



**Executive Board**

**Thursday, 25 September 2008 2.00 p.m.  
Marketing Suite, Municipal Building**

A handwritten signature in black ink, appearing to read 'David W R'.

**Chief Executive**

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

**PART 1**

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<b>1. MINUTES</b>	
<b>2. DECLARATIONS OF INTEREST</b>	
Members are reminded of their responsibility to declare any personal or personal and prejudicial interest which they have in any item of business on the agenda no later than when that item is reached and, with personal and prejudicial interests (subject to certain exceptions in the Code of Conduct for Members), to leave the meeting prior to discussion and voting on the item.	
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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:** Executive Board

**DATE:** 25 September 2008

**REPORTING OFFICER:** Strategic Director – Children and Young People

**SUBJECT:** Children's Plan

**WARDS:** Boroughwide

## **1.0 PURPOSE OF THE REPORT**

1.1 To provide the Executive Board with a summary of the Children's Plan.

## **2.0 RECOMMENDATION: That**

(1) The findings of the audit be used to inform a comprehensive review of the Halton Children and Young People's Plan in Spring 2009.

## **3.0 SUPPORTING INFORMATION**

3.1 The Children's Plan was published by DCSF in December 2007, and sets out plans for the next ten years under each of the DCSF's strategic objectives that will ultimately build a brighter future for children and young people in England.

3.2 The Children's Plan is based on 5 main principles:

- Parents, not government, bring up children, so the government needs to do more to back parents and family;
- All children have the potential to succeed and should go as far as their talents take them;
- Children and young people need to enjoy their childhood as well as grow up prepared for adult life;
- Services need to be shaped by and be responsive to children, not by professional boundaries;
- It is always better to prevent failure than tackle a crisis later.

3.3 The Children's Plan contains detailed information about plans for the next ten years under each of the DCSF's strategic objectives:

- Happy and Healthy – secure the wellbeing and health of children and young people;
- Safe and Sound – Safeguard the young and vulnerable;
- Excellence and Equity – Individual progress to achieve world-class standards and close the gap in educational achievement for disadvantaged children;
- Leadership and Collaboration – System reform to achieve world-

class standards and close the gap in educational achievement for disadvantaged children;

- Staying On – Ensuring that young people are participating and achieving their potential to 18 and beyond; and
- On the Right Track – Keeping children and young people on the path to success

3.4 In April 2008 additional materials were published by DCSF to support Local Authorities and partner agencies during the implementation of the Children's Plan. Materials include:

- An updated version of the ECM outcomes framework;
- Updated delivery agreements for achieving each DCSF Public Service Agreement;
- A timeline of key publications, consultations and funding commitments;
- A series of short notes summarising what the Plan means for different sectors of the workforce;
- Summaries of the plan, including versions for families and young people; and
- Digital resources to help publicise the Plan.

3.5 Appendix 1 to this report contains details of the major actions identified in the plan, grouped under DCSF strategic outcomes and broken down into Children's Plan Outcomes. It has been agreed that an audit be undertaken of the implications of each of the actions for Halton.

The audit will inform the setting of timescales for implementation of the Children's Plan in Halton. Furthermore, in order to ensure the Children's Plan is embedded in strategic planning, it is proposed that the findings of the audit be used to inform a comprehensive review of the Children and Young People's Plan in Spring 2009.

3.6 The Children's Plan outlines major changes, including a step change in progress towards integration and in the role played by schools and other partners. It also stresses the importance of involving parents and young people at the centre of all developments. It has therefore been agreed that a Communication Strategy be developed and implemented in order to ensure that all partners are aware of the Children's Plan.

#### **4.0 POLICY IMPLICATIONS**

The Children's Plan will have major policy implications across Halton Borough Council and partner agencies, and will stretch beyond children's services. The specific implications for each area will be identified via the planned audit.

#### **5.0 OTHER IMPLICATIONS**

The Children's Plan will have financial and resource implications, both from higher expectations of Children's Trust arrangements and service design and delivery and from additional funding which is being made available to support Local Authorities in delivering against the Plan.

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

The Children's Plan will clearly have implications for children and young people in Halton, but will have implications across all council priorities. These will be identified more specifically through the planned audit.

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

To be identified through the planned audit.

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

To be identified through the planned audit.

### **6.3 A Healthy Halton**

To be identified through a the planned audit.

### **6.4 A Safer Halton**

To be identified through the planned audit.

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

To be identified through the planned audit.

## **7.0 RISK ANALYSIS**

Specific risks will be identified during the planned audit and included in the audit template.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

The DCSF have undertaken and published an equality impact assessment regarding the Children's Plan, and equality issues will need to be taken into account when planning local implementation.

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

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Children's Plan	<a href="http://www.dcsf.gov.uk">www.dcsf.gov.uk</a>	Tilly Heigh
Children's Plan toolkit	<a href="http://www.dcsf.gov.uk">www.dcsf.gov.uk</a>	Tilly Heigh
Children's Plan		Tilly Heigh

Summary

**OVERALL CHILDREN'S PLAN GOALS FOR 2020**

- ❖ Enhance children and young people's wellbeing, particularly at key transition points in their lives
- ❖ Every child ready for success in school, with at least 90 per cent developing well across all areas of the Early Years Foundation Stage Profile by age 5
- ❖ Every child ready for secondary school, with at least 90 per cent achieving at or above the expected level in both English and mathematics by age 11
- ❖ Every young person with the skills for adult life and further study, with at least 90 per cent achieving the equivalent of five higher level GCSEs by age 19; and at least 70 per cent achieving the equivalent of two A levels by age 19;
- ❖ Parents satisfied with the information and support they receive
- ❖ All young people participating in positive activities to develop personal and social skills, promote wellbeing and reduce behaviour that puts them at risk
- ❖ Employers satisfied with young people's readiness for work
- ❖ Child health improved, with the proportion of obese and overweight children reduced to 2000 levels;
- ❖ Child poverty halved by 2010 and eradicated by 2020
- ❖ Significantly reduce by 2020 the number of young offenders receiving a conviction, reprimand, or final warning for a recordable offence for the first time, with a goal to be set in the Youth Crime Action Plan.

REF	OUTCOME	ACTIONS
1.1	<b>Every parent is helped to do their best for their child</b>	
1.21		allocate £34 million over the next three years to provide two expert parenting advisers in every local authority;
1.15		develop national helpline <i>Parent know-how</i> and search engine to link directories of services
1.17		develop for parents a personal progress record on their child's development from the early years to primary school;
1.18		create a new Parents Panel to advise Government on policies affecting parents.
1.2	<b>Families needing more intensive help receive the support they need</b>	
1.19		ensure all families benefit from Children's Centres by improving outreach services;
1.20		expand school-based Parent Support Advisers;
1.23		pilot an expansion of phone-based support services, aiming to reach up to 10,000 parents over 3 years
1.24		strengthen intensive support to the neediest families by piloting a key worker approach, bringing services together around need;
1.28		Launch work on how better to support parents and their children during and after family breakdown.
1.31		further guidance to be published re. implementation of <i>Care Matters</i>
1.35		help families in which children are caring for others by building on existing plans for Family Pathfinders.
1.37		Proposals will be made by HomeOffice Borders and Immigration Agency re. strengthened support for unaccompanied asylum seeking and trafficked children.
1.39		invest £90 million capital over three years to improve facilities for disabled children to take short breaks;
1.41		extend the Family Fund which supports the families of disabled children by offering support up to age 18.
1.43		further training planned to support the implementation of <i>Adoption and Children Act 2002</i>
1.44		address turnover, quality of supervision and burnout of new children's social workers by piloting <i>Newly Qualified</i> status from 2008-09



1.44		develop and pilot a fast-track work-based route into children's social work aimed at mature graduates.
1.45		Establish a framework for professional development for children's social workers.
<b>1.3</b>	<b>Children have safe places to play outside</b>	
1.50		Offer every local authority capital funding that would allow up to 3,500 playgrounds nationally to be rebuilt or renewed and made accessible to children with disabilities;
1.50		create 30 new adventure playgrounds for 8 to 13 year-olds in disadvantaged areas, supervised by trained staff;
1.51		publish a play strategy by summer 2008.
1.52		provide funding to enable 4,000 play workers to achieve recognised play qualifications
1.55		£265m committed to provide disadvantaged children and young people with access to positive extended school activities of their choosing.
<b>1.4</b>	<b>Children's health is improved so they are able to enjoy their childhood and achieve their full potential</b>	
1.58		publish a Child Health Strategy in spring 2008, produced jointly between the Department for Children, Schools and Families and the Department of Health;
1.76		review Child and Adolescent Mental Health Services to see how universal, mainstream and specialist support services can be improved for the growing number of children and young people with mental health needs.
<b>1.5</b>	<b>All children, including those from poor families, are able to live in good quality housing</b>	
Box 1.6		tackle overcrowded housing, publishing an action plan in 2008.
Box 1.6		prioritise children's needs in housing decisions, especially the need to stay close to services like schools.
Box 1.6		publish good practice guidance and protocols on better working between housing and children's services at a local level to meet the needs of children and young people.

REF	OUTCOME	ACTIONS
<b>2.1</b>		
2.20		publish Dr Tanya Byron's review on the potential risks to children from exposure to harmful or inappropriate content on the internet and in video games;
2.14		ensure that schools and local authorities take a proportionate approach to health and safety to allow children to take risks while staying safe.
2.25		commission an independent assessment of the impact of the commercial world on children's wellbeing;
2.31		encourage local authorities to create 20mph zones, where appropriate, because they can reduce child pedestrian deaths by 70 per cent;
2.37		fund a new home safety equipment scheme to prevent the accidents which happen to young children in the home;
2.39		Produce guidance to help schools tackle the bullying of children with SEN and disabilities
2.41		strengthen the complaints procedure for parents whose children experience bullying.
<b>2.2</b>	<b>Government work in partnership with key national and local organisations to put in place the right framework and systems for safeguarding children and young people</b>	
2.10		publish the <i>Staying Safe Action Plan</i> in early 2008, responding to the <i>Staying Safe</i> consultation
2.61		establish Independent Safeguarding Authority in early 2008 to ensure registration of all who seek to work with children or vulnerable adults.
2.62		<i>Staying Safe Action Plan</i> to consider how to help voluntary sector organisations practise safe recruitment and employment.

<b>Outcome 3: Individual progress to achieve world class standards and close the gap in educational achievement for disadvantaged children</b>		
<b>REF</b>	<b>OUTCOME</b>	<b>ACTIONS</b>
3.1	<b>Children will be helped to achieve their educational potential via a new relationship between parents and schools, which the government will set out and legislate if necessary</b>	
3.22		parents will be contacted by a staff member at secondary school before their child starts at the school, and parents will be able to attend information sessions at the new school.
3.23		every child will have a personal tutor who knows them in the round, and acts as a main contact for parents;
3.24		parents will have regular, up to date information on their child's attendance behaviour and progress in learning;
3.25		parents' complaints will be managed in a straightforward and open way.
3.26		Parents Councils will ensure that parents' voices are heard within the school;
3.27		Personal tutors will arrange additional support necessary to overcome barriers to learning, via CAF and 'Team around the Child'
3.28		Schools will ensure that parent who find it more difficult are also involved
3.31		Government will spend £30 million over the next three years to provide more family learning to help parents and carers develop skills and learn with their children in schools.
3.2	<b>Children in the most disadvantaged communities are able to access free early education and childcare at an earlier age</b>	
3.42		extend the offer of up to 15 hours of free early education and childcare to 20,000 2-year-olds in the most disadvantaged communities.
3.3	<b>Children at risk of falling behind in primary school are helped to achieve their educational potential through provision of intensive support</b>	

3.72		allocate £25 million over the next three years to an Every Child a Writer programme to offer intensive one-to-one coaching in the areas of writing children find hardest to master;
3.68		offer new 'age not stage' tests which children will take when they are ready and which, if current trials prove successful, will replace Key Stage tests at ages 11 and 14;
3.133		publish new indicators to show the performance of pupils achieving Level 7 or above in English, mathematics and science and achieving Level 8 and above in mathematics, to ensure proper attention is given to gifted and talented learners.
<b>3.4</b>	<b>Children are able to learn the basics and new skills, and develop the social and emotional skills they need to succeed</b>	
3.83		Government has announced a review of the primary curriculum to ensure there is: <ul style="list-style-type: none"> <li>• more time for the basics so children achieve a good grounding in reading, writing and mathematics;</li> <li>• greater flexibility for other subjects;</li> <li>• time for primary school children to learn a modern foreign language</li> <li>• a smoother transition from play-based learning in the early years into primary school, particularly to help summer-born children who can be at a disadvantage when they enter primary school</li> </ul>
3.90		Review of primary curriculum will consider how to develop a more integrated and simpler framework of the personal development skills which all pupils should expect to develop through their schooling
<b>3.5</b>	<b>Children from those groups who are currently underperforming will be helped to achieve their potential through ready access to the range of support services necessary to ensure barriers to learning are broken down.</b>	
3.117		Government will spend £18 million over the next three years to improve the quality of teaching for children with special educational needs, including: <ul style="list-style-type: none"> <li>• better initial teacher training and continuing professional development;</li> <li>• better data for schools on how well children with special educational needs are</li> </ul>

		<p>progressing</p> <ul style="list-style-type: none"> <li>a pilot scheme in which children with dyslexia will receive Reading Recovery support or one-to-one tuition from specialist dyslexia teachers.</li> </ul>
3.122		Ask Her Majesty's Chief Inspector of Schools to review progress on special educational needs in 2009, in the light of the impact of greater personalised learning.

**Outcome 4: System reform to achieve world class standards and close the gap in educational achievement for disadvantaged children**

**Vision for 2020:**

- ❖ World class early years and schools workforce: improved quality of frontline practitioners in early years settings as well as schools and support for leaders and managers;
- ❖ Diversity and collaboration for success: continued development of a diverse system in which institutions work together, learn from each other and thereby drive up quality across the board;
- ❖ Accountability and governance to drive improvement: support for a system in which the local authority, inspectorates and parents play their part in improving quality and standards
- ❖ The right conditions for teaching and learning: tough action taken on poor standards of behaviour, provision of better alternative education so that excluded pupils do not continue to fail and ensuring that the buildings in which children learn are suited to 21st century needs.

REF	OUTCOME	ACTIONS
4.1	<b>The quality and capacity of those working in the children's workforce is improved, particularly those in the early years workforce</b>	
4.13		Boost the Graduate Leader Fund so that every full daycare setting will be led by a graduate by 2015, with two graduates per setting in disadvantaged areas.
4.22		Fund supply cover so early years workers can take part in continuing professional development;
4.2	<b>Teachers and headteachers are developed to world class standards</b>	
4.17		Ensure new recruits spend at least one year in training;
4.20		Establish a Transition to Teaching programme to attract more people with science, technology and engineering backgrounds into teaching;
4.24		Make teaching a Masters level profession by working with the social partnership to introduce a

		new qualification, building on the recently agreed performance management measures;
4.44		Extend the Future Leaders programme which places people with proven leadership credentials into urban schools.
<b>4.3</b>	<b>Diversity is promoted in a collaborative system which ensures children, young people and parents are able to choose provision that reflects their particular needs</b>	
4.4		Government expects local authorities to take swift and decisive action to prevent schools from failing and to reverse failure quickly when it happens. Local authorities should actively to challenge schools who are not improving their pupils' performance but are coasting
4.52		Expect every secondary school to have specialist, trust or academy status and every school to have a business or university partner, with 230 academies by 2010 on the road to 400.
4.74		Government will make governing bodies more effective, beginning by consulting on reducing the size of governing bodies.
<b>4.4</b>	<b>Classroom environments support effective teaching and learning and it is easier for teachers to enforce discipline and good behaviour.</b>	
4.89		Ask Sir Alan Steer to review progress since his 2005 report on behaviour management in schools and the effectiveness of behaviour partnerships;
4.92		Depending on his findings make participation in behaviour partnerships compulsory for all maintained schools and all new academies, encouraging all existing academies to take part as well.
<b>4.5</b>	<b>Children who are excluded, unable to attend a mainstream education or who are disengaged from education are able to access good quality alternative education.</b>	
4.6		Spend £26.5 million over the next three years on piloting new forms of alternative provision which could include using small schools – studio schools – with close links to business and providing a high quality vocational education;

4.6		Ask local authorities to collect and publish performance data for pupils not on a school roll, to ensure local areas have incentives to improve their performance
<b>4.6</b>	<b>Children and young people are taught in world class buildings and supported by the use of technology.</b>	
4.112		Produce guidance within the Building Schools for the Future programme to ensure that where possible new buildings make space for co-located services
4.115		Appoint a taskforce to advise on how to achieve zero carbon schools, with a target that all schools are zero carbon by 2016.
<b>Outcome 5: Young people participate and achieve their potential to 18 and beyond</b>		
<p><b>Vision for 2020:</b> By the end of the next decade:</p> <ul style="list-style-type: none"> <li>❖ All young people to stay on in education or training to 18 and beyond.</li> <li>❖ When they leave they have the skills they need to prosper in a high skills economy.</li> <li>❖ In this way, national wealth will be built and deprivation and poverty tackled.</li> <li>❖ The expectations and aspirations of young people, their parents, and the education and training system are changed.</li> </ul> <p>Because aspirations are passed from parent to child, increased participation and achievement by one generation will raise aspiration and participation for the next.</p>		
<b>REF</b>	<b>OUTCOME</b>	<b>ACTIONS</b>
<b>5.1</b>	<b>Children and young people have the right skills as they become adults to move into higher education or work</b>	
5.27		Legislate in this Parliamentary session to raise the participation age to 17 from 2013 and 18 from 2015;
5.28		Allocate £31.5 million over the next three years on a new programme to re-engage 16-year-olds who are not currently engaged in learning, including better tracking and financial incentives to remain in learning.
5.44		Develop 3 new Diplomas in science, humanities and languages to increase the options for young people;
5.61		Create a new independent regulator of qualifications, with the consultation launched before the end of 2007;





6.3	Young people are provided with effective sex and relationships education	
6.58		Review best practice in effective sex and relationships education and how it is delivered in schools.
6.4	The harm caused to young people by youth crime, both as victims and offenders, is reduced.	
6.73		Allocate, with the Home Office, £66 million over the next three years to target those most at risk of involvement with crime
6.77		Pilot a restorative approach to youth offenders
6.84		Publish a Green Paper in 2008 looking at what happens when young offenders leave custody and consult on how to improve the education they receive in custody.
<b>Making it happen: Vision for 21st century children's services</b>		
Vision for 2020:		
❖ <b><u>The vision set out in the Children's Plan is achieved through a series of system-wide reforms to the way services for children and young people work together</u></b>		
<b>REF</b>	<b>OUTCOME</b>	<b>ACTIONS</b>
7.1	Early years settings, schools and colleges sit at the heart of an effective system of prevention and early intervention	
Box 7.1		All schools to realise the vision of a 21 <sup>st</sup> century school and be uncompromising in their ambitions for achievement, sitting at the heart of the community they serve.
7.8 Box 7.2		Locate services under one roof in the places people visit frequently, so they are more likely to find the help they need.
7.11		Establish 0-7 partnerships to enable early years providers, health services and primary schools to work together to provide a more seamless service for children and parents.
7.11		Establish 14 – 19 partnerships to bring together schools, colleges and other providers and guidance eservices to deliver new entitlements to young people.

7.2	<b>Children's Trusts drive collaboration and deliver measurable improvements for all children and young people</b>	
7.15		All key local authority services, including those such as housing, transport, planning and leisure whose focus is not exclusively on children, and local authority and other agencies concerned with economic prosperity, skills and regeneration, to play their part in children's trust arrangements.
7.16		Voluntary and community sector to be fully involved in the Children's Trust
7.16		Schools and other services close to children and their families to be involved in Children's Trust
7.17		Children's Trust to consult widely, assess how well children in the locality are doing, prioritise and plan action, and commission services.
7.17		Children's Trust to look beyond direct local authority or other statutory provision to a wide range of potential providers, in voluntary and community sectors and in the social enterprise and private sectors.
7.17		Children's Trust to regularly evaluate results, challenge where progress is slow, listen to schools and other key delivery partners and adjust and develop activities accordingly.
7.18		Children's Trust to have stronger mutual relationships with all schools and fuller engagement of the wider community, especially parents.
7.19		Children's Trusts to champion and take responsibility for achieving measurable improvements in the lives of children across all five Every Child Matters outcomes. To be held accountable via new National Indicator Set, the NHS Outcomes Framework, Local Area Agreements and Comprehensive Area Assessments.
7.21		Children's Trusts to have in place by 2010 consistent, high quality arrangements to provide identification and early intervention for all children and young people who need additional help in relation to their health, education, care and behaviour, including help for their parents as appropriate.
7.22		A new Centre for Excellence and Outcomes (CFEO) to begin work in July 2008, and a new programme to improve commissioning practice to be developed with local authority, health and voluntary sector partners to support Children's Trusts in building world class systems.
7.23		Monitoring the quality of partnerships, including reciprocal accountability to partners e.g. schools which are not bound by duties to co-operate. Based on this, examine whether

		Children's Trust arrangements need to be strengthened to improve outcomes, including by further legislation.
7.27		Establish a DCSF Parents' panel to comment on and review policy
<b>7.3</b>	<b>The roles and accountabilities of partner agencies are clarified</b>	
7.28		LAs demonstrate a stronger lead in ensuring Sure Start Children's Centres and other early years settings work in partnership across the private, voluntary, independent and maintained sectors and with primary schools, to drive up quality and ensure transitions are managed smoothly.
7.28		Schools have a new focus on progression and closing attainment gaps. Teachers to use tools for tracking pupil progress, assessment for learning and personal tutors to identify problems early, and the Common Assessment Framework where children may have significant needs that cannot be met in the classroom.
7.28		By 2010 all schools provide access to a range of extended services, including support for parents and swift and easy referral to specialist and targeted services.
7.28		Capital investment programmes, including Building Schools for the Future, build in space for co-location of additional services, for play and community access, allow for joined up investment, and are linked with wider regeneration programmes.
7.28		The operation of health services to give a higher priority to children and young people.
7.28		The new Child Health strategy to consider how health services can work better to improve children's health, working with schools and other partners.
7.28		Establish a review to consider how universal and specialist services, including Child and Adolescent Mental Health Services, can best work together to improve children's emotional wellbeing and mental health.
7.28		The police to be fully involved in Children's Trust arrangements
7.29		Develop strong school level indicators that taken together measure a school's contribution to pupil well-being, and Ofsted to reflect indicators in designing cycle of inspections starting in 2009.
7.30		Issue new guidance to schools on their duty to promote the well-being of their pupils.
7.31		Evaluate the consistency of Children's Trust arrangements and consider whether all services are playing their part.

7.4	<b>There is a good quality and capable children's workforce at all levels.</b>	
7.36		Training and Development Agency, National College for School Leadership and Children's Workforce Development Council to work closely together to generate a stronger focus on integrated working.
7.5	<b>There is a change in culture and practice, with the children's workforce united around a common purpose, language and identity and strong, effective leadership and management</b>	
7.32		Publish a Children's Workforce Action Plan in early 2008, covering everyone who works with children and young people, which will strengthen integrated working across all services.
7.6	<b>Practitioners work together as an integrated workforce, characterised by professional respect and trust, cutting across service boundaries to fit services around the needs of children, young people and families.</b>	
7.41		Statement of Values for Integrated Working with Children and Young People to be published in early 2008. It is intended to capture the shared values that underpin the work of practitioners with distinct expertise and roles.
7.43		Develop ContactPoint and eCAF to support integrated working.
7.44		Managers at all levels to support and promote integrated working and ensure that staff are clear about their responsibilities and reporting lines and that they get the continuing professional development they need to carry out their role.
7.45		Senior managers to lead on workforce reform and drive culture change to embed integrated working and common processes, communicating to their staff and to external stakeholders a clear vision of integrated working and how to achieve it, and allocating resources on the basis of need and local priorities and ensuring that performance management frameworks are joined up across services and support integrated working.
7.46		Publish a National Professional Development Framework for Leaders and

**A. . . . .**

		Managers of Children's Services alongside the Children's Workforce Action Plan, to provide a basis for the professional development of leaders across all Children's Trust Partners.
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<b>REPORT TO:</b>	<b>Executive Board</b>
<b>DATE:</b>	<b>25<sup>th</sup> September 2008</b>
<b>REPORTING OFFICER:</b>	<b>Strategic Director Corporate and Policy</b>
<b>SUBJECT:</b>	<b>Corporate Service PPB Compliments and Complaints Review</b>
<b>WARDS:</b>	<b>Borough-wide</b>

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

This report and accompanying appendices detail the recommendations of the Corporate Services Policy and Performance Board for improving how the Council responds to Compliments and Complaints.

#### **2.0 It is RECOMMENDED that:**

- 2.1 The Board considers the recommendations of the Corporate Services Policy and Performance Board as set out in Appendix 1 to this report.
- 2.2 The Board approves the recommendations set out in Section 4 of the attached report (subject to any amendments arising from 2.1 above).
- 2.3 The Strategic Director Corporate and Policy reports to the Corporate Services Policy and Performance Board on progress against the Action Plan set out in Appendix 2.

#### **3.0 SUPPORTING INFORMATION**

- 3.1 The Corporate Services Policy and Performance Board has undertaken a review of Compliments and Complaints involving customer surveys, interviews, and comparison with good practice local authorities. There were two meetings of the topic group, and the work was undertaken in accordance with the original project plan.
- 3.2 The report outlines the review process and details the key findings and reasoning behind the proposed recommendations. The recommendations describe how improvements in relation to compliments and complaints intend to be delivered.
- 3.3 The report (Appendix 1) and action plan (Appendix 2) are attached for consideration.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 The first recommendation proposes that a Customer Care Strategy should be developed. This should help drive improvement in consistency across the Council. Compliments and complaints impacts on the service provision of all council directorates and therefore the recommendations contained in the report should have a positive effect on the way the Council interacts with its customers.

#### **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 RISK ANALYSIS**

The proposed recommendations are designed to bring about improvements to the way the Council deals with compliments and complaints. The likelihood of failure to achieve the desired outcome is mitigated by the depth of research and consultation that was involved in the conduct of the review. The main risks associated with this action are failure to implement the recommendations and consequently not improve performance in this area. Therefore for each recommendation a responsible officer has been identified to ensure implementation by a set date and progress against the action plan will be reported to the Corporate Services Policy and Performance Board.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

None.

## **CORPORATE SERVICES PPB COMPLIMENTS AND COMPLAINTS REVIEW**

### **1.0 INTRODUCTION**

1.1 The Corporate Services Policy and Performance Board agreed for the compliments and complaints review to be included in its programme at its meeting on 5 June 2007. This report informs the PPB of the findings of the scrutiny review undertaken, together with the recommendations that will bring about improvements to the way the Council handles compliments and complaints.

1.2 There were two strands to the scrutiny topic:-

- To explore how to improve outcomes for complainants and as part of this, how to improve their satisfaction with the way the Council's deals with and responds to complaints.
- To explore how the information gained from compliments and complaints can be used to continuously improve service delivery. This has involved reviewing the current systems in place throughout the organisation, benchmarking current practice with other local authorities and researching examples of best practice.

1.3 It is essential that our complaint systems allow us to learn from complaints and improve our services. We must ensure that we learn the lessons by:

- Having a clear picture of customers' views of the services we provide and the improvements they want
- Recording complaints consistently in sufficient detail and analysing the results
- Reporting information to those who can take action to prevent problems happening again
- Giving feedback to customers who complain, other service users and employees on what action has been taken

### **2.0 FINDINGS**

The scrutiny review has identified a number of issues that need to be addressed in order to secure improvements to the way that the Council deals with compliments and complaints. These are discussed below.

2.1 A benchmarking exercise was undertaken with those Local Authorities which demonstrated the greatest improvement (up to +17%) between 2003 and 2006 in relation to BVPI4 (the percentage of complainants satisfied with the handling of their complaint).



