of commemoration events over a four year period. Many local authorities are developing commemoration programmes and are involving residents in planning local commemorations that bring communities together to commemorate the local impact of the First World War. Examples include:-

- Involving the community in local exhibitions
- The restoration of war memorials and an online Roll of Honour
- Exhibitions across local Museums showing the impact of the war locally
- Events based around war poetry, art and music in libraries
- Online resources that enable people to learn about the lives of local men, women and children who were affected by the First World War in different ways and information about local regiments and battalions
- Working with communities to plan activities and events to commemorate those who were affected by the First World War in their own towns and villages
- Work with the media – reproduction of archive news reports relating to key local items from each week of the war over the period of The Great War and coverage of local commemorative events over the period.
- An interactive blog to share memories from families affected by The Great War – this could be through combat or the wider impact of living at this time.
- Memorial parade involving members of the Armed Forces, local cadets and veterans.
- Church Services.
- The laying of ceremonial paving slabs to commemorate residents awarded the VC (Halton will be provided with two commemorative paving slabs to commemorate its VC residents).
- Schools competition/research of the local impact of the First World War.

- Lights Out Initiative on 4th August 2014.

7.3.2 There are a number of funding sources available to support local commemorations, in particular, the Heritage Lottery Fund (HLF) is offering grants from £3,000 to £100,000 upwards, and Councils are able to join the IWM's First World War Centenary Partnership to access a range of digital resources. The HLF are awarding for community projects that focus on the First World War with a focus on any heritage related to the First World War and are encouraging new perspectives and stories not previously told.

The Government has also announced a scheme to commemorate the 100th anniversary of World War I and give thousands of schoolchildren the opportunity to visit the Great War battlefields. Pupils and teachers from every maintained secondary school in England will have the chance to go on a tour of the great battlefields and take part in remembrance ceremonies on the western front.

7.4 **Regional Event**

7.4.1 Liverpool City Council in consultation with local regiments are planning a First World War Commemoration Event to place in Liverpool 12th/14th September 2014. The event is themed around an educational schools day, display day and a day of commemoration via church services and parades.

7.4.2 Liverpool has announced the "Giants" will be returning to the city between the 23rd and 27th July 2014 with a commemorative WW1 theme. The event is being hailed as the flagship event to commence the commemorations.

7.5 **Halton Events**

7.5.1 The Council has been liaising with local organisations to develop a programme of events over the four year period to 2018. There are a wide variety of events scheduled and tailored services for the WW1 theme such as:-

- Libraries Service – launched in February an initiative gathering local history and stories of WW1 experiences. The service is working with the Imperial War Museum, Salford whom will be providing mobile digital kiosks on Halton two Victoria Cross residents. There will be themed Children's Book Week, a WW1 Tea Dance at Kingsway Learning Centre and exhibitions at the Libraries and the Brindley
- Todger Jones Statue – the Appeal Committee will unveil the statue for Todger Jones on 3rd August 2014. Todger Jones received a Victoria Cross in 1916, the statue will be sited at the communal garden opposite the Cenotaph in Runcorn.
- Railway Station Event – Runcorn East, 10th September 2014. This

event will be a musical performance titled “Over by Christmas” to reflect the spirit of the British nation as soldiers departed by rail to the frontline in autumn 2014.

- Widnes Market will be hosting Widnes On Sea 23rd to 26th July 2014, it focuses on the weeks before war is declared and the sunny town of Widnes is aware that something is happening, but not quite sure what. There will be themed rides and activities to a typical Edwardian entertaining day at the market. There will be strong men, escapologists, policeman and a recruiting sergeant set up in the market to entertain shoppers.
- The actors and performers will re-enact scenes from yesteryear to show visitors what the times were like just before the outbreak of World War 1, to compliment the entertainment, this year, all the funfair rides will be hand turned, no electrical supply, as they would have been in the day. Swing boats, chair-o-planes and more will keep the little ones amused. Widnes On Sea Donkeys will be back and to top it all, all the entertainment and rides are free! All parents or carers need to do is make purchases within the market to collect vouchers for the rides, all the other entertainment is free for all to watch and enjoy. In addition, following the Widnes On Sea event, during the commemoration week of 4th August the Library Service will be providing exhibits of the time and there will be a stall showing how sled dogs were used during the 1st World War.
- Open Spaces are undertaking an audit of memorials in the Borough to identify any in need or refurbishment
- Poppy planting in parts of the Borough over the four year period
- Two commemorative paving stones to be received in the Borough for the two Victoria Cross residents from WW1, Todger Jones, Runcorn, 1916 and Thomas Mottershead, Widnes, 1917.
- School meals from the WW1 era
- Remembrance Sunday & Civic Services
- Themed Vintage Rally

A co-ordinated programme is being developed and will be shared in the coming months.

8.0 IMPLICATIONS FOR THE COUNCIL’S PRIORITIES

8.1 Children & Young People in Halton

Ensuring the school admissions process allocates the appropriate priority for serving families and additional support for special needs children in armed forces families is provided in a reasonable timescale.

8.2 Employment, Learning & Skills in Halton

Approximately 5000 early service leavers depart the forces each year with 61% being employed at six months following discharge. Over a third of service leavers are unemployed and require additional support when entering the job market.

8.3 A Healthy Halton

Priority for the health & wellbeing of armed forces and veterans is present in health services in Halton. Traditionally, access to mental health support has been low across the forces however a bespoke service “Live At Ease” has been commissioned to provide additional services to clients and is available to Halton residents.

8.4 A Safer Halton

Some service leavers and veterans find it difficult to adjust to civilian life and become involved in the criminal justice system. Additional support from custody staff and the probation service are pledges identified in the Community Covenant.

8.5 Halton’s Urban Renewal

None identified.

9.0 RISK ANALYSIS

9.1 The covenant is a voluntary statement of pledges to support armed forces personnel, veterans & their families at this stage however, there are indications this will become a statutory requirement in the near future. As the makeup of the armed forces changes from heavy reliance on full-time serving officers to reservists there will be greater impact on regular communities and proactively considering their needs and priorities will enable us to plan effectively.

