



The Sustainable Community Strategy

for Halton

2011 – 2016







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

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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.

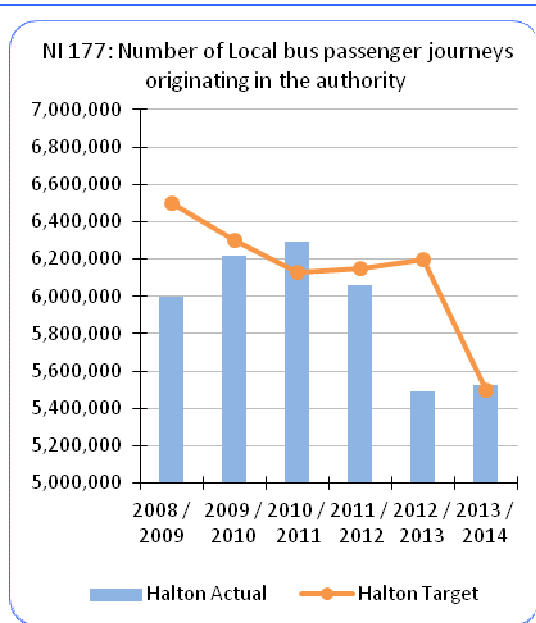
	Target is likely to be achieved or exceeded.		Current performance is better than this time last year
	The achievement of the target is uncertain at this stage		Current performance is the same as this time last year
	Target is highly unlikely to be / will not be achieved.		Current performance is worse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

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.

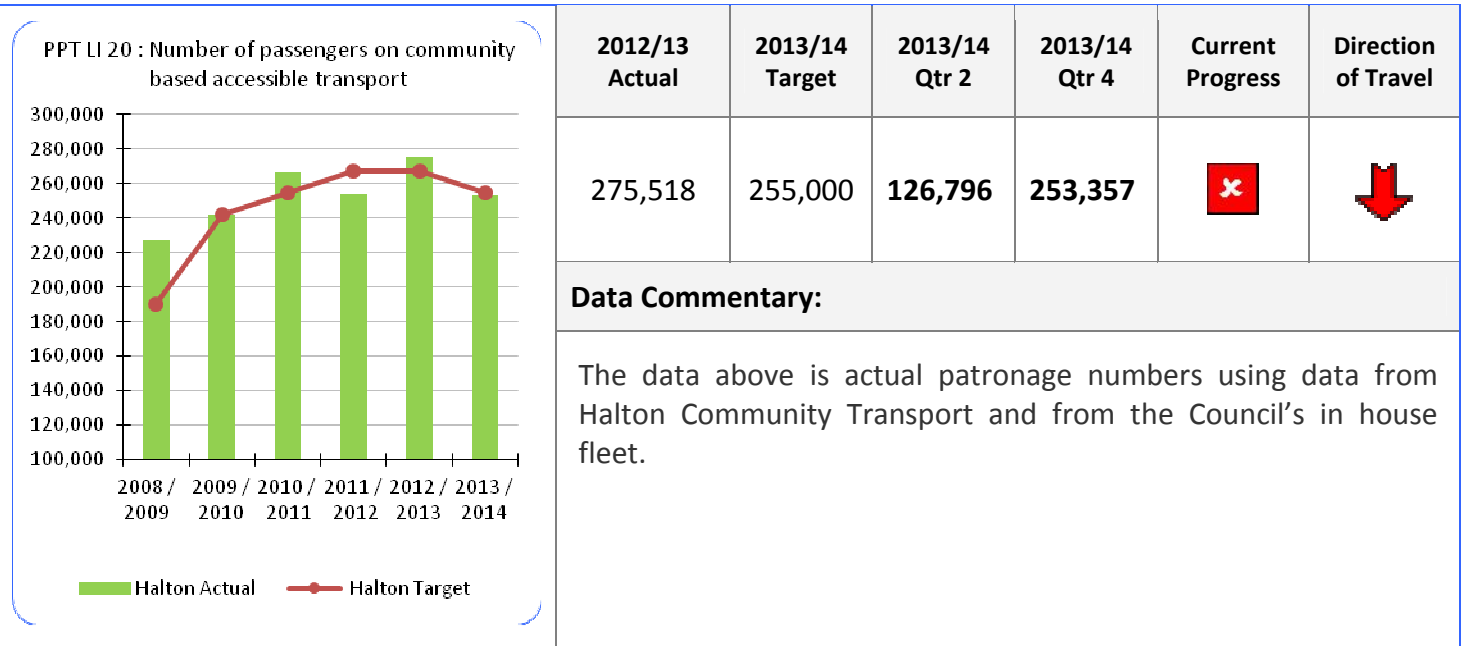
Performance Commentary:

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



Data Commentary:

The data above is actual patronage numbers using data from Halton Community Transport and from the Council's in house fleet.