<b>Authorities Demonstrating Significant Improvement In BVPI 4 Performance</b>				
	<b>2003/04 (%)</b>		<b>2006/07 (%)</b>	<b>Increase</b>
Cambridgeshire County Council	20		32	12.00
Devon County Council	27		39	12.00
Oxfordshire County Council	20		37	17.00
Staffordshire County Council	29		40	11.00
Suffolk County Council	28		43	15.00
Blackburn with Darwen Borough Council	22		32	10.00
Nottingham City Council	25		37	12.00
Coventry City Council	30		43	13.00
Bexley	27		38	11.00
Wandsworth Borough Council	32		49	17.00

The information received identified:

- Similar practice to Halton in trying to resolve complaints informally before treating them as a formal complaint.
- Numbers of formal complaints received are significantly higher than Halton's.
- The other Councils provide training for officers responsible for investigating complaints.
- The other Councils actively publicise their Complaints Procedures and report on how well they perform.
- The majority of benchmarked Councils conduct annual surveys of complainants to measure satisfaction levels with their approach.
- Two Local Authorities use their Contact Centre and One Stop Shops to record all complaints, before electronically sending them on to the relevant service department for investigation and response. This reduces response times and also the chance of documents going astray.
- All of the other Council's see their Complaints Procedures as just one part of an overall Customer Care Policy or Customer Strategy.

In relation to this final point Halton does not have an overarching Customer Care Strategy. The government has recently developed a Customer Service Excellence model to offer public services a tool for driving customer-focused change within their organisation. This would appear to offer Halton an opportunity to improve its performance in this area and therefore it is proposed that the Council uses the Customer Excellence Model to help drive improvement. The findings of this scrutiny topic will be fed into the process.

- 2.2 A survey was undertaken of all complainants who had made a corporate complaint during 2006/07 to gather their views and opinions of the Council's current complaint handling procedure. There were a total of 55 corporate complaints received during the year, and in order to improve the survey response rate, half of the complainants were surveyed by telephone and half by postal questionnaire. The survey questions took into account best practice in

complaint handling. Whilst this survey only considered the views of people that had made a corporate complaint during 2006/7, it nevertheless provides a useful picture of their views on how the Council responds to complaints.

The survey indicated relatively low satisfaction levels with the quality of response from relevant service departments under stage one, which corroborated the results of the Best Value General Survey 2006/07 relating to BVPI 4. Therefore if the current arrangements are to remain for replying under stage one, there is a need for training of key staff in order to ensure a greater consistency when investigating and replying to complaints. The other alternative would be to have a similar arrangement to that currently in place for replying to Ombudsman complaints whereby replies are made by one single officer using information provided from relevant departments. However at this moment in time the first option is the preferred choice, and this conforms to the approach adopted by the majority of the benchmarked Local Authorities.

With almost three quarters of complainants satisfied with response times to their complaint, it would appear that the Council's target time of 14 days is sufficient, yet there is room for improvement by some directorates in consistently meeting the target. The Members Working Group thought it would be helpful if the Council offered complainants an opportunity to discuss their complaint with a Council officer as part of the investigation into their complaint. Whilst this may not be necessary with all complaints, it would help with more complex complaints and also it would demonstrate the Council's commitment to resolving complaints. Therefore the investigating officer should contact the complainant to establish if they would like an opportunity to discuss the complaint.

Two thirds of complainants either had their complaint resolved satisfactorily or at least accepted the Council's decision. However with a third remaining dissatisfied with the outcome of their complaint, it is important that directorates remember to offer complainants a right of appeal, which at the moment only happens in half of complaints according to the survey.

A final area of concern was the low level of confidence complainants had in the Council's ability to improve services as a result of their complaint. It is felt that this issue will be addressed by training of investigating officers together with the proposed work using the Customer Excellence Model.

- 2.3 The current definition of a corporate complaint means that the first complaint from a customer is treated as an informal complaint or service request to give the relevant department an opportunity to resolve the issue. Similarly, HDL/Contact Centre CRM systems classify the majority of customer contacts as service requests rather than complaints. However this means that there is no clear picture of the level of service failure across the organisation. Therefore the potential to learn from such instances is reduced which makes it more difficult to improve service provision, and ultimately enhance customer satisfaction. Whether a customer contact is classed as complaint or service request, the important point is that all instances involving service failure are recorded and where necessary learnt from, so that measures are put in place to try and prevent similar occurrences from happening again. Whilst HDL/Contact Centre staff try to take ownership of service requests, in some instances their systems are unable to communicate with back-office systems to verify resolution / completion in a number of service areas. Therefore HDL/Contact Centre staff are sometimes reliant on relevant service departments when progressing complaints and this can lead to a degree of inconsistency that can have a

detrimental effect on customer perceptions. Consequently this reinforces the need for an overarching Customer Care Strategy across all directorates.

- 2.4 Monitoring and analysing complaints and evaluating outcomes is vital if the Council wants to learn from its mistakes and close the loop of service failure. At the moment there is no system in place to ensure this happens with all complaints. Whilst this is clearly the responsibility of each directorate it would seem sensible to introduce a requirement for quarterly reporting to directorate senior management teams. The Member Working Group suggested that information about complaints received and the action taken to avoid such complaints being repeated in future, should also be provided to relevant Policy and Performance Boards. Policy and Performance Boards may wish to set up a sub-group to review policy where they feel that lessons from complaints have not been fully absorbed. (Note that Children and Young People and Health and Community already report annually on compliments and complaints to the relevant Policy and Performance Board).
- 2.5 There are three separate complaint systems currently in operation; Corporate Complaints, Children and Young People, and Health and Community. This can be explained by the fact that Children and Young People, and Health and Community are statutorily required to have a complaints procedure in place following strict procedural guidelines. Nevertheless ITC services have started to undertake a business process review to consider the feasibility of using existing CRM systems to support the three separate processes.
- 2.6 It is important that customers know how to complain and that the Council welcomes complaints and takes them seriously. Whilst complaint forms are available at all Council establishments and online, customers need to be aware of the Council's service standards in the first place so that they know whether they have grounds for making a complaint. This should be addressed by the Council working towards the adoption of a Customer Care Strategy as discussed earlier in the report. The Council should also publish information about the complaints that it receives so as to demonstrate performance against standards. It is envisaged this would include the number and category of complaints received, performance against response target times and customer satisfaction with complaint handling. This would also provide an opportunity to publicise the improvements the Council has introduced as a direct result of listening to its customers. An annual survey of complainants should be undertaken so as ensure that improvements which are put in place are achieving the desired outcomes.

### **3.0 CONCLUSION**

- 3.1 The scrutiny review has highlighted a number of areas where improvements need to be made to improve the way the Council responds to compliments and complaints. It is anticipated that the proposed recommendations will lead to increased customer satisfaction and enable the Council to close the loop of service failure.

### **4.0 RECOMMENDATIONS**

- 4.1 The Council should use the Customer Excellence Model to develop an overarching Customer Care Strategy to help drive improvement in consistency across the organisation and the findings of this scrutiny review will be fed into the process.

- 4.2 All staff involved in investigating and replying to complaints should be provided with relevant training in order to ensure a greater consistency with the quality of investigation and ensuing response to complainants. As part of their role in dealing with complaints, investigating officers should contact complainants to see if they would like an opportunity to discuss their complaint. They should also ensure that all complainants are notified of their right of appeal so that they are aware of their options should they remain dissatisfied.
- 4.3 Each Directorate should ensure they have in place a system to monitor, analyse and evaluate instances of service failure, whether they occur through a formal complaint or other form of customer contact. These details should be reported to Directorate Senior Management Teams and the relevant Policy and Performance Board on a quarterly basis. Policy and Performance Boards may decide to set up a sub-group where they feel that lessons involving instances of service failure have not been fully absorbed.
- 4.4 Once the business process review of existing complaints procedures has been completed by ITC, the outcome should be reported to the Corporate Services Policy and Performance Board.
- 4.5 The Council should publish information annually about the complaints that it receives so as to demonstrate performance against standards. The information should include the number and category of complaints received, performance against response target times and customer satisfaction with complaint handling. This would also provide an opportunity to publicise the improvements the Council has introduced as a direct result of listening to its customers.
- 4.6 A survey of complainants should be undertaken on an annual basis so as to ensure that the improvements which are put in place are helping to achieve the desired outcomes of improving customer satisfaction and reducing instances of service failure.

## Corporate Services PPB Scrutiny Review of Compliments and Complaints

	Recommendation	Action Needed	Who	By	Resource Implications	Position as at 20/08/08
1.	The Council should use the Customer Excellence Model to develop an overarching Customer Care Strategy to help drive improvement in consistency across the organisation and the findings of this scrutiny review will be fed into the process.	The Council needs to determine the best way forward in order to successfully implement the CE Model and develop a CC Strategy. A piloted approach in one or two service areas may be the optimum solution	DJ	Sep 09	Within existing resources	The Strategic Director, H&C has circulated a project brief to Cohort 1 of the MSc programme inviting them to explore the best way forward and to draft a proposal.
2.	All staff involved in investigating and replying to complaints should be provided with relevant training in order to ensure a greater consistency with the quality of investigation and ensuing response to complainants.	Suitable training providers will be researched in order to arrange appropriate training sessions for investigating officers.	RR	Feb 09	£975 for 1 day's training of up to 15 staff. Can be funded from existing resources.	Currently investigating suitability of LGO to provide in-house training sessions.
3.	Complainants should be given the opportunity to discuss their complaint with the investigating officer.	The standard acknowledgement letter will be updated to enable complainants to request to be contacted by the relevant investigating officer. Complaint forms will be updated when new stock needs to be reprinted.	RR	Sep 08	Within existing resources	Implemented

	<b>Recommendation</b>	<b>Action Needed</b>	<b>Who</b>	<b>By</b>	<b>Resource Implications</b>	<b>Position as at 20/08/08</b>
4.	Complainants should be notified of their right of appeal so that they are aware of their options should they remain dissatisfied.	The Policy and Performance team will remind Directorates of the need to offer complainants a right of appeal and will check replies to complainants to ensure a right of appeal has been offered.	RR	Jul 08	Within existing resources	Implemented.
5	Each Directorate should ensure they have in place a system to monitor, analyse and evaluate instances of service failure, whether they occur through a formal complaint or other form of customer contact.	<p>Details should be reported to Directorate Senior Management Teams and the relevant Policy and Performance Board on a quarterly basis.</p> <p>Policy and Performance Boards may decide to set up a sub-group where they feel that lessons involving instances of service failure have not been fully absorbed.</p>	OD's	Dec 08	Within existing resources	<p>It is envisaged that this will be finalised once the training session for departmental investigating officers has occurred.</p> <p>However in the meantime discussions will be held with key staff to determine possible solutions.</p>
6	Once the business process review of existing complaints procedures has been completed by ITC, the outcome should be reported to the Corporate Services Policy and Performance Board.	ITC to continue their review which was postponed in March 08	SR	Jun 09	Within existing resources	Currently still on hold to allow resources to be re-directed.

	<b>Recommendation</b>	<b>Action Needed</b>	<b>Who</b>	<b>By</b>	<b>Resource Implications</b>	<b>Position as at 20/08/08</b>
7	The Council should publish information annually about the complaints that it receives so as to demonstrate performance against standards. This would also provide an opportunity to publicise the improvements the Council has introduced as a direct result of listening to its customers.	The information should include the number and category of complaints received, performance against response target times and customer satisfaction with complaint handling.	RR	Feb 09	Within existing resources	Advice will be sought from Corporate Communications in view of approach adopted by good practice local authorities.
8	A survey of complainants should be undertaken on an annual basis so as to ensure that the improvements which are put in place are helping to achieve the desired outcomes of improving customer satisfaction and reducing instances of service failure.	Subject to resources, it is hoped that a system can be developed so that all corporate complainants are surveyed within one month of their complaint being resolved. This will ensure that feedback is up to date and as precise as possible	RR	Feb 09	Within existing resources	Postal questionnaire from last year will be used to enable comparison of satisfaction levels.

**REPORT TO:** Executive Board

**DATE:** 25<sup>th</sup> September 2008

**REPORTING OFFICER:** Strategic Director - Environment

**SUBJECT:** Improvements to Borough's Parks and Open Spaces.

**WARDS:** Borough-wide

## **1.0 PURPOSE OF THE REPORT**

- 1.1 Following on from a report submitted to this Board on 22nd June 2006, to seek agreement from the Board that the next phase of major refurbishment of key Borough Parks and Open Spaces will be as listed in section 2.1.
- 1.2 To seek endorsement from the Board for the continuation of small scale improvements to the Borough's parks, playgrounds and open spaces by using existing funding, section and funding from external bodies such as WREN.
- 1.3 To seek approval from the Board for the extension of the current standing list for landscape consultant's.
- 1.4 To provide information to the Board about the numerous improvement projects that have been carried out, the improvements in quality and the awards secured since the creation of the Landscape Services Division in 2000.
- 1.5 To outline the strategy with regards to retention and expansion of Green Flag Awards.

## **2.0 RECOMMENDATION: That**

- (1) **That those sites listed below represent the priorities for the next phase of major park refurbishment:-**
  - a. **Spike Island/St Helens Canal**
  - b. **Runcorn Town Park**
  - c. **Runcorn Hill Park**
  - d. **Crow Wood Park**

**That existing budgets and monies from external funding bodies (subject to an annual review and by this Board and agreement with relevant Portfolio holders) be used to upgrade the above sites to improve the 'liveability' of local areas,**



contribute to the governments 'Cleaner, Greener' agenda and provide a wide range of facilities for local people and visitors that promote healthy lifestyles and wellbeing.

- (2) That other small-scale landscape improvements continue to be undertaken, following discussion with the relevant Portfolio holder, through the use of existing revenue and capital funding, through section 106 agreements and through funding from external bodies such as WREN. A report will be submitted once per year to the Executive Board Sub, which will show a list of small-scale improvements for information along with a list of potential future projects and demonstrate that monies are still available for continuation and new schemes.
- (3) The Operational Director - Environmental and Regulatory Services be authorised to extend the contracts for Term Landscape Consultancy to The Environment Partnership (TEP) and 2020 Knowsley for a further three years, and that in light of the exceptional circumstances, namely an unforeseen large volume of landscape design and implementation work and in accordance with Procurement SO 1.6, Standing Orders 3.1- 3.7 and 3.10 be waived on this occasion in view of 1.6 (b) 'where compliance with Standing Orders is not practicable for reasons of urgency which could not have reasonably been anticipated' in that a large portfolio of recently confirmed landscape schemes, including the Runcorn Town Hall Park works, and need completing in a short space of time to meet funding deadlines and Members' and Community expectations.
- (4) The Operational Director - Environmental and Regulatory Services is authorised to recruit a Temporary Assistant Landscape Architect for a two year period, with costs to be covered by the fee elements of the landscape schemes over the next two years.
- (5) The Board note that since the creation of the Landscape Services Division in 2000 there have been 187 separate improvement schemes completed, or currently with contractors on site (See Appendix 1). Quality of management and maintenance has improved to such a degree that the Council now has 10 Green Flag Award Parks. Since 2000 the Landscape Services Division also gained Beacon Status in 2002 for 'Improving Urban Green Spaces', it was twice the winner of APSE Service Team of the Year Award in 2003 and 2004 and it was runner up for this award in 2005. The Division was a runner up for APSE Most Improved Council in 2006 and the winner of this award in 2007. The Division has also won a Green Apple Award for its work at the Hale Duck Decoy in 2004, Best Environmental Planning Project for Wigg Island in

2004, a Green Heroes Award for working with volunteers in 2007 and a Best Partnership Award for the Phoenix Park Pavilion in 2007.

- (6) **The Board note and approve that Halton Borough Council currently ranks joint 5<sup>th</sup> (with Tameside MBC) nationally in the number of Green Flag Awards that it holds. As stated in the Environment and Regulatory Services Departments Service Plan the Landscape Services Division will seek to retain all of the present Green Flag Awards. In addition further bids for Green Flag Award's will be made over the next four years usually at the rate of one additional bid per year. The intention is to position Halton amongst the top three performing authorities regionally. Additional parks that could be considered for Green Flag Awards include Birchfield Gardens, Crow Wood Park, Hale Park and Town Park.**

### **3.0 SUPPORTING INFORMATION**

- 3.1 The Environment and Regulatory Services Departments, Landscape Services Division is responsible for the management and Development of the Borough's 'Natural Assets' (its Parks, Open spaces, Nature Reserves, Waterfront Areas and Children's Playgrounds) all the Council's landscape strategy and policy work and the design and construction of new landscape schemes in the Borough. Since 2000 much of the Council's green infrastructure has been substantially upgraded. Parks such as Hough Green Park, Rock Park and Victoria Park have undergone major refurbishment and improvement works. New parks such as Phoenix Park and Wigg Island Community Park have been created. Sports pitches have been upgraded with new drainage and improved facilities. In total, over 180 environmental improvement schemes of various sizes have been carried out (*see appendix 1*). It should be noted that since 2002 over 500,000 Daffodil bulbs and 26,000 Bluebell bulbs have been planted throughout the Borough making a significant visual impact. During the same period 50,000 trees have also been planted many as part of the National Tree week initiative that takes place in November of each year. Ten Green Flag Awards have resulted from these investments and visitor satisfaction with parks is 94%. Due to commence in the financial year 2008/9 will be major refurbishment work at Hale Park and Runcorn Town Hall Park. Even after the completion of these sites there will still be a number of key areas of parks and open space that need to be upgraded the major sites being those listed in 2.1.
- 3.2 Workload in the Landscape Services Divisions Landscape Design and Conservation Section has risen dramatically over the past ten years, with an average of £1.88 Million of implementation work per annum over the past three years. A further increase is anticipated

over the next two years, with funding having recently been made available for improvements to Runcorn Town Hall Park, a major regeneration of the Borough's Play Areas through the 'Play Builder' programme, and a possible programme of bowling green refurbishment. In addition, there is the on-going landscape work in connection with Castlefields Regeneration, 3MG and Widnes Waterfront, there are a number of Section 106 funded schemes which need completing, and a major grant has recently been awarded from Heritage Lottery Fund for improvements to Hale Park. The estimated value of the workload over the next two years is £4 million, based solely on those schemes, which are already approved, or confidently expected to be approved.

- 3.3 There is currently a core staff of three qualified Landscape Architects (including the Principal Landscape and Conservation Officer, whose role is to co-ordinate the work of the Section). In order to manage the work, which could not be resourced in-house, an extensive tendering and assessment exercise was undertaken in 2005, and two Term Landscape Consultants were appointed for a three year period. During that three year period 20/20 Knowsley were involved in ten projects and have been paid fees totalling £171,688 and TEP have been involved with seven projects and have been paid fees totalling £95,517.
- 3.4 The initial period of the Term Consultancy will shortly be completed, and the two consultants, TEP and 2020 Knowsley, have performed well during the period. Due to the large volume of landscape work which has arisen recently, much of which was unforeseen and requires completion in a short period of time, and the length of time and resources involved in tendering and selecting new consultants, it is requested that the services of these two consultants be retained for a further three years. Further details are given in the attached Business Case (Appendix 2)
- 3.5 In addition, in order to manage the large volume of work, consideration will be given to employing a Temporary Assistant Landscape Architect for two years to provide extra capacity in the design team. The post would be funded by the fee element of the additional work, which will be forthcoming during the next two years.

#### **4.0 POLICY IMPLICATIONS**

Within the Corporate Plan, 2006-2011, the value of Parks and Open Spaces is recognised under Halton's Urban Renewal Area of Focus 12, Further improvements to Parks and Open Spaces support's the Council's efforts to deliver urban renewal and a better quality of life in Halton.

## **5.0 OTHER IMPLICATIONS**

There are no other implications.

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

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

The above proposals will deliver improvements that will directly impact on the lives of Children and Young People in the Borough, as they will deliver improved facilities for these age groups.

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

Improvement of parks and open spaces will create more jobs directly and indirectly. Staff with a high level of horticultural skills will be required to maintain sites and business opportunities could be created for the provision of refreshment facilities.

### **6.3 A Healthy Halton**

Improvement of the Borough's Green Infrastructure will make a beneficial contribution to the health of the Borough's citizens as such improvements have proven to lead to increased patronage of sites. More people will enjoy walking, sporting activities, using play facilities and taking part in other cultural events.

### **6.4 A Safer Halton**

Increased patronage of parks and open spaces has been proven to reduce crime anti social behaviour. Improvements to parks and open spaces will bring about increased patronage.

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

Improvements to the Borough's Green Infrastructure will further improve the image of the Borough and contribute directly to its Urban Renewal.

## **7.0 RISK ANALYSIS**

There is a potential risk that projects may not proceed which would result in a lower level of fees to offset salaries. However the current secured projects would cover the cost of the temporary landscape architect. If other fees were not forthcoming the term consultants would simply not be commissioned to do any work.

There is the potential that even more projects will come forward for implementation which would even greater strain on internal

resources. In this case more use of term consultants would be made.

Therefore the proposals contained within this report offer no significant risk.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

There are no equality and diversity issues.

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

None under the meaning of the Act.

## Appendix 1 – Landscape Services Division – Site improvement projects 2000 – 2008.

Ref. Scheme	Brief Description	Completed
L05 Dukesfield	Footpaths and Play Area	2002
L08 Upton Rocks	Play Area, Skate Park and other landscape works	2005
L10 Wigg Island Phase 1	Footpaths, planting and other landscape works	2001
L10 Wigg Island Phase 2	Footpaths, planting and other landscape works	2004
L10 Wigg Island Visitors Centre	Visitors Centre	2007
L13 Weates Close footpath link	Footpath	2002
L24 Victoria Park - HLF scheme	New pavillion, bandstand, lake, fountain, footpaths, gardens etc.	2008
L25 Victoria Prom	New play area, railings, pathworks etc	2002
L27 St Johns Brow	New paving, planting	2002
L30 Halebank Rec	BMX area	2000
L32 Lytham Rd Woods	Woodland planting	2000
L35 Windmill Hill MUGA	MUGA	2000
L39 Old Chester Road, Daresbury	New path and entrance	2002
L40 Dukesfield Allotments	Refurbished allotments	2000
L44 Hough Green Park Play Area	New Play Area and artwork	2001
L45 Upton Play Area	New Play Area and artwork	2001
L49 Prescott Rd Playing fields	Car park and kickabout pitch	2001
L50 Play Areas	Improvements to various play areas	2003
L51 St Martins School	Woodland planting and footpath	2002
L53 Grange Nursery	New garden	2001
L54 Park Primary	School ground improvements	2001
L56 Ditton School	New school ground	2001
L58 Parker St Play Area	Refurbished play area and artwork	2002
L59 Runcorn Town Centre footpath links	Footpaths	2001
L61 Runcorn Hill Bandstand	Bandstand and paving	2004
L62 West Bank Playing Field	New school football pitch	2002
L64 Streets Ahead	Tree planting, garden improvements, streetworks	2005
L66 Lamsickle Lane Play Area	Play area	2002
L68 Murdishaw West primary	School ground improvements	2002
L77 Weston Nature Garden	Wildlife area	2004
L78 Hale Road Flats	New play area, MUGA, garden	2003

<b>Ref. Scheme</b>	<b>Brief Description</b>	<b>Completed</b>
L79	Widnes and Runcorn Cemeteries	on-going
L85	Victoria park Skate Park	2002
L87	Hough Green Park Ballcourt	2002
L88	St Maries Park	2005
L89	Rock Park Phase 1	2003
	Rock Park Phases 2&3	2004
L90	Town Hall Pond	2002
L93	St Paul's Church	2003
L95	Strategic Routes	2005
L96	Slaters Meadow	2003
L99	Palacefields Primary School	2004
L100	Lugsdale Rd community Centre	2003
L101	Palacefields / hallwood Park MUGAs	2003
L102	Castle Rise Play Area	2005
L103	Holloway Gardens	2003
L105	Lilac Crescent	2005
L107	portland St	2003
L109	Victoria Park Toddlers play Area	2004
L110	Widnes Waterfront Phase 1	2006
L112	Crow Wood Park	2005
L115	All Saints Church	2005
L123	Ditton Nursery	2004
L125	Castner Ave	2005
L126	Clinton Woods	2004
L127	Phoenix Park	2006
L129	Ridding Lane	2005
L131	Widnes Warth	2006
L134	Oxmoor LNR	2005
L135	Victoria park Junior Play Area	2005
L137	Wood Lane Ball Court	2005
L138	Halebank Ball Court	2005
L142	Astmoor lane	2006
L143	Ditton Library	2006
L144	Sports Pitch Improvements	Substantially

<b>Ref. Scheme</b>	<b>Brief Description</b>	<b>complete Completed</b>
L146 Victoria Park Boulder and MUGA	Climbing boulder and MUGA	2007
L147 Friendship Garden	Garden with artwork	2006
L149 Hale Park	Lottery scheme: play area, footpaths, MUGA	2005
L150 Six Acre Lane	Play area	2007
L152 Tanhouse Lane	Tree and shrub planting, footpath / cycleway	2007
L155 Dennis Road	Tree planting and bollards	2006
L157 Roehampton Drive	Grassed games area	2006
L159 Norton priory Field Phase 1	Footpath / cycleway, fencing	2007
L159 Norton priory Field Phase 2	Woodland planting, tree planting, wildflower meadow, fencing	2008
L162 Runcorn Hill Tennis Court	Resurfacing, fencing, lighting	2006
L164 St Michaels Garages	Resurfacing, fencing	2008
L166 Russell Road	MUGA, fencing	2007
L168 Runcorn Hill Restoration	Proposed lottery scheme	2007
L169 Widnes Waterfront Phase 2	Planters, tree and shrub planting, grass	2008
L170 Cavendish Road Play Area	Play area	2007
L171 Hale View Play Area	Play area	2007
L173 Grange Community Centre	Improvements to MUGA	2007
L175 Speke Road Woods	Footpaths, wetland creation	2007
L178 Castle Rise MUGA	MUGA	2008
L179 Runcorn Town Park	Footpaths, fencing, improvements to model railway	2008
L182 All Saints School	School ground improvements	2007
L183 Watkinson Way Roundabout	Tree and shrub planting, gabion walls, mounding, footpaths	Currently on site.
L186 Pickerings Pasture Footpaths	Footpath improvements	Currently on site.
L187 Murdishaw Community Centre	Garden area, planting, footpaths	
L189 Caldwell Rd / King George's Play Area	Play area improvements	2008
L190 St Augustines School	School ground improvements	
L191 Wilmere Lane Playing Fields	New entrance and car park	2008
L192 Palacefield Moat	Footpaths	
L193 Daresbury Nature Area	Footpaths, wetland creation	
L194 Moss Bank Park	Footpath / cycleway, planting, new entrances, fencing	Currently on site.



L197	Ditton Road	Management of existing planting, tree and shrub planting, turfing	2008
L198	Upton Rocks Pond and Road	Wetland creation, roadside planting	
L199	Runcorn Hill Footpaths	Footpath works	
L200	Spike Island Masterplan	Play area, MUGA, new parking area, heritage trail	
	<b>Ref. Scheme</b>	<b>Brief Description</b>	<b>Completed</b>
L201	Bongs / Halton View	Entrance improvements	
L202	Waterloo Road	Seating area, garden, artwork	
L203	Town Park Lake	Refurbishment of lake and footpaths	
L204	Runcorn Town Hall Park	Play area, skate area, MUGA, tree planting, pond improvements	
L205	Electronic bollards	Automatic controls at various site entrances	
L206	Big Lottery / Playbuilder Play Areas	Major programme of play area refurbishment	
L208	Nortonwood Lane	Fencing	
L209	Wigg Island Tower Hide	Bird hide	Currently on site.

## **Appendix 2 – Business Case for Waiving Tendering Standing Orders**

### BUSINESS CASE FOR WAIVING TENDERING SOs

#### **Value for money and Competition**

The Landscape Section went through an extensive tendering and assessment exercise in 2005 to establish Term Landscape Consultants. All the suitable Landscape Practices within a 15 mile radius of Halton were invited to submit a tender. The tenders were assessed by a Panel of Officers from Landscape Services and Major Projects. The Executive Board Member for Environment Leisure and Sport was also invited to attend. The tenders were assessed on the basis of :

- Cost:- percentage fees and hourly rates (40%)
- Staff:- number, experience, capacity, other services (20%)
- The Practice:- experience of relevant schemes, quality of work (20%)
- Health and Safety :- including CDM (5%)
- Local Knowledge:- work in Halton, and other Local Authorities (10%)
- Managing the workload:- how they would manage the commission (5%)

The two consultants who were selected both submitted competitive percentage fee rates which were 5% below the recommended rates suggested by the Landscape Institute. Both consultants have agreed to maintain their rates as submitted in the 2005 tenders, with just an annual allowance for inflation for hourly rates based on the Retail Price Index. No new Landscape Practices which fulfill the specified criteria have opened since the original tendering process.