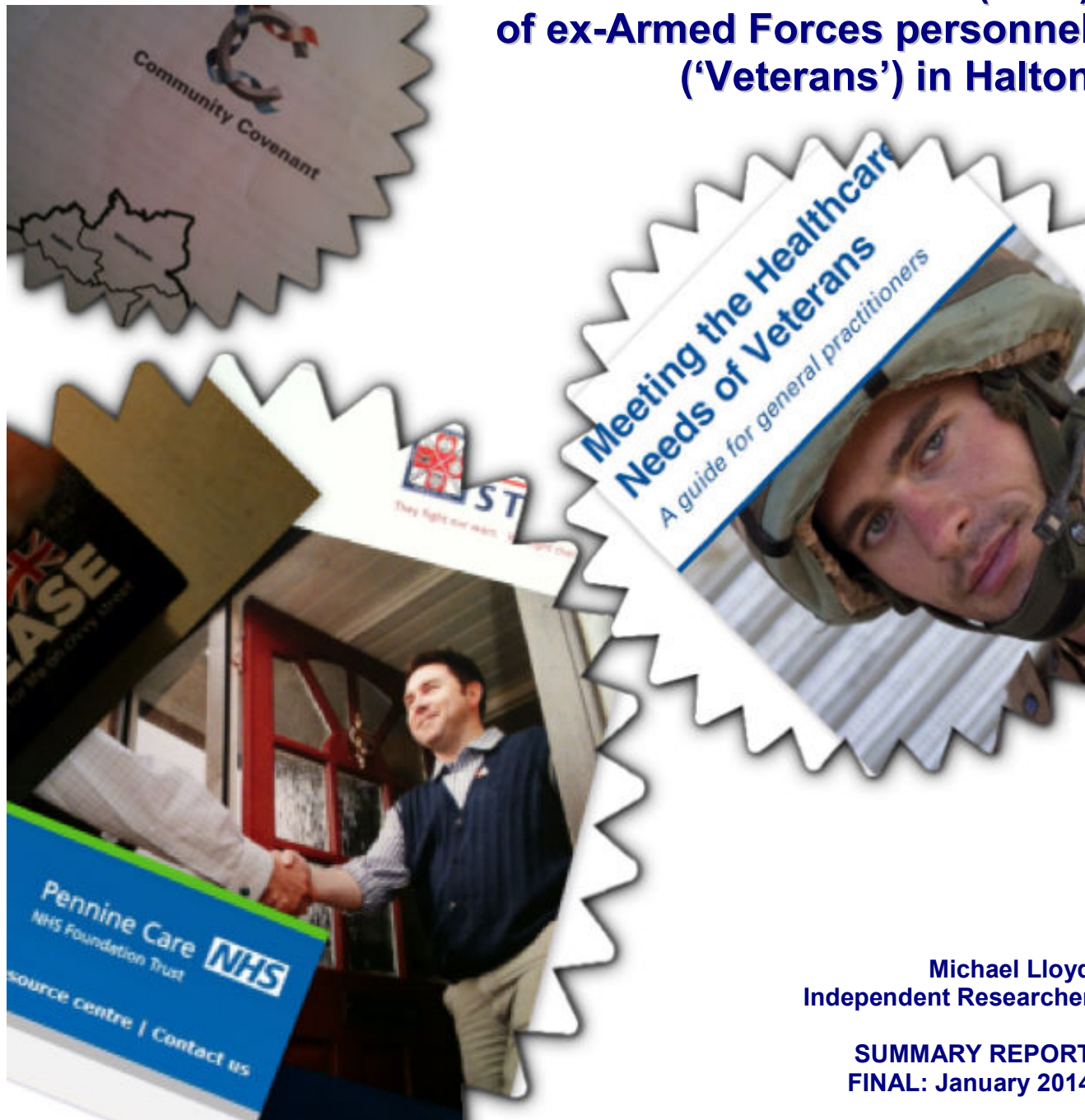
10.0 EQUALITY AND DIVERSITY ISSUES

10.1 It is incumbent on the authority to ensure Armed Forces Families and Veterans are not disadvantaged and appropriate priorities are awarded in accessing services.

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

None under the meaning of the Act.

Health needs assessment (HNA) of ex-Armed Forces personnel (‘Veterans’) in Halton



Michael Lloyd
Independent Researcher

SUMMARY REPORT
FINAL: January 2014

*Commissioned by
NHS Halton Clinical Commissioning Group (CCG)*

CONTEXT & APPROACH**Background**

A 'rapid appraisal' of ex-Armed Forces personnel ('Veterans'¹) health needs in Halton was commissioned in September 2013 by Halton Clinical Commissioning Group (CCG), to inform local commissioning intentions for 2014/15 and raise the profile of Veteran health needs locally.

A Veteran is "someone who has served in the Armed Forces for at least one day. There are around 4.5m Veterans in the UK"². These men or women, who served as a 'Regular' or 'Reserve', can have quite different healthcare needs compared to the average citizen, due to their military service.

There has been a renewed interest in the duty of care the UK owes its Veterans, triggered partly by recent media coverage of conflicts in Iraq and Afghanistan. The local 'Community Covenant'³ for Cheshire has shone a spotlight on local Veterans as a group who may have specific health needs. However there is very little local information relating to the health requirements of Veterans relevant to Halton service commissioning that is easily accessible.

In terms of policy drivers for change over the last five years, it is worth briefly highlighting two key documents. A cross-Government Command Paper⁴ was produced in 2008 that sought an end to any disadvantage faced by armed service personnel as a result of moving around the country and the world, and to provide better support and recognition for those wounded serving their country. This led to the development of the 2011 Military Covenant⁵. Regarding healthcare for Veterans, the wording of the Military Covenant is clear: "Veterans receive their healthcare from the NHS, and should receive priority treatment where it relates to a condition which results from their service in the Armed Forces, subject to clinical need. Those injured in Service, whether physically or mentally, should be cared for in a way which reflects the Nation's moral obligation to them, whilst respecting the individual's wishes. For those with concerns about their mental health, where symptoms may not present for some time after leaving Service, they should be able to access services with health professionals who have an understanding of Armed Forces culture".

The evidence-base on the health needs of Veterans in the UK has grown substantially in recent years. For example, Kings College London's (KCL) specialist research centre, Kings Centre for Military Health Research (KCMHR), have published over 80 reports⁶ on military health (including Veteran health) since 2010. Mental health has been the focus for a considerable number of studies. In 2011, exploring the mental health needs of the Armed Forces deployed to Iraq and Afghanistan, the KCL study team found Veterans who did report mental health issues tended to be those who had not served for many years and often left early. Most recently, a report by pressure group Forces Watch titled 'The Last Ambush? Aspects of mental health in the British armed forces'⁷ made national media headlines in October 2013 by asserting that the youngest and

"Veterans may have health and helpseeking behaviours that are influenced by their experience in the Armed Forces. Consultation rates while serving are about twice the non-military average, partly due to a greater rate of musculoskeletal injuries and partly because in the Armed Forces they are not able to self-certify sick leave."

'Meeting the Healthcare Needs of Veterans: A Guide for General Practitioners', RCGP, 2010

¹ The term 'Veterans' is used throughout this report for brevity, referring to 'ex-Armed Forces personnel' – whilst acknowledging that many ex-service personnel, especially younger people, do not associate themselves with the term Veteran.

² Access here: <http://www.nhs.uk/NHSEngland/Militaryhealthcare/Veteranshealthcare/Pages/Veterans.aspx>

³ A voluntary statement of mutual support between a civilian community and its local Armed Forces Community, defined as Serving personnel, Veterans, and their families.

⁴ Access here: <https://www.gov.uk/government/publications/the-nation-s-commitment-cross-government-support-to-our-armed-forces-their-families-and-veterans--2>

⁵ Access here: <https://www.gov.uk/the-armed-forces-covenant>

⁶ Access here: <http://www.kcl.ac.uk/kcmhr/pubdb/>

⁷ Access here: http://www.forceswatch.net/sites/default/files/The_Last_Ambush_web.pdf

least educated of the Armed Forces are disproportionately vulnerable to post-traumatic stress disorder, with resistance to trauma increasing with age and level of education. Literature on the health needs of Veterans is summarised in the Full Report.

Most Veterans make the transition to civilian life without difficulty. When they leave service, the healthcare needs of Veterans are the responsibility of the NHS (and have been since 1948). For the great majority, this works well. However a significant minority struggle and have needs that differ from the general population, such as co-morbid or complicating conditions. Some may benefit from additional support to access services and make the transition as smooth as possible. Understanding the constituent parts of the Veteran community in Halton, defining their individual and specific needs, is critical for health and community service commissioners. For example, with further cuts in Ministry of Defence budgets likely as the austerity measures extend into 2018/19, and increasing reliance on a Reserve force that research suggests is more vulnerable to mental health problems⁸, the potential rise in mental health needs among the future Veteran population is a distinct possibility in areas with large numbers of Reservists.

A myriad of support options for Veterans in Halton



Locally in Halton there are a myriad of third sector and not-for-profit support groups that have been established in the last few years, alongside more established national and regional 'brands' such as the Royal British Legion and Combat Stress, which deliver Veteran-specific care and support to the 'Veteran community'. This has created a plethora of different approaches, interventions, philosophies and procedures – many of which impact on how a Veteran is able to seek advice and solutions to problems relating to health, wellbeing or wider determinants of health (such as poor housing). A diverse range of support options reflects the diverse range of people who are in the Veteran community (for example, needs vary according to age, gender, socio-economic classification, rank, combat history, etc) and can be seen as a positive feature – as long as the overarching service 'offer' in Halton is co-ordinated and clearly understood.

⁸ Access abstract of Harvey et al (2012) here: <http://www.ncbi.nlm.nih.gov/pubmed/23186749>
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Approach and report structure

Primarily a qualitative assessment of need – gathering perceptions and feedback from strategic stakeholders and service users, and linking in localised secondary statistics

A rapid appraisal approach was applied for this work, to deliver this health needs assessment (HNA) in the two month timescale. A participative, primarily qualitative method was adopted to yield an initial overview of this particular cohort and the specific health needs of Halton Veterans – focusing principally on perceptions of need and qualitative feedback. Key activities in this process were:

- Semi-structured interviews with staff, key stakeholders and personnel who work with Veterans across Halton.
- Recruitment of Veterans via a press release in the Halton media and local websites (including Halton Healthwatch⁹ and CCG web-pages¹⁰), together with direct requests for service user ‘volunteers’ from support groups.
- One-to-one interviews with Veterans, to make comparison and triangulate the issues identified by other stakeholders and literature reviews.
- A secondary data collection exercise, requesting statistics from agencies relating to the population being studied.

