

REPORT TO: Environment & Urban Renewal
Policy and Performance Board

DATE: 15th June 2011

REPORTING OFFICER: Strategic Director – Policy & Resources

SUBJECT: Sustainable Community Strategy
2010 – 11 Year-end progress report.

WARDS: Borough-wide

1.0 PURPOSE OF REPORT

1.1 To provide information on the progress in achieving targets contained within the Sustainable Community Strategy for Halton.

2.0 RECOMMENDED THAT:

- i. The report is noted
- ii. The Board considers whether it requires any further information concerning the actions taken to achieve the performance targets contained within Halton's 2006 – 11 Sustainable Community Strategy (SCS).

3.0 SUPPORTING INFORMATION

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

3.2 The current 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 Following extensive research and analysis and consultation with all stakeholder groups including Elected Members, partners and the local community and representative groups, a new SCS (2011 – 26) was approved by Council on 20th April 2011.

- 3.4 The new SCS will be accompanied by a separate 'living' 5 year delivery plan. This approach 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, implementation of Local Economic Partnerships and the delivery of the 'localism' agenda.
- 3.5 Work is presently underway to determine a range of performance information that will allow the systematic monitoring of the progress being made in achieving desired community outcomes over time.
- 3.6 Attached as Appendix 1 is a report on progress of the SCS (2006-11) for the year ending 31st March 2011. This includes a summary of all indicators within the existing Sustainable Community Strategy and additional information for those specific indicators and targets that fall within the remit of this Policy and Performance Board.
- 3.7 In considering this report Members should be aware that:-
- a) The purpose of this report is to consolidate information on all measures and targets relevant to this PPB in order to provide a clear picture of progress.
 - b) As the requirement to undertake a centrally prescribed Place Survey has now ceased the development of a localised perception based methodology is currently underway with a likely implementation date of autumn 2011.

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 OTHER IMPLICATIONS

- 6.1 The publication by Local Authorities of performance information is central to the coalition government's transparency agenda. This has been accompanied by a commitment to reduce top down performance management, with the pre-existing National Indicator Data Set (NIS),

being replaced from April 2011 with a single comprehensive list of all data that Local Authorities are required to provide to Central Government.

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

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

8.0 RISK ANALYSIS

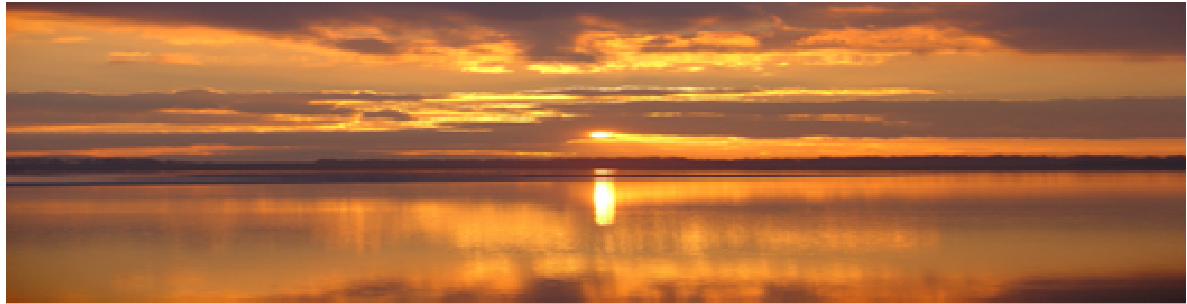
8.1 The key risk is a failure to improve the quality of life for Halton's residents in accordance with the objectives of the Sustainable Community Strategy. This risk can be mitigated through the regular reporting and review of progress and the development of appropriate actions where under-performance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

9.0 EQUALITY AND DIVERSITY ISSUES

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

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

Document	Sustainable Community Strategy 2006 – 11
Place of Inspection	2 nd Floor, Municipal Building, Kingsway, Widnes
Contact Officer	Hazel Coen



The Sustainable Community

Strategy for Halton

2006 - 2011

Year -end Progress Report

01st April 2010 – 31st March 2011

Environment & Urban Renewal







Policy & Performance Board

**Document Contact
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This report provides a summary of progress in relation to the achievement of targets within Halton's Sustainable Community Strategy 2006 - 2011.