Value for money can also be demonstrated by the fact that both consultants have extensive experience of working in the borough and are familiar with local sites and issues.

#### **Transparency**

The tendering process is transparent and documents are available for inspection through the appropriate channels at Landscape Services Offices, Picow Farm Depot. Information on the running of the contract will be subject to the Freedom of Information Act and the Council's Audit process.

#### **Propriety and Security**

Standard Council contract documentation was built into the contract and only staff with a need to know have information about the contract.

**Accountability**

Accountability will remain with the Operational Director of Environmental and Regulatory Services.

**Position of the contract under the Public Contracts Regulations 2006**

The contract is subject to Public Contracts Regulations 2006

**REPORT TO:** Executive Board

**DATE:** 25 September 2008

**REPORTING OFFICER:** Strategic Director – Health & Community

**SUBJECT:** Health Summit

**WARD(S)** Borough-wide

1.0 **PURPOSE OF THE REPORT**

1.1 To advise the Board of the background to and outcome of the Health Summit held by Halton & St Helens Primary Care Trust on 3<sup>rd</sup> September 2008.

2.0 **RECOMMENDATION: That:**

- i) **the contents of the report be noted and further reports be submitted to the Board when appropriate;**
- ii) **the priorities as set out in paragraph 3.2 be endorsed**

3.0 **SUPPORTING INFORMATION**

3.1 Following the publication of *Ambition for Health*, the PCT engaged with its partners and the public. *Ambition for Health* set out the PCT's ambitions for improving the health and wellbeing of the local population. The PCT's Clinical Executive Committee and Practice Based Consortia led the process of prioritising health outcomes and these were the subject of discussion at a Health Summit organised with Halton Borough Council, St Helens Council, the Voluntary Sector and a range of other Partners on 3<sup>rd</sup> September 2008. This meeting was attended by the Portfolio Holder for Health & Social Care and the Chair of Healthy Halton PPB.

3.2 The strategic priorities (full details at Appendix 1) proposed by the PCT received widespread support and are:-

- Alcohol
- Obesity
- Early Detection: Diabetes, respiratory, heart disease, cancer
- Early Detection: Depression
- Prevention: Tobacco Control
- Safety, Quality and Efficiency: Planned and Urgent Care

3.3 Attached at Appendix 2 are examples of services which undertake work/projects with Halton Borough Council that supports the above priorities/agenda. The section below provides specific details of

how the Council can contribute to the health priorities agreed at the Health Summit.

#### 4.0 **COUNCIL CONTRIBUTIONS TO THE HEALTH PRIORITIES**

##### 4.1 Children & Young People Directorate

The Halton Children & Young People's Trust will contribute to meeting the health priorities by:

- Reflecting them in our priority setting processes as a Children's trust.
- Incorporating them into our joint commissioning arrangements, ensuring that all relevant commissioning services reflect these wider health issues in service delivery.
- Using our strategic and operational links with schools to promote key messages around alcohol, obesity and smoking. This through the personal, social and educational development curriculum.
- Incorporating the priorities within our refreshed children and young people's plan.
- Incorporating them in the thinking for our preventative services department, particularly in terms of how we integrate PCT children's staff and the broader health message within our children's centres, extended schools and broader locality working.
- Communicating this to our services who serve higher levels of need (child protection, children in care, CAMHS and children with complex needs) with a view to fuller incorporation into mainstream services.

##### 4.2 Corporate & Policy Directorate

As a general point, much of the Directorate's activities are internal support services and therefore would not have a direct effect on people's health, but clearly support many activities of other Directorates that do. However, there are some significant public facing activities which do impact on people's health, which are as follows:

- **Welfare Rights and Benefits Express** - Financial concerns clearly have an impact on people's general health and well being. It provides an advisory service to help people claim their entitlements and runs a highly efficient benefit service, which means that people are not kept waiting for decisions on housing benefit.
- **Halton Direct Link (HDL)** - The customer services advisors at HDL carry out what is in effect an advocacy service as many people attend HDL seeking support and help on a whole range

of personal issues which, if not successfully resolved, can easily have a detrimental effect on their health and well being.

- **Licensing** - The Directorate carries out licensing functions for taxis and a normal part of that process is to ensure that both fit individuals and fit vehicles are available for members of the public, with health and safety being a key determining factor.
- **Health and Safety, Risk Management and Emergency Planning** - The Directorate is the home of the above services which clearly have a significant role in ensuring the overall safety and well being of both Council employees, its service users and the public at large. The team work closely with other partners to ensure compliance with appropriate legislation and guidance.
- **Human Resources** - Many of the terms and conditions of Council employees can be directly related back to their personal well being. The Council has an occupational health service, to where employees can self refer if they have any health issues. The Council also provides services such as eye tests etc.
- **Neighbourhood Management** - The Neighbourhood Management Team is, as one of its overall goals, working with partners to narrow the gap between the most deprived parts of the Borough and the rest of the Borough. Many of the indicators and targets involved in that process relate directly to health but others have an indirect impact ie increasing educational attainment and employability etc.
- **Community Strategy, Corporate Plan, Research** - The Directorate is responsible for drawing together the Borough's Community Strategy, working with members and partners. Supported by the research team, this influences policy development and resource allocation. This process has highlighted health as one of the Borough's and the Council's key priorities.

#### 4.3 Health & Community Directorate

The Health & Community Directorate will contribute to meeting the health priorities through: -

- Working collaboratively to support access to the right level of health, social care, support and more universal services (such as benefits, housing advice and so) at the right time.
- Focusing on early prevention to reduce higher-level support services and signpost to non care managed support when necessary. This ensures people maintain their independence and quality of life.

- Target specific initiatives (whilst considering the wider determinants to health) both geographically and demographically, especially recognising the needs of an increasingly ageing population.
- Effectively consult and engage with the community to evaluate service delivery, highlight any areas for improvement and contribute towards the effective re-design of services where required.
- Developing a much more shared approach to performance management and ensuring the health priorities are considered as part of the Directorate's business planning and commissioning processes.
- Working in conjunction with partner organisations, ensuring we have future staff resources, skills and competencies required to deliver existing, new and improved services

#### 4.4 Environment Directorate

Transport contributes to the health priorities by :-

- Tackling key congestion/pollution 'hotspots' in the Borough.
- Ensuring there are appropriate measures in place to reduce the incidence and severity of road accidents
- Ensuring there are a wide and innovative range of measures to improve accessibility, including access to services
- Increasing the use of sustainable transport, which includes activities such as walking and cycling
- Identifying a range of short, medium and long-term accessibility improvements

#### 5.0 **NEXT STAGES**

5.1 The conclusion on the day was that the priorities were consistent with the objectives of both Councils. A summary of the day's discussions will be issued by the PCT.

5.2 This will lead to the development of specific work streams that will be aligned, for example, to the work of the Health Partnership and LAA.

5.3 In order to ensure that the Council can track progress, meetings have taken place between Health & Community staff and the PCT to develop a shared process of data collection and reporting.

#### 6.0 **POLICY IMPLICATIONS**

6.1 The overarching themes include prevention, public health, mental health and shifting the percentage of planned healthcare to non-hospital based alternatives. These are entirely consistent with the strategic objectives of the Council and reinforce again the need an effective strategic partnership with Halton & St Helens PCT.

## 7.0 **FINANCIAL IMPLICATIONS**

7.1 At this stage, there are no direct financial implications to the Council, but this will be reconsidered once further details are available from the PCT.

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

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

The document makes specific reference to reducing alcohol harm related hospital admissions through providing increased support for schools and enhancing alcohol services in post-16 education. Targets are also set to reduce childhood obesity for reception age and year 6 children.

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

Reducing the psycho-social and economic impact of depression will enable more people to enter the job market.

### 8.3 **A Healthy Halton**

In order to improve health outcomes and to improve people's experience of health services, the Council will continue to work in close partnership with Halton & St Helens PCT and St Helens Council towards the re-shaping and re-direction of health services.

### 8.4 **A Safer Halton**

The doc identifies a number of vulnerable groups who may be at risk of social exclusion and ill health including: -

- black and ethnic minority
- carers
- people with learning disabilities
- older people
- people with physical and sensory disabilities

Targeted interventions to improve health outcomes for these particular groups will support delivery of the Council's aims to build a community in which residents feel safe and secure.



8.5 **Halton's Urban Renewal**

None identified.

9.0 **RISK ANALYSIS**

9.1 Without concerted effort by the Council and its NHS partners, patterns of health and equality are likely to continue.

10.0 **EQUALITY AND DIVERSITY ISSUES**

10.1 The successful delivery of the outcomes set out in the Health Summit will result in greater consistency of health outcomes across the Borough.

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

Not applicable.

# Halton & St Helens PCT PCT Health Summit

3<sup>rd</sup> September 2008

## Initiative Scoping

## Overview...

Over the past few months the PCT has published, and engaged with the public and our partners on, our “Ambition for Health”. This sets out our ambitions for improving the health and well being of the population we serve. We have since received widespread support to the strategic priorities we plan to focus on (these are set out on page 11).

We now wish to turn strategy into action and deliver transformational change in a number of areas that support our strategic priorities. Our Clinical Executive Committee and Practice Based Consortia have led the process of prioritising the health outcomes that we will focus on at the Health Summit. We have also used feedback from patients and the public as part of our Ambition for Health engagement process to support these priority areas.

Our local health outcomes are generally poor – low life expectancy ,high cancer, respiratory and heart disease mortality and high hospitalisation rates, particularly for non elective care. The PCT and its partners must tackle these outcomes - and deliver measurable improvements over the next 5 years and beyond. We therefore asked our clinical leaders in the PCT to tell us what priority areas we should focus on to make a difference to the lives of people in Halton and St Helens. We provided data packs to help them make informed decisions and supported them in facilitating workshops. The discussions in the Consortia revealed a broad consensus on the priority areas contained within this pack. This was further re-enforced by debate and discussion within the Clinical Executive Committee.

The 6 Priority Areas are:

- Alcohol
- Obesity
- Early Detection: Diabetes, respiratory, heart disease, cancer
- Early Detection: Depression
- Prevention: Tobacco Control
- Safety, Quality and Efficiency: Planned and Urgent Care

## What is in the Pack?.....

The Consortia and Clinical Executive Committee completed their discussions at the end of July. Since then, we have been engaging with our partners on developing these priorities into ideas. In some areas such as Alcohol and Obesity, we have well developed plans. In others, we are at the beginning of the process. In all cases, the test we must apply is this:

***The actions agreed at the Health Summit must make a significant difference to the health outcomes of the population we serve.***

In preparation for the Summit on the 3<sup>rd</sup> we ask you to read this briefing pack and familiarise yourselves with the 6 key areas contained within it. Please note that this represents a summary and further detailed information on each of the areas is available, should you wish to see it. At the Summit itself, we will be asking you to stretch your thinking (and imagination!) into what might be possible. To consider potential new roles and new markets for providers. To debate how the public are not only engaged but truly at the centre of our planning and delivery. To define how we raise our game in quality and safety. To agree on specific actions that we collectively take forward.

If you have any questions on what is in this pack, please contact Fiona Johnstone, Director of Health Strategy or Eugene Lavan, Acting Director of Strategic Planning and Development on 01928 593718.

We look forward to seeing you on the 3<sup>rd</sup> September.

# Initiative overview – Tackling alcohol misuse

**DRAFT**

## Initiative purpose:

**To substantially reduce the harm caused by alcohol misuse.**

## Outcomes (benefits to be delivered by 2013):

- **Reduce alcohol harm-related hospital admissions by 4%.**
- **To halt the rise in deaths from liver disease (and then reduce beyond 2013).**

*And, contribute to reducing (i) mortality rate for CVD and cancer, (ii) teenage pregnancy, (iii) prevalence of obese adults.*

*Also, contribute to reducing (i) alcohol related crime, (ii) anti social behaviour, (iii) alcohol-related domestic violence.*

## Initiative sub themes & planned or potential actions:

**Increase targeted primary prevention** – consistently provided across both Boroughs based on need. By...

Use of appropriate social marketing techniques, increased support for schools, alcohol services in post 16 education, diversionary activities for young people especially in the most deprived areas, mobile outreach services for young people, using all face to face health interactions as an opportunity to promote health, educating all licensed premises.

**Targeted recognition & help for those in the early stages of their ‘alcohol career’** – by development of ‘unbranded’ Tier 1.5 level services within community facilities.

**Earlier recognition of potential alcohol misuse** – by training 1000s of people in healthcare & partner organisations to recognise problems & know how to intervene.

**Increase quality & quantity of alcohol interventions in acute care** (inc A&E). By...

Expanded alcohol liaison service, universal alcohol screening (OPD, A&E & IP), improved discharge planning for patients with known alcohol problems, treating alcohol problems as ‘chronic’ requiring a case mgt. approach.

**Increase quality & quantity of treatment services with emphasis on recovery** – consistently provided across both Boroughs.

By, scaling services to meet expected surge in demand over the next few years, providing same day access for Tier 2 assessment & eliminate waiting for Tier 3&4 services, development of viable ‘recovery communities’.

**Increase provision of ‘wrap around’ and ‘whole family’ approaches to alcohol services** – by working with our partners to match services to individual patient needs.

**Improved services for dual diagnosis patients.** By, supporting mental health providers, combined services for alcohol & drugs.

**Establish partnerships with criminal justice & licensing enforcement agencies.** Including: establishing alcohol workers in custody suites, alcohol arrest referral schemes, health input into licensing control & enforcement processes.

# Initiative overview – Tackling Obesity

**DRAFT**

## Initiative purpose:

To reduce obesity levels and obesity related illness by 2013

## Outcomes (benefits to be delivered by 2013 ):

- Reduction in childhood obesity for reception age children in Halton & St Helens from 13% (2007) to 9% by 2013.
- Reduction in childhood obesity for year 6 children in Halton & St Helens from 21.5% (2007) to 17.5% by 2013.
- To record the BMI of 60% of Primary Care patients.
- To test 70% of patients with a BMI of >30 for diabetes.
- To place all patients with a BMI of >40 on an at risk register for CVD.

## Initiative sub themes & planned or potential actions:

**Prevention of overweight and obesity in adults & children** – By.... Target services where there is most need based on epidemiology, use social marketing research to reach target audience. Deliver in a wider range of settings: primary care, hospitals, care homes, all community centres, all leisure centres. Provide access to commercial weight management programmes to widen choice, access and availability. Develop services specifically for teenagers, post natal mothers.

**Early detection of obesity related diseases.** By..... Opportunistic measurement– brief intervention and support (e.g. child health clinics, immunisation appointments, community groups etc), parents course on weight management behaviour.

Drop - ins for children identified via school weighing and measuring programme. Parental referrals to school nurses, GPs, health visitors, paediatricians, dieticians, practice nurses, pharmacists. Brief interventions for families. Tailored interventions with schools with high obesity prevalence. 12 week exercise programme tailored to families (Fresh Start for Families).

Development of services with secondary schools and young persons groups/ workplaces

**Training on weight management for service providers** - By..... Core training to be provided to range of practitioners working with children and/or adults in the health, local authority or voluntary sector on raising awareness, identifying those at risk, healthy eating and healthy lifestyles, promoting being active.

**Effective evidence based programmes for weight management** – By..... Children access the MEND programme: Family approach addressing behaviour change, nutrition and exercise. Programme runs twice a week for 9 weeks plus 6 months of subsidised activity at local leisure centres. 3 courses per year 20 children per course.

# Initiative overview – Tobacco Control

**DRAFT**

## Initiative purpose:

To reduce tobacco related illness & deaths by 3%.

## Outcomes (benefits to be delivered by 2013 ):

- **Reduced smoking prevalence to 24% by 2013.**
- **Reduced incidence of heart disease by 1.5% by 2013.**
- **Decrease hospital admissions for COPD by 5% by 2013.**
- **Reduce current infant mortality rate by 1.7% by 2013.**
- **Reduce lung cancer rates for men by 1% year on year.**

## Initiative sub themes & planned or potential actions:

**Prevention of people starting smoking.** By.....Increase investment in current service (smoking education advisers). Produce and purchase resources. Work with colleges and youth clubs. Work with an increased range of schools.

**Increase in the number of quitters.** By..... Social marketing to develop targeted programmes .Development of a 'bank' to enhance service flexibility and delivery. Improve feedback to intermediate services. Provide a Local Enhanced Service (LES) on cessation for GPs. Run regular workshops for staff that provide services. Capture all quitters. Develop robust pathways for pregnant smokers and pre operative patients. Simplify recording of smoking data in primary care

**Tackling illegal and underage availability of tobacco.** By..... Increased capacity in Trading Standards to meet the tobacco control agenda. Increase in partnership working with Trading Standards and enhanced intelligence sharing on illicit tobacco.

Work towards recommendations as specified in North of England action plan.

**Normalising smoke free lifestyles.** By.....Liaise with Healthy Schools Leads and agree on programme of delivery. Tying in with national advertising on a local level to underpin this agenda. Providing comprehensive training to people working in a variety of settings so they can advise and signpost staff that wish to quit. Advocacy on a national and local level against smoking in the media e.g. films, T.V. Encourage residents to lobby against smoking in all settings. Consult with the public on what they want regarding tobacco control. Policy development to legislate against tobacco companies advertising at point of sale, using packaging to advertise and adapting products to attract new young smokers.

# Initiative overview – Early detection (vascular, respiratory and cancer)

**DRAFT**

## Initiative purpose:

To ensure local people aged 25 -74 get the right preventative health services – screening, early detection, counselling and preventative medicines at the right time.

## Outcomes (benefits to be delivered by 2013 ):

- **Recorded prevalence of vascular, respiratory diseases and cancer matched to predicted.**
- **20% reduction in non-elective admissions for vascular, respiratory diseases and cancer.**
- **25% reduction in out patients attendances and in A&E attendances for vascular, respiratory diseases and cancer.**
- **80% of specified population will have been offered appropriate screening; 100% of patients received screening will have a personalised risk management plan.**

## Initiative sub themes & planned or potential actions:

### **Early alerts/awareness raising.** By...

Use of appropriate social marketing techniques to reach target population; local health promotion to coincide with national awareness campaigns (planned yearly schedule) etc.; road shows to target hard to reach communities, large employers, shopping centres, leisure and recreational organisations; strong PCT branding; multi-partnership approach.

### **Pro-active cradle to grave systematic screening to reduce future risk.** By...

Screening for diabetes (obese/high risk population), vascular disease, COPD (in over 35s), cancer (breast ,cytology, bowel); optimise call and recall systems to target the population profiled by: age, risk, frequency; web based self assessment questionnaires; providing accessible services in community settings at flexible times including weekends and evenings; integrated with existing services/ activities and documented on practice records/registers.

### **Improved access to diagnostics.** By...

Extend direct access to diagnostics and imaging to primary care professionals using protocols and evidence based criteria; education and training for all referrers to diagnostics; increase capacity and accessibility to phlebotomy services including impaired glucose tolerance tests; increase pathology capacity; increase the availability of quality assured spirometry provision in primary/community care.

### **Personalised risk management programmes.** By...

Integration with existing information/activities in the general population; GP and patient held results to support audit/compliance and ongoing monitoring; electronic and paper based personalised documentation; patient education/self management programmes; access to Health Trainers and CBT.



# Initiative overview – Early detection: mental health – depression

**DRAFT**

## Initiative purpose:

To reduce the psychosocial and economic impact of depression, through increase in early detection and intervention (NICE Guidance 2004)

## Outcomes (benefits to be delivered by 2013):

- Increase number of patients diagnosed with depression by [x]% by 2013.
- Reduction in claims for Incapacity Benefits for patients with diagnosis of depression.
- Improved recognition rates for depression (through use of General Health Questionnaire 9).
- Patient journey satisfaction increased by Single Point of Access.

## Initiative sub themes & planned or potential actions:

**Effective detection and recognition of depression across whole patient group (particular focus on vulnerable patient groups).** Awareness raising / training to GPs and primary care staff about the different ways people with depression may present to primary care; consistent use of screening tools and key questions as identified within the 'Local Enhanced Services for Depression' guidelines; Primary Care mental Health team have the capacity to act as point of advice and support for GPs and primary care staff.

### **Appropriate treatment responses psychological or pharmacological in line with stepped care model.**

Easy and quick access to psychological therapies and / or pharmacological treatment via a Single Point of Access; primary care psychological team will have the capacity and capability to deliver steps 3 & 4 of the stepped care model; secondary care services provide step 5 in the stepped care model (conditions of a complex nature).

### **Early detection of risk, emphasis on positive management of risk.**

Training to increase awareness within primary care about identifying risks associated with depression; ensure robust protocols and procedures are in place across all provider organisations; ensure that positive risk taking is encouraged to promote recovery and self-management of condition; close working with other organisations to ensure provision of support with non-clinical issues impacting on a person's illness e.g. employment support.

### **Personalised health care plans re self management of recurrent depression.**

Single point of access to steps 1 & 2 in the stepped care model (which includes access to self – management training, peer group support networks and CCBT); via SPA people will be able to access employment support, well-being nurses, peer groups within the voluntary sector.

### **Improve access to psychiatric liaison for adults and children.**

24-hour liaison cover or at periods of high incidence of attendance at A & E; senior liaison rota that ensures cover within A&E and wards to ensure no inappropriate admissions and correct care pathways are utilised; liaison worker provides training / support to A & E staff concerning mental health awareness, suicide risk etc .

# Initiative overview – Safety, Quality and Efficiency in Urgent Care

**DRAFT**

## Initiative purpose:

**To improve the effectiveness of all commissioned and directly provided unplanned care services**

## Outcomes (benefits to be delivered by 2013 ):

- **Reduction in dependence on non elective hospital admission by 35 per thousand of the PCT population (20% reduction).**
- **10% shift in attendances at A&E departments to non hospital based alternatives.**
- **100% of non elective hospital admissions will be “speciality” consultant reviewed within 24 hrs of arrival.**

## Initiative sub themes & planned or potential actions:

**Urgent and out of hours elements of primary, secondary and intermediate care should be commissioned with social care to deliver a fully integrated service close the home as possible** – By.....developing Single Point of Access service, expansion of Walk-In/Urgent Care Centres, extended operating times, “local call” patient access telephone number to signpost effectively, access to diagnostics 24/7

**Development of PCT based capacity to make high level clinical decision before hospitalisation** – By....rapid intervention before or within A&E to facilitate “assess to admit” and quick turnaround of patients

**Radical redevelopment of the PCTs intermediate services to provide full 18 hour per day access** – By..... Implementation of intermediate care “Gold Standard, including expansion of rapid response teams and co-location with A&E, expansion of intermediate care bed capacity in Halton. Hub and spoke services in both boroughs (Newton/Halton).

# Initiative overview – Safety, Quality and Efficiency in Planned Care

**DRAFT**

## Initiative purpose:

To improve the safety, effectiveness and efficiency of all commissioned planned healthcare services.

## Outcomes (benefits to be delivered by 2013 ):

- **Reduction of 10% in overall first out patients attendances across all specialities.**
- **25% shift in overall follow-up attendances at outpatient departments to non hospital based alternatives.**
- **Zero hospital initiated cancellations for elective surgery.**
- **[x]% reduction in numbers of MRSA & CD year on year**

## Initiative sub themes & planned or potential actions:

**Planned Care Standards:** Booked for convenience, treated quickly, evidence based, choice for patients, standard pathways, quality outcomes pre-determined

**Direct access to diagnostics.** By.....expanding the provision of diagnostic capacity 24/7, enhancing plurality of provision

**Integrated models of care across all commissioned planned healthcare services –** By.....developing pre-determined comprehensive protocols of care covering all planned care episodes (self care, pre, post and rehabilitation care) which are evidence based, quality led and stakeholder informed

**Increasing day case surgery rates.** By.....embracing new technologies (telehealth/telemedicine), rapid access diagnostic testing outside hospital, investment in new facilities, adherence to British Association of Day Surgery recommendations,

**Reducing length of stay.** By.....Utilisation of Advancing Quality programme to reward improvements in quality outcomes, including patient experience of the health service, setting national and international comparisons to foster innovation

**Reducing healthcare-associated infections.**

## Ambition for Health - overview

**We have identified two overarching objectives: (i) to improve health and tackle inequalities in health, and (ii) to deliver effective and efficient care services to those who need them.**

Underpinning the delivery of these two objectives we have identified our six strategic priorities:

**3.1. Supporting a healthy start in life** – this has emerged from our knowledge of the health of children and families in each borough, and our need to reduce the levels of teenage pregnancy and obesity, and to increase breastfeeding. We are also aligning services within the PCT and Local Authority through Children’s Trust arrangements which should meet the need for us to make best use of resources.

**3.2. Reducing poor health resulting from preventable causes** – alcohol, smoking, poor diet and physical activity are all identified as areas for improvement over the next five years. In addition we have identified the need to reduce healthcare acquired infections, and to improve oral health.

**3.3. Ensuring that where people have existing chronic ill health, they receive effective and efficient care and support.** High levels of cancers, respiratory disease and mental health conditions have meant that we are in the process of reviewing our pathways of care and associated services to increase improved health. Our JSNA also identifies particular communities for focus. For example our early detection of cancers programme has identified needs and instigated a targeted response.

**3.4. Providing services to meet the needs of vulnerable people.** We know that our vulnerable populations have some unmet needs which require addressing. Our plans include focussing on improving outcomes for particular population groups who generally have greater health needs, or who may be at risk of social exclusion and ill health if additional services are not provided for them. Five groups have been prioritised for action over the next five years: black & minority ethnic groups, carers, people with learning disabilities, older people and people with physical and sensory disability services.

**3.5. Making sure our local population has excellent access to services and facilities.** We are implementing evidence-based pathways of care, building new primary care estates, incorporating the new hospital developments into planning and looking to provide a no-wait health economy. Public and patient involvement is key to our delivery of this agenda.

**3.6. Playing our part in strengthening disadvantaged communities.** The social environment has a huge impact on the potential to improve health. Local leadership across statutory and voluntary sector partners through initiatives which support local employment and the development of skills, and through considering the impact of climate change are critical parts of any strategy to improve health.

The Ambition for Health Strategy which identifies the needs, focuses our priorities, and sets a five year ambition for each priority. Our strategic planning processes allow the alignment of our commissioning and financial strategies to deliver these ambitions.

## APPENDIX 2

<b>PCT Strategic Priorities</b>	<b>Examples of Services which undertake work/projects within Halton Borough Council that support these priorities</b>
1. Alcohol	Trading Standards; Welfare Rights; Drug and Alcohol Services; Assessment & Care Management Services; Supporting People Services; Homelessness Service; Community Services; Universal & Learning Services; Community Safety; Commissioning Services
2. Obesity	Intermediate Care Services; Community Services; Universal & Learning Services; Hospitality Services; Highways & Transport Services; Assessment & Care Management Services; Sports Development Services; Leisure and Community Services; Commissioning Services; Halton Home Improvement & Independent Living Services
3. Early Detection: Diabetes, Respiratory, Heart Disease, Cancer	Community Services; Specialist Services; Universal and Learning Services; Commissioning Services
4. Early Detection: Depression	Specialist Services; Assessment and Care Management Services; Intermediate Care Services; Libraries; Museums; Arts Development Services; Halton Home Improvement & Independent Living Services; Economic Regeneration/Major Projects; Supporting People Services; Welfare Rights Service; Community Safety; Sports Development Services; Leisure and Community; Homelessness Services; Commissioning Services
5. Prevention: Tobacco Control	Trading Standards; Environmental Health; Community Services; Specialist Services; Universal and Learning Services
6. Safety, Quality and Efficiency: Planned and Urgent Care	Intermediate Care Services; Drug and Alcohol Services; Commissioning Services

**REPORT TO:** Executive Board

**DATE:** 25<sup>th</sup> September 2008

**REPORTING OFFICER:** Strategic Director (Health and Community)

**SUBJECT:** Liverpool City Region Housing Strategy Action Plan

**WARDS:** All wards

## **1.0 PURPOSE OF THE REPORT**

1.1 The purpose of this report is to seek Executive Board's endorsement of an Action Plan for delivery of the Liverpool City Region Housing Strategy (LCRHS) and to inform the Board of arrangements for implementing the Strategy.