Interviews with local service users (Veterans) and ‘strategic’ stakeholders were conducted, with perceptions of local health needs gathered from:

- **Ten strategic stakeholder interviews**, including representatives from local and regional support groups (including Runcorn Veterans Association, Sanctuary for Veterans, Halton Royal British Legion and Live At Ease), the 75 Engineer Regiment, the Council and a local general practitioner (GP).
- **Six interviews with Veterans** who are resident in Halton, including two ex-Reservists. Whilst all interviewees were male and white British, they were of a variety of ages and they served across many different decades of conflict – with service history ranging between three and 32 years. The two most elderly Veterans served in the 1950’s/60’s (interestingly, including one of less than 3000 surviving Veterans of nuclear tests conducted in the South Pacific), whilst the two youngest had experienced a period of intense combat in Iraq. All apart from one served in the Army (one was Navy).

Questions asked in interview covered the following themes:

- Local service provision relating to veterans health and any recent service changes.
- When/how/why veterans seek help.
- Use of health care and whether provision meets need.
- Quality of services.
- Health care prior to becoming a civilian and transition.
- Other health service improvement ideas.

Three reports have been produced:

- an eight side **Summary Report**, which provides context, an outline of the approach and spotlights the main recommendations that fall out from the findings of the study.
- a **Full Report**, split into three main chapters. Following on from the context and approach (Chapter 1), a literature review of health needs of Veterans is summarised (Chapter 2), prior to the presentation of local findings from the needs assessment and overview of service provision (Chapter 3).
- a supporting **Appendices**, that includes more detail on the stakeholders, outline interview results and the ‘proforma’ questionnaire templates / research resources used in the fieldwork.

⁹ Access here: <http://www.healthwatchhalton.co.uk/about-us/9-news/112-call-for-military-veterans-to-take-part-in-a-health-needs-assessment>

¹⁰ Access here: http://www.haltonccg.nhs.uk/news-and-events/Call_for_Military_Veterans.aspx
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KEY FINDINGS & RECOMMENDATIONS

The remaining pages in this section of the report outline recommendations for action together with supporting narrative around key findings that have emerged from the Halton health needs assessment of Veterans conducted in Autumn 2013.

Key Findings	Halton-specific Recommendations
<p>H1. Defining the size of the local Veteran community</p> <ul style="list-style-type: none"> ➤ There is a dearth of locally-relevant official statistics. In the absence of a single reliable dataset, the main source of regional and sub-regional estimates remains the 2007 estimates published in an NHS Wirral report in October 2011 (and refreshed in January 2014), that reveal: <ul style="list-style-type: none"> ○ around 200,000 Veterans are aged under 65 in the North West; ○ 3,406 Veterans are estimated to be aged under 65 in Halton (6,412 Veterans of all ages are Halton residents). ➤ To fill the void, local support agencies and charities have generated their own estimates of Veterans (and the wider population that includes family members of Veterans, in some cases), by extrapolating or apportioning often dated statistics. The result is a confusing mass of unofficial estimates. ➤ In tandem with putting pressure on the Defense Analytical Services Agency (DASA) to release local authority level statistics, commissioners should consider the merits of procuring a local population model, asking Experian and other similar consultancies to scope and cost for the provision of Veteran population estimates that use a robust methodology and can withstand external scrutiny. A Cheshire-wide approach might generate procurement cost savings, if County-wide demand exists for this type of population data. 	<p><i>H1.1 Scope and request external costs for robust estimates of local Veteran populations (and families) – if possible in consortia with other Cheshire/Merseyside areas.</i></p>
<p>H2. Service use and needs - recording of Veteran status on systems</p> <ul style="list-style-type: none"> ➤ As mentioned previously, not being able to accurately gauge the scale of the population is one hindrance to any commissioning plans – another is the ability to track service use. Where systems are already in place to record Veteran status (for example, the efforts already put in to use 'Read Codes' in GP surgeries, and the recording of Veteran status by Cheshire Probation Trust (CPT) staff when dealing with offenders), a renewed impetus is needed to encourage recording, so as to: <ul style="list-style-type: none"> ○ Keep consistent record of the numbers, to inform future strategic and resource decisions. ○ To support the signposting of Veterans to the ex-service community agencies, charities and specific health referral options, like Military Veterans Service Improving Access to Psychological Therapies (MV IAPT). ➤ Of course, an important consideration is how to make the recording process more effective and gain buy-in from those recording? Explaining why Veterans should be treated as a 'special group' is an important message to get right – with strategic stakeholder interviews revealing a general confusion and scepticism about this perceived preferential treatment. 	<p><i>H2.1 Ensure that regular service-use monitoring statistics from partner agencies are fed back to commissioners – for example, statistics on the use of the GP Read Code "History Relating to Military Service: Xa8Da"</i></p>

<ul style="list-style-type: none"> ➤ It should be noted that the use of recording systems, including Read Codes, is limited not only by awareness of the existence of the system and use by staff, but critically by the willingness of Veterans to identify themselves as such. When asked if they disclose their service history to GPs and other health professionals, several Veterans said they did not want to be seen as ‘jumping the queue’ or different. ➤ Registering leavers directly with primary care providers was suggested by a handful of strategic stakeholders. However, the Veteran interviewees revealed that GP registration didn’t appear a problem (albeit with the usual caveat that it was a very small group interviewed), so there is not enough evidence to warrant this as a recommendation. 	<p><i>H2.2 Working with the Cheshire Community Covenant leads, support GPs in identifying Veterans (and their families), including delivery of awareness raising sessions at Protected Learning Times.</i></p>
<p>H3. Community Covenant - further awareness-raising and promotion of the benefits locally</p> <ul style="list-style-type: none"> ➤ Strategic stakeholders interviewed were aware of the local Community Covenant, but many were critical of how widely publicised the benefits were being broadcast across Halton, and most think more needs to be done. Veterans interviewed hadn’t heard of the Covenant or were aware of its implications. ➤ In particular, in 2014 the Covenant ‘message’ needs to be passed to Veterans in new and creative ways, to highlight the benefits of disclosure of their service history to agencies when health conditions may be related to their military service. Families have a critical role to play – wives and partners of Veterans were referred to in several interviews as being key success factors in linking health services to Veteran needs, overcoming a common reticence to seek attention. Marketing and communication messages have to be targeted at the families as well as Veterans. ➤ The Community Covenant has funds attached to it – in the form of the £30 million Community Covenant Grant scheme, which is assigned by a regional bid review team and allocates sums from £100 to £250,000. Local third sector and not-for-profit support groups, in particular, need further guidance on how to navigate the bidding process. It is recommended that the equivalent of an Invitation To Tender ‘Bidders Day’ is held, when successful and unsuccessful bidders could be asked to share their experiences, and practical advice distributed on how best to access funds. 	<p><i>H3.1 Work with the Armed Forces to explore possible ways to further integrate the Community Covenant benefits into Service Leavers Packs in 2014</i></p> <p><i>H3.2 Review Community Covenant marketing and communications, and test the message with both Veterans and families.</i></p> <p><i>H3.3 Host a Community Covenant Grant ‘bidders day’, that tackles the barriers and difficulties in accessing funds, tapping into the experiences of Halton agencies who have successfully and unsuccessfully bid to date.</i></p>
<p>H4. Mental health</p> <ul style="list-style-type: none"> ➤ Only a minority of Veterans experience mental health and social problems, yet these Veterans constitute an important minority. And there are particularly vulnerable groups. For example, a growing research base identifies young infantrymen as being particularly at risk to mental health problems. This may relate to both pre-service vulnerability as well as exposure to high levels of direct combat. In addition, the mental health effects of warfare can be delayed, sometimes for many years (for example, delayed-onset post-traumatic stress disorder PTSD), contributing to the higher prevalence figures for veterans returning to civilian life. ➤ Access to appropriate mental health services is important. Some Veterans interviewed were reluctant to talk about mental health issues and reticent to access care. Comparative research 	

suggests that this hesitancy appears more pronounced among those with a service background than the general public. Nationally, the Service Personnel and Veterans Agency (SPVA) as well as ex-service agencies and charities including Combat Stress, the Royal British Legion and the Sailors Soldiers and Airmen and Families Association (SSAFA), are trained to signpost to relevant health services. Local and regional agencies (like Sanctuary For Veterans, Runcorn Veterans Association and Live At Ease) also support Veterans in finding adequate care options, however each may have their own approach and philosophy – particularly towards mental health problems. The approach of smaller ex-service agencies is sometimes governed by their own members service experiences rather than specialist expertise or medical training.