The following symbols have been used to illustrate current performance as against the 2011 target and as against performance for the same period last year.

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

URBAN RENEWAL

Page	NI	Descriptor	2010/11 Target	Direction of Travel
	5	Overall satisfaction with local area	n/a	n/a
	154	<u>Net additional homes provided</u>		
	175	<u>Access to services and facilities by public transport walking and cycling</u>		
	186	<u>Per Capita CO2 Emissions in LA area</u>		
	192	<u>Household waste collected and recycled</u>		

Non Local Area Agreement Measures / Targets

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

NI 5 Increase residents overall satisfaction with their local area

Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 Cumulative outturn data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
70% (2008)	N / A Place Survey	73.4%	N / A	N / A	-	-	Refer to comment	

Data Commentary

This is collated through The Place Survey, carried out every two years. The scheduled survey for 2010 has been cancelled by the Coalition Government.



General Performance Commentary

Not applicable.

Summary of key activities undertaken during the year

There was no Place Survey undertaken in Autumn 2010 following the Ministerial Announcement. Therefore this measure cannot be reported on for this year. Consideration will be given to whether there is need for a slimmer local survey in 2011 following clarification of the government's reporting requirements and our own performance management needs.

NI 154 Build additional homes within Halton

Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 cumulative data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
522 (07/08)	114	159	99 gross	133 gross	207 gross	262 gross (- 89 demolitions = 173 net)		

Data Commentary

The number of annual net additional homes for 2010/11 is 173 dwellings. (Demolition of 89 dwellings and survey of minor sites accounts for the total net figure). Whole Borough data collected annually in quarter 4.

General Performance Commentary

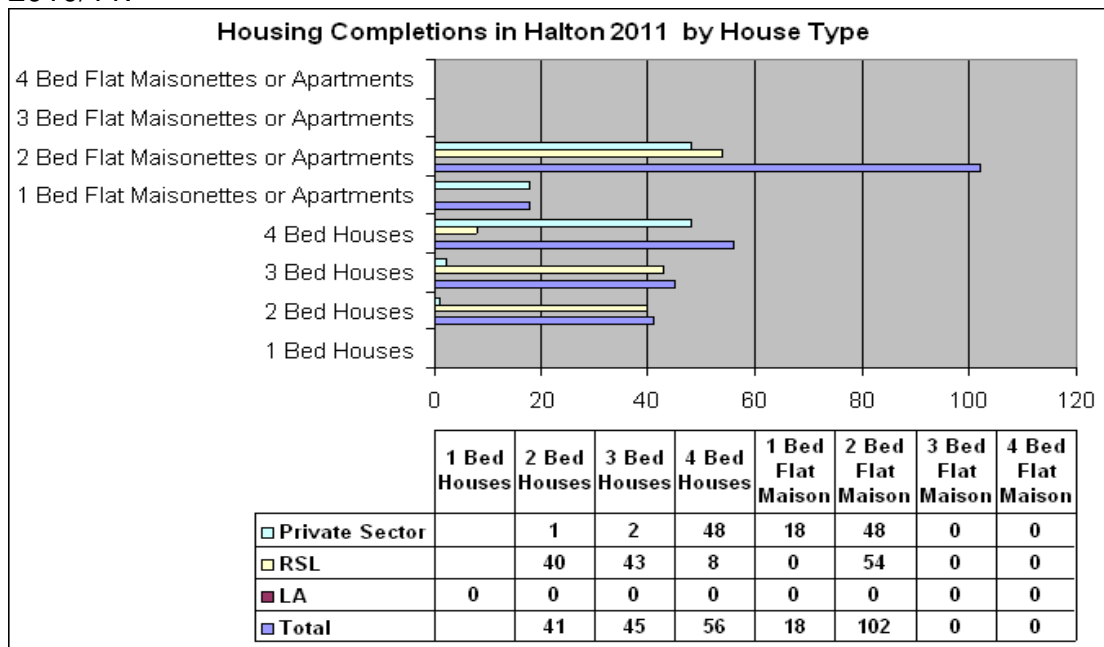
Report covers progress of development sites from 1st April 2010 to 31st March 2011.