## **2.0 RECOMMENDATION:**

2.1 That Executive Board:

- (i) endorse the Action Plan attached as Appendix A subject to the availability of resources as highlighted in 5.3
- (ii) note the arrangements for ongoing governance and monitoring of the Strategy and its Action Plan.

## **3.0 SUPPORTING INFORMATION**

### **3.1 Liverpool City Region Housing Strategy**

- 3.1.1 Members may recall that an early draft of the Liverpool City Region Housing Strategy, developed by GVA Grimley, was presented to Executive Board on 29<sup>th</sup> March 2007. The Strategy has since been subject to a number of refinements following a period of consultation with local authorities and the final document was signed off by the Chief Executives and Leaders Group of the Mersey Partnership in 2007.
- 3.1.2 An Executive Summary of the Strategy is attached for information at Appendix B and the full document is available for inspection in the Members rooms.
- 3.1.3 The Strategy sets out the broad framework for housing activity and investment priorities across the sub region to support the economic growth ambitions of the Liverpool City Region Development Plan. It was informed by a series of strategic "Housing Market Assessments", one for each functional Housing Market Area (HMA), with Halton included in the Eastern HMA with Warrington and St Helens but with links to the Northern HMA centred on Liverpool.

- 3.1.4 The Strategy sets out a series of “strategic enablers” and associated policy recommendations developed to focus policy and investment on delivering sustainable growth, prioritising areas in need of regeneration, creating balanced housing markets and delivering a better choice of affordable housing and better quality neighbourhoods.
- 3.1.5 The Strategy will be used to guide investment decisions in the City Region, in particular the distribution of resources from the Regional Housing Pot. 4NW (formerly North West Regional Assembly) is in the process of reviewing the North West Regional Housing Strategy, which has traditionally guided housing investment in the region. It is intended that the new Regional Strategy, which is due to be published in November 2008, will be more of an overarching document that sets out the overall priorities for the region, with sub regional housing strategies detailing how these priorities are to be delivered at the sub regional level and, therefore, having a significant influence on resource allocations.
- 3.1.6 Indications from 4NW are that, in preparation for the move to a Single Integrated Strategy, the new Regional Housing Strategy will focus on how housing can support and drive economic development in the North West and, in this respect, it will align with the overriding purpose of the LCRHS. A separate North West Regional Supported Housing Strategy is also under development which will deal with issues such as providing appropriate housing for an ageing population and a Regional Homelessness Strategy for the North West has recently been produced. There are no plans at this stage to develop sub regional strategies that deal specifically with these type of issues, which are currently addressed in local authority Housing, Supporting People and Homelessness Strategies.

## **3.2 The Liverpool City Region Housing Strategy Action Plan**

- 3.2.1 Following development of the Strategy, consultants Arc4 were commissioned by the Liverpool City Region Housing Strategy steering group to develop an Action Plan which builds on the Strategy’s recommendations. The Action Plan, attached as Appendix A, was developed in consultation with local authorities, Registered Social Landlords and other partners and recommends the activities and governance, working and monitoring arrangements necessary to implement the Strategy’s recommendations.
- 3.2.2 Action Plan recommendations
- 3.2.2.1 The document recommends actions under the following five key themes which are linked to the strategic enablers recommended in the Strategy.

- 3.2.2.2 *Affordability* – actions include developing, at HMA level, joint Strategic Housing Market Assessments, planning obligations papers and considering the feasibility of a joint empty homes strategy for the City Region.
- 3.2.2.3 *Housing Supply* – actions include undertaking joint Strategic Housing Land Availability Assessments for each HMA (currently underway for the East HMA) and monitoring the housing numbers delivered against targets in the LCRHS.
- 3.2.2.4 *Progressing regeneration priorities* – actions include developing larger aspirational type housing in the East HMA and keeping under review the priority regeneration areas identified in the LCRHS.
- 3.2.2.5 *Housing Strategy update and evidence base* – actions include working with local RSLs to ensure the spatial and regeneration priorities of the LCRHS are reflected in their operational business plans.
- 3.2.2.6 *Multi Area Agreement (MAA) and strategic housing objectives* – actions include establishing MAA indicators for New Heartlands and for housing growth areas with potential to develop a housing MAA for the City Region.
- 3.2.3 Governance recommendations
  - 3.2.3.1 Members will be aware that work to develop new governance arrangements for the six Merseyside authorities is underway comprising a City Regions Leaders Cabinet to be supported by a number of topic based boards, including the Housing and Spatial Planning Board.
  - 3.2.3.2 The consultants recommend that the new Housing and Spatial Planning Board should be the governing body for the Action Plan and that consideration be given to extending its membership so that it covers the wider Liverpool City Region rather than limited to Merseyside.
  - 3.2.3.3 It is also recommended that the Liverpool City Region Housing Strategy steering group and the Merseyside Housing Forum supports the work of the Housing and Spatial Planning Board and that the latter considers expanding membership to Warrington and West Lancashire Councils, with invitations to local authorities from the Southern HMA as and when appropriate. However, as part of the process of establishing the boards, the role of many of the working groups which currently exist is being reviewed. It is likely that the Board will be advised and supported by separate housing and planning officer groups, with elected members serving on the board itself. The role of authorities outside Merseyside will also be considered.



3.2.4 Working group recommendations

3.2.4.1 The consultants recommend that the existing Mid Mersey Housing Forum, comprising housing and planning officers from Halton, St Helens, Warrington and Wigan, be charged with taking forward the actions relating to the East Housing Market Area, with separate arrangements for the North and South HMAs and that the group be invited to operate as part of the Liverpool City Region structure.

3.2.4.2 It is also recommended that two new groups are established at the City Region level to take forward the actions relating to private sector renewal (with an emphasis on empty homes) and sustainable communities priorities.

3.2.5 Monitoring recommendations

3.2.5.1 The LCRHS recommended that Mott McDonald MIS be appointed central custodian of the data used to inform the Strategy with a responsibility to update the data and monitor progress. The six Merseyside authorities currently operate this arrangement through the core contract and to date Mott McDonald MIS have drafted a first annual monitoring report for the wider Northern Housing Market Area, which includes Halton. Copies of this report have also been placed in Members rooms. Discussions with Warrington are underway to include them in this arrangement so that monitoring for the Eastern HMA can be undertaken.

3.2.5.2 Progress on the Action Plan will be monitored on an annual basis with progress reports given to all relevant groups and an annual review to the Housing and Spatial Planning Board, identifying revisions to the Strategy or specific targets.

3.2.6 Conclusions

3.2.6.1 Implementation of the Action Plan necessitates increased sub regional joint working which meets with Government expectations of the strategic housing role and presents the opportunity for pooling resources and expertise.

3.2.6.2 The Strategy itself can be used as a lobbying tool for future housing investment as the emerging North West Regional Housing Strategy will place greater reliance on priorities identified at the sub regional level.

**4.0 POLICY IMPLICATIONS**

4.1 The LCRHS and Action Plan will feed into Regional, Sub Regional and local policy development, specifically Halton's Housing Strategy, the current review of the North West Regional Housing Strategy and partial review of the Regional Spatial Strategy.

## **5.0 FINANCIAL IMPLICATIONS**

- 5.1 The LCRHS provides a guide for housing investment decisions in the City Region, including allocation of the Regional Housing Pot. At this stage it is not clear how this will impact on Halton's allocation, which has been in decline in recent years.
- 5.2 The Action Plan has been designed to operate within available resources wherever possible, however, additional resources may be required to ensure that the Merseyside Policy Unit has the capacity to serve the Housing and Spatial Planning Board.
- 5.3 Some of the actions contained in the document are likely to require future financial contributions from the Council, for example, the development of joint Strategic Housing Market Assessments. Any significant contribution will be dealt with in the usual way and will be subject to Standing Orders.

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

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

The LCRHS and Action Plan aims to increase the supply of affordable housing and improve housing conditions which will have a beneficial impact on families with children and improve access to housing for young people.

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

The LCRHS has been developed to complement and support the economic growth ambitions of the Liverpool City Region Development Plan.

### **6.3 A Healthy Halton**

The LCRHS will help to attract investment to improve housing conditions which will have a beneficial impact on health in the City Region.

### **6.4 A Safer Halton**

The holistic regeneration of some of the City Regions most deprived neighbourhoods are likely to include measures to reduce crime and anti social behaviour.

**6.5 Halton’s Urban Renewal**

The LCRHS aims to regenerate neighbourhoods and improve the housing offer which will have a positive impact on the urban landscape in the City Region.

**7.0 RISK ANALYSIS**

7.1 Not applicable

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 Regeneration of the most vulnerable areas of the City Region as prioritised in the LCRHS will have a positive effect on social inclusion.

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

Background document	Place of Inspection	Contact Officer
Executive Board report 29 <sup>th</sup> March 2007	2 <sup>nd</sup> floor, Runcorn Town Hall	Joanne Sutton, Housing Strategy Officer
Liverpool City Region Housing Strategy	2 <sup>nd</sup> floor, Runcorn Town Hall	Joanne Sutton, Housing Strategy Officer
Northern Housing Market Monitoring report	2 <sup>nd</sup> floor, Runcorn Town Hall	Joanne Sutton, Housing Strategy Officer





**Liverpool City Region Housing Strategy:  
Action Plan 2008-2011**

**March 2008**

**Revised and updated: August 2008**

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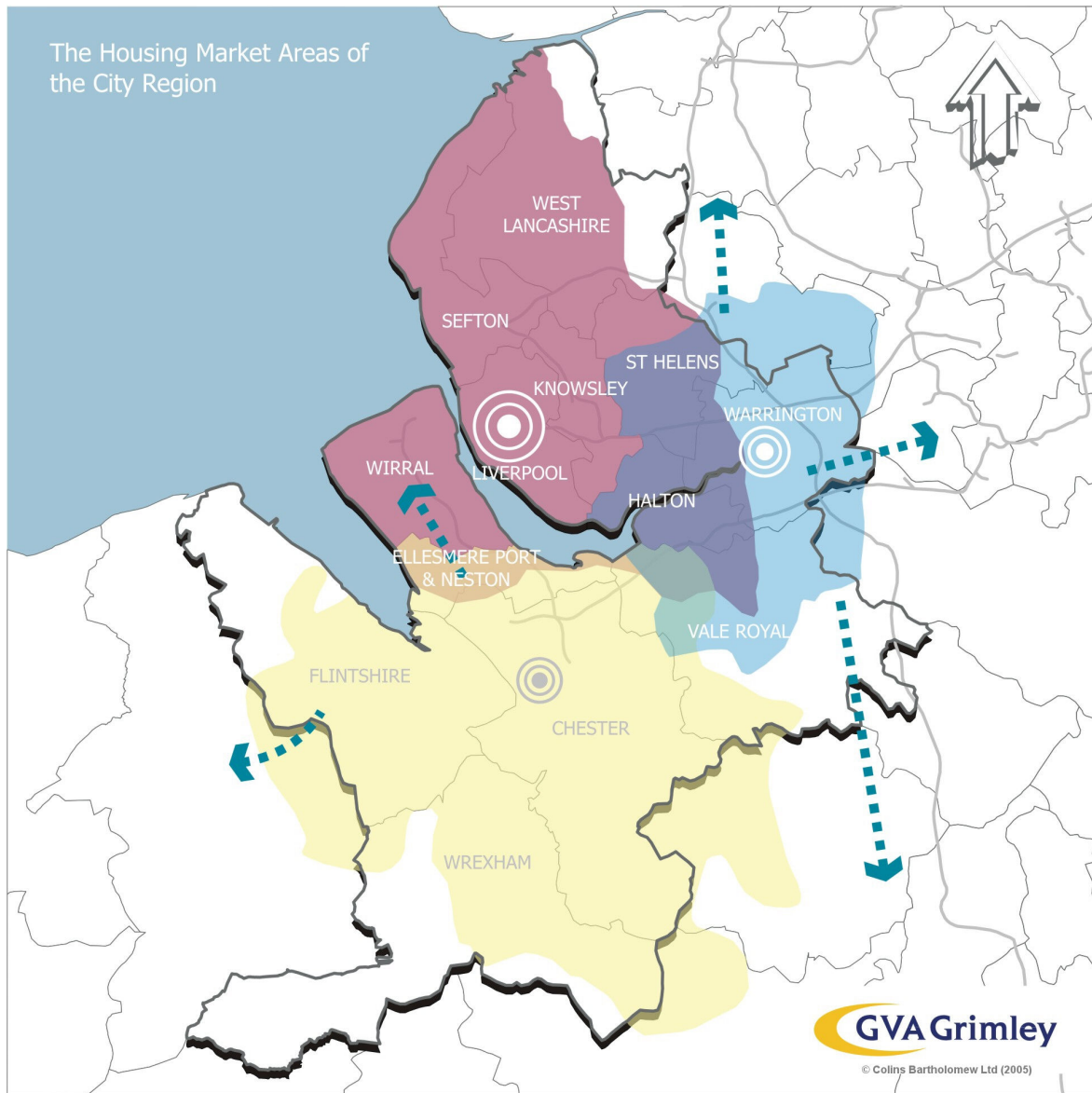
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# Liverpool City Region Housing Strategy Action Plan 2008-2011

Map 1 – Liverpool City Region Housing Market Areas



Source: GVA Grimley – Liverpool City Region Housing Strategy



## EXECUTIVE SUMMARY AND RECOMMENDATIONS

- 1.1 The Liverpool City Region Housing Strategy Action Plan draws together a series of actions required to implement and further develop the Liverpool City Region Housing Strategy (LCRHS) and associated planning framework. In compiling this Plan, arc4's main consideration has been to ensure the Housing Strategy can be delivered effectively. Accordingly, due consideration has been given to the appropriate joint working arrangements at the City Regional, Housing Market Area (HMA) and local authority level and the limited resources and competing priorities of all partners.
- 1.2 The proposals contained in this Plan focus on the actions to be progressed across local authority boundaries in order to deliver the Housing Strategy and to strengthen the on-going City Regional working arrangements. They have been developed in close consultation with LA, RSL and other partners, as arc4 believe it is important to work "with the grain" of partners' priorities. We have also taken account of the limited capacity for City Regional work and the existing responsibilities of the people involved and have been impressed by the willingness to engage in these consultations across the City Region.
- 1.3 To maximise the chance of success, the proposals take advantage wherever possible of existing working arrangements. They pick up the themes that are recognised to be important by the teams themselves. As a result, there is an Action Plan, which sets out the steps to be taken, the responsibilities and the timescales for City Regional or Housing Market Area work.
- 1.4 The key to successfully implementing this work will be to:
  - endorse and establish the necessary implementation working arrangements;
  - ensure that responsibilities are clearly defined and have timelines;
  - monitor and review progress; and
  - establish governance arrangements which will provide leadership for this work.
- 1.5 The main recommendations therefore focus on these steps, detailing the governance proposals, the working arrangements, actions to achieve effective monitoring and review, the potential MAA performance framework and specific resource requirements.

### Recommendations

- 1.6 The report assesses the requirements for implementing the LCRHS and its proposed Strategic Enabler Policy responses. The recommendations provide the foundations for the City Region to deliver actions under five main themes within the action plan. The five themes are:
  - **Affordability** – this covers evidence gathering, joint affordable housing policy work and ways to help deliver more affordable homes.
  - **Housing Supply** – this theme involves housing growth bids and joint assessments of land availability for housing, which underpin economic and housing growth for the City Region.

- **Progressing Regeneration Priorities** – concerned with diversifying house types and sizes to reflect a balanced mix of housing and improving the 15% most deprived areas (inclusive of NewHeartlands) to achieve sustainable neighbourhoods.
- **Housing Strategy update and Evidence Base** – discusses Housing Strategy work at a HMA level, the collection of consistent data across all LCR local authorities and raising awareness of LCR Housing Strategy objectives amongst key stakeholders (including RSLs).
- **MAA and Strategic Housing Objectives** – this theme considers the opportunity to work at a LCR level to determine what housing-related indicators for regeneration and housing growth objectives could be included in a LCR-wide MAA.

## Governance Recommendations

### Comment – August 2008

Since the Action Plan was originally prepared, work to develop new governance arrangements for the six Merseyside authorities has continued, and the recommendations for governance and the role of working groups etc. will be considered in this light.

The principal decision making body will be a City Region Leaders' Cabinet, which will be supported by a number of topic-based boards, including the Housing and Spatial Planning Board. There will also be a Research and Information Board, which will have a key role in coordinating intelligence, joint working etc and will therefore need to be closely linked to work on the LCRHS.

As part of the process of establishing the boards, the role of the many working groups which currently exist is being reviewed. It is likely that there will be separate housing and planning officer groups to advise and support the board, with elected members serving on the board itself. The role of those authorities outside Merseyside will also be considered.

### 1.7 The current **Merseyside Housing Forum** should consider:

- inviting members from West Lancashire, Warrington, Chester, Ellesmere Port and Neston, and Vale Royal to join the Forum, with observers from the Welsh Authorities that fall within the functional Liverpool City Region;
- providing the facility to have a sub-group meeting in the event that decisions are required specifically for Merseyside;
- reviewing the name of the Forum to reflect a wider Liverpool City Regional role.

- 1.8 The new **Housing and Spatial Planning Board**, may consider the following to be part of its remit:
- The working arrangements that have been proposed in this document.
  - The key elements of this Action Plan.
  - The extension of its membership and role so that it covers the whole of the Liverpool City Region rather than being limited to the Merseyside area.

### Working Groups Recommendations

- 1.9 To ensure the appropriate working arrangements are in place to implement and maintain the LCRHS, it is recommended that:
- The South HMA Area extends the Mersey Dee Alliance group to include Vale Royal to address the identified policy issues;
  - The North HMA Area should re-establish the Merseyside Housing and Planning Officer Group to address policy issues at an officer level and comprise the 5 local authorities in the North HMA, including West Lancashire;
  - The Mid-Mersey Forum in the East HMA, be invited to operate as part of the LCR structure;
  - Two new groups are established to take forward the City Region issues relating to private sector renewal (empty homes in particular) and the sustainable communities priorities for the City Region; and
  - The Steering Group for the LCRHS continues, with a revised membership, to oversee the implementation and review of the Strategy.
- 1.10 It is recommended that each of the officer-level HMA groups, the specialist groups and the Steering Group should meet at least every quarter (or bi-monthly) to take forward the policy actions within this LCRHS Action Plan.
- 1.11 The working group arrangements suggested are fundamental to making the delivery of the Affordability, Housing Supply and Progressing Regeneration themes work.

### Monitoring Recommendations

- 1.12 To ensure the Action Plan is delivered and effectively monitored through a review framework, it is recommended that Liverpool City Region local authority partners extend (if possible) the central custodian arrangement of Mott MacDonald MIS to the non-Merseyside local authorities of Warrington, Chester, Vale Royal, Wrexham, Flintshire, West Lancashire and Ellesmere Port and Neston.
- 1.13 The LCR Housing Strategy steering group should monitor and review the Housing Strategy Action Plan on an annual basis with progress updates provided to all relevant groups. The Steering Group will provide an annual review to the Housing and Spatial Planning Board, identifying revisions to the Strategy or specific targets.

## Performance Framework and Indicator Recommendations

### Multi-Area Agreement Indicators for Regeneration

- 1.14 The potential for developing an MAA to underpin the key strategic housing objectives should be explored. This will be important in setting clear targets, with Government, which demonstrate the strategic importance of community regeneration and integrated housing growth as part of the overall City Region Development Plan. It will also underline the vital role of NewHeartlands as a key economic and regeneration sub-regional initiative for revitalising the heart of the City Region. These objectives are seen as critical for the longer-term economic success and viability of the City Region.
- 1.15 In order to monitor the success of the Regeneration work being carried out through the NewHeartlands Pathfinder and through other major regeneration programmes, the Housing and Spatial Planning Board may wish to consider a combination of Central Government Core Indicators and NewHeartlands market change indicators as illustrated in paragraph 5.26.

### Multi-Area Agreement Indicators for Housing Growth Bids

- 1.16 The development of housing-related indicators as part of a LCR MAA that reflect Successful Growth bids is an integral part of monitoring the delivery of the LCR Housing Strategy Action Plan. Two of the most important issues highlighted in the Strategy and the Action Plan focus on delivery of affordable housing and housing supply in general.
- 1.17 The Housing and Spatial Planning Board should consider the following National Indicators as a minimum within any potential LCR MAA for Housing Growth Bids;
- NI 154 – Net additional Homes provided.
  - NI 155 – Number of Affordable homes delivered (gross).

## Resource Recommendations

- 1.18 The Action Plan has been constructed to operate within available resources wherever possible, but two key issues have been identified which will need the continued attention of the Steering Group and possibly the Housing and Spatial Planning Board. These are;
- Resourcing the Merseyside Policy Unit so that it has the capacity to service the Steering Group and the Board.
  - Ensuring that the North HMA working group identifies sufficient capacity to co-ordinate and drive forward its priority actions.

## Action Plan Recommendations

- 1.19 All the main actions for the working groups are set out in the Action Plan Schedule at section 6 of this report. It is recommended that this schedule:
- be agreed as a working document for use by the Steering Group and the working groups, and
  - be updated annually; this up-date will be one of the main tasks for the Steering Group.

## 2.0 INTRODUCTION

### Background

- 2.1 Over the last few years, partners across the City Region have been working collaboratively to fully understand the way in which their housing markets operate, interact and complement each other. The City Region has set out its strategic economic growth plans for the Liverpool City Region through the City Region Development Programme (CRDP), which builds upon recent economic successes and puts in place the strategic infrastructure that is required to sustain growth.
- 2.2 As part of this process to deliver the economic growth of the City Region, all the City Region authorities have jointly agreed a response to the Draft Regional Spatial Strategy. This included details of the sustainable level of housing supply at the local level in order to regenerate the most vulnerable parts of the City Region and plan for growth in a sustainable way.
- 2.3 The LCRHS is a key element of the City Region Development Programme and will help deliver the Sustainable Communities element of the CRDP. The strategy provides a framework for housing investment to support regeneration and economic growth in the City Region. It also sets a strategic context for local authorities' Local Development Frameworks; future reviews of the Regional Spatial Strategy in the North West, the Regional Economic Strategy and the Regional Housing Strategy as part of the new integrated Regional Plan for the North West.
- 2.4 The first phase of work on the LCRHS was carried out by Ecotec, who carried out an analysis of available data, identified the three housing market within the City Region and produced a brief for production of the Strategy itself. This second phase of work, including the preparation of three Housing Market Assessments, was done by a consortium of consultants led by GVA Grimley LLP. A steering group drawn from all of the City Region's local authorities oversaw this work.
- 2.5 The Strategy was first issued in May 2007, with some relatively small changes (relating to the prioritisation of vulnerable areas and the level of housing provision in the Southern Markey area) being agreed over the summer of that year with final completion in December 2007. In order to take forward the delivery of the LCRHS, its monitoring and review, the Steering Group were very keen to develop an Action Plan to this end. Accordingly, in July 2007, arc<sup>4</sup> were commissioned to develop such an Action Plan that would assist in the delivery of the Liverpool City Region Housing Strategy 2008 – 2011.

## National and Regional Policy Developments

- 2.6 Since the Liverpool City Region Housing Strategy was produced in the spring of 2007, there have been a number of policy developments nationally and regionally.
- 2.7 Nationally, emerging legislation and guidance has brought the overall delivery of housing numbers to the fore, with the Housing Green Paper introducing ambitious new targets (2 million new homes by 2016 and 3 million by 2020). Alongside the new delivery targets the proposed distribution formula for housing and planning delivery grant (which will replace the planning delivery grant system) is looking to financially reward local authorities for their housing delivery within their boundaries.
- 2.8 The Government also announced in 2007 that the Growth Points initiative – designed to support large-scale housing growth – would be extended for the first time to the north of England. The initiative is intended to provide support for areas to bring forward early housing development. Three expressions of interest were submitted – by Halton and St Helens (with Warrington), by Liverpool and Wirral, and by Chester, Ellesmere Port and Vale Royal. At the time of writing, [February 2008] decisions about which bids have been successful have not been announced.<sup>1</sup>
- 2.9 The July 2007 report by HM Treasury “Review of sub-national economic development and regeneration” set out a range of proposals designed to ensure that UK regions achieve the desired level of economic growth. These include concentrating neighbourhood renewal funding more closely on the most deprived areas, allowing sub-regions (through MAAs) to establish formal joint arrangements for a range of policy areas and moving towards a single regional strategy encompassing the current Economic, Spatial and Housing strategies.
- 2.10 At the North West level, the Regional Housing strategy is being reviewed. This will ensure that the region’s priorities are better linked to the changed national policy picture, in particular the emphasis on affordable housing. At the same time (although at the time of writing [February 2008] proposed changes to the draft Regional Spatial strategy have not yet been published)<sup>2</sup> work is underway on a partial review of the RSS. This will cover such topics as the identification of housing market areas and revision of housing provision figures. Work already carried out for the North West Regional Assembly to identify housing market areas has supported the findings of the early stages of the Liverpool City Region Housing Strategy.
- 2.11 Recently the NewHeartlands Housing Market Renewal Pathfinder has recently had its funding allocation for 2008-2011 announced. At £152 million it is the largest allocation of any of the 9 pathfinders, and will therefore allow

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<sup>1</sup> The Department for Communities and Local Government announced in July 2008 that all three Growth Point expressions of interest had been successful.

<sup>2</sup> Proposed Changes to Regional Spatial Strategy for the North West were published by Government Office for the North West (on behalf of the Secretary of State for Communities and Local Government) in March 2008.



NewHeartlands to continue to make a major contribution to regeneration at the heart of the conurbation.

- 2.12 The development of the Liverpool City Region Housing Strategy Action Plan aims to build on all of these papers and practice guidance documents to ensure that the delivery of the Housing Strategy involves a strong governance and accountability arrangement to assist with the on-going monitoring and priority setting of future Housing Strategies.

### Purpose of the Action Plan

- 2.13 The Strategy document identifies 52 policy responses to the 7 strategic enablers and a comprehensive range of monitoring tools. Whilst all these are important to guide the actions of individual local authorities, they are not all appropriate for action at the City Regional level. The latter part of this section will return to consider individual local authority actions resulting from the proposed policy responses. So the first key issue is to identify the items that most require City Regional work. These are those parts of the Strategy which;
- require concerted work across the City Region, or depend on cross local authority working; and
  - will benefit substantially from cross local authority working within the City Region.
- 2.14 Secondly, the Action Plan needs to match these items with potential capacity and willingness to take forward the work required. We recognise that work on City Regional strategy usually has to be done alongside work on the local authority's own strategy and programmes. There is therefore much practical merit in linking the Action Plan to established or emerging working arrangements. In this way, we can avoid adding another layer of work. By ensuring the work is integrated with important local priorities, working in City Regional Groups should also help to spread the workload and add value to work being done in each participating local authority.
- 2.15 The Action Plan has therefore been developed in close consultation with local authorities and RSL partners. Discussion in Housing Market Area groups explored where there was an appetite, or enthusiasm, for joint working. It explored the potential to integrate existing working arrangements with the actions desirable to take forward the Liverpool City Region Housing Strategy. From this, the following main themes and suggestions about working arrangements evolved.

## 3.0 APPROACH TO THE ACTION PLAN

### Developing the Themes

- 3.1 The early stage of the action planning process involved reviewing the seven strategic enablers within the Housing Strategy which are:



- Strategic Enabler 1: Planning for a sustainable level of growth
- Strategic Enabler 2: Sustainable growth locations
- Strategic Enabler 3: Priority regeneration areas
- Strategic Enabler 4: Creating balanced markets
- Strategic Enabler 5: Delivering a better choice of affordable housing
- Strategic Enabler 6: Delivering quality neighbourhoods
- Strategic Enabler 7: Equality and Diversity

3.2 From the policy recommendations contained within these seven strategic enabling themes there was a strong correlation with certain topic areas and local authorities jointly agreed what the main priorities were from a strategic perspective. This prioritisation, coupled with the strong policy recommendations coming from the LCRHS, helped structure the consultation process through the individual HMA meetings and individual telephone interviews. The following themes are the result of this process, which are reflected in the Action Plan in section five:

- Affordability
- Housing Supply
- Progressing Regeneration Priorities
- Housing Strategy Update and Evidence Base
- Multi Area Agreements (MAAs) and Strategic Housing Objectives

#### Links between Strategic Enablers and Themes

3.3 Within the Action Plan there are clear links with individual actions and which Strategic Enabler Policy recommendation it relates to.