- The present mix of support options available to local Veterans with mental health problems appears to meet a diverse range of needs, with the combination of clinical expertise via MV IAPT and more general ‘wrap-around’ support through Live At Ease being a popular and tested combination. Commissioners should ensure that post-2014 IAPT services, for example, are effective for veterans from a range of circumstances.
- Finally, the mental health of Reservists and early leavers, in particular, need to be explored more fully. Research suggests Reservists are particularly at risk of mental illness, as many return to normal life without the support structures in place at a base and without the peer support of others who have gone through the same experience. An interview with a Halton Veteran diagnosed with PTSD highlights the often unique pressures that Reservists are under – in this particular case, trauma experienced on a back-to-back tour of Iraq was exacerbated on return to the UK when difficulties accessing specialist support outside of the North West were pivotal in him ‘falling through the cracks’ in terms of the support offered by the Army. The ‘pathway’ via Live At Ease and referral to MV IAPT is an important support mechanism for him.

H4.1 Local commissioners should work closely with organisations such as MV IAPT to ensure that emerging needs of Halton Veterans are included in designing services in 2014/15, as localised evidence emerges in coming months.

H4.2 Further assessment of the specific needs of sub-groups of Veterans, including Reservists, is required in 2014

H5. Veteran health and helpseeking behaviours – including alcohol misuse

- Health behaviours are often influenced by a Veterans experience in the Forces. For example, alcohol misuse was cited in interviews with the majority of Veterans as being a common way to relieve stress - a key ingredient for group bonding during social events, with binge drinking playing a part in many Veterans ‘decompression’ following a period of deployment. Add in the relative cheapness of alcohol when serving abroad, and alcohol misuse is an important element in Veteran health checks.
- Similarly, helpseeking behaviours can be linked back to how Veterans were accustomed to interact with health services when in the Armed Forces. Interviewees were asked when and why they would seek help, and the majority believed they were quite open when it came to talking about and seeking help for health concerns. However several remarked on being most comfortable when they were receiving medical attention from someone with an experience of the services or at the very least someone who “could speak their language”. Research suggests many Veterans prefer to see clinicians with an understanding of and sensitivity towards military life and culture.

H5.1 With the help of the local Veteran support groups, target an alcohol awareness campaign at Veterans, testing the effectiveness of the message with a range of age groups.

H5.2 Ensure training in veteran-sensitive practice is available to health professionals, to ensure practitioners in both Runcorn and Widnes have knowledge of working with Veterans and their needs.

<p>H6. Veterans in the criminal justice system</p> <ul style="list-style-type: none"> ➤ Referrals of Veterans from the three Cheshire custody suites via Live At Ease (and, in turn, onto local service charities and groups, or regional expertise such as MV IAPT) became fully active at the start of October 2013. At the time of writing 13 referrals of Halton residents who are ex-Armed Forces have been made since then, and two of those were interviewed for this project. ➤ The present mix of health ‘pathway’ options available to the local Veteran offender cohort appears to meet a diverse range of needs – i.e. specialist health referral pathways where needed (for example, clinical support via MV IAPT) together with more general ‘wrap-around’ options for the wider determinants of health (for example provided by agencies like Live At Ease). 	<p><i>H6.1 Whilst involving relatively small numbers, the innovative referral system from the custody suites (including Runcorn), initiated and maintained by Live At Ease, should be extended if possible into 2014, to ensure an early intervention stage is not lost for this cohort.</i></p>
<p>H7. Diversity – increase understanding to target commissioning effectively</p> <ul style="list-style-type: none"> ➤ The make up of the Veteran community is complex and heterogeneous. Unfortunately the depth interviews in this study only provided insight into the needs of male, white British Veterans. This was not the outcome of any selection bias – most interviewees came forward after a press release. Future exercises need to include a more diverse range of interviewees – to reflect, for example, specific gender-related health issues. ➤ Segmenting the diverse Veteran community, to adequately target health promotion and interventions, is recommended. The term ‘Veteran’ relates to all ex-military servicemen and women, 60 per cent of whom are aged over 65 years old - largely explained by the high number conscripted during World War Two and National Service. Accounting for such a high proportion of that generation, elderly Veterans can hardly be described as having distinctive health needs. Future health needs assessments should focus on more recent veterans - the group with the most distinctive needs, and where interventions and alterations to services are most likely to have a beneficial impact on long-term health outcomes. 	<p><i>H7.1 Future needs assessments need to include a more diverse range of interviewees – to reflect, for example, gender issues.</i></p> <p><i>H7.2 Future research should focus on more recent veterans - the group with the most distinctive needs, and where interventions are most likely to have a beneficial impact on long-term health outcomes.</i></p>
<p>H8. Clarifying the ‘support offer’ from support groups</p> <ul style="list-style-type: none"> ➤ Locally, there are a myriad of third sector and not-for-profit support groups, theoretically accessible to all Halton Veterans seeking advice and ultimately solutions to problems relating to health, wellbeing or wider determinants of health (such as poor housing). However a clearer ‘offer’ from each is required to highlight specialisms and areas of strength, particularly relating to health issues, to aid more effective signposting / referral. ➤ Whether these community support structures can present a coordinated network of options to meet the health and wellbeing needs of Veterans is questionable – at present there is a rather disjointed system of support available, with duplication in places. Without effective signposting to expert advice and services, there is a danger that some support groups will try to extend beyond their expertise ‘comfort zone’. One interviewee, for example, alarmingly stated “<i>if someone comes to me and says they have PTSD I just say ‘you’ve not got PTSD – don’t be daft’ and we move them onto other things</i>”. 	<p><i>H8.1 If resource allows, map out the specialisms and areas of strength in the local Veteran support groups and networks, and broadcast the findings.</i></p>

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 25 June 2014

REPORTING OFFICER: Strategic Director – Policy and Resources

PORTFOLIO: Physical Environment

SUBJECT: Housing and Employment Land Development in the year to April 2014.

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

1.1 This report provides a summary on the results of the annual housing and employment land monitoring surveys undertaken by the Planning & Transport Strategy Section.