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:

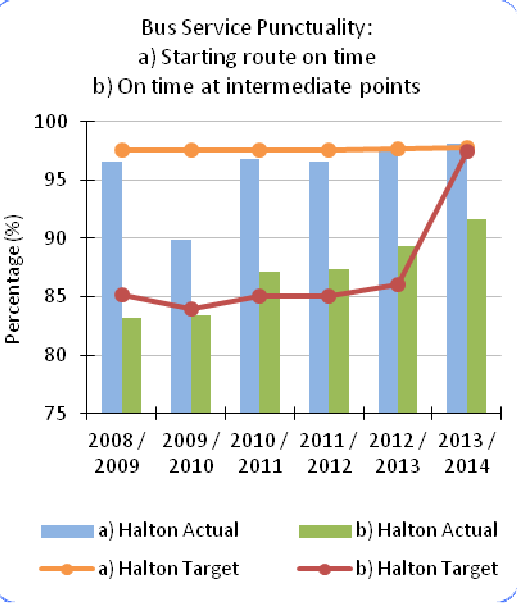
In terms of the Community Transport data, in response to significantly more school transport bookings and contracts have been undertaken to enhance revenue in response to reductions in financial subsidy from the local authority. This results in reduced hours on certain community transport services with 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	2013/14	2013/14	2013/14	Current	Direction
	Actual	Target	Qtr 2	Qtr 4	Progress	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.						

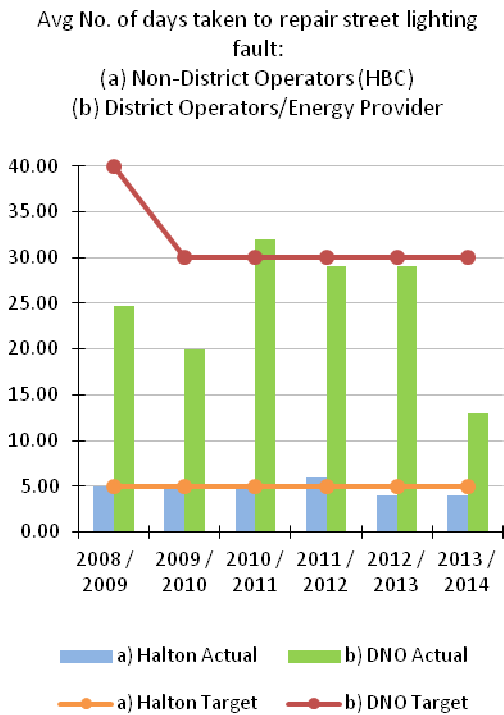
Summary of Key activities taken or planned to improve performance:

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.

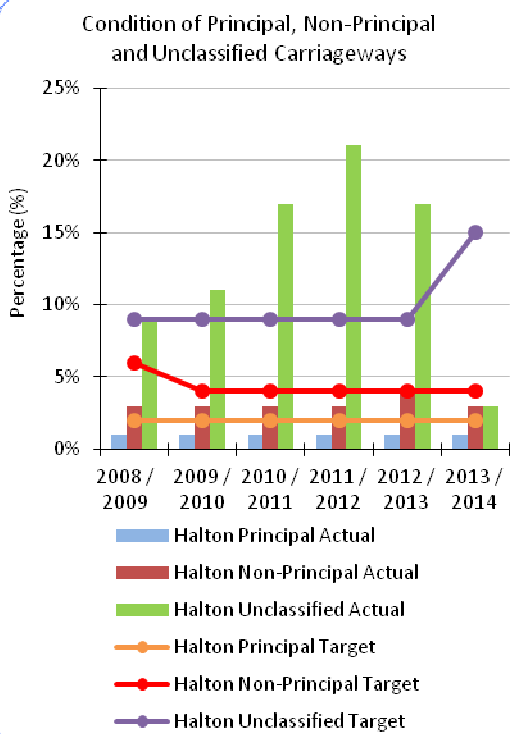
Summary of Key activities taken or planned to improve performance:

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.