3.4 Taking all the action points within the action plan and cross-referencing them with the Strategic Enabler themes, the table below summarises the links between both themes;

Action Plan Theme	Strategic Enabler Theme in Housing Strategy
Affordability	SE 5: Delivering a Better Choice of Affordable Housing
Housing Supply	SE 1: Planning for a Sustainable Level of Growth SE 2: Sustainable Growth Locations
Progressing Regeneration priorities	SE 3: Priority Regeneration Areas SE 4: Creating Balanced Markets SE 6: Delivering Quality Neighbourhoods

Housing Strategy Update & Evidence Base	SE 1: Planning for a Sustainable Level of Growth SE 6: Delivering Quality Neighbourhoods
MAA and Strategic Housing Objectives	SE 2: Sustainable Growth Locations SE 3: Priority Regeneration Areas SE 4: Creating Balanced Markets

- 3.5 In section seven of this document, certain potential themes initially discussed at the consultation stage with HMA Areas no longer appear as separate themes. These relate to LDF Development and Choice Based Lettings. The reason for this is because during consultation with HMA areas and individual Local Authorities, there was a common acknowledgement that extensive joint work on LDFs at a HMA area level would not be practical. It would be time-consuming whilst the reality is that individual Local Authorities were working extremely hard to meet the current deadlines of ensuring their Core Strategies were progressing. These elements of the proposals do not therefore appear in the Action Plan.
- 3.6 Choice-Based Lettings have not been removed completely from the themes but in line with the strategic enabler policy recommendations, has been included in the Affordability theme designed to help improve access and the quantity and quality of affordable housing that can be made available for local communities.

#### Affordability Theme

- 3.7 The Action Plan has focussed on this theme in some detail because, as part of the consultation with each HMA area, local authorities confirmed that affordable housing issues are very important or are increasing in priority. The main actions covered focus on evidence-base gathering, joined-up affordable housing policy work, affordable housing mechanisms to help deliver more homes and shared work on delivering empty homes policies that will increase the amount of affordable housing available. The actions to be implemented by the Housing Market Area groups will be:
- To take forward the work needed to carry out combined Strategic Housing Market Assessments;<sup>3</sup>
  - To develop Affordable housing policies – in response to identified need – as part of the LDF process that are consistent and provide a robust basis to help achieve the affordable housing numbers identified in the Housing Strategy;
  - To develop best practice in the form of an obligations paper on section 106 agreements, commuted sum calculations and defining what is affordable; and
  - To review and consider joint empty homes strategies to help deliver more affordable housing.
- 3.8 The outcomes from this theme should be:-
- Strategic Housing Market Assessments for each HMA Area

<sup>3</sup> This needs to be set in the context of those carried out as part of the Partial Review of Regional Spatial Strategy for the North West.

- Planning obligations paper for each of the HMA Areas
- Report to Housing and Spatial Planning Board on decision to develop HMA Area empty homes strategies
- Affordable Housing numbers included in all local authorities Core Strategies.

### Housing Supply Theme

- 3.9 Housing Supply is a key theme within the Action Plan. Not only does this section cover New Growth Point bids from some of the local authorities, it also looks at housing numbers and assessments of land availability for housing development, all of which underpin economic and housing growth for the City Region. The action points for the HMA groups to focus on are:
- A commitment to conduct joint strategic land assessments and employment land studies when assessing land supply for housing;
  - To monitor the number of new dwellings being built, to monitor progress against targets set in the Housing Strategy for Growth; and
  - To offer support on growth proposals (including a potential growth submission), which is consistent with the strategy.
  - To provide guidance about how growth proposals are aligned with the commitment to delivery of priority regeneration objectives, including NewHeartlands.
- 3.10 A key task arising from this theme may be for the Steering Group to co-ordinate, along with the local authorities who have submitted growth bids, an effective and joined-up approach to the next stage of the growth bid submissions, should these be invited. This will ensure that growth bids within the City Region are linked in with the LCRHS objectives and the CRDP.
- 3.11 The outcomes from this theme should be:-
- Review of 3 HMA Growth Bids if accepted
  - Overview of the progress reported through annual AMR reports submitted to MIS by all local authorities
  - Report to Housing and Spatial Planning Board on timetable for when HMA Housing land availability assessments will be completed, and the outcomes of this work.

### Progression of Regeneration Priorities Theme

- 3.12 Progression of Regeneration priorities along with Housing Supply and Affordability themes is again very significant for the City Region Housing Strategy. Regeneration of the inner core of the City Region is central to the economic prospects and growth of the region. The policy objective of focusing on the 15% most deprived areas, along with the Pathfinder area, is a significant step towards bringing balance to the housing market and revitalising these deprived neighbourhoods.
- 3.13 The main action points in the Regeneration Priorities Theme are built around individual HMA interventions and City Region level strategic actions. The action points are drawn from the strategy and developed through the preparation of this Action Plan. They include;

- Developing, in particular, larger aspirational dwelling types in the North and East HMA area to replace stock deficit;
  - Prioritising the development of smaller stock in the South HMA area to meet growing demand and lack of smaller dwellings in this area; and
  - Keeping under review the areas that are most vulnerable to decline and where intervention should be considered to address multiple deprivation and improve sustainability;
  - This work will include reviewing the sub-regional priority areas including, within and outside the HMRI Pathfinder areas, those identified from measures of the 15% and 5% most deprived areas.
  - Reviewing and sharing good practice about intervention measures to help maximise the impact of available resources and to strengthen the integration of housing with wider neighbourhood renewal and economic development programmes.
- 3.14 Work towards these outcomes will be coordinated by the Liverpool City Region Housing and Spatial Planning Board and its supporting network.
- 3.15 The outcomes from this theme should be:-
- Increase in larger family house types in the North and East HMA Areas
  - Increase in smaller family housing in the South HMA Area
  - Updating and review of regeneration priorities led by Housing and Spatial Planning Board, with review of best practice

### Housing Strategy Update and Evidence-Base Theme

- 3.16 With increasing emphasis being placed on strategic sub-regional housing strategies and the integration of individual local authority strategies with the sustainable community strategies, this theme explored the potential to develop sub-regional housing strategies at the HMA area level.
- 3.17 However, during consultation with local authorities it was evident that local authorities were currently at different stages in preparing their own housing strategies and consequently, there is only potential in the medium term to consider one HMA sub-regional housing strategy as part of this theme.
- 3.18 Collection of data by the central custodian, MIS, and engaging with RSL partners to generate awareness and embed the Housing Strategy objectives in their business plans will be the most important aspect of this theme for local authorities to deliver. The main action points for this theme include;
- Explore the potential for the South HMA to develop a Housing Strategy which recognises its wider role in the LCR and the interaction with the Welsh LAs that are part of the functional LCR;
  - Develop a protocol for local authorities to send data to MIS for the collation of City Regional overview to aid the monitoring framework process of the Housing Strategy; and
  - Work with RSL partners and other delivery agencies to ensure the spatial and regeneration priorities of the LCR Housing Strategy are reflected in their business plans.

- 3.19 The biggest and most important challenge in this theme will be the inclusion of the seven non-subscribing local authorities beyond Merseyside into the monitoring framework of the Housing Strategy. The six Merseyside local authorities already pay annual set up fees to ensure regular data is collected.<sup>4</sup>
- 3.20 The outcomes from this theme should be:-
- Report to Housing and Spatial Planning Board on timetable for South HMA Housing Strategy
  - Non-Merseyside local authorities included in MIS housing market reporting system
  - Key RSL partners to have LCR Spatial and regeneration priorities included in their business plans.

### Multi Area Agreement (MAA) and Strategic housing objectives

- 3.21 Stemming from the Government's White Paper '*Strong and Prosperous Communities*' and the '*Review of sub-national economic development and regeneration*' paper, emphasis is being placed on developing Multi Area Agreements (MAAs) to complement the Local Area Agreements (LAAs) already being put in place. There is a new National suite of 198 indicators to choose from, which will form the core monitoring framework of the LAAs.
- 3.22 The work on the Action Plan explored the potential for linking the aims of the Strategy to outputs on a City Regional basis, as well as at local authority level in the new LAA framework. There are strong arguments for setting key overall regeneration and housing growth targets at a cross-LA and City Regional level, recognising that these are fundamental to the success of the City Region. These regeneration and growth objectives bring together the economic development targets with those for sustainable communities and housing. It is expected that key economic targets will be included in an MAA and it would reinforce this interdependence for the relevant Housing Strategy targets to be included alongside.
- 3.23 The development of an MAA would also, at a more immediately pragmatic level, capture the importance of the NewHeartlands regeneration programme for reinvigorating the core of the City Region. This initiative depends on substantial specific funding which currently falls outside the main LAA framework. The responsibility for this funding is expected, in future, to fall within the scope of regional funding allocations guided by the Integrated Regional Strategy, led by the North West Development Agency. Early action, through developing an MAA, to demonstrate the fundamental links between economic developments and this major programme of urban and community regeneration would help to secure the on-going implementation of the 15-year New Heartlands programme, which is now in year 6. The same logic should also apply to other major regeneration initiatives in the City Region Housing Strategy.

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<sup>4</sup> August 2008 – West Lancashire DC has joined the joint monitoring framework. The remaining authorities from the wider city region are not part of these arrangements at present.

- 3.24 The development of an MAA therefore emerges as a theme from this work. The main action points to be addressed are that: -
- The Steering Group should prepare, with others, proposal for inclusion in an MAA covering, for regeneration, a combination of central government Core Indicators and NewHeartlands local performance indicators: and for housing growth a selection of national indicators to form MAA targets (taking account of successful New Growth Point Bids). There is further material about the scope of indicators in section 5.
  - The Housing and Spatial Planning Board should consider the proposals for housing-related elements of an MAA.
- 3.25 The challenge within this theme will be to integrate housing indicators from the National suite of indicators and locally defined performance indicators to provide complementary LAA and MAA performance frameworks for the City Region.
- 3.26 The outcome of this theme is potentially an MAA for North HMA Area local authorities and NewHeartlands Pathfinder, which may be extended to cover other major regeneration initiatives and the housing growth plans, including successful HMA Growth Bids.

## 4.0 DELIVERY RESPONSIBILITIES

### **Comment – August 2008**

In considering these proposals, partners accept the principles outlined below but, in line with the earlier comment re: governance arrangements, they will be looked at in the light of the role of the Housing and Spatial Planning Board. One of the board's priorities will be to try to coordinate work in as efficient a manner as possible, both in terms of how this relates to existing work programmes (e.g. Local Development Framework preparation timetables) and the demands on officer time (e.g. keeping a check on the need to attend various meetings).

- 4.1 Through engaging with each Housing Market Area and local authority's strategic partner RSLs in the consultation process, it was clear there was much agreement that the local authorities within each of the HMA Areas faced shared problems. The priorities and issues vary between the HMA areas and therefore it will be most effective to focus much of the joint working at this HMA level. It will also be more manageable than City Regional working, in terms of people and processes. The Action Plan therefore proposes significant joint working arrangements at the HMA level.
- 4.2 Certain of the strategic housing issues faced by many of the local authorities will, however, be better tackled by looking at solutions from a Liverpool City Region perspective. This leads us to propose that the priorities should be to take forward work in relation to shared problems in the private sector housing field, including



work on Empty Homes, and the development of regeneration priorities for neighbourhoods within the City Region.

- 4.3 Within the process of engaging with each of the three defined HMA areas, the potential for HMA joint working explored the benefits and weaknesses of working at this level. The groups identified the biggest benefit is the additional value they can bring to the Liverpool City Region. The HMA groups will also facilitate the joint working of Strategic Housing Officers and Planning Officers.
- 4.4 For the purpose of joint working arrangements, governance and monitoring frameworks, which are discussed later, the three HMA<sup>5</sup> areas consist of the following Local authorities as illustrated in the map at the front of this Action Plan:
- South HMA Area – Chester, Vale Royal, Ellesmere Port and Neston, Wrexham and Flintshire,
  - North HMA Area – Knowsley, Liverpool, Wirral, Sefton and West Lancashire,
  - East HMA Area – Warrington, St Helens, Halton.

### Liverpool City Region Actions

- 4.5 The new Housing and Spatial Planning Board will have an important role to play in leading the work and, in particular, in overseeing the development of the housing element of an MAA relating to regeneration and Growth areas.

### Private Sector Renewal

- 4.6 As part of the Housing Strategy Action Plan preparation, HMA groups considered the importance of the private sector housing role within the strategic housing function. Discussion focused on Empty Homes and the potential to bring long-term vacant dwellings back into use and contribute in particular (although not exclusively) to meeting the demand for affordable housing. This was coupled with concerns about promoting good practice in the private rented sector. The problem of tackling empty homes is experienced across the City Region and therefore it is sensible to share best practice and resolve private sector renewal problems at a City Region level. This should also make the best use of the scarce skills on this topic, and will facilitate the development of consistent sub-regional programmes as the focus of Housing Strategies and funding allocations shifts to this level.
- 4.7 There is already a regional Private Sector Renewal Group for the North West, and this is a useful forum for discussion and debate. Tackling the issue within the City Region should be coordinated through Merseyside Housing Forum (and its successor groups under the new Liverpool City Region governance arrangements), although there may be a need to bring together Empty Homes Officers or private sector renewal officers to provide detail and specific expertise on these matters from time to time.
- 4.8 Before the detail on any joint Empty Homes strategy begins, it will be necessary to conduct a quick benchmarking exercise to establish which local authorities

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<sup>5</sup> Liverpool City Region Housing Strategy, p77 section 9.27.

already have individual Empty Homes Strategies. A joint strategy would be supported by individual local authority Empty Homes Statements, would guide local authorities on policy, and provide a common approach to tools such as Empty Dwelling Management Orders (EDMOs).

### Housing and Spatial Planning Board

- 4.9 It is recommended that one of the first priorities of the Board should be to consider the Governance and working arrangements outlined within this Action Plan and agree the reporting framework for the City Region Housing Strategy Action Plan.

### Main Responsibilities

- 4.10 The main responsibility for the Housing and Spatial Planning group will be the development of an MAA for Regeneration and housing growth areas. This is being delivered at a City Regional level because the report into the 'Review of Sub-national economic development and regeneration'<sup>6</sup> allows for City Regions to establish statutory arrangements through MAAs for a range of policy areas.

### Liverpool City Region Actions

Action	Outcome	Strategic Enabler Theme
Review and consider HMA private sector renewal priorities, especially joint empty homes strategies to increase the level of affordable homes other than new build, and promoting good practice in the private rented sector	Report to Housing & Spatial Planning Board on decision to develop LCR empty homes strategy by LCR Housing Strategy Steering Group	SE 5: Delivering a Better Choice of Affordable Housing
The City Region will work to support growth proposals (including a successful new Growth Point submission) which is consistent with the strategy	Review of 3 HMA Growth Bids if accepted	SE 2: Sustainable Growth Locations
Keep under review the HMA priority areas, including the HMRI Pathfinder regeneration priority areas and outside the Pathfinder	Review Table of priorities and report agreed regeneration priorities to Housing & Spatial Planning Board	SE 3: Priority Regeneration Areas SE 4: Creating Balanced Markets SE 6: Delivering Quality Neighbourhoods
Establish an MAA which includes housing related targets for NewHeartlands to underline the strategic role of this initiative in revitalising Liverpool City Region inner core and successful housing growth bids.	Potential MAA for LCR that includes a suite of housing related indicators for regeneration and housing growth objectives	SE 2: Sustainable Growth Locations SE 3: Priority Regeneration Areas SE 4: Creating Balanced Markets

<sup>6</sup> Review of Sub-national economic development and regeneration, HM Treasury, July 2007



## Housing Market Area Actions

### South Housing Market Area

#### Existing Groups to deliver Actions

- 4.11 Within the South HMA Area, there are two established groups. One is the Cheshire Housing Alliance, which includes the local authorities of Chester, Ellesmere Port and Neston and Vale Royal as part of the Liverpool City Region work. The other group is the Mersey Dee Alliance, which again includes Chester, Ellesmere Port and Neston, Wrexham and Flintshire but does not include Vale Royal. This group also includes Wirral from the North HMA area.
- 4.12 There is not one existing group that covers all the South HMA LAs. For the purpose of the monitoring framework and governance, the Mersey Dee Alliance group best represents an existing framework. There was a clear view from the LA representatives that they did not wish to have to support a further special LCP working group.
- 4.13 To provide added value to the Liverpool City Region Housing Strategy it would be necessary for the South HMA area to take forward the Mersey Dee Alliance group with the inclusion of Vale Royal. The value of this is underlined as Chester, Ellesmere Port & Neston and Vale Royal have jointly submitted growth bids. They are also to be merged as a result of the Local Government Review.

#### Role of South HMA

- 4.14 The South HMA Area group will be co-ordinated by a Strategic Housing Officer and Planning Policy Manager. It will be the responsibility of the five local authorities to decide which officers will co-ordinate the South HMA group. The role of the South HMA group is to address policy and strategy issues at the South HMA level to help achieve the targets of the LCR Housing Strategy overall. It is suggested the group meet every 3 months to discuss the actions for which they are responsible within the Action Plan.

#### Main Responsibilities

- 4.15 To effectively complete the South HMA area, within the Mersey-Dee Alliance group, the first responsibility for the South HMA will be to approach Vale Royal Council and invite them to attend the meetings when LCRHS work is on the agenda. The South HMA co-ordinator will need to seek approval from all local authorities in the first quarter of 2008 to ensure the group is ready to take forward the action plan targets for the South HMA area.
- 4.16 This section will not go into the detail of all the action points but will cover the main action points that the South HMA should concentrate on and give first priority to.

#### South HMA Actions

- 4.17 The main responsibilities for the South HMA fall in the Affordability theme. These actions in priority order are;

Action	Outcome	Strategic Enabler Theme
Develop best practice guidance to section 106 Agreements including defining what is affordable, off-site commuted sum calculations and what household income to use	Planning Obligations paper for South HMA LA's to sign up to	SE 5: Delivering a Better Choice of Affordable Housing
Develop Affordable Housing policies within Core Strategies and separate SPD's within the LDF process to achieve the affordable housing numbers required by each HMA area in the Housing Strategy	Affordable Housing numbers included in all LA's Core Strategies. South HMA LA's to have affordable housing SPD's	SE 5: Delivering a Better Choice of Affordable Housing
Develop a work programme and timetable which will lead to a joint Strategic Housing Market Assessment to add value to the LDF process	SHMA for South HMA area	SE 5: Delivering a Better Choice of Affordable Housing
Consider the reallocation of surplus employment land for affordable housing development in areas of acute need	South HMA LA's to have Allocations DPD's	SE 5: Delivering a Better Choice of Affordable Housing

## East Housing Market Area

### Existing Groups to deliver Actions

- 4.18 The East HMA Area currently has an established group called the Mid-Mersey Housing Forum which consists of all the three local authorities of Warrington, St. Helens and Halton. This group also consists of both Strategic Housing and planning officers, so a wide range of strategic planning can take place. This group will be the East HMA Officer group as part of the governance structure illustrated in section 3 of this report. The Member group already exists as part of the Merseyside Housing Forum, however does not currently include the local authority of Warrington.

### Role of East HMA

- 4.19 The East HMA Area group will be co-ordinated by a Strategic Housing Officer and Planning Policy Manager. It will be the responsibility of the three local authorities to decide which officers will co-ordinate the East HMA group. The purpose of the East HMA group is to address the policy and strategy issues at a sub-regional level that have been identified in the Housing Strategy Action Plan that relate to the East Area. The group will meet every 3 months to discuss the actions that they are responsible for within the Action Plan and what progress is being made so that this can be fed back to the Liverpool City Region Steering Group.

### Main Responsibilities

- 4.20 The East HMA area have responsibility in all of the themes within the action plan but there needs to be emphasis on which targets the East HMA need to focus on first. This section will not go into the detail of all the action points but will cover

the main action points that the East HMA should concentrate on and give first priority.

### East HMA Actions

- 4.21 The main responsibilities for the East HMA fall in the Affordability, Housing Supply and Regeneration priority themes. These actions in priority order are:

Action	Outcome	Strategic Enabler Theme
Develop best practice guidance for section 106 agreements including defining what is affordable in the local context, off-site commuted sum calculations and what household incomes to use	Planning Obligations paper for East HMA LA's to sign up to	SE 5: Delivering a Better Choice of Affordable Housing
Develop Affordable Housing policies within Core Strategies and separate SPD's within the LDF process to achieve the affordable housing numbers required by each HMA area in the Housing Strategy	Affordable Housing numbers included in all East HMA LA's Core Strategies.	SE 5: Delivering a Better Choice of Affordable Housing
Explore the possibility of developing joint Strategic Housing Market Assessment to add value to the LDF process	SHMA for East HMA area	SE 5: Delivering a Better Choice of Affordable Housing
Develop larger aspirational house types to meet demand and stock deficit	Increase in larger family house types in East HMA LA areas	SE 4: Creating Balanced Markets
Develop joint approach to Strategic Housing Land Availability Assessments and Employment Land studies	Report to Housing and Spatial Planning Board on timetable of when SHLAA will be completed	SE 5: Delivering a Better Choice of Affordable Housing

### North Housing Market Area

#### Existing Groups to deliver Actions

- 4.22 The North HMA Area previously had a joint Housing and Planning Officer working group, but this has since discontinued. In order to have an appropriate officer level group the re-establishment of this group would ensure all the North HMA Area local authorities would have a group to progress policy issues. This would need the inclusion of West Lancashire local authority. The Member group for this HMA area does exist in the form of the Merseyside Housing Forum. All local authorities are included apart from West Lancashire and therefore they should be invited, to provide full coverage for the North HMA Area local authorities.<sup>7</sup>

#### Role of North HMA

- 4.23 The responsibility for co-ordination of the North HMA Area group has to be agreed by the members. There appears to be a capacity issue for any of the member LAs to assume this significant role for the North HMA. The purpose of

<sup>7</sup> [Comment – August 2008] As already mentioned, the network of groups, including ensuring connections between planning and housing, will be reappraised as part of the review of governance for Merseyside, and these recommendations will be considered in that light.

the North HMA group is to address policy and strategy issues at the North HMA level to help achieve the targets of the Housing Strategy overall. The group will meet every 3 months to discuss the actions they are responsible for within the Action Plan and what progress is being made so that this can be fed back to the Liverpool City Region Steering Group.

### Main Responsibilities

- 4.24 The North HMA area has responsibility in all of the themes within the Action Plan but there needs to be emphasis on the priority targets for the North HMA. This section will not go into the detail of all the action points but will cover the main action points that the North HMA should concentrate on and give first priority.

### North HMA Actions

- 4.25 The main responsibilities for the North HMA fall in the Affordability, Housing Supply and Regeneration priority themes. These actions in priority order are:

Action	Outcome	Strategic Enabler Theme
Develop larger aspirational house types to meet demand and stock deficit and to ensure the housing offer supports and contributes to economic growth	Increase in larger family house types in North HMA LA areas	SE 4: Creating Balanced Markets
Develop best practice guidance for section 106 Agreements including defining what is affordable in the local context, off-site commuted sum calculations and what household income levels to use	Planning Obligations paper for North HMA LA's to sign up to	SE 5: Delivering a Better Choice of Affordable Housing
Develop Affordable Housing policies within Core strategies and separate SPD's within the LDF process to achieve the affordable housing numbers required by the LCRHS	Affordable Housing numbers included in all North HMA LA's Core Strategies.	SE 5: Delivering a Better Choice of Affordable Housing
Undertake joint Strategic Housing Market Assessment to add value to the LDF process	SHMA for North HMA area	SE 5: Delivering a Better Choice of Affordable Housing
Undertake joint Strategic Housing Land Availability Assessments and Employment Land Studies	Report to Housing and Spatial Planning Board on timetable of when SHLAA will be completed	SE 5: Delivering a Better Choice of Affordable Housing

### Individual Local Authority Action

- 4.26 The Housing Strategy Action Plan focuses on joint working and the building of relationships between local authorities at a HMA level to deliver a substantial aspect of the action plan. However, out of the 52 policy recommendations in the Housing Strategy, 15 do not relate to the City Region level and therefore need to be carried out by individual local authorities. The two Strategic Enablers that are covered by these 15 policy recommendations are:

- Delivering a Better Choice of Affordable Housing; and

- Equality and Diversity.

4.27 The policy recommendations that fall under these two Strategic Enablers address issues surrounding engagement with RSLs to deliver actions and also ensuring that equality and diversity is administered in responding to the needs of diverse groups within the housing markets. For all of these 15 policy recommendations, local authorities' strategic housing teams will be required to play a key enabling role. They will be working to ensure that RSLs are engaged. Through their own individual corporate equality and diversity agendas and their departmental business plans, they will be implementing the following LCRHS policy recommendations.