Q1 to Q3. - data is the actual **gross** completions on development sites greater than 10 dwellings as reported for the Mid Mersey Growth Point.

Q4 - Data collated from annual site visits for the whole of the boroughs housing which includes minor sites of less than 10 dwellings will be reported in Housing Baseline Report 2010/11. The figure presented in Q4 includes small site completions and demolition / losses for the full year 2010-2011.

Annual total gross dwelling gain 262 - **Annual Net dwelling gain 173.**

The following graph illustrates the types of housing built in the borough in 2010/11.



The net figure is heavily influenced by demolitions on Castlefields – with the demolition of 89 dwellings.

Summary of key activities undertaken during the year

The funding and future programme for the Mid Mersey Growth Point has also been subject to Central Government budget cuts and as such will not continue beyond April 2011. The quarterly monitoring of housing completions necessary for the reporting of Growth Point will however continue. The information obtained by quarterly monitoring is considered important for local purposes to ensure that work continues towards the achievement of the SCS objective to provide sustainable, good quality, affordable and adaptable residential accommodation to meet the needs of all sections of society.

A high percentage of housing developments in Halton in 2009/10 have been within a 30-minute public transport time of key service. This demonstrates that Halton is well serviced by integrated transport systems. Runcorn has a dedicated busway serving the communities. This ensures a fast convenient service to Runcorn East and Runcorn railway stations, together with frequent links to the hospital and the employment areas in Manor Park, Astmoor and Whitehouse Vale. Although Widnes does not have a dedicated busway, all areas are well serviced by bus services. Current policy is assisting in ensuring that the sustainable location of new development is achieved. All areas of Halton have regular links to the surrounding cities of Liverpool, Manchester and Chester.









In addition during this monitoring period, Halton has achieved the national target of at least 60% of housing to be on previously developed land (PDL) also known as brownfield land. Halton achieved 70% of all new housing developments on PDL. Although the percentage delivery on brownfield land is lower than in the previous three years, 70% is well above Halton's local target of 55%.

Consultation for the annual planning application housing survey has just closed with questionnaires circulated to ascertain housing development progress/timescales and detailing reasons for non implementation of planning permissions obtained for housing. This information will be collated and used to inform forecast completions for the coming year.

Kick Start Funding has also been subject to Government Budget cuts and will not continue beyond April 2011.

The delivery of affordable housing units in this monitoring period saw an increase of 280% over the previous year's delivery. This could also be explained by the current economic recession as there is a growing market for affordable units and private developers can ensure a return if they develop sites for affordable dwellings whereas this cannot be guaranteed for market housing.

NI 175 Improve access to services and facilities by public transport, walking and cycling. Targets set for access to Whiston and Warrington Hospitals (100%) and Runcorn and Widnes campuses of Riverside College (89% and 93% respectively)

Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 Cumulative outturn data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
A: 29%	A: 100%	A: 100%	100%	100%	100%	100%		
B: 0%	B 100%	B: 100%	100%	100%	100%	100%		
C: 84%	C 93%	C: 89%	93%	93%	93%	93%		
D: 89% (2007/8)	C 98%	D: 93%	98%	98%	98%	98%		

Data Commentary

Data represents actual position at 2010 – 11 year-end.

General Performance Commentary

The performance levels have remained constantly at the same level as 09/10 for 10/11, therefore achieving the target for this indicator.