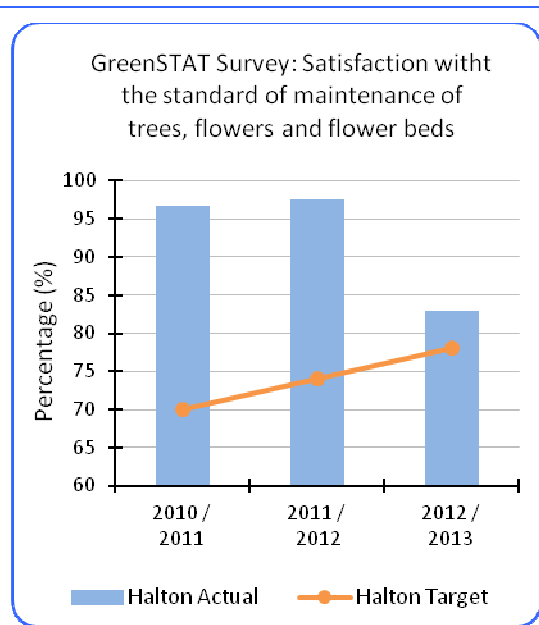
A summary of carriageway structural and preventative maintenance work committed to in the last 4 years is as follows:

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:

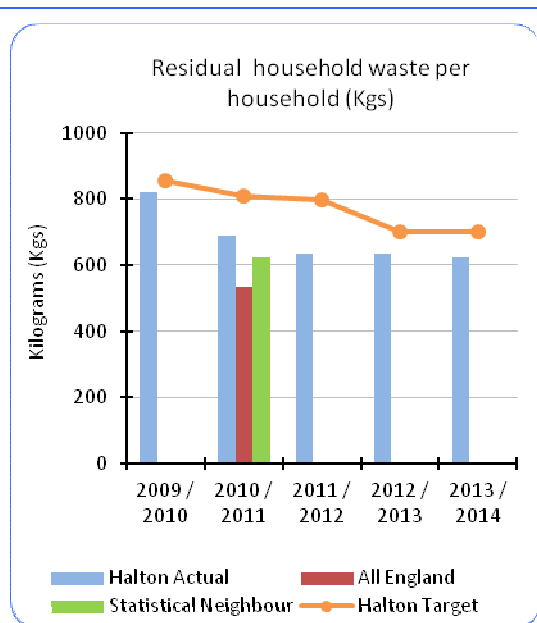
For many years the Open Space Service collected satisfaction data through the Greenstat system. This system was created by Green Space, the charity that championed public parks nationally. Greenstat allowed users to comment on park facilities either on line or by filling in a paper questionnaire.

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:

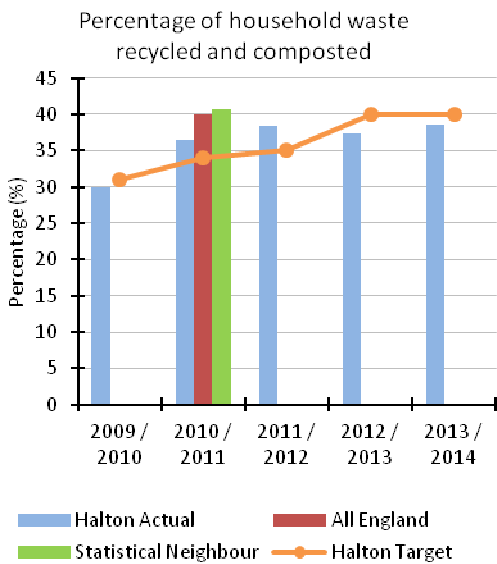
This is an estimated figure but indications are that this target has been met.

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:

This indicator measures the % of household waste which has been sent by the authority for reuse, recycling or composting.

This is an estimated figure and waste is subject to seasonal variation.