• Policy Recommendation		• Local Authority
• Ref	• Description	
• LCR 5.2	• Southern HMA LAs to investigate developing LDF policies covering provision of Local Occupancy Housing in smaller rural settlements	• Chester, Vale Royal, Ellesmere Port & Neston, Flintshire, Wrexham
• LCR 5.9	• Protect and invest in areas of sustainable social rented stock as an integral part of City Region's future affordable housing offer	• ALL Local Authorities
• LCR 5.10	• Prioritise new social housing provision within areas of existing low stock and demonstrable need	• Chester, Vale Royal, Ellesmere Port & Neston
• LCR 5.11	• RSL partners to improve the environment of social housing estates in tandem with improvements to the housing stock in order to provide attractive and appealing neighbourhoods	• ALL Local Authorities
• LCR 5.13	• RSL's to develop and offer Social HomeBuy models in order to enable tenants to build an equity stake in their home	• ALL Local Authorities
• LCR 5.14	• RSL's to develop and offer a programme of New Build HomeBuy in areas of acute affordable housing need	• ALL Local Authorities
• LCR 5.15	• Local authorities and NewHeartlands will continue to	• Liverpool, Wirral,

• Policy Recommendation		• Local Authority
• Ref	• Description	
	develop a range of Low Cost Home Ownership products serving the specific requirements of low income households	Knowsley, Sefton, West Lancs
• LCR 7.1	• Produce a series of BME household demographic projections at a local level	• ALL Local Authorities
• LCR 7.3	• Establish local authority level “stakeholder forums” in areas of identified BME Household need in order to gain primary evidence	• ALL Local Authorities
• LCR 7.4	• RSL’s to focus on marketing themselves and tailoring their products/services to BME housing needs, with specific focus on RSL stock in Liverpool	• Liverpool
• LCR 7.5	• Within functional market areas local authorities will jointly review provision of sites for Gypsy and Traveller communities in order to ensure adequate provision.	• ALL Local Authorities
• LCR 7.6	• Ensure that CRDP related skills and labour market plans take account of the barriers to economic participation that affect BME and Gypsy and Traveller households	• ALL Local Authorities
• LCR 7.7	• Local authority partners within functional market areas to jointly commission research to understand the movements of migrant workers	• ALL Local Authorities
• LCR 7.8	• Encourage co-ordination of Joint “Supporting People Strategies” at the level of functional market areas in order to realise economies and build greater level of choice.	• ALL Local Authorities
• LCR 7.9	• Joint commissioning of research to investigate supported housing needs by client group where reliable/consistent information does not exist	• All Local Authorities

## 5.0 GOVERNANCE & MONITORING FRAMEWORK ARRANGEMENTS

### Governance

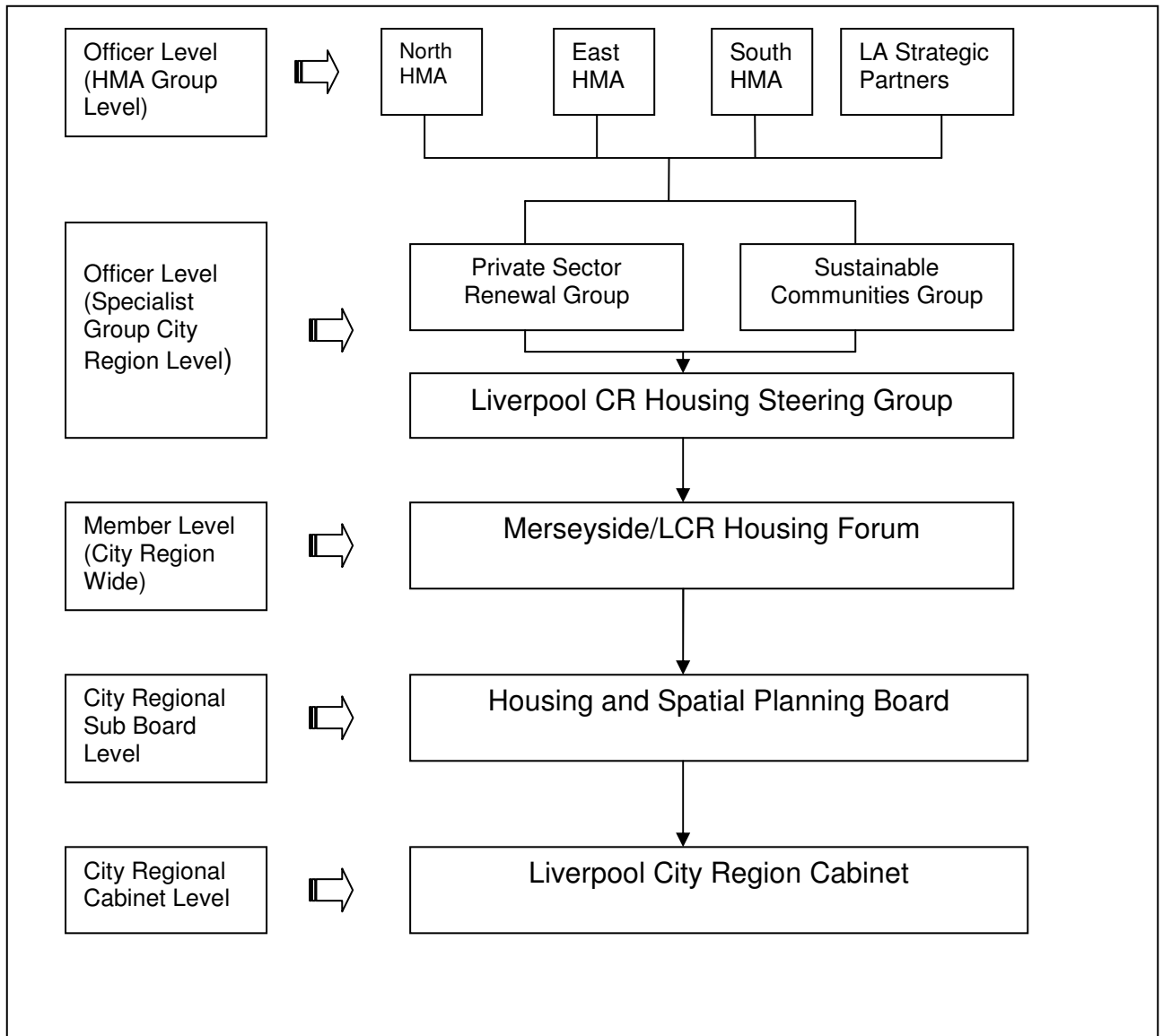
- 5.1 To ensure that the LCRHS and Action Plan are delivered efficiently and effectively, and to provide leadership and accountability, a system of governance should be devised.
- 5.2 Both officers and members may provide input into the process and the diagram below illustrates how this can be achieved. The diagram takes account of both existing groups and the emergence of new groups through the wider Liverpool City Region governance arrangements.
- 5.3 With new Liverpool City Region Governance taking shape, it is essential that the governance arrangements for the LCRHS strategically fit with the agreed governance structure for the City Region level.

For the purpose of the City Region structure, a Housing and Planning Board is the key group for policy and strategy matters approved by members and senior management. The diagram on the next page proposes how the existing arrangements fit within the new City Regional governance structure<sup>8</sup>.

- 5.4 As part of the new Housing and Spatial Planning Board's remit, the Board may wish to agree the working arrangements proposed in this document as the way forward for implementing the LCR Housing Strategy.

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<sup>8</sup> Liverpool City Region – A Prospectus p30



### Liverpool City Region Steering Group

5.5 The steering group should consist of each HMA co-ordinating officer, an officer from NewHeartlands, an officer from the Merseyside Policy Unit, a planning specialist who will ensure effective working relationships with the planning officers' group and a lead officer who will report on policy and strategy actions to the new Housing and Spatial Planning Board for the City Region. The purpose and responsibility of the steering group will be to:

- monitor, review and support the progress of the HMA and specialist working groups to ensure that key action plan targets are being progressed;
- prepare proposals for targets for inclusion in a City Regional MAA in respect of the housing growth and regeneration objectives;
- review the data reports from MIS, ensuring they are also considered by the HMA and specialist working groups;



- take reports from the 3 Housing Market Areas on action-plan targets and present key issues to the Merseyside Housing Forum and the Housing and Spatial Planning Board;
  - report annually (at least) to the Housing and Spatial Planning Board on the progress of the Strategy and to advise where up-dating and amendment should be considered;
  - give general advice to the new Housing and Spatial Planning Board under the new Liverpool City Region Governance structure.
- 5.6 It is suggested that the steering group meet every two months to consider the progress of the LCRHS Action Plan and to also discuss any proposed policy or strategies from the 3 HMA groups.

### Merseyside Housing Forum

- 5.7 This Forum currently comprises members and officers from the local authorities in the North and East HMA areas, with the exception of Warrington and West Lancashire. As the South HMA area local authorities are not currently represented, it would be advantageous to invite these authorities to meetings where issues concerning the South HMA area arise. Warrington Council and West Lancashire Council could also be invited, to ensure that all City Region local authorities are represented at the Forum.
- 5.8 Given this wider function, there may be merit in changing the name of the Forum, or certain of the meetings of the Forum to which the wider group of stakeholders are invited, to reflect the City Regional role.
- 5.9 The purpose of the Forum, from the perspective of this strategy, is to:
- consider and recommend proposals to the Housing and Spatial Planning Board as part of the LCRHS implementation and monitoring framework; and
  - to promote shared and joint working on housing and related sustainable community issues, and the profile of these issues, across the City Region.

### Housing and Spatial Planning Board

- 5.10 Under the new City Region Governance Structure, the new Housing and Spatial Planning Board is one of 7 strategic boards tasked with approving strategy and development proposals that will have an impact at the City Region level. One of the main responsibilities of the Board is to oversee and monitor the implementation of the LCRHS Action Plan and therefore this should be included in the terms of reference for the Board.
- 5.11 The lead roles for the Housing and Spatial Planning Board will be taken by St Helens MBC – (Cllr Brian Spencer, Leader and Carole Hudson, Chief Executive). The make up of the Board itself is yet to be decided, although it is anticipated that it will comprise elected members with lead responsibility for housing and planning issues (i.e. two members per authority). The Action Plan should be a tool to help identify priorities for the Board and how the Housing Strategy, and the various networks which have built up around it, will help the Board to deliver its objectives.

- 5.12 Probably one of the first priorities of the Board will be to consider the Governance arrangements outlined within this Action Plan and establish a reporting framework for the City Region Housing Strategy Action Plan. The steering group will advise the Board of their other main priorities.

## Monitoring Framework

- 5.13 To ensure the LCRHS has the mechanisms for review and updating, and to support future policy setting and prioritisation of spending, a robust monitoring framework needs to be in place.
- 5.14 The LCRHS is informed by three HMA Assessments, which have benchmarked performance, assessed trends and identified key drivers of change. By their very nature, Housing Markets are dynamic. A key challenge for all LA partners will be to monitor trends and key performance indicators to assess investment is working effectively and to address priorities in the future.

## Current Arrangements

- 5.15 For the LCRHS a central data custodian is already established. This is Mott MacDonald MIS, who provide evidence base and regular housing market reports for the six Merseyside local authorities of Knowsley, Liverpool, Sefton, Wirral, St. Helens and Halton. This central custodian is a potential resource that can be extended to the non-Merseyside local authorities within the Liverpool City Region.
- 5.16 The six Merseyside local authorities have agreed to include the monitoring activities of the LCR Housing Strategy within the MIS contract. This includes a work stream for housing and planning.
- 5.17 The reporting cycle is scheduled to be in November each year. However, given the time delay since the Housing Strategy was developed, an initial report will be produced in April 2008. This report will reflect data for 2006/2007.
- 5.18 Within the Housing Strategy, there are themes for the purpose of monitoring key indicators. The annual report proposes to cover four broad themes, namely:
- Demographic Factors
  - Economy and Labour Market
  - Housing Supply Trends
  - Housing Market Performance.
- 5.19 The annual report presented by Mott MacDonald MIS is intending to highlight key changes and analyse trends at Housing Market and local authority levels.
- 5.20 At the time of writing, proposals for the monitoring of the non-Merseyside local authorities have been costed by Mott MacDonald MIS and discussions are on-going. The discussions are most advanced with West Lancashire District Council whose participation would complete the Northern Housing Market area.

### Monitoring of the Housing Strategy Action Plan

- 5.21 Alongside the monitoring of data that is being provided by Mott MacDonald MIS, the monitoring of the Housing Strategy Action Plan will require updating on an annual basis. In the current climate of City Regional governance change, it would be advantageous for an existing City Regional group to monitor the Action Plan outcomes and monitor progress against targets.
- 5.22 In the interim stages of the LCR Housing Strategy delivery, it is proposed that the LCR Housing Strategy Steering Group adopt this role. This is discussed in more detail paragraph 5.5.

### Performance Indicators

- 5.23 In October 2007 the Government published a single set of national indicators<sup>9</sup> to be used by LSPs (local authorities and their partners) in establishing a monitoring framework with government for the new LAAs. As most local authorities have now chosen their national LAA indicators, attention should now be given to the potential MAA. This would provide a framework for the Regeneration and Growth Bid elements of the Action Plan, but would need to be carefully related to LAAs.

### Potential Housing MAA Indicators

- 5.24 There are performance indicators relevant to housing in all categories of the new national performance indicator set except the Children and Young People category. However the main focus on housing related indicators is concentrated in the Local Economy section.
- 5.25 From the Local Economy section there are eight potential housing indicators that Housing and Spatial Planning Board could consider to include in a potential LCR MAA that will help monitor the delivery and progress of the LCRHS. The indicators for local authorities to consider are;
- NI 154 – Net additional homes provided
  - NI 155 – Number of affordable homes delivered (gross)
  - NI 156 – Number of households living in Temporary Accommodation
  - NI 158 – % of decent council homes
  - NI 159 – Supply of ready to develop housing sites
  - NI 160 – Local authority tenants' satisfaction with landlord services
  - NI 166 – Average earnings of employees in the area
  - NI 170 – Previously developed land that has been vacant or derelict for more than 5 years

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<sup>9</sup> The New Performance Framework for Local Authorities & Local Authority Partnerships: *Single Set of National Indicators*. Department for Communities and Local Government October 2007.

In view of the emphasis in the LCRHS on the growing problems of housing supply and affordability, it is advisable to consider targets for indicators 154 and 155 as a minimum.

- 5.26 There are relatively few performance measures within the National suite of indicators that relate specifically to regeneration, housing quality or homelessness. As part of an MAA framework the City Region could establish further performance indicators. Regeneration for the City Region is strategically very important to enable economic and housing growth and therefore it is important that regeneration activity is prioritised. For the purpose of the LCRHS and potential MAA targets for Regeneration objectives, a useful starting point would be the current NewHeartlands Business Plan, which identifies a number of indicators to be monitored on an annual frequency.
- 5.27 These indicators would be applicable to the local authorities within the NewHeartlands Pathfinder area initially, for the purpose of establishing a potential MAA, but can be extended to other local authorities that are included in the worst 15% deprived areas in the City Region for inclusion in the MAA. The indicators to consider are a combination of Central Government Core Indicators and NewHeartlands market change indicators, including;
- C10 – Number of long term vacant properties
  - C30 – House Sales in the Regional lowest Quartile
  - Affordability Ratio (Lower Quartile Income: Lower Quartile House Prices)
  - Private Sector Turnover.
- 5.28 In relation to housing quality and homelessness, the Housing and Spatial Planning Board may wish to consider indicators which would continue to ensure attention is given to other aspects of housing strategy such as:
- Numbers of homeless households accepted or in temporary accommodation;
  - Numbers of non-decent homes in the social and private housing sectors.

## 6.0 ACTION PLAN

What we are going to do during 2008-2011		How we are going to do it	Target	By When	Outcomes	Resources	Lead Responsibility & Partners	Link to Strategic Enabler Actions (Housing Strategy)
Affordability								
1	Develop joint Strategic Housing Market Assessments including Housing Needs studies that will add value to the LDF process.	Through establishing and using existing groups within each HMA Area to consist of LA's Housing and Planning Officers 1. Carryout benchmark exercise of each HMA LA's SHMA's 2. Commission HMA SHMA from existing LA SHMA data with primary research where needed in individual LA's	1. Carryout Benchmark exercise within each HMA Area 2. Commission HMA Area SHMA's from existing LA SHMA's data with primary research where needed in individual LA's 3. Report findings to Housing & Spatial planning board	Aug 2008  April 2010  Feb 2011	SHMA's for each of the 3 HMA Areas	LA's Housing and Planning Delivery Grant and Housing Capital Programme funding	East, South & North HMA – Strategic Hsg/Planning Policy Manager  LCR Housing Strategy Steering Group	LCR 1.3, LCR 4.5, LCR 5.8, LCR 7.2
2	Develop Affordable Housing Policies within Core Strategies and separate SPDs within the LDF that draw on best practice to achieve affordable housing numbers required by each HMA area	All LAs to have Affordable Housing policies and required numbers as part of their Core Strategies in East HMA Area and SPDs where relevant in the North and South HMA Areas within their LDFs that allow for achieving affordable numbers required in the LCR Housing Strategy	Affordable housing numbers will be subject to the Partial Review of Regional Spatial Strategy.	Subject to Partial Review of RSS.	Affordable Housing numbers included in all LAs' Core Strategies	LA Planning & Strategic Housing Officer time	East, South & North HMA – Strategic Hsg/Planning Policy Manager	LCR 5.1
3	Develop best practice guidance to Section 106 Agreements including defining Affordable, off-site commuted sum calculations and what household income to use	Through the existing and newly established groups in each HMA Area to establish a section 106 planning obligations paper, which will be adopted by each LA, but will allow for local need also	1. Carryout Benchmark exercise of each HMA LA's policies for commonality 2. Consider developing obligations paper for HMA Area LA's to sign up to 3. Report decisions to Housing & Spatial planning Board	Feb 2009  Feb 2010  Feb 2011	Planning obligations paper for each HMA Area	LA Planning & Strategic Housing Officer time	East, South & North HMA – Strategic Hsg/Planning Policy Manager  LCR Housing Strategy Steering Group	LCR 5.3, LCR 5.3.1, LCR 5.3.2

What we are going to do during 2008-2011		How we are going to do it	Target	By When	Outcomes	Resources	Lead Responsibility & Partners	Strategic link to LCR Housing Strategy
Affordability								
4	Consider the reallocation of surplus employment land for affordable housing development in areas of acute need	As part of Employment Land Study and Strategic Land Assessment Study, review sites to be included in Allocations DPD in LDF	All LAs in South HMA Area to have an allocations DPD that includes revised sites for additional housing allocations	2009/2010	South HMA LA's to have Allocations DPD's	LA's Housing and Planning Delivery Grant	Chester, Vale Royal, Ellesmere Port & Neston, Wrexham, Flintshire LAs – Planning Policy Managers	LCR 5.4, LCR 5.6, LCR 5.6.1
5	East and South HMA Areas observe the North CBL Scheme for possibility of increasing mobility in these markets through HMA CBL schemes	Through the East HMA group – Mid Mersey Housing Forum and the South HMA group - Mersey-Dee Alliance. Both East and South HMA to develop a feasibility paper on potential to establish joint CBL schemes at HMA level	<ol style="list-style-type: none"> <li>1. Carryout Benchmark Exercise to establish individual LA situation</li> <li>2. Conduct Feasibility and Commitment study for Sub-Regional CBL Scheme</li> </ol>	<p>July 2008</p> <p>Sep 2008</p>	Feasibility reports for South & North HMA areas	LA Housing Capital Programmes DCLG Funding	East HMA & South HMA Area – Strategic Housing Managers	LCR 5.12
6	Review and consider sub-regional private sector renewal priorities, especially joint Empty Homes Strategies to increase the level of affordable homes other than new build; and promoting good practice in the private rented sector.	Through Regional Private Sector Renewal Group (with local coordination as and when required).	<ol style="list-style-type: none"> <li>1. Carryout Benchmark exercise for each HMA Area to establish individual LA situation</li> <li>2. Consider developing LCR Empty Homes Strategy and policies for PRS that have individual LA Statements to support</li> <li>3. Report progress to Housing &amp; Spatial planning Board</li> </ol>	<p>Feb 2009</p> <p>Mar 2010</p> <p>Nov 2011</p>	Report to Housing & Spatial Planning Board on decision to develop LCR empty homes strategy by LCR Housing Strategy Steering Group	LA Strategic Housing/Private sector renewal Staffing Time	<p>East, South &amp; North HMA Areas – Strategic Housing Managers</p> <p>LCR Housing Strategy Steering Group</p>	LCR 5.7

What we are going to do during 2008-2011		How we are going to do it	Target	By When	Outcomes	Resources	Lead Responsibility & Partners	Strategic link to LCR Housing Strategy
<b>Housing Supply</b>								
1	Undertake joint Strategic Housing Land Availability Assessments and Employment Land Studies to help assess Housing Land Supply	Through the existing and newly established groups within each HMA Area with representation from strategic housing and planning officers develop an East HMA SLA, North HMA SLA and South SLA that identifies land for housing over a 15 year period broken down into 5 year tranches	<ol style="list-style-type: none"> <li>1. Carryout Benchmark exercise to establish baseline data for each LA in HMA's</li> <li>2. Consider commissioning joint SLA's at HMA area</li> <li>3. Report progress to Housing &amp; Spatial planning Board</li> </ol>	<p>Mar 2009</p> <p>Mar 2010</p> <p>Mar 2011</p>	Report to Housing & Spatial Planning Board on timetable for when SHLAA's will be completed	LA Housing Capital Programmes and Housing and Planning Delivery Grant. Possible GONW Funding	<p>East, South &amp; North HMA Areas – Strategic Housing &amp; Planning Policy Managers</p> <p>LCR Housing Strategy Steering Group</p>	LCR 5.4
2	Monitor the delivery of new house building numbers against targets	<ol style="list-style-type: none"> <li>1. Each LA to report AMR Data to Lead officer for HMA Area</li> <li>2. Lead HMA Officer to collate and send all LA data to MIS Lead Officer annually</li> </ol>	Housing figures subject to publication of RSS and Partial Review of RSS.	2006-2021(Throughout this timescale to report annually to MIS in April)	Annual AMR reports submitted to MIS by all LA's	LA Planning Officers' time	East, South & North HMA Areas – Planning Policy Managers	LCR 1.1, LCR 1.4, LCR 2.2
3	The City Region will work to support growth proposals (including the City Region's New Growth Points) which is consistent with the strategy	<p>The LCR Housing Strategy Steering Group and District Planning Officers group will prepare proposals for the Merseyside Housing Forum about how policies and investment programmes across the City Region can be:</p> <ol style="list-style-type: none"> <li>1) Aligned to support the bid AND</li> <li>2) Designed to provide maximum benefit to vulnerable communities</li> </ol>	The Liverpool City Region Housing and Spatial Planning Board to consider and review its growth strategy annually and in response to any major new initiatives	First review in 2008 and then annually	Alignment of City Region priorities and working arrangements to reflect and support New Growth Points	Merseyside Housing Forum and District Planning Officers Group	LCR Housing Strategy Steering Group	LCR 2.1, LCR 2.2, LCR 2.3, LCR 2.4



What we are going to do during 2008-2011		How we are going to do it	Target	By When	Outcomes	Resources	Lead Responsibility & Partners	Strategic link to LCR Housing Strategy
Progressing Regeneration Priorities								
1	Develop Larger Aspirational House types within the Northern & Eastern HMA Areas to meet demand and stock deficit and to support economic growth	All LA's in North & East HMA Areas to include in Section 106 Agreements and negotiations on Residential Planning Applications for both Open Market and Affordable Housing	To have increased the number of detached dwellings in the North HMA Area and the HMRI areas as per Local Housing Needs Surveys	2011	Increase in larger family house types in East & North HMA Areas	LA Planning & Strategic Housing Officers Time	East & North HMA Areas – Strategic Housing & Planning Policy Managers	LCR 4.1, LCR 4.2, LCR 4.2.1, LCR 4.2.4
2	Prioritise developments of smaller family housing in the South HMA Area to address need and lack of smaller stock in the area	All LA's in the South HMA Area to include in Section 106 Agreements and negotiations on Residential Planning Applications sufficient numbers of small family housing	To have increased the number of small family homes (2/3 bed houses) to the Local Housing Needs Survey's identified numbers	2011	Increase in number of small family house types in South HMA area	LA Planning & Strategic Housing Officers Time	Chester, Vale Royal, Ellesmere Port & Neston, Wrexham, Flintshire LA's – Strategic Hsg & Planning Policy Managers	LCR 4.1, LCR 4.2.2, LCR 4.2.3
3.	Reviewing and sharing good practice about intervention measures to help maximise the impact of available resources and to strengthen the integration of housing with wider neighbourhood renewal and economic development programmes.	Coordinated through Housing and Spatial Planning Board and supporting network.  This will also involve issues surrounding Neighbourhood Management.	<ol style="list-style-type: none"> <li>To re-establish Sustainable Communities Group</li> <li>To prepare a programme for collating and sharing good practice</li> <li>To establish a reputation for excellence in regeneration for LCR.</li> </ol>	2008  end 2008  2010	<ol style="list-style-type: none"> <li>Sustainable Communities Group set up</li> <li>Programme developed for sharing of good practice</li> </ol>	LA and partners' regeneration officers; NH officer time	Housing and Spatial Planning Board	
4	Keep under review the sub-regional priority areas, including the HMRI Pathfinder regeneration priority areas and outside the Pathfinder.	Coordinated through Housing and Spatial Planning Board and supporting network.  It will include review of the 15% and 5% most deprived areas, as identified in the Strategy.	<ol style="list-style-type: none"> <li>Review table of priority areas</li> <li>Report agreed regeneration priorities to Housing &amp; Spatial planning Board</li> </ol>	2008  2009	<ol style="list-style-type: none"> <li>Table of priorities</li> </ol>	LA Lead officers time & NewHeartlands officer time	Housing and Spatial Planning Board	LCR 3.1, LCR 3.2, LCR 3.3, LCR 3.4, LCR 3.5, LCR 3.6, LCR 3.6.1, LCR 3.6.2, LCR 3.6.3, LCR 3.7, LCR 3.8, LCR 4.4, LCR 6.2, LCR 6.3, LCR 6.4, LCR 6.4.1, LCR 6.5, LCR 6.5.1



What we are going to do during 2008-2011		How we are going to do it	Target	By When	Outcomes	Resources	Lead Responsibility & Partners	Strategic link to LCR Housing Strategy
Housing Strategy Update & Evidence Base								
1	Explore the potential for the south HMA area to have a Housing Strategy	Through the existing Cheshire sub-regional strategy or the group of the Mersey-Dee Alliance inclusive of Vale Royal	To have developed a feasibility report on the potential to have a South HMA Area joint Housing Strategy	2008	Report to Housing & Spatial Planning board for timetable on South HMA Housing Strategy	LAs' Housing Capital Programme, Potential GONW Funding	Chester, Vale Royal, Ellesmere Port & Neston, Wrexham, Flintshire LAs – Strategic Hsg Managers  LCR Housing Strategy Steering Group	LCR 6.2
2	Consider a protocol for each LA to send data to a central custodian that will address the monitoring framework in the Housing Strategy	Through the existing and newly set up groups within each HMA Area, who will work in partnership with MIS	<ol style="list-style-type: none"> <li>To have a lead officer from each HMA Area to co-ordinate LA data to be sent to MIS AND consistent metadata agreed</li> <li>To send 2006/07 baseline data to MIS</li> <li>Report first annual data outputs to Housing &amp; Spatial planning Board</li> </ol>	<p>Apr 2008</p> <p>Apr 2008</p> <p>Mar 2009</p>	<ol style="list-style-type: none"> <li>Non-Merseyside LA's included in MIS housing market reporting system</li> <li>2006/07 Hsg Market Report</li> <li>2007/08 Hsg Market report</li> </ol>	LA Staff, MIS staff, Potential GONW funding for MIS Monitoring Framework	<p>East, South &amp; North HMA Areas – Strategic Housing Managers</p> <p>Mott MacDonald MIS</p> <p>LCR Housing Strategy Steering Group</p>	LCR 1.2, LCR 1.2.1
3	Work with RSL partners and other service delivery agencies to ensure the spatial and regeneration priorities of the Liverpool City Region Housing Strategy are reflected in their operational business plans	Each Local Authority to co-ordinate through their Strategic Housing Partnership meetings with RSLs and other housing service providers	<ol style="list-style-type: none"> <li>Hold first meeting to tie in with business plan cycle</li> <li>All RSL and other Housing service providers to have key priorities agreed within their business plans</li> </ol>	<p>2009</p> <p>2009</p>	Key RSL partners to have LCR Spatial & Regeneration priorities included in their business plans	LA LCR Lead Officers	<p>RSL's, Chester, Vale Royal, Ellesmere Port &amp; Neston, Wrexham, Flintshire, Liverpool, Wirral, Knowsley, Sefton, West Lancashire, Warrington, St Helens, Halton LA's – Strategic Housing Managers</p> <p>LCR Housing Strategy Steering Group</p>	LCR 6.1, LCR 6.2, 6.3

What we are going to do during 2008-2011		How we are going to do it	Target	By When	Outcomes	Resources	Lead Responsibility & Partners	Strategic link to LCR Housing Strategy
MAA and Strategic Housing Objectives								
1	Establish MAA indicators for New Heartlands to underline the strategic role of this initiative in revitalising Liverpool City Region Inner Core and the HMRI Areas	NewHeartlands and LCR Housing Strategy Steering Group to make recommendations to Housing and Spatial Planning Board on which housing matters to include within a LCR MAA.	To have an agreement in place and housing issues included in LCR MAA	2009	Potential MAA for LCR that includes a suite of housing related issues and indicators for regeneration objectives	LA Strategic Housing & Planning Staff	New Heartlands – Policy & Strategy Manager  Liverpool, Sefton, Wirral LAs – HMR Managers  LCR Housing Strategy Steering Group	LCR 4.3, LCR 3.5
2	Establish MAA indicators for housing growth bids for those LAs successful with bids	LCR Housing Strategy Steering Group to make recommendations to Housing and Spatial Planning Board on the inclusion of housing matters within LCR MAA.	<ol style="list-style-type: none"> <li>1. Confirm new growth plans</li> <li>2. Set MAA targets for LCR growth bids that are successful</li> </ol>	2008  2009	Potential MAA for LCR that includes a suite of housing related issues and indicators for housing growth objectives	LA Lead LCR officers time	LCR Housing Strategy Steering Group	LCR 4.3, LCR 3.5, LCR 2.3, LCR 2.4

## 1. EXECUTIVE SUMMARY

The Liverpool City Region comprises the Core City of Liverpool and local authority districts of St Helens, Wirral, Knowsley, Sefton, and Halton plus the adjacent areas of Warrington, Chester, Ellesmere Port and Neston (West Cheshire), and North Wales (across to Denbighshire and down to Wrexham) and West Lancashire (beyond Skelmersdale and north to Burscough). The City Region has a population of 2 Million people. There are also strong economic interrelationships with the Manchester City Region. Its markets interact over a much wider catchment area; 6.75 million people live within 60 minutes drive time from Liverpool City Centre.