Summary of key activities undertaken during the year

The priority at the start of the year was to secure funding for the continuation of the services. WNF funding was secured for these services. However this funding will cease as of March 2011.

During the year the Council has worked closely with Riverside College to ensure the current level of dedicated services remain and as a result, Riverside College will continue to provide the following bus services as of 11/12-:

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

In addition, the Council's Neighbourhood Travel Team (NTT) have continued to provide Personal Journey Plans for students attending all College sites and have also attended College open evenings to provide travel information/advice for Students requiring access to the public transport network in the Borough.

Scooter Commuter

Scooter Commuter is a scheme aimed at Halton residents who are experiencing difficulties accessing employment due to a lack of public or private transport.

The scheme involves the provision of a scooter to an individual as an incentive for clients to find work and to remain in employment. Employers also benefit from the scheme, as it increases the recruitment potential for employers.

The scooter is loaned to the client for a period of 6 months following the completion of their Compulsory Basic Training (CBT), this facilitates time for clients to save for longer term transport solutions.

Clients make a financial contribution to the scheme of £15 a week. This is in line with the public transport weekly ticket cost. Client loyalty towards the scheme remains high as a result of this contribution towards the cost of transport.


Hospital Links

Links to hospital facilities have been maintained through the introduction of the commercial Sunday daytime 110 bus service operated By Arriva to Warrington Hospital. Initially the Council made a contribution to operating this service.

However, this has now moved to a fully commercial service without contributions or subsidy from HBC.

The Council continues to provide subsidy towards the Sunday 61 bus service to Whiston Hospital operated by Halton Transport Ltd.

NI 186 Reduce per capita CO2 emissions within the local authority area

Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 Cumulative outturn data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
10.1 tonnes per capita	9.4 tonnes (2007)	4%	-	-	-	9.5 tonnes (2008)		N/A

Data Commentary

The figure for 2010 – 11 is the latest actual data available from Defra. It should be noted that calculations are based upon emissions 2 years in arrears therefore data available for the 2010 – 11 year represents actual emissions for 2008.

General Performance Commentary

This measure is influenced by a wide range of local and national factors and to some extent ‘success’ in reducing emissions may be dependent upon local circumstances e.g. the attraction of inward investment and job creation may have unintended consequences in relation to this measure.

Summary of key activities undertaken during the year

Housing

We are currently working with the RSLs to identify opportunities to access CESP and other funding to improve the energy efficiency of their housing stock. A Housing Summit meeting was held in April, with a follow up meeting planned in May. We are also working with the RSLs as part of the REECH scheme, which is a sub regional bid for European funding to improve some of the solid wall properties in Halton. We have also worked in partnership with EPPLUS and local partners to produce an Affordable Warmth Strategy and Action Plan for Halton. There is some funding allocated this year to train front line staff to recognise residents at risk and refer them for further advice and support.

Partnership Working

A draft Climate Change Strategy and Action Plan is being prepared in conjunction with the Environment and Regeneration SSP partners. As a basis partners are being asked to look at possible measures put forward by the Energy Savings Trust as part of the work they did with the council regarding a partnership approach to reducing carbon emissions.

In response to the Strategy to deliver a Low Carbon Economy for the Merseyside Sub Region, the council together with the other Merseyside Authorities are exploring the feasibility of a Low Carbon Public and Private Sector Partnership to maximise the opportunities from the emerging low carbon economy.

The Council Approach

The deployment of renewable and low carbon energy and design and construction of future development has a central role in delivering sustainable growth and contributing to carbon reduction targets. The Core Strategy sets out principles and policies in relation to energy efficient buildings for new developments and decentralised energy systems.

The Council has been accepted onto the Collaborative Low carbon Schools Service which will engage schools in reducing carbon emissions and identifying and quantifying cost effective carbon reduction opportunities.

The Council is currently out to tender to install solar PV on its buildings. This will generate an income for the council from the Feed in Tariff and will also reduce energy bills.