2.0 RECOMMENDATION: That the content of the report is noted.

3.0 SUPPORTING INFORMATION

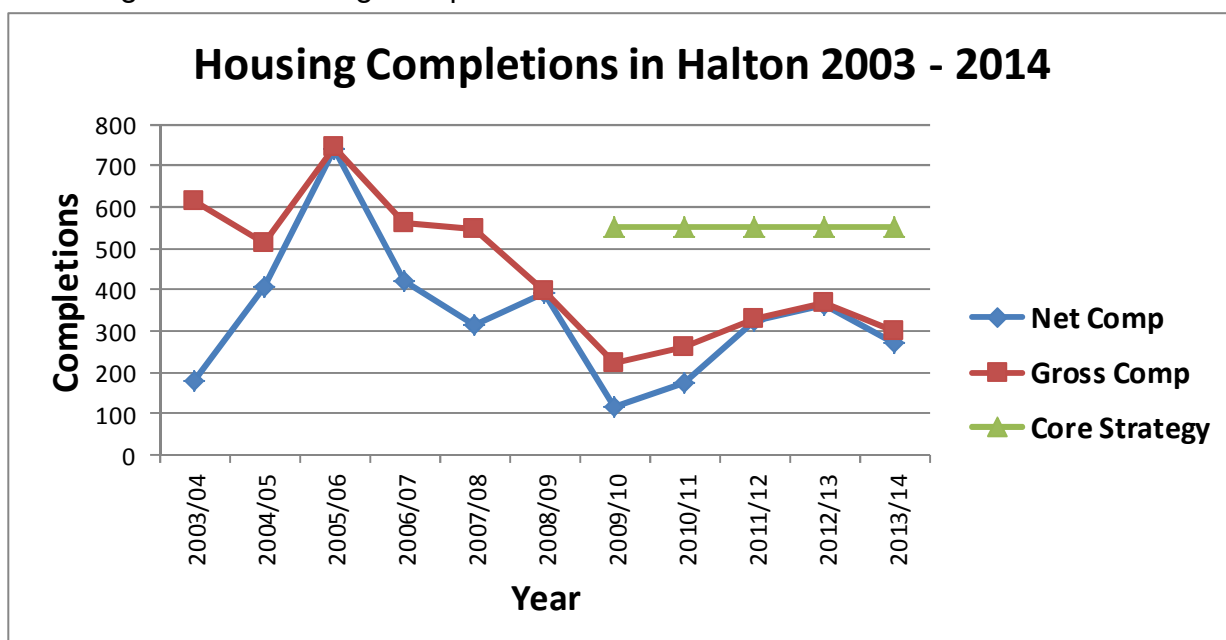
Background

- 3.1 In line with national guidance, the Halton Local Plan sets out policy targets for the delivery of additional housing and the provision of land for employment development.
- 3.2 The plan seeks to facilitate the delivery of 552 dwellings (net gain) per annum (p.a.) and an average of 14 Ha. of employment development land.
- 3.3 The housing policy figure represents a continuation of the previous (now deleted) Regional Spatial Strategy figure of 500 p.a. (9,000 units over the period 2010 to 2018) plus 930 units 'backlog' that existed at the time of the Core Strategy Examination. Government advice is that housing figures represent minimum targets.
- 3.4 The employment land policy figure of 14 Ha. is based on a continuation of the long term take-up rate of employment land by businesses between 1992 to 2010 plus an allowance of 20% to ensure a choice in range of sites (size/type) to the end of the Core Strategy plan period (to 2028). Unlike housing, where the policy represents an annual development target, the employment figure is a target for the supply of land rather than 'take-up' of that land.

Housing

- 3.5 In the year to April 2014, there were 301 housing completions in Halton with 31 losses/demolitions giving a net dwelling gain for the year of 270 units. Of these, 47 units were in the Naughton Fields Extra Care Scheme off Liverpool Road, Ditton, one of six sites that delivered all of their units within a single year. Two large sites at Upton Rock and Derby Road (Eternit) were completed and there were four sites continuing under construction yielding 139 units this year, with 187 remaining to be completed in future years.
- 3.6 Of the 301 completions (gross), 87%, some 263 units (232 net) were in Widnes with 13%, totalling 38 completions (38 net), being in Runcorn.
- 3.7 49% of completions were on brownfield sites, the lowest proportion since 2005/06, with 70% being at less than the Core Strategy policy target of 30 dwellings per hectare due to greenfield sites in north Widnes currently delivering the majority of units which comprise large detached dwellings (as opposed to smaller dwelling types). For example, Redrow's Lancaster Place development is approximately 15 dwellings per hectare.
- 3.8 Figure 1 shows that the 301 gross completions in Halton (2013/14) represents a modest fall from the previous year which saw 365 gross / 362 net, and is significantly behind the rates achieved before the recent economic upheavals and market collapse.

Figure 1. – Housing Completions in Halton 2003-2014



- 3.9 There were 201 units under construction, 88 in Runcorn (11 sites) and 113 in Widnes (12 sites).
- 3.10 Site locations are shown on the maps appended to this report.

- 3.11 Permissions were granted for a total of 795 units (787 net) in 2013/14, the highest level for a single year since 2007/08, hopefully indicating that developer confidence is returning and that large sites, most notably in east Runcorn, are coming on stream and should start yielding units in the coming year.

Employment

- 3.12 Employment land monitoring recorded the take up of 3.53 Ha of employment land with 2.03 Ha being taken up in Runcorn and 1.5 Ha in Widnes. Development includes 1,951 sqm (21,000 sq.ft) B1a Office, 3,658 sqm (39,374 sq.ft) B2 General Industrial and 6,015 sqm (64,745 sq.ft) B8 warehousing.
- 3.13 Whilst this represents an increase on the previous year (from 0.92 Ha to 3.53 Ha.) it is significantly behind the prevailing long term average of 14.47 Ha. Figure 2 shows comparative figures for each year since April 1996, whilst Figure 3 provides a breakdown of the category of employment use developed.
- 3.14 The Employment Land Availability Register (reproduced in the Employment Land Availability Monitoring Report) shows over 175 Ha of land available for employment development.

Figure 2: Employment Land 'Take-Up' 1996/97 to 2013/14.

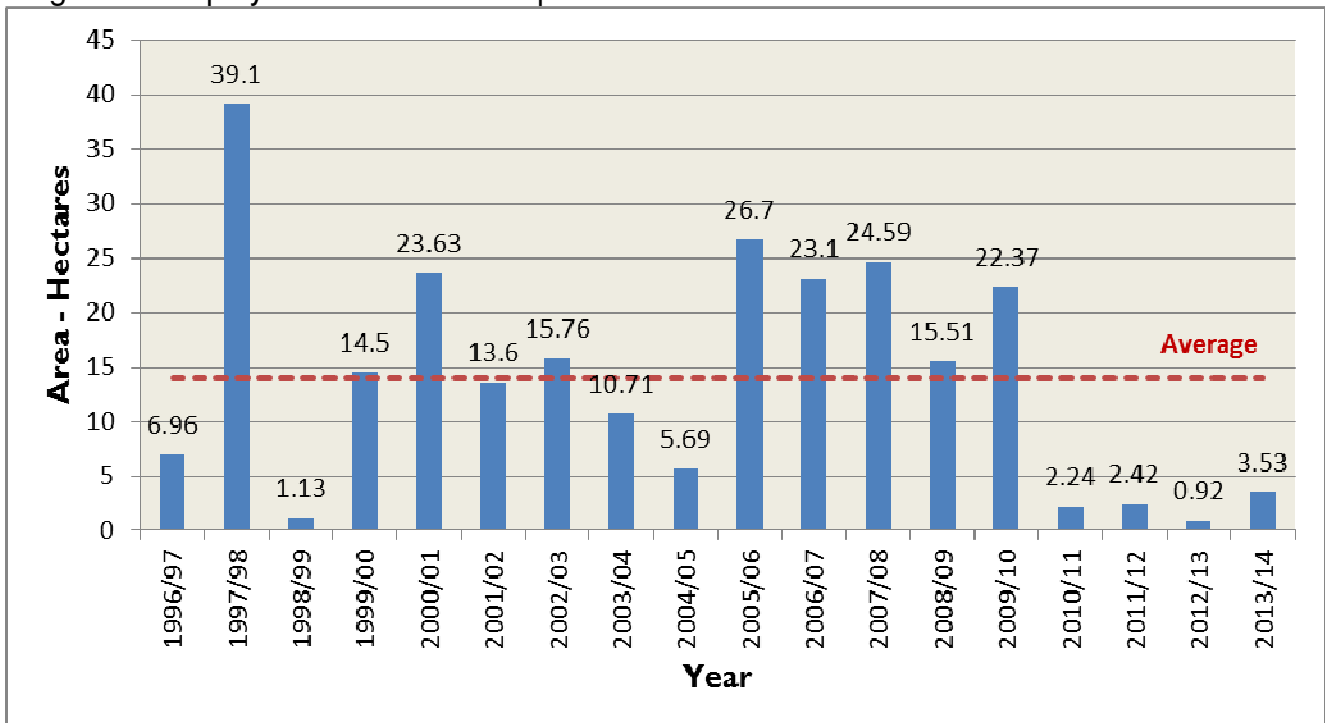
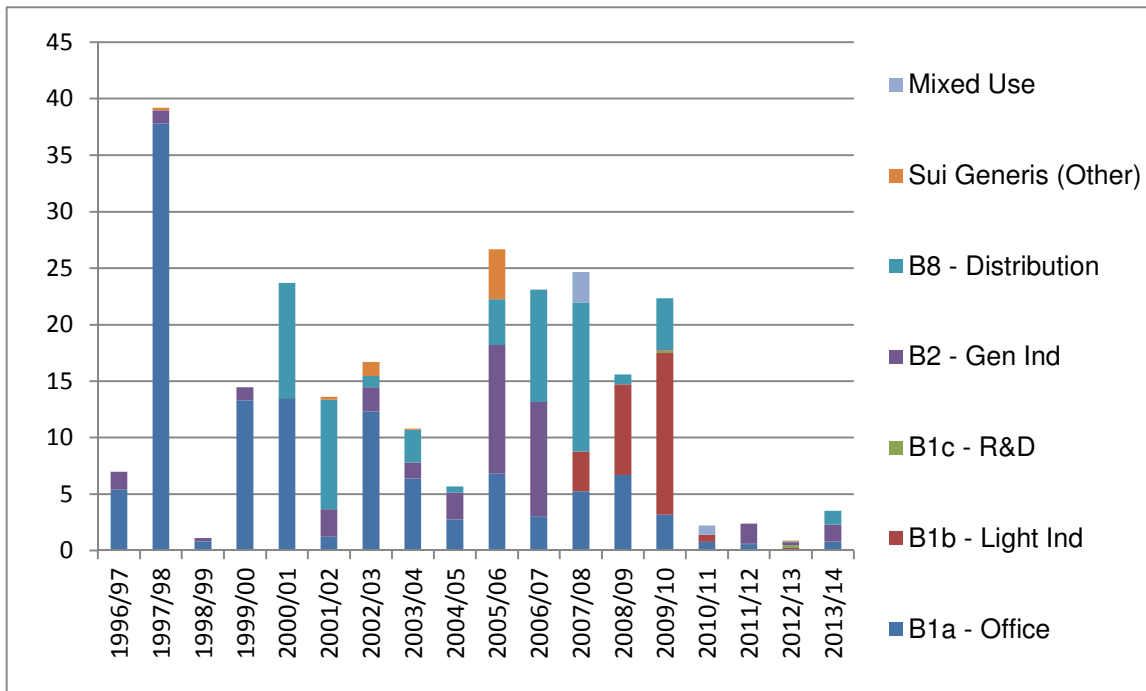