Performance Commentary:

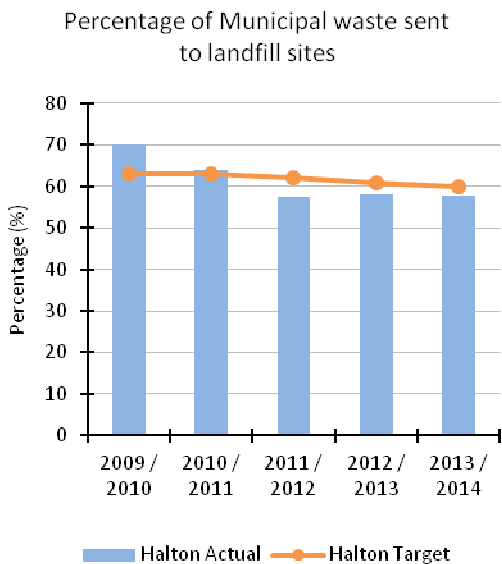
Despite an increase in recycling compared to 2012/13, performance is slightly short of this year's target.

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.

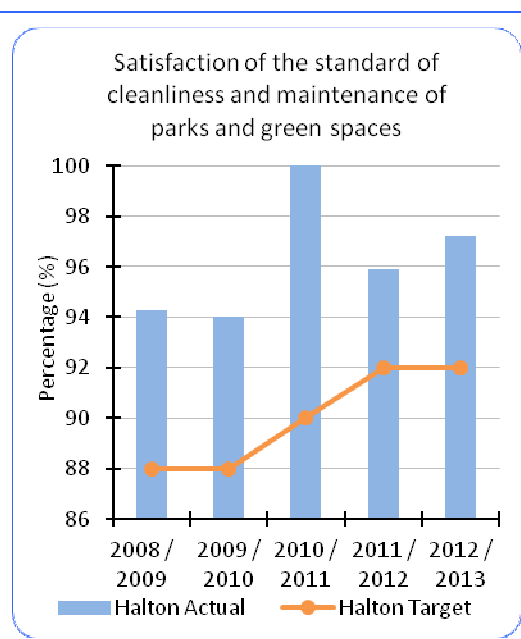
A number of initiatives are planned to encourage residents to reduce the amount of waste that they produce and recycle more, including further educational and community engagement initiatives. The roll out of the Alternate Bin Collection scheme across the borough, limiting the amount of residual waste 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:

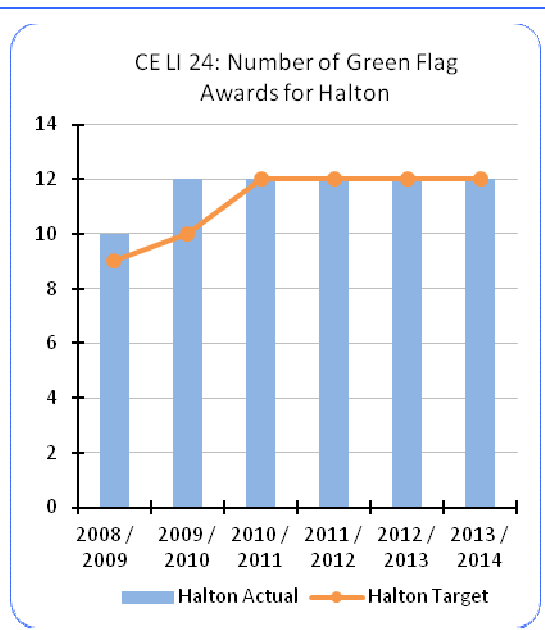
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SCS / ER10 **Number of Green Flag Awards achieved for Halton**



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>

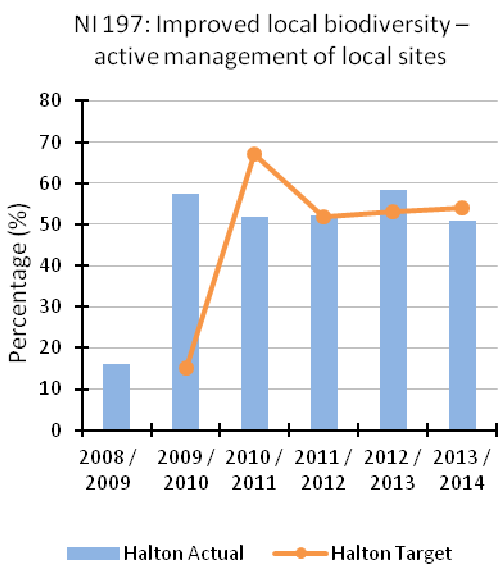
Performance Commentary:

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	2013/14 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.