The Liverpool City Region Housing Strategy is a **strategic “planning for housing”** document. It is distinguished from traditional housing strategy in respect of its multi-authority perspective and purpose. It deals with the housing supply and demand issues which need to be addressed collectively by local authorities and their partners in order to respond to the economic growth plans set out in the CRDP, the emerging pattern of household needs and the requirement to plan for balanced, sustainable housing markets.

## 1. BACKGROUND TO STRATEGY

Partners across the Liverpool City Region have been working collaboratively to fully understand the way in which their housing markets work, interact and complement one another. Recent changes in the economy and demographics of the City Region have added impetus to the need to jointly understand and plan for the right choice of housing in the right locations. These are not insignificant drivers of change. The City Region authorities and their partners have therefore worked collaboratively to devise a Housing Strategy that responds to the opportunities and challenges that are likely to arise from the growth of the City Region's economy.

The Strategy is informed by a series of strategic “Housing Market Assessments” (HMAs) covering all local authorities within the City Region. These HMAs have been prepared in accordance with DCLG guidance.

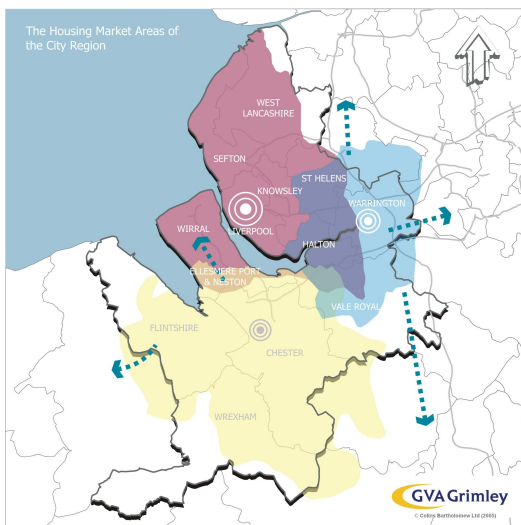
This is the first City Regional Housing Strategy to be prepared and represents joint working and a shared vision between thirteen local authorities, across two countries and a range of stakeholder groups.

## 2. STRATEGIC POLICY LINKS

At a national level, the policy framework, and in particular PPS3, provides a strong rationale for the preparation of sub-regional housing strategy that is evidence based and devised through multi-authority collaboration. The Liverpool City Region Housing Strategy will be key to the implementation of PPS3 requirements and will inform the development of local planning and housing policy accordingly. At a regional level, the City Region Housing Strategy accords with the spatial and economic priorities set out by the Draft Regional Spatial Strategy and Regional Economic Strategy respectively. It provides an evidence base with which to undertake action planning and prioritisation of areas for investment under the Regional Housing Strategy four priorities.

At a sub-regional level it will be instrumental in the delivery of the City Region Development Programme, ensuring that the right housing is supplied in the right locations to meet need and demand as it arises. The Liverpool City Region Development Programme (CRDP) sets a framework for developing a creative and competitive economy and provides a platform for partners to: help stimulate private sector involvement and investment; influence public investment planning and co-ordination; establish collaboration across the City Region and develop pan-northern opportunities. The City Region Housing Strategy is a key element of delivering the Sustainable Communities workstream within the CRDP.

### 3. DEFINITION OF FUNCTIONAL MARKETS



Three functional housing markets have been identified as being in operation in the City Region. They are illustrated in the plan above and are centred on the Core City of Liverpool in the north, Chester in the southern area and Warrington in the east of the City Region. Within each of these functional market areas there is a high level of connection and links between the following authorities:

Functional Northern Housing Market	Functional Southern Housing Market	Functional Eastern Housing Market
Liverpool	Chester	Warrington
Knowsley	Flintshire	Halton

Sefton	Wrexham	St Helens
West Lancashire	Ellesmere Port	
Wirral	Vale Royal	

The City Region Housing Strategy uses these three functional market areas as a sustainable basis upon which to plan for household demand emanating from indigenous household need and economically derived demand.

## 4. OPPORTUNITIES AND CHALLENGES

### Northern Housing Market

The Northern Housing Market's economy has experienced profound structural changes as it has moved out of the manufacturing economy and developed its service sector economy. Evidence contained within this Strategy suggests that despite the recent period of economic and housing market growth, the NewHeartlands Housing Market Renewal areas, together with a number of "at risk" areas<sup>1</sup> outside the Housing Market Renewal Area remain the most vulnerable to market change in the City Region. The priorities for ongoing investment should be the Housing Market Renewal Areas in line with Priority 1.1 of the Regional Housing Strategy, and the 1% and 5% most "at risk" areas outside the Housing Market Renewal Areas in line with Priority 1.4 of the Regional Housing Strategy.

Social rented housing continues to feature prominently across the Northern Market Area. Demand for this sector has increased over the last five years and will remain an important tenure projecting into the future and taking demographic and economic factors into consideration. Large parts of the Northern Housing Market also continue to be characterised by the prevalence of smaller terraced properties and comparatively low levels of larger family housing. This skewed stock profile is likely to affect the ability of the market area to respond to changing occupational household demand and aspirations in the future.

However, despite these apparent challenges, the level of infrastructure, proximity to employment and quality of service provision make the Northern Market Area a sustainable location to live. It offers great potential to facilitate economic growth through the accommodation of new households. However, the poor neighbourhood conditions within the core areas are continuing to push those actively moving within the housing market towards more peripheral areas where the overall quality of place is perceived to be better, and where larger stock types are more prevalent. The Housing Strategy aims to focus and direct demand to achieve the economic regeneration of the City Region.

### Southern Housing Market

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<sup>1</sup> See Chapter 7 of main Liverpool City Region Housing Strategy document

The Southern Area is well positioned in terms of its economy, with business sector strengths that provide competitive advantages and will continue to deliver growth over the forthcoming period. Economic growth in the past has been associated with strong population growth and in –migration creating pressure on the housing market. House prices have risen to levels which indicate the desirability of the area and the intense pressures on the housing stock.

The Southern market on the whole enjoys a very strong positive image and represents an aspirational housing market for much of Merseyside and Greater Manchester. Demand for property is therefore very high with the success of Chester displacing demand further into the North East Wales authorities. These market pressures have driven up house prices fuelling affordability issues across the area. The Southern Market Area records the highest affordability ratios within the City Region and includes a significant area in which it very difficult to locate affordable housing.

The area contains a low proportion of social sector housing and this relative “shortage” of stock means that the ‘safety net’ offered by this tenure could be considered deficient. Combined with relatively high average prices this has an effect on the accessibility of the market to new entrants. Affordable properties are largely limited to flatted accommodation with developers continuing to increase this stock type, suggesting a lack of choice in the ‘entry level’ market.

## Eastern Market Area

Housing choice across the Eastern Market Area is generally balanced. The southern areas (parts of Warrington) are distinguished by higher than average levels of detached properties with smaller terraced and semi-detached properties represented in North Warrington and St. Helens. Significant house price rises within the Eastern market area coupled with a number of localised areas of low household income mean that affordability is becoming an increasing problem within this housing market area. This has particular relevance to the southern part of the market area.

The Eastern Market Area is projected to experience marked differences in population growth with Warrington expected to continue growing whilst St Helens and Halton stabilise. Reflecting the demographic split the Eastern Market shows a similar split in terms of its economic structure. Warrington has labour force capacity to participate in and support the development of higher value industry. This directly contrasts within Halton and St Helens where the labour force is skewed towards lower value and skilled occupations. The labour force structure acts as both an economic enabler and constraint on future growth potential in different areas of the Eastern Market.

Overall the area offers a good quality of place, quality of life and access to essential services. However the “dual” nature of the area serves to mask extremes in areas of multiple deprivation.

## 5. FUTURE POTENTIAL

All housing market areas will require more housing due to a combination of higher headship rates, reduced household size and increasing population. Demographic projections underpinning this Strategy suggest an inflow into the Northern HMA, bucking the trend seen over the last 2 decades. However, the ability of the Northern HMA to absorb higher levels of household demand will be determined in relation to its ability to modify its housing offer and tenure choice to meet the needs and aspirations of newly forming and incoming households. Housing demand specifically related to the CRDP Project Delivery Scenario is projected to be:

***CRDP Project Delivery – Estimated Household Demand (2006-2021)***

- Northern HMA: 74,700
- Southern HMA: 29,200<sup>2</sup>
- Eastern HMA: 25,900

This level of household growth potential represents a significant opportunity for the City Region to build sustainable communities and regenerate the most vulnerable parts of its housing market.

## 6. VISION

The City Region Housing Strategy builds on economic rationale and strategy contained in the Liverpool City Region Development Programme. It aims to provide the type of housing in the range of neighbourhoods which ensure the realisation of this vision:

**“Our Vision is to regain our status as a premier European city region by 2025. We will secure an internationally competitive economy and cultural offer; and outstanding quality of life; and vibrant communities contributing to and sharing in sustainable wealth creation.”**

## 7. THE STRATEGY

Seven “Strategic Enablers” have been developed in order to focus policy, investment and to achieve the Strategy Vision. The purpose of each one of these is to support and maximise the contribution that housing can make to the economic growth, regeneration and social inclusion agendas of the City Region. Each of the enablers and associated policy recommendations are summarised below:

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<sup>2</sup> Housing figures for Southern Market Area are based on a wider range of projects than in CRDP – see Chapter 6 of main Liverpool City Region Housing Strategy document

### Strategic Enabler 1: Planning for a Sustainable Level of Growth

The City Region Development Programme includes a series of major “transformational” projects which will lead to the creation of new jobs, the attraction of households and new demands on the City Region’s housing stock. The attraction and retention of households is absolutely essential if the City Region is service the requirements of employers and grow the economy to its full potential.

LCR 1.1	Plan to accommodate the minimum level of growth required to support CRDP project delivery within each functional market area
LCR 1.2	Joint authority protocols to enable effective “sharing” of housing figures within functional market areas to prevent over/under-supply
LCR 1.3	Local Authorities work jointly to ensure consistent and up-to-date Housing Needs Surveys within each functional market area
LCR 1.4	Monitoring of economic growth and housing supply at functional market area level to identify mismatch between supply and demand

### Strategic Enabler 2: Sustainable Growth Locations

The level of economic growth forecast poses a series of delivery challenges and opportunities for the City Region. Most importantly there is the opportunity to capture household based demand within the City Region and to ensure that the requirement for “imported” labour and in-commuting is minimised. Planning at the level of functional housing markets is a sustainable basis to move delivery of the CRDP forward.

LCR 2.1	Prioritise housing development on land surrounding the Regional Centre to support recovery and growth of NewHeartlands area
LCR 2.2	Outside the Pathfinder, develop complementary LDF policies within functional market areas to prioritise housing to: <ul style="list-style-type: none"> <li>• Priority Regeneration Areas</li> <li>• Areas proximate and accessible to CRDP economic growth locations</li> </ul>
LCR 2.3	In the Southern market area, co-ordinate LDF policies to support economic growth of Chester and Deeside Hub
LCR 2.4	In the Eastern market area, co-ordinate LDF policies to support economic growth of Warrington

### Strategic Enabler 3: Priority Regeneration Areas

The performance of regeneration areas is integral to the wider success of City Region economy and will help to determine whether it reaches its full potential. Analysis underpinning this strategy has shown that many of the City Region’s regeneration areas enjoy good levels of accessibility to neighbourhood services and proximity to major employment opportunities under the CRDP strategy. As such they are considered to be sustainable locations for growth and an efficient re-use of land.



LCR 3.1	The Pathfinder will remain the primary focus for public investment and housing provision in the City Region
LCR 3.2	Pathfinder authorities and NewHeartlands will continue to direct investment to provide the housing that will create balanced markets in the inner core neighbourhoods
LCR 3.3	Pathfinder authorities and NewHeartlands will work to improve the worst neighbourhood and environmental conditions in the Northern market area
LCR 3.4	Pathfinder authorities and NewHeartlands will work with skills and training agencies to ensure that economically marginalised residents are equipped to benefit from CRDP growth
LCR 3.5	Pathfinder authorities will make policy provisions linking rate of housing supply to that required to deliver regeneration and build a critical mass of population to sustain neighbourhood services
LCR 3.6	Outside the NewHeartlands Areas, partners will work together to devise a City Region regeneration programme prioritising the 1% and 5% most “at risk” areas from within the 15% most vulnerable neighbourhoods, in support of Priority 1.4 of the Regional Housing Strategy
LCR 3.7	The 15% most vulnerable areas (inclusive of NewHeartlands neighbourhoods) are identified within the Strategy
LCR 3.8	The most vulnerable areas in the City Region provide a basis to target complementary action and investment under the CRDP worklessness, skills and training agendas

#### **Strategic Enabler 4: Creating Balanced Markets**

In order to “capture” household demand effectively it is necessary to link economic growth to the requirements of particular households which are likely to be created, attracted and retained in the City Region. Mismatches between supply and demand may cause areas of strong demand to be reinforced and areas of market vulnerability to be further exposed. The Strategy seeks to “balance” housing markets across the functional market areas, addressing historic deficiencies in stock types and responding to occupationally driven demand for housing.

LCR 4.1	Secure a balanced mix of house types in all new developments to encourage mixed income, inclusive communities
LCR 4.2	Support economic growth by: Prioritising development of a range of larger aspirational house types in the Northern market area to address demand and stock deficits Prioritising development of a range of smaller, family housing and “move-on” accommodation in the Southern market area to meet emerging requirements Develop a range of larger aspirational house types in the Eastern market area to address demand and stock deficits
LCR 4.3	Pathfinder authorities to explore potential MAA including provisions to prioritise supply of larger aspirational housing to NewHeartlands area
LCR 4.4	Diversify housing within mono-tenure estates which are vulnerable to market change and do not meet the requirements of residents
LCR 4.5	Further research to be undertaken into the effects of private rented sector activity on each of the three functional markets

### **Strategic Enabler 5: Delivering a Better Choice of Affordable Housing**

The rapid increase in house prices across the City Region has far outstripped the growth of average household earnings. It is well reported that this has left many FTB unable to enter the property market and also left lower income households struggling to find suitably sized properties in the locations they wish to live in.

Increases in population, changes in headship rates and the nature of growth in the City Regional economy will lead to increasing demand for affordable housing. Social housing provides a safety net for households unable to secure private market housing. Increasingly, under the climate of sustained house price rises, social rented housing has started to play an enhanced role at the beginning of the housing “lifetime” – providing an accessible resource and a decent standard of accommodation. Where affordability issues prevail, social housing can also provide appropriately sized accommodation for households as they grow and move on. The role of intermediate housing options also needs to be considered in terms of meeting subsections of affordable housing need and in terms of building real choice of tenure.

LCR 5.1	Within functional market areas, local authorities will develop complementary LDF policies to deliver an appropriate level of affordable housing
LCR 5.2	Within the Southern market area, local authorities will investigate developing complementary LDF policies to provide Local Occupancy Housing in smaller, rural settlements
LCR 5.3	Enhanced provision of affordable housing through s106 agreements <ul style="list-style-type: none"> <li>• Develop a shared approach to calculating affordable house prices as a basis for speeding up delivery of affordable housing</li> <li>• Develop consistent policies to stipulate preference for on-site provision of affordable housing</li> </ul>
LCR 5.4	Local authorities to audit land/ property holdings to identify resources which can assist delivery of affordable housing
LCR 5.5	Local authorities to work with non-statutory, land holding bodies to identify resources which can assist in delivery of affordable housing
LCR 5.6	Local authorities to consider reallocation of surplus employment land for affordable housing development
LCR 5.7	Review/ update Empty Property Strategies to ensure full coverage of functional market areas
LCR 5.8	LAs to develop required mix of social and intermediate housing based upon up to date and consistent Housing Needs Surveys
LCR 5.9	Protect and invest in areas of sustainable social rented stock as an integral part of the City Region housing stock
LCR 5.10	Prioritise new social housing stock in areas of low stock and demonstrable need In the Southern market area, focus Social Housing Grant upon improving affordable housing choice
LCR 5.11	RSL partners to improve the neighbourhood environment of social housing estates in tandem with improvements to the housing stock
LCR 5.12	LA and RSL partners to explore the potential to develop joint choice based lettings policy within functional market areas
LCR 5.13	RSLs to develop Social HomeBuy models in order to build tenure choice in mono-tenure estates
LCR 5.14	RSLs to develop a programme of New Build HomeBuy in areas of acute affordable housing need
LCR 5.15	Local authorities and NewHeartlands will continue to develop a range of Low Cost Home Ownership products

## Strategic Enabler 6: Delivering Quality Neighbourhoods

The City Region is one of “sharp contrasts”, and this attribute is particularly apparent in relation to the quality and diversity of its neighbourhoods. Overall, the Northern market area exhibits the poorest neighbourhood quality in the City Region, and the highest concentration of poor quality neighbourhoods. Areas of low neighbourhood quality relate to the NewHeartlands neighbourhoods in the Inner Core of Liverpool, South Sefton and Wirral as well as areas of predominantly social rented stock in peripheral

locations. Patterns of poor neighbourhood quality are more diffuse in the southern and eastern housing market areas.

The strategy will require joint action from housing providers, statutory bodies and service providers acting within neighbourhoods to address these deficiencies.

LCR 6.1	Develop a protocol for multi-agency delivery of the Strategy
LCR 6.2	Embed spatial and regeneration priorities within operational business plans of service providers
LCR 6.3	Work with service providers to ensure co-ordinated/ sequenced investment in neighbourhoods alongside housing
LCR 6.4	Establish/ enhance neighbourhood management initiatives to complement planned housing investment
LCR 6.5	Target funding to improve the worst quality neighbourhood environments using the Vulnerability Index

### **Strategic Enabler 7: Equality and Diversity**

The City Region is made up of a diversity of groups with individual housing needs, aspirations and differing abilities to realise their housing requirements. Original research informing this Strategy has looked at the issues facing BME communities and Gypsy and Traveller households. It has served to demonstrate that BME communities have distinct need profiles that are influenced by a combination of cultural, economic (income) and community related factors. The research has also shown that BME housing issues are played out at a relatively localised level within the City Region given the concentrations of communities within the inner urban areas and particularly focused on Liverpool. This has been taken into consideration in developing appropriate policy recommendations.

LCR 7.1	Produce BME household demographic projections at local authority level to inform evidence based policy
LCR 7.2	Produce a shared specification for Housing Needs Surveys to ensure the BME household data is collected on a consistent basis
LCR 7.3	Establish local authority housing “stakeholder forums” in areas of identified BME household need
LCR 7.4	RSLs to focus on marketing themselves and tailoring their products to meet HME household requirements
LCR 7.5	Within market areas local authorities will jointly review provision of sites for Gypsy and Traveller communities
LCR 7.6	Ensure CRDP skills and labour market plans take account of the barriers facing BME and Gypsy and Traveller communities in terms of labour market participation
LCR 7.7	Within functional market areas, joint research will be undertaken to understand the household needs of migrant workers
LCR 7.8	Encourage co-ordination of joint Supporting People Strategies at the level of functional market areas to build greater choice in provision
LCR 7.9	Joint commissioning of research to understand supported housing needs by client group, where there are currently gaps in the consistent/ reliable information

## 8. DELIVERING THE STRATEGY

Governance and monitoring frameworks accompany the Strategy and will be key to ensuring accountability in decision making and the ongoing relevance of the evidence base which informs policy decisions.

Following publication of the Strategy, partners have made a commitment to work within their respective functional market areas to develop “action plans” for implementation of the Strategy and its policy recommendations.

**REPORT TO:** Executive Board

**DATE:** September 2008

**REPORTING OFFICER:** Strategic Director - Corporate and Policy

**SUBJECT:** Local Government and Public Involvement  
in Health Act 2007 – Governance  
Arrangements

**WARDS:** All

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

- 1.1 To review the Council's existing governance arrangements (internal and elections) against the background of duties under the Local Government and Public Involvement in Health Act 2007 and set out an assessment of options and a provisional timetable for change.

### **2.0 RECOMMENDATION: That:-**

- 2.1 the Council embarks on a public consultation process to review its governance arrangements (internal and elections) against the background of the provisions of the Local Government and Public Involvement in Health Act 2007 and the details of the consultation be determined by the Chief Executive in consultation with the Leader with 31 March 2009 being set as the deadline for receipt of representations; and**
- 2.2 the Chief Executive reports further at the conclusion of the consultation period.**

### **3.0 SUPPORTING INFORMATION**

#### **A. Present arrangements and potential/requirement for change**

1. The Council's existing governance arrangements are set out in the 2008 Constitution – approved by the Council each year. The Council adopted the Leader and Cabinet model under the Local Government Act 2000. The Council had also adopted the elections by thirds model rather than whole Council elections once every four years.
2. The Local Government and Public Involvement in Health Act 2007, the relevant provisions of which are now in force, offers new procedures for governance choices. These choices are both electoral (procedures for accountability to community) and internal governance (elected members decision-making).

3. Decisions on those choices need to be taken having regard to best value (economy, efficiency and effectiveness), to the council's Strategic Priorities, to impacts on working with other agencies and joint working arrangements including LSP and LAA, and in compliance with legal requirements. Consideration will also need to be given as to how the electoral and internal options interact. I have set out an assessment of the options in an annex to this report.

**B. Election Options**

4. On 30 December 2007 sections 31-37 Local Government and Public Involvement in Health Act 2007 came into force.
5. Unlike the new internal governance framework – no change is legally an option.
6. The effect of the new provisions is that the Council may choose to move to whole Council elections: all 56 Members up for election once every four years.
7. The decision to make the change must be made by full Council:-
  - (a) at a meeting which is specially convened for the purpose of deciding the resolution with notice of the object, and
  - (b) by a majority of at least two thirds of the members voting on it.
8. Such a decision can only be made after reasonable steps have been taken by the Council to consult such persons as it thinks appropriate on the proposed change.
9. The decision can only be taken within a Permitted Resolution Period (PRP). For Halton this is any time up to 31 December 2010 OR any period in 2014, or in any fourth year afterwards, that starts with the day after that Council's annual meeting and ends with 31 December.

**Outline timetable - Election Options**

10. September/October 2008 - All Member seminar – consideration.
11. October 2008 – Report to Executive seeking approval of public consultation document and process.
12. November 2008-March 2009 – Public Consultation on options.
13. April 2009 – consider outcome of consultation, Chief Executive draws report.

14. April 2009 – Full Council - If change favoured following consultation then submit report via Executive moving to whole council elections. Council passes resolution.
15. May 2011 – If approved by Council the full Council elections for four year term and again in 2015 and every fourth year after that.
16. As soon as practicable after resolution to move to full council elections give notice to Electoral Commission and make available to the public a document explaining the effect of the decision including the date of elections. Make explanatory document available for inspection (inspection copies and other methods). Include the approval of the document and publicity arrangements in the report forming the basis for the resolution.

**C. Internal Governance – Two new models**

17. On 30 December 2007 section 64 and Schedule 4 the Local Government and Public Involvement in Health Act 2007 came into force. This inserts new provisions into the Local Government Act 2000. These compel Councils to adopt one of two new governance models. In Halton's case this decision must be taken by no later than 31 December 2010.
18. The two new governance models are:-
  - New-style Leader and cabinet executive
  - Mayor and cabinet executive.
19. *No change* is not an option. Only these two models are now allowed.
20. The key features of these new models are:-
  - **New style leader and cabinet executive** - The executive comprises a councillor elected as leader by the Council, and two or more councillors of the authority appointed to the executive by the executive leader. If the whole Council is elected every four years, the leader holds office until the annual meeting after the next elections. If the Council is elected by halves or thirds, the Leader holds office until his or her term of office as a councillor expires. The constitution may allow the Council to remove a leader from office prematurely. These differ from the present "old style" arrangements in that there is no annual election of a leader (unless he or she is removed from office), and the leader must select and appoint the members of the executive and allocate delegated powers, not the Council, although



Halton's current practice is for this to be done effectively through the Leader.

- **Mayor and cabinet executive** - The executive comprises a directly elected mayor who appoints two or more councillors to the executive. The mayor holds office for four years. He or she appoints the members of the executive and allocates delegated powers.

21. The maximum number of members that an executive may have remains 10.
22. The decision on which of the two models to adopt is subject to various procedural, notice and consultative requirements. It could be taken at any time from 30 December 2007 to 31 December 2010 and no later although the absence as things stand of the expected statutory guidance is unhelpful and provides a measure of risk if decisions are taken in advance of the issue of the guidance.
23. The Council has to **take reasonable steps to consult electors, and other interested persons in its area, then draw up proposals, including a timetable. In drawing up the proposals, the Council** must consider the extent to which they would be likely to assist in securing continuous improvement in the way in which the Council's functions are exercised, having regard to a combination of economy, efficiency and effectiveness.

#### **Outline Draft timetable – Internal Governance**

24. September/October 2008 - All Member - consideration.
25. October 2008 – Report to Executive seeking approval of public consultation document and process.
26. November 2008-March 2009 – Public Consultation on options.
27. April 2009 – consider outcome of consultation, officers draw report.
28. April 2009 – Full Council – Chief Executive having identified which of two options is favoured following consultation submits report via Executive moving to new model. Council passes resolution.
29. New internal governance arrangements take effect.

#### **Guidance and Decisions**

30. The Council must have regard to any guidance to be issued by the Secretary of State. As yet no such guidance has been

published and there is no guarantee that any guidance will eventually be issued.

31. While a decision could legally be taken in absence of such guidance it is recommended in the interests of prudent government that a decision on the model is not taken until the guidance has been issued. There is a risk that a decision taken before such guidance exists would have to be rescinded and the process restarted.
32. Approaches can be made to the Secretary of State to determine whether and when such guidance is to be issued and whether there will be a consultative or draft stage for such guidance.
33. Decision regarding the configuration of Scrutiny arrangements cannot be considered at this stage as the relevant parts of the LGPIHA 2007 are not yet in force. A further report will be brought forward once we have a reliable date for commencement of the new powers.

#### **4.0 POLICY IMPLICATIONS**

There are 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 RISK ANALYSIS**

The Key risks in this case are associated with embarking on a process in the absence of expected statutory guidance, which Councils are required to have regard to. It may well be necessary to re-start the process if action is taken which turns out to be significantly non-compliant with the guidance. There is also the danger that decisions taken during a period where the Council's revised governance arrangements have been configured after a process which did not comply with guidance issued later by central government might be vulnerable to challenge.

**8.0 EQUALITY AND DIVERSITY ISSUES**

There are none.

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

Nothing not already published

## **ANNEX**

### **Consultees for both matters**

Public – website and press advert also council newspaper also libraries and community centres

Electoral Commission (even where not strictly required can be advantageous)

LSP

EP/NWDA

NHS bodies

Emergency services

Non-Council education bodies - college

Voluntary sector

All staff – staff forum discussion; staff magazine

Neighbouring councils – CX group

Professional bodies regionally

**Note 1** – consider cycle of production of staff mag and Halton household mag

**Note 2** – consider DCLG latest advice on community consultation

### **In favour of Whole Council elections every four years**

Greater stability

Longer period within which to establish track record, to achieve and demonstrate achievement

Reduced 'churn' effect

Less disruption to schools and other polling places

Reduce costs of polling staff – one set of fees over a four year period rather than three

Less disruption to Council work. Currently elections occur annually (except fallow year) and take those staff involved in those duties off their employed function for a day and a half.

### **Not in favour of Whole Council elections every four years**

Greater stability may be considered undesirable too – eg hung, weakened and volatile council stays that way for four years

Annual elections keep in touch with community

Losing 'constant' accountability test – constant testing of community support

Increased errors at elections as we would lose discipline of annual elections keeping officers' knowledge fresh.

Problems associated with the electorate being less familiar with the process than they would be if it was being repeated annually.

**REPORT TO:** Executive Board

**DATE:** 25 September 2008

**REPORTING OFFICER:** Strategic Director, Environment

**SUBJECT:** Local Transport Plan Interim Review Report

**WARDS:** Boroughwide

## **1.0 PURPOSE OF THE REPORT**

- 1.1. The purpose of this report is to advise members on the contents of the Local Transport Plan (LTP2) Interim Review Report and to seek approval to submit the Report to Government Office North West (GONW). The deadline for submission is the 30<sup>th</sup> September 2008.