Transport

We are currently developing a bid to access the Local Sustainable Transport Fund, one of the key aims of which is to reduce carbon emissions.

Proposals include reducing car dependency, promoting alternative modes of transport such as cycling and walking and reducing congestion particularly in those areas identified as having poor air quality resulting from traffic emissions.

Additionally within the Council's Local Transport Plan (a fifteen year strategy document) is a medium term action plan that emphasises the need to address emissions through the better use and sustainable development of freight and residential and commercial transport networks.

NI 192**Increase the level of municipal waste recycled or composted by the local authority**

Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 Cumulative outturn data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
25.1% (2007/8)	29.97%	34%	39.95%	39.07%	37.84%	36.42% estimated		

Data Commentary

This indicator measures % of household waste arisings sent by the Authority for reuse, recycling or composting.

Actual data is not currently available for the some aspects of the service, therefore performance has been determined by estimating the missing data based upon such data from the corresponding period in previous the year.

General Performance Commentary

As some waste data information was not available at the time of writing this report, the end of year performance is estimated and may be subject to minor adjustment. However, any adjustment will be minor and the year end target will be met.

Summary of key activities undertaken during the year


Following services extensions in previous quarters, all properties in the borough are provided with a kerbside collection of a range of recyclable materials, either through the use of wheeled bins, boxes or communal recycling containers.

The RecycleBank ‘rewards for recycling’ scheme was extended to all households across the borough in the past year. The scheme incentivises residents to recycle by rewarding them with points for recycling that can then be exchanged for money off goods/services at 120+ local shops, businesses, restaurants and leisure/entertainment outlets.

New arrangements for the recycling of street litter and other bulky waste materials have also contributed to increased recycling performance.

Communication and community engagement programmes will continue to be delivered to raise awareness of waste matters and encourage residents to adopt behaviours that will reduce the amount of waste sent to landfill for disposal.

UR 1 Assist in maintaining the current baseline of 59,000 jobs in Halton until 2011

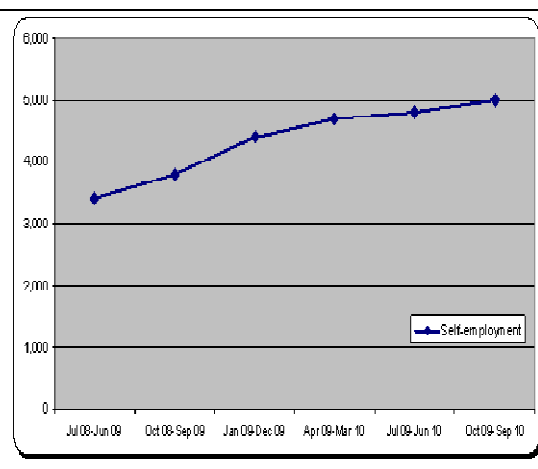
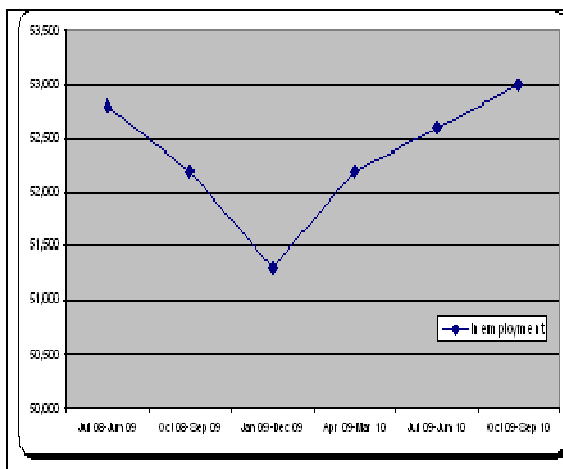
Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 Cumulative outturn data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
59,000 jobs (2008)	N / A	59,000 jobs	58,000	58,000	58,000	58,000		n/a

Data Commentary

Data provided by NOMIS and has a 2 year time lag. Given the impact of the recession this lag is likely to see a further fall in the next set of statistics.