Figure 3: Employment Land 'Take-Up' by Employment Use Class.



4.0 POLICY IMPLICATIONS

4.1 National guidance requires that Halton set and monitor performance against housing delivery and employment development land policy targets. The National Planning Policy Framework introduces the requirement to demonstrate a 5 year supply of housing, of which the Housing Land Availability monitoring is a part, with the presumption in favour of sustainable development overriding local policy (excluding Green Belt) where this 5 year supply cannot be demonstrated

There is no specific government sanction for failing to meet employment targets. Indeed the figures above, do not represent a lack of available land but rather the lack of specific development by the private sector.

5.0 OTHER IMPLICATIONS

5.1 None identified

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

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

6.2 Employment, Learning and Skills in Halton

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

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

6.3 A Healthy Halton

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

6.4 A Safer Halton

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

6.5 Halton's Urban Renewal

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

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

7.0 RISK ANALYSIS

7.1 None identified. Annual monitoring of development completions has been systematically undertaken for a number of years in accordance with government requirements or guidance. This provides a valuable time series

of robust information that is used to inform planning policy and development management decisions.

8.0 EQUALITY AND DIVERSITY ISSUES

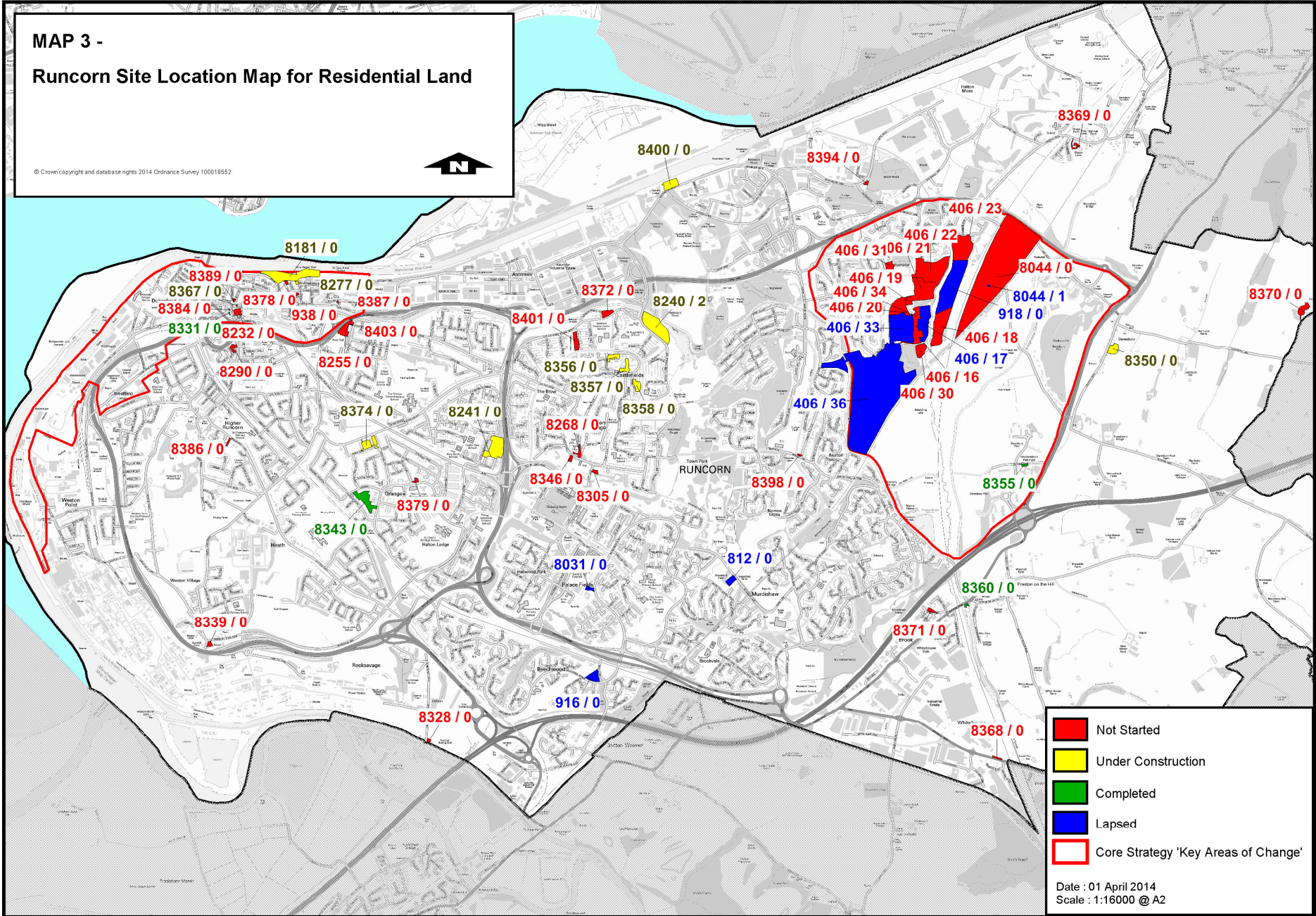
8.1 None identified.