## **2.0 RECOMMENDATION: That**

- (1) the contents of the LTP2 Interim Review Report are noted;**  
**(2) the Board approves the LTP2 Interim Review Report and its submission to Government Office North West (GONW), subject to any minor amendments being delegated to the Operational Director of Highways, Transportation & Logistics in consultation with the Executive Board Member for Planning, Transportation, Regeneration & Renewal.**

## **3.0 SUPPORTING INFORMATION**

- 3.1. The Local Transport Plan is a statutory document setting out Halton's objectives, strategies and policies for transport. Halton's second Local Transport Plan (LTP2) covers the period from 2005/06 to 2010/11 and gives a summary of the initiatives that will be delivered along with projected expenditure, performance indicators and targets.
- 3.2. Under the reporting arrangements agreed for LTP2, Halton Borough Council must review progress in 2008, partway through the LTP period, and submit a report to GONW. In reviewing progress, authorities are encouraged to engage with GONW, raise key issues and instigate dialogue to find solutions. Officers from Halton have met with representatives from GONW on three separate occasions and discussed draft copies of the Interim Review Report.
- 3.3. The indicators and targets reported on in the Interim Review are taken from the original LTP2 produced in 2005. 17 of the indicators are mandatory indicators required by the Department for Transport (DfT) and the rest are local indicators agreed with DfT. Authorities have been told that the DfT expects authorities to continue to collect and report on these indicators for the remainder of LTP2. However,

the DfT has acknowledged that some local authorities may wish to stop or amend the monitoring of certain indicators based on BVPIs which are not part of the new National Indicator set or make amendments to local indicators where circumstances have changed. Any proposed changes must have a clear rationale set out in the Interim Review Report.

- 3.4. Unlike previous LTP reporting, the LTP2 2008 Interim Review Reports will not be formally classified by the Department for Transport (DfT) and LTP funding will not be allocated on the basis of the report.

#### **4.0 CONTENTS OF THE INTERIM REVIEW REPORT**

- 4.1. The Interim Review Report has been structured around the 4-shared transport priorities agreed between Government and Local Authorities: 'Tackling Congestion', 'Delivering Accessibility', 'Safer Roads' and 'Better Air Quality'. Network Management Duties have been included under 'Tackling Congestion'. The report discusses each of the priorities in turn; setting out the background and highlighting case studies of work undertaken before reporting on relevant indicators, spend and future risks to delivery. An overview of: progress as measured by indicators; spend during the two years; and a risk assessment, is provided at the end of the report. Throughout the report, key links between the LTP and Local Strategic Partnership (LSP) priorities have been identified and highlighted.

- 4.2. Analysis of the indicators presented in the Interim Review Report shows that, over the two year period (2006/07 & 2007/08):

- 72% of LTP mandatory indicator targets have been met or are on-target to be met.
- 73% of LTP local indicator targets have been met or are on-target to be met.

These figures exclude the mandatory indicators 'LTP2 - Change in area wide road traffic mileage' and 'LTP7 – Congestion' for which data collected by the DfT is not available for Halton.

- 4.3. Data on spend shows that actual total LTP capital spend (£8,534,000) has been very close to the predicted spend for the two years, with only a minor overspend of +0.7%. Over the same period, HBC revenue spend on transport, including staff costs, totalled £16,971,000, which was -1.5% lower than the predicted spend. In addition, £9,633,000 external capital funding and £773,000 external revenue funding was secured towards LTP transport initiatives over the same period.

4.4. Key highlights from the LTP period include:

- Continued progress on the Mersey Gateway crossing including development of a Sustainable Transport Strategy.
- Development of a new scheme to feedback journey time information to drivers for the strategic route across the Silver Jubilee Bridge (SJB). The journey time information being displayed on roadside Variable Message Signs (VMS).
- Commissioning of research into critical wind speeds on the SJB.
- Introduction of a 'Links2Work' service to help people accessing employment in industrial areas.
- Independent Travel Training to support people who need extra help in gaining the essential skills to access public transport.
- Introduction of a 'Halton Hopper' weekly multi-operator ticket and subsequent development of a student hopper ticket and a 'Young Person's Hopper'.
- Continued development of the Greenway network for walking and cycling.
- Implementation of a sustainable travel project for the Widnes Waterfront EDZ development.
- Development of a new 'Door2Door' service integrating accessible services offered by Halton Community Transport (HCT) with HBC's fleet transport, accompanied by investment in new vehicles and vehicle scheduling/booking software.
- Increased emphasis on the role of Road Safety Education, Training and Publicity (RSET&P) with initiatives such as 'Crucial Crew', 'Megadrive', 'Fit Bar', 'Pass-Plus' and 'Powerbikes'.
- Introduction of the first 'Red Routes' in the Borough, targeting drivers on routes that have been identified as having a high level of collisions.
- Enhanced air quality monitoring in key areas of the Borough.

The projects listed above are only part of the wider LTP funded work programme. The wider programme also includes spending on; structural maintenance of highways, footways and cycleways; street lighting; bridge assessment, strengthening and maintenance; local safety schemes; quality corridor improvements; and improvements to walking, cycling and public transport infrastructure.

4.5. The assessment of future risk for key areas of LTP related work has been based on a traffic light system (Green = Low Risk, Amber = Medium Risk and Red = High Risk). Of the seven areas of LTP work, 5 have been graded as 'Green' and 2 as 'Amber'. Asset Management has been graded as 'Amber' to reflect that although progress has been made on developing the Transport Asset Management Plan (TAMP) for the borough, considerable work is still required to complete the plan and the plan is likely to be in place

only at the very end of the LTP2 period. Accessibility, which includes Public Rights of Way (PRoW), has also been graded as 'Amber'. Good progress has been made so far on Accessibility but this priority is currently facing a number of challenges including: rising operating costs for public transport operators and voluntary sector transport operators; limited availability of revenue funding and in particular sustained revenue funding; and increasing demands being placed on existing revenue funding supporting services.

4.6. The LTP Interim Review Report proposes changes to the following indicators:

- *BVPI 187: Percentage of category 1,1a & 2 footway network where structural maintenance should be considered.* It is proposed that a new performance indicator reporting on the whole of Halton's footway and footpath network should be developed (LTP Mandatory Indicator).
- *LTP5 (c): Percentage of buses on time at non-timing points.* Following DfT advice, Halton proposes to cease monitoring this indicator (LTP Mandatory Indicator)
- *BVPI 103: Percentage of users who are satisfied with local provision of public transport information.* This indicator is collected once every three years via a survey that is unable to differentiate between users and non-users and the data serves little purpose other than reporting BVPI 103. Halton therefore proposes to cease monitoring this indicator (LTP Local Indicator).

4.7. In addition, the Interim Review Report proposes a number of adjustments to targets for LTP indicators for the remaining years of LTP2. Details of these can be found in Appendix B of the draft Interim Review Report.

## **5.0 PROCESS & TIMETABLE FOR SUBMITTING THE INTERIM REVIEW REPORT**

5.1. Government Office North West requested that all authorities submit a draft version of their LTP2 Interim Review Report by 31<sup>st</sup> July 2008. Halton Borough Council has met this deadline.

5.2. The draft Report is now being worked-up into a final version. The draft Report was circulated internally to key contacts within the Council for comments and these comments have been incorporated, where appropriate, into the final document. The draft Report was taken to the Urban Renewal Policy & Performance Board (PPB) meeting held on 17<sup>th</sup> September 2008. Any comments from the Urban Renewal PPB will be verbally reported to this Board.

5.3. This report is seeking approval from the Executive Board for the LTP2 Interim Review Report, subject to any minor amendments



being delegated to the Operational Director of Highways, Transportation & Logistics in consultation with the Executive Board Member for Planning, Transportation. The report is also seeking approval from the Executive Board to submit the final LTP2 Interim Review Report in electronic form to GONW by the deadline of 30<sup>th</sup> September 2008.

- 5.4. Printing of the paper copies of the report will take place in early October 2008. Copies will be distributed internally and sent to all individuals currently on the LTP external mailing list. The final document will also be made available to view/download on the Council website.
- 5.5. Government Office North West (GONW) has arranged for senior officers from Halton to make a verbal presentation on the results of the Interim Review to GONW officers and other invited representatives in early October.
- 5.6. Following the submission of the final report and completion of the presentation, Government Office North West (GONW) will make an assessment of the review. GONW have indicated that the results of the assessment will be sent to the Authority by the end of December 2008.

## **6.0 POLICY IMPLICATIONS**

- 6.1. The LTP2 Interim Review reports progress on the implementation of Halton's Local Transport Plan. There are no other specific policy implications resulting from this report.

## **7.0 OTHER IMPLICATIONS**

- 7.1. The only resource implication is the cost of producing the LTP2 Interim Review Report, estimated to be around £7,000, which can be accommodated from within existing budgets. Social Inclusion and Sustainability are a fundamental part of Halton's Local Transport Plan and many LTP funded projects directly seek to improve local residents access to jobs and services and/or increase the use of sustainable transport such as walking, cycling and public transport. With regard to Best Value, the LTP2 Interim Review includes proposed changes to monitoring BVPIs and these are discussed in the Report. There are no Legal Implications or Crime and Disorder Issues associated with the Report.

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

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

The LTP2 Interim Review Report reports on progress that has helped to improve accessibility for Children and Young People. Examples of initiatives include: the introduction of the Young

Person's Hopper Ticket; an Independent Travel Training programme; and Road Safety Education, Training and Publicity.

**8.2. Employment, Learning and Skills in Halton**

The LTP2 Interim Review Report reports on progress that has helped to improve access to Employment, Learning and Skills. Examples of initiatives include: the introduction of a 'Links2Work' service and the Widnes Waterfront EDZ Sustainable Travel Project.

**8.3. A Healthy Halton**

The LTP2 Interim Review Report reports on progress that has helped to contribute to A Healthy Halton. Examples of initiatives include: the introduction of a 'Hospital Link' service; joint working with Halton Community Transport to provide accessible transport services; continuation of the 'Greenway' programme and other Rights of Way improvements; Road Safety Education, Training and Publicity; and work on Air Quality Management Areas (AQMAs).

**8.4. A Safer Halton**

The LTP2 Interim Review Report reports on progress that has helped to contribute to A Safer Halton. Examples of initiatives include: Local Safety Partnerships; 'Fit Bar' Driver Impairment Initiative; the introduction of Red Routes; and Road Safety Education, Training and Publicity.

**8.5. Halton's Urban Renewal**

The LTP2 Interim Review Report reports on progress that has helped to contribute to Halton's Urban Renewal. Examples of initiatives include: Working in Partnership to Tackle Congestion; the development of the Mersey Gateway Sustainable Transport Strategy; Merseyside & Halton Freight Partnership; and Widnes Waterfront EDZ Sustainable Travel Project.

**9.0 RISK ANALYSIS**

9.1. The second Local Transport Plan (LTP2) is closely managed by officers and annual assessments are made on the progress the Council is making against delivery. Performance management minimises the risk of failing to deliver and has helped the authority to achieve a high level of performance. Arrangements are in place to ensure that the Council meets all the deadlines for the LTP2 Interim Review.

**10.0 EQUALITY AND DIVERSITY ISSUES**

10.1. One of the main objectives of LTP2 is to ensure that everyone, living, working and visiting the Borough enjoys convenient, affordable, safe access to a wide range of everyday facilities. Equality and diversity issues are therefore considered in the design and implementation of LTP projects. There are no specific equality

or diversity issues linked to the LTP Interim Review process. Large print and other formats of the LTP2 Interim Review Report document will be made available on request at no charge.

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

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Halton Borough Council Final Local Transport Plan 2006/07 to 2010/11	Rutland House	Claire Maclaine 0151 424 2061 ext. 3129
Department for Transport Guidance on Second Local Transport Plan (LTP2) Progress Reports (2008)	Rutland House	Claire Maclaine 0151 424 2061 ext. 3129

*FRONT COVER – layout to be the same as LTP2*

*HBC LOGO and SWOOSH*

Halton Borough Council

Local Transport Plan  
2006/07 to 2010/11

**Mid-Term Review**  
July 2008

Draft

*INSIDE FRONT COVER*

Draft

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<b>7.0</b>	<b>LOCAL PRIORITIES / WIDER CONTRIBUTION</b>	<i>Page No. to be inserted</i>
<b>8.0</b>	<b>PROGRAMME OVERVIEW: PROGRESS</b>	<i>Page No. to be inserted</i>
<b>9.0</b>	<b>PROGRAMME OVERVIEW: RESOURCES</b>	<i>Page No. to be inserted</i>
<b>10.0</b>	<b>PROGRAMME OVERVIEW: RISK</b>	<i>Page No. to be inserted</i>
<b>APPENDIX A</b>	<b>Summary of Progress: Indicator Tables</b>	<i>Page No. to be inserted</i>
<b>APPENDIX B</b>	<b>Summary of proposals for future monitoring</b>	<i>Page No. to be inserted</i>
<b>APPENDIX C</b>	<b>Progress on LTP2 Key Actions</b>	<i>Page No. to be inserted</i>
<b>APPENDIX D</b>	<b>A Community Strategy for Halton Borough Council: Key Objectives</b>	<i>Page No. to be inserted</i>
<b>APPENDIX E</b>	<b>Halton Strategic Partnership - Structure</b>	<i>Page No. to be inserted</i>

## EXECUTIVE SUMMARY

Welcome to the 2008 Interim Review of Halton's second Local Transport Plan (LTP2). LTP2 covers the period 2006/07 to 2010/11 and this report focuses on how we have delivered the first two years of LTP2 (April 2006 to March 2008). It highlights key achievements made during this time and sets out the perceived risks for the remaining years.

The Local Transport Plan (LTP) is a statutory document containing Halton Borough Council's objectives, strategies and policies for transport. It details the schemes and initiatives that will be delivered along with projected expenditure, and performance indicators & targets to monitor our progress. Halton's second LTP was structured around the four shared priorities agreed between Local Authorities and the Government:

- Tackling Congestion
- Delivering Accessibility
- Safer Roads, and
- Better Air Quality

The shared priorities were underpinned by a 'Toolbox' of Primary Transport Strategies that targeted specific transport areas, presented as an Appendix supporting the LTP. The draft 'Provisional' LTP2 went through an extensive process of development and consultation before being published as a 'Final' version in 2006.

During LTP1 (2001/02- 2005/06), Halton Borough Council (HBC) was required to produce Annual Progress Reports (APRs). These reports were submitted to the Department for Transport (DfT) and the performance of the authority was scored on the basis of evidence presented in the report, with funding for future years being adjusted accordingly. Under LTP2, a different reporting and funding regime has been applied. At the start of LTP2, capital funding for a large portion of the LTP ('Integrated Transport Block') was allocated for the whole five-year period. As a result APRs are no longer required and instead authorities submit simple annual returns with a more detailed review of progress required both midway through LTP2 in 2008, and again at the end of the LTP2 period. The review process is based around a series of constructive and open discussions with the Government Office North West (GONW) and this report is the end product of that process. Guidance produced by the DfT has indicated that the Interim Review Reports will not be formally classified or scored.

The Interim Review shows that the LTP funding allotted to Halton for the two years, totalling £8½ million, was spent effectively and that over 70% of annual LTP targets were met by the end of the period. Key highlights from the period include:

- Continued progress on the Mersey Gateway crossing including development of a Sustainable Transport Strategy.
- Development of a new scheme to feedback journey time information to drivers for the strategic route across the Silver Jubilee Bridge (SJB).
- Commissioning of research into critical wind speeds on the SJB.
- Introduction of a 'Links2Work' service to help people accessing employment in industrial areas.
- Independent Travel Training to support people who need extra help in gaining the essential skills to access public transport.
- Introduction of a 'Halton Hopper' weekly multi-operator ticket and subsequent development of a student hopper ticket and a 'Young Person's Hopper'.
- Continued development of the Greenway network for walking and cycling.
- Implementation of a sustainable travel project for the Widnes Waterfront EDZ development.
- Development of a new 'Door2Door' service integrating accessible services offered by Halton Community Transport (HCT) with HBC's fleet transport, accompanied by investment in new vehicles and vehicle scheduling/booking software.

- Increased emphasis on the role of Road Safety Education, Training and Publicity (RSET&P) with initiatives such as 'Crucial Crew', 'Megadrive', 'Fit Bar', 'Pass-Plus' and 'Powerbikes'.
- Introduction of the first 'Red Routes' in the Borough, targeting drivers on routes that have been identified as having severe collisions.
- Enhanced air quality monitoring in key areas of the Borough.

An important part of the Interim Review is the assessment of opportunities and risks facing delivery over the remaining years of LTP2. A 'traffic light' system (Green = low risk, Amber = medium risk, and Red = high risk) has been used to broadly categorise the overall level of risk for (i) the four shared priorities; congestion & network management, accessibility, safer roads and air quality, (ii) asset management, (iii) use of resources and (iv) local priorities/wider objectives. The assessment shows that five out of the seven headings can be graded as 'Green' and the remaining two as 'Amber', and overall Halton Borough Council remains confident that it can successfully deliver LTP2.

Increasingly, transport is recognised as playing a crucial role in meeting the needs of local communities and supporting the local economy. The Local Government White Paper (2006) has started the process of drawing local transport more into the remit of Local Strategic Partnerships (LSPs). Halton has been proactive in this process, establishing a Transport Board under the Halton Strategic Partnership to support the LSP. The Transport Board has been involved in the LTP Interim Review and has assisted with the development of this report. Throughout this document we have highlighted the links between transport outcomes and the objectives of Halton's Community Strategy developed by the LSP.

Looking to the future, further changes are likely with the establishment of the Liverpool City Region (LCR) and the introduction in 2009/10 of a Multiple Area Agreement (MAA) that includes transport. Powers proposed under the Local Transport Bill may also result in changes in the way responsibilities for highways, traffic and transport are fulfilled with a new Integrated Transport Authority being established for the City Region.

We hope this report gives a clear summary of the progress that has been made during LTP2 and a flavour of some of the successful schemes Halton has introduced.



## 1.0 INTRODUCTION

### 1.1. Setting the Scene : Halton's Story of Place

Originally formed in 1974, Halton is largely an urban borough with a current population of around 118,900. In 1998, Halton Borough Council (HBC) became a Unitary Authority and took on responsibility for all local services including highways, traffic and transport.

Halton's two main settlements, Runcorn and Widnes face each other across the River Mersey just 10 miles upstream from Liverpool. In terms of transport, the position of the towns has strongly influenced the way they developed. The connections and resources provided by the River Mersey and the later development of canals, railways and roads helped to drive industrialisation of the towns. Halton has a strong industrial legacy, particularly from the chemicals industries and as a result, has inherited a number of physical, environmental and social problems. The eventual decline of the manufacturing industry badly affected the towns and economic regeneration is one of the key priorities for the Borough. Today, Halton shares many of the social and economic problems more usually associated with its urban neighbours on Merseyside and the latest Index of Multiple Deprivation (IMD, 2007) shows that Halton ranks nationally 30<sup>th</sup> out of 354 authorities for deprivation and ranks 3<sup>rd</sup> highest on Merseyside.

Whilst the position of the two towns on the Mersey created opportunities, it also acted as a barrier to movements both between the towns and between Merseyside and the wider region. The demand for cross-river movements was first met by ferry and later by rail/foot traffic with construction of a rail bridge and walkway in 1864. In 1905, motor vehicles were able to cross for the first time using a newly constructed Transporter Bridge but it wasn't until 1961 that a fixed road link between the towns was provided with the opening of the Runcorn Widnes Bridge, which was later renamed the Silver Jubilee Bridge (SJB). Today, the SJB provides a key crossing for the region, carrying high levels of through-traffic and traffic flows 1½ times greater than the flows it was designed to carry. The Bridge and its approaches suffer badly from traffic congestion; offer only limited facilities for public transport, walking and cycling; and require considerable investment in maintenance. To tackle these problems, Halton Borough Council is developing the Mersey Gateway, a new tolled crossing to the east of the SJB, together with schemes to address maintenance of the SJB and provide facilities for sustainable transport.

In 1964, Runcorn was designated a 'New Town' and work began on new transport systems to accompany the development. An 'Expressway' road network was created, serving the new town, connecting with other strategic routes and linking with Widnes via the SJB. Within the new town, a segregated road for buses or 'Busway' was constructed enabling direct access to key areas of the new town and providing bus stops within 10 minutes walk of the new housing. Although 'visionary' in providing dedicated space for bus rapid transit, the Busway is now battling with ageing infrastructure, isolation and anti-social behaviour. HBC believes that the Busway remains a valuable transport asset for the Borough and is exploring ways to improve the Busway and bring facilities up-to-date.

Halton's position on the Mersey continues to shape the development of settlements and transport networks in the Borough. In terms of road transport, the expressway network and the SJB link with the national motorway network and provide a gateway to Liverpool John Lennon Airport, Merseyside and the North West. This generates opportunities for residents and businesses but brings with it the associated problems of high traffic levels, congestion and pollution. Opportunities for rail travel are provided by four stations in the Borough; Runcorn (Liverpool-London-Birmingham), Runcorn East (North Wales-Chester-Manchester) and Hough Green & Widnes (Liverpool-Manchester-East England). This demonstrates again Halton's importance as a transport 'hub' for east-west and north-south movements but considerable work is still required to make connections between movements; the joint Halton/Merseyside project to re-open the Halton Curve is part of this work. Transport links also play an important role in regeneration as demonstrated by the 3MG Mersey Multi-Modal Gateway (a major new rail/road freight handling and logistics park at Ditton) and with the regeneration of Weston Docks to create an intermodal transport facility with improved road,

rail, inland-waterway and deep-sea freight logistics. One of the key challenges facing the Borough over the coming years will be to promote economic growth whilst ensuring at the same time that the associated demand for travel can be met in a sustainable and affordable way.

## **1.2. The second Local Transport Plan (LTP2), 2006/07-2010/11**

The Local Transport Plan (LTP) is a statutory document that sets out Halton Borough Council's objectives, strategies and policies for transport. Halton's second Local Transport Plan (LTP2) covers the period 2006/07 to 2010/11 and includes details of schemes and initiatives that will be delivered together with indicators and targets against which progress can be measured. It is the main mechanism through which the Local Authority secures capital funding from Central Government for highway maintenance, bridge maintenance and for local transport initiatives (known as the 'Integrated Transport Block').

LTP2 continues the work achieved under LTP1 (2001/02 to 2005/06) for which Halton was awarded 'Excellent' by the Department for Transport (DfT). The same grade of 'Excellent' was awarded for the initial assessment of LTP2. This double award led to Halton being allocated additional 'integrated transport block' funding on top of what was originally indicated by the DfT. The Integrated Transport Block allocated to Halton for the 5 years covered by LTP2 therefore totalled £ 9,891,000 which equates to an increase of 25% for the last 4 years' indicative allocation.

The full LTP2 document can be viewed on the Council website [www.halton.gov.uk](http://www.halton.gov.uk) under 'Transport and Streets'. Alternatively, copies of the document can be obtained from the Council by contacting the address shown on the back page of this report.

## **1.3. The objective of LTP2**

The philosophy underlying LTP2 is that 'Transport is not an end in itself but is a means to an end' and the role of transport is to provide access to the facilities and services that are required to make a society function. The overarching objective agreed for LTP2 is:

'The delivery of a smart, sustainable, inclusive and accessible transport system and infrastructure that seeks to improve the quality of life for people living in Halton by encouraging economic growth and regeneration, and the protection and enhancement of the historic, natural and human environment' (LTP2, p3).

This objective is underpinned by the four Shared Transport Priorities agreed between central Government and local authorities: 'Tackling Congestion', 'Delivering Accessibility', 'Safer Roads', and 'Better Air Quality'. This Interim Review Report is structured around the four Shared Transport Priorities.

## **1.4. Halton's Community Strategy**

Local Strategic Partnerships (LSPs) are required to produce a Community Strategy for their area. The Community Strategy seeks to enhance the quality of life for local communities and sets out priorities and the vision, objectives and action plan for the area. It provides an overarching framework through which the corporate, strategic and operational plans of all LSP partners can contribute; these plans include Halton Borough Council's Local Transport Plan (LTP). Throughout this document you will find references to Halton's second Community Strategy ('A Community Strategy for a Sustainable Halton 2006-2011'). More information about the Community Strategy can be found on the Halton LSP website: [ww.haltonpartnership.net](http://ww.haltonpartnership.net). Halton's five key priorities from the Community Strategy focus on Urban Renewal; Health; Employment and Skills; Children and Young People; and Safety.

## **1.5. LTP2 Interim Review**

During LTP1, Halton Borough Council (HBC) was required to produce Annual Progress Reports (APRs) on the Local Transport Plan. These reports were submitted to the

Department for Transport (DfT) and the performance of the authority was scored on the basis of evidence presented in the report and funding for future years adjusted accordingly.

Under LTP2, a different reporting and funding regime has been established. At the start of LTP2, capital funding for the 'Integrated Transport Block' was allocated to each authority for the whole 5-year LTP period. This provided a stable platform for authorities to focus their efforts on delivering LTP priorities and gave certainty about funding for future years. Detailed annual progress reports are no longer required and instead local authorities provide annual information on simple reporting forms. Approximately mid-way through the LTP period, local authorities are required to produce a more detailed 'Interim Review' and a further review is likely to be due towards the end of LTP2. This report is the end product of the LTP2 2008 Interim Review.

Guidance produced by the DfT<sup>1</sup>, stresses that the Review reports will not be formally classified or scored but instead should be part of a constructive and open relationship between the authority and the Government Regional Office. Throughout the Interim Review, Halton Borough Council has been meeting regularly with representatives from Government Office North West (GONW) to discuss progress. Key stakeholders, including representatives from LSP partners have also been involved in the review. Draft versions of the Interim Review Report have been presented to both GONW and the Halton Strategic Partnership Transport Board at all key stages in the review process.

In line with the DfT guidance, we have tried to keep this report concise whilst at the same time, presenting all the information required. Figure 1.1 shows the structure of the Interim Review Report in diagram form.

Section 1 of the Interim Review report provides a brief introduction. Sections 2 to 5 discuss each of the Shared Transport Priorities in turn, setting the local context before moving on to highlight case studies of action taken. An assessment of the impact as measured by LTP indicators is presented for each priority in the form of a bar chart plotting 'targets met', 'targets on-track' and 'targets not met' for each year. Following the charts, future monitoring proposals for each priority are discussed. Capital spend contributing to the priority through (i) direct measures and (ii) indirectly through modal shift is presented for each priority in chart form for the 2-year period (2006/07 & 2007/08) together with a similar chart giving details of revenue spend. Spending on some measures appears under more than one of the Shared Priorities; for example Quality Corridors appears under 'Tackling Congestion', 'Delivering Accessibility', 'Safer Roads' and 'Better Air Quality'. Rather than an attempt to artificially divide spending on Quality Corridors between the priorities, the full amount is repeated each time. This demonstrates how measures and spending can be 'cross-cutting'. Each section on the Shared Priorities concludes with a risk assessment, setting out opportunities, threats, barriers and obstacles in delivery for the remaining years of LTP2.

In the remainder of the report, Section 6 discusses briefly progress on Asset Management whilst Section 7 provides an overview of the wider contribution of transport to local priorities. Section 8 gives an overview of progress as shown by the LTP indicators and Section 9 gives a summary of the use of resources (capital and revenue). The report concludes an assessment of the overall risk to delivery faced in the remainder of LTP2 (Section 10).

Appendix A of the report provides target and actual figures for LTP indicators in the form of two tables: one for mandatory indicators and one for local indicators. The figures for the targets shown in Appendix A for years up to and including 2007/08 are those that were originally set out in LTP2. Targets for 2008/09 onwards reflect any changes proposed as a result of the Interim Review. A summary of proposed changes to indicators and new targets is shown in Appendix B. Appendix C provides a summary of progress against each of the key actions listed in LTP2 and highlights where they link to the four Shared Priorities and the key objectives of Halton's Community Strategy. Appendix D provides a list of the key objectives under each priority heading for Halton's Community Strategy. Appendix E shows in diagram