General Performance Commentary

Perhaps a better statistic to consider in terms of employment is the number of people in employment (again through NOMIS) which is assessed on a more regular basis. (Unfortunately they are not comparable to the total jobs number associated with the target).



This does show that over the period there is a clear gradual trend of increasing numbers.

Summary of key activities undertaken during the year

Work continues on job creating major regeneration projects including Widnes Waterfront, the Hive leisure development, former Bayer site reclamation & development and 3MG. The Runcorn Town Centre Action Plan that is presently under development will also produce new jobs. The NWDA business start up programme will continue for another year but will cease in March 2012. New start-up programmes are being developed nationally through working with chambers of commerce.

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

Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 Cumulative outturn data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
10 Hectares Per Annum Over 21 Years	No data available	10 hectares	N/A	N/A	N/A	14.52 hectares		N/A

Data Commentary

Data obtained from the annual National Land Use Database (NLUD) site survey & Database. Category A,B & C to F (definition). Due to organisational restructuring that occurred in 2009 no actual data for this measure was available for the 09 – 10 year.

General Performance Commentary

Vacant derelict land and buildings have been developed or remediated for the following uses:

Employment - Six sites totalling 6.06 hectares –

- 3.57 hectares of derelict land has been remediated representing the first phase of a leisure development on Council owned land at Venture Fields. Phase 1 of this development site is due for completion in October 2011.
- Sites totalling 1.06 hectares at Waterloo Road, Warrington Road and Foundry Lane have been developed for employment uses.
- The former Focus Bowers Business Park site of 1.43 hectares has now been occupied.

Retail – Two sites totalling 4.2 hectares –

- Previously vacant sites totalling 4.2 hectares at Lugsdale Road and High Street have been redeveloped following planning permission for retail use.



Housing – Four sites totalling 4.26 hectares

- Sites at Albert Road, Derby Road and Thomas Street totalling 4.26 hectares have been developed and once completed will provide 129 dwellings.

Summary of key activities undertaken during the year

St. Michael's golf course has undertaken a second remediation phase, under the new Environment Protection Act having been subsequently introduced since its first remediation exercise in the 70's and 80's. St Michael's phase 1 of this stage of remediation is complete and a second phase will start once further funding has been secured to install a leachate treatment system which is currently being designed.

UR 3 Facilitate the relocation of businesses affected by the construction of the Mersey Gateway Bridge (businesses identified 78)

Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 Cumulative outturn data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
Not relevant	1	77	1	1	1	2		

Data Commentary

The data is 'actual' and relates to the period 2010-11. The actual number of business to be relocated has been revised to 68 following the recently undertaken revision of the land referencing exercise, this may change further.

General Performance Commentary

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

The project was delayed during 2010-11 as it was one of the projects called in as part of the Comprehensive Spending Review.

On the 20th Dec 2010 the Secretaries of State for Transport and Communities and Local Government approved the planning orders and applications for The Mersey Gateway Project.

The Compulsory Purchase process in respect of the two CPOs (Queensway and Central Expressway) commenced on the 13th January 2011 with the publication of notices and letters to the owners, occupied and chargees. The TWA will commence on the 20th January 2011 with the publication of notices and letters to the owners, occupied and chargees.

This is known as the preliminary General Vesting Declaration notice

The execution of the General Vesting Declaration (GVD) can then commence two months later.

However funding sign off by DfT is still awaited. This is not expected until early June at the earliest and the execution of the GVD will not commence until before this has been received.

Summary of key activities undertaken during the year

The MG Team continued to hold discussions with affected businesses in line with the Mersey Gateway Relocation Strategy and ahead of final confirmation of the funding. The project expects to commence with the relocation of businesses in summer 2011 and this will continue through until autumn 2012.