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

Document	Place of Inspection	Contact Officer
Housing Land Position Statement 2014	Planning & Transport Strategy, Municipal Building	Ken Bowen
Employment Land Position Statement 2014	Planning & Transport Strategy, Municipal Building	Ken Bowen

**MAP 3 -
Runcorn Site Location Map for Residential Land**

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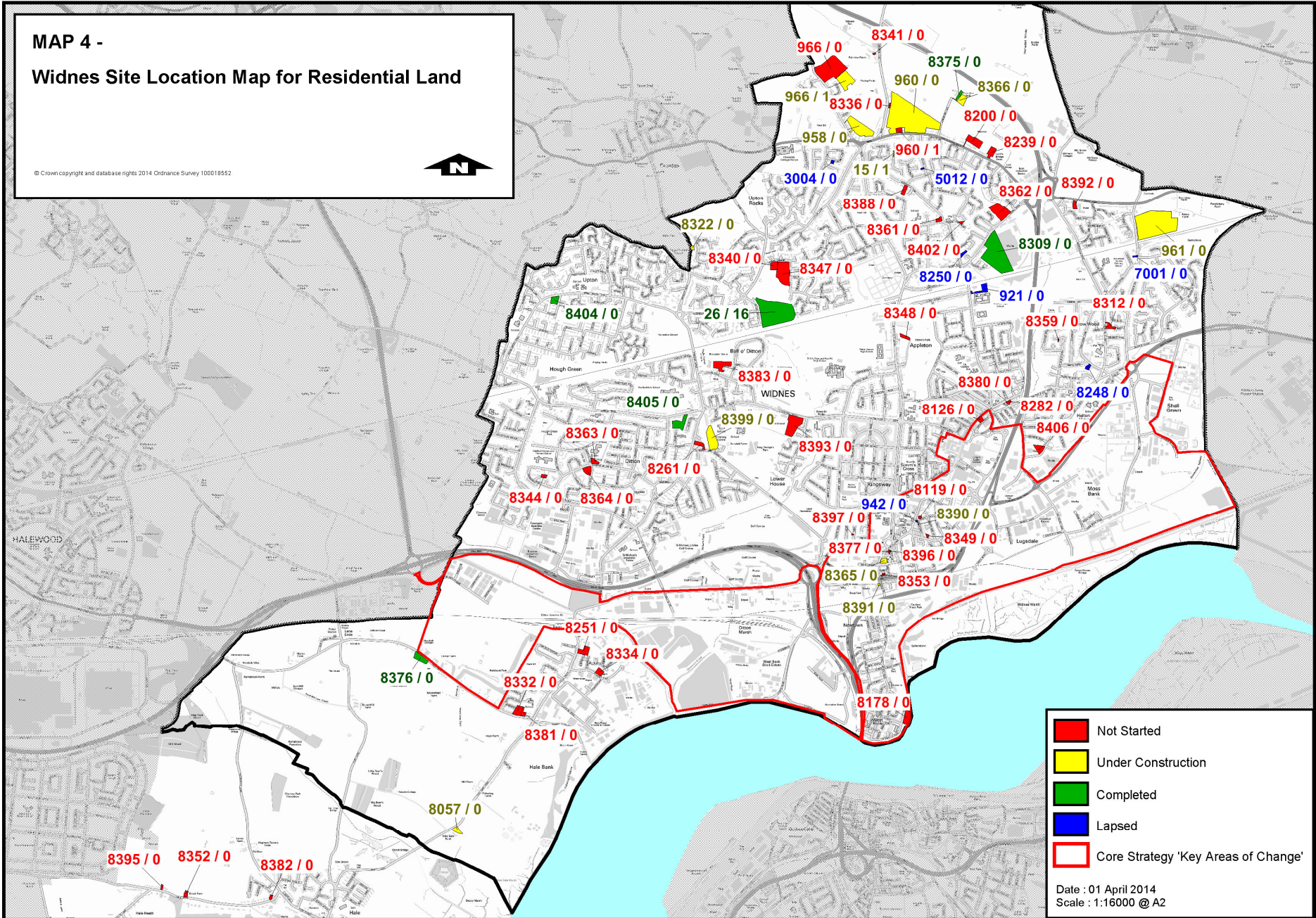
■	Not Started
■	Under Construction
■	Completed
■	Lapsed
	Core Strategy 'Key Areas of Change'

Date : 01 April 2014
Scale : 1:16000 @ A2

MAP 4 -

Widnes Site Location Map for Residential Land

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Legend

- Not Started
- Under Construction
- Completed
- Lapsed
- Core Strategy 'Key Areas of Change'

Date : 01 April 2014
Scale : 1:16000 @ A2

REPORT: Environment and Urban Renewal Policy and Performance Board

DATE: 25 June 2014

REPORTING OFFICER: Strategic Director, Policy & Resources

SUBJECT: Policy & Performance Board Work Programme 2014/2015

WARDS: Boroughwide

1.0 PURPOSE OF REPORT

1.1 To consider possible topics for scrutiny as part of the 2014/15 work programme.

2.0 RECOMMENDED THAT:

- (1) Members of the Policy and Performance Board indicate target topic areas for potential scrutiny in 2014- 2015;**
- (2) Details of topic briefs be agreed by the Chair and Vice Chair of the PPB in conjunction with the Lead Officer for the Board; and**
- (3) Members confirm their support for the continuation of the Waste Management Working Party, with nominations to sit on it being invited.**

3.0 SUPPORTING INFORMATION

- 3.1 Each year the PPB has the opportunity to identify topics or work areas that it would like to scrutinise in detail as part of its work programme for the year.
- 3.2. Good practice, based on experience, suggests that 1 or 2 Topics are manageable, however the choice lies with the Board depending on its priorities and commitments. The process for scrutiny is that, following their adoption by this Board, the topics selected are worked up as detailed topic briefs and agreed with the Chair and Vice-Chair of the PPB in conjunction with the Lead Officer for this Board.
- 3.3 In considering which are good topics to include in the work programme Members will need to keep in mind the Overview and Scrutiny Guide/Toolkit. Guidance on Topic Selection is attached as an aide-memoire. In particular, the Board's attention is drawn to paragraphs 12, 13 and 14 which relate to added value, capacity and resources.
- 3.4 It should be remembered that much of the work of this PPB will be cross-cutting and will impact on or be of relevance to other PPBs.

3.5 It should also be noted that Performance Monitoring of the Reporting Departments (Policy, Planning & Transportation; Economy, Enterprise and Property; Prevention and Commissioning Services (Housing Strategy); and Community and Environment), will in any case be received by this PPB.

4.0 2013/14 Work Programme

4.1 At the meeting of this Board on 12th June 2013, due consideration was given to the time and resource commitments of establishing Topic Groups and it was therefore resolved that:

- Members support the continuation of the Waste Management Working Party as its work was likely to be ongoing; and that
- Members endorse the recommendation that the Cemeteries Working Group was no longer required at that time.

4.2 The Waste Management Topic Group did not find it necessary to submit a report to the Board during 2013/14. However, officers from the Waste and Environmental Improvement Division did submit a report to the Board recommending approval of a pilot scheme for the issuing of Fixed Penalty Notices (FPNs) for litter and dog control offences by a private enforcement company on behalf of the Council. The Board endorsed this proposal and it was later approved by the Executive Board. More detail on the scheme is given in the Annual Report being considered elsewhere on this agenda. The lead officer for the Waste Management Topic Group has confirmed that more work remains to be done and it is therefore recommended that Members support the continuation of this Group.

4.3 Members are also asked whether they would like to suggest other suitable areas for scrutiny during 2014/15 and the Board is, in turn, asked to discuss these in the context of existing workloads.

5.0 POLICY IMPLICATIONS

5.1 None at this stage.

6.0 OTHER IMPLICATIONS

6.1 None at this stage.

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

7.1 Children and Young People in Halton

There are none arising from this particular report.

7.2 Employment, Learning and Skills in Halton

There are none arising from this particular report.

7.3 A Healthy Halton

There are none arising from this particular report.

7.4 A Safer Halton

There are none arising from this particular report.

7.5 Halton's Urban Renewal

There are none arising from this particular report.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 There are none arising from this particular report.

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

9.1 There are no background papers within the meaning of the Act.

OVERVIEW AND SCRUTINY WORK PROGRAMME

Topic Selection Checklist

This checklist leads the user through a reasoning process to identify a) why a topic should be explored and b) whether it makes sense to examine it through the overview and scrutiny process. More "yeses" indicate a stronger case for selecting the Topic.

#	CRITERION	Yes/No
Why? Evidence for why a topic should be explored and included in the work programme		
1	Is the Topic directly aligned with and have significant implications for at least 1 of Halton's 5 strategic priorities & related objectives/PIs, and/or a key central government priority?	
2	Does the Topic address an identified need or issue?	
3	Is there a high level of public interest or concern about the Topic e.g. apparent from consultation, complaints or the local press	
4	Has the Topic been identified through performance monitoring e.g. PIs indicating an area of poor performance with scope for improvement?	
5	Has the Topic been raised as an issue requiring further examination through a review, inspection or assessment, or by the auditor?	
6	Is the topic area likely to have a major impact on resources or be significantly affected by financial or other resource problems e.g. a pattern of major overspending or persisting staffing difficulties that could undermine performance?	
7	Has some recent development or change created a need to look at the Topic e.g. new Government guidance/legislation, or new research findings?	
8	Would there be significant risks to the organisation and the community as a result of <u>not</u> examining this topic.	
Whether? Reasons affecting whether it makes sense to examine an identified topic		
9	Scope for impact – is the Topic something the Council can actually influence, directly or via its partners? Can we make a difference?	
10	Outcomes – Are there clear improvement outcomes (not specific answers) in mind from examining the Topic and are they likely to be achievable?	
11	Cost: benefit – are the benefits of working on the Topic likely to outweigh the costs of doing so, making investment of time & effort worthwhile.	
12	Are PPBs the best way to add value in this Topic area? Can they make a distinctive contribution?	
13	Does the organisation have the capacity to progress this Topic? (e.g. is it related to other review or work peaks that would place an unacceptable load on a particular officer or team?)	
14	Can PPBs contribute meaningfully given the time available?	

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	25 June 2014
REPORTING OFFICER:	Strategic Director, Policy & Resources
PORTFOLIO	Transportation
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 – Policy, Planning and Transportation 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.

- 3.4 Historically, this Panel was convened to respond primarily to public consultations relating to traffic calming scheme proposals. However, there has not been a dedicated traffic calming budget now for some years and hence traffic calming schemes have reduced accordingly. It follows that there has not been a need for this Panel to meet for a number of years, including last year, and this trend is expected to continue as the likelihood of capital funding for area-wide highway improvement schemes increasing is small. Whilst there may, therefore, appear to be no need for this Panel to continue, it is still possible that there may be a need for the Panel to come together. It is proposed therefore, that the Panel be maintained with the recognition that it may effectively remain dormant.

4.0 POLICY IMPLICATIONS

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

5.0 OTHER IMPLICATIONS

- 5.1 There are no other implications in relation to this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

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

6.2 Employment, Learning and Skills in Halton

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

6.3 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.

6.4 A Safer Halton

Schemes will often include measures to improve safety of the road user which may impact upon an 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.

6.5 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.

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 & Urban Renewal Policy and Performance Board

DATE: 25 June 2014

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Nominations of Members to the Halton Public Transport Advisory Panel – Municipal Year 2014/15.

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 Advisory Panel for the Municipal Year 2014/15, and to report on the key issues discussed / raised by the Panel when it met during the Municipal Year 2013/14.

2.0 RECOMMENDATION: That

- 1) the Chair of the Environment & 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 Advisory 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 2013/14, 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 Advisory Panel.

3.2 The purpose of the Halton Public Transport Advisory 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 2013/14, is shown in Appendix 1

3.4 The Board is asked to support those nominations proposed by the Chair of the Environment & 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 Advisory 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. These are reported at meetings of the Halton Public Transport Advisory Panel.

6.3 A Healthy Halton

Improving access to health care facilities is acknowledged as a key priority in Halton. Progress on achieving these improvements are reported and discussed at the Halton Public Transport Advisory 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 Advisory 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 2013/14.

Two meetings were held during 2013/14 Municipal Year, as follows:

- Monday 22nd April 2013 at Civic Suite, Runcorn Town Hall
- Wednesday 20th October 2013 at The Board Room, Municipal Building

PTA4 & 38 LOCAL BUS SERVICE CHANGES

The Panel was updated at both meetings on changes to the local bus network during the period leading up to the meeting. This update includes cancellations of services, introduction of new bus services and changes to supported bus services, either timetable changes or requirements to re-tender.

PTA5 & 39 INFRASTRUCTURE UPDATE

The Panel was informed of improvements carried out to public transport infrastructure and information, including:

- The addition and replacement of bus shelters at locations around the borough and procurement exercise for the provision of bus shelters.
- Shelter advertising contract with Clear Channel UK (Adshel) and maintenance/cleaning of HBC shelters.
- Improvements and investment to infrastructure and waiting facilities (cleanliness/seating, etc) including Runcorn High Street Bus Station, Widnes Green Oaks, Halton Lea South major interchanges.
- Details around bus stop upgrades to accessible standards including locations, numbers of stops upgraded and percentage of stops at accessible standard
- Timetable information, detailing information updates, replacement information due to damage/vandalism and changes on the website, etc.

PTA6 & 40 LSTF / BIDS UPDATE

The Panel received progress updates on several bids including:

- Mid-Mersey Local Sustainable Transport Fund (LSTF) including details of bus service introductions and successfulness, marketing activities, travel planning as well as a number of other key developments

- Regional Growth Fund including activities undertaken in conjunction with Sci-Tech Daresbury, primarily purchase of buses to be used on the 200 service
- Local Pinch Point Programme, detailing the bid process, the amount Halton had been allocated and what would be achieved as a result, this being junction improvements around the Daresbury area (M56 Jct 11 and A56) to relieve future congestion due to predicted growth in traffic volumes
- Better Bus Area Fund in conjunction with Liverpool City Region partners which would enable fitting of particulate traps to older vehicles operating through Air Quality Management Areas and attracting of further funding for investment into public transport projects
- Office of Low Emission Vehicles (OLEV) where Halton were part of a successful LCR funding application that provided a dual electric charging point at Runcorn Mainline Station, OLEV provided 75% of the funds with Virgin Trains providing the other 25% match

PTA7 & 41 PASSENGER TRANSPORT SERVICES

The Panel received updates on a range of issues including:

- Contract re-tendering, detailing re-planning of services, the outcome of Logistics Division efficiency review, savings requirements affecting transport services provided on behalf of Children's and Adults
- Replacement passenger vehicles, notifying the panel that six low-floor accessible minibuses had been replaced and seven cars during 2013. These vehicles required replacement due to expiry of the contract hire arrangements
- In-house Fleet Vehicle Advertising, detailing that vehicle advertisements were present on seven minibuses vehicles including Halton CCG (4), Children's Centres (2) and Runcorn Market (1)
- In-house Fleet Vehicle Safety Equipment including installing of TomTom units to all vehicles, fitting of CCTV to all minibuses, fitting of reverse parking sensors to all minibuses, fitting of wheelchair winches to two minibuses and winch kits to all ramp access minibuses, purchase of heavy duty wheelchair restraints for each minibus
- Health related Transport Journeys, detailing transport services and trials undertaken in conjunction with Halton CCG including a hospital discharge transport service as well as numerous ad-hoc transport jobs
- Vehicle and Passenger Booking System, describing the tender process for purchase of a replacement transport system and the financial savings attributed as compared with licensing/support costs of previous system

- Independent Travel Training, including the continued success of travel training, the reported benefits to individuals and the financial savings involved as well as the potential to run 'Train the Trainer' courses.

- Accessible Transport Services, providing an update on door-to-door transport services provided by Halton Community Transport, including passenger numbers using the Dial-A-Ride daytime and evening service.

PTA8 & 42 NEIGHBOURHOOD TRAVEL LINKS

The Panel was presented with a report which informed them of the work carried out by the Neighbourhood Travel Team since the last meeting in March 2012 and included information relating to:

- Cycling (including Cycle to Work Guarantee, Bikeability, Pool Bikes and Wheels for all)

- Job Centre Plus initiatives (including weekly and monthly Halton hopper tickets purchased by JCP and issued to their clients)

- Scooter Commuter (detailing a reduction in usage of the scheme and reporting towards the end of the scheme, including disposal of the scooters)

- Green Travel Plans (detailing sites and locations for which GTP's had been produced and those for whom travel plans had been updated)

- Car Share System (providing information about potential providers of a replacement car scheme database to be used by the Council and beyond)

- Travel surgeries (detailing travel surgeries that had taken place, including those held at Sci-Tech Daresbury promoting usage of sustainable modes of travel)

PTA9 & 43 OTHER UPDATES

The Panel was presented with reports and updates relating to various other transport related matters including:

- The Traffic Commissioner's paper on local bus services which was out to consultation via the Department for Transport

- A Passenger Focus paper titled 'passenger views on value for money on public transport' which was very in-depth and informative

- A Department for Education's statutory guidance on Raising the Participation Age and consequent impacts on school transport

- The Department for Transport's 'Door to Door Strategy' that had been released focussing on improving sustainable transport in a number of ways
- Forthcoming changes to the Bus Service Operator's Grant for tendered bus services whereby future payments would be made by local authorities, payments relating to commercially operated bus services would remain unchanged (administered by DfT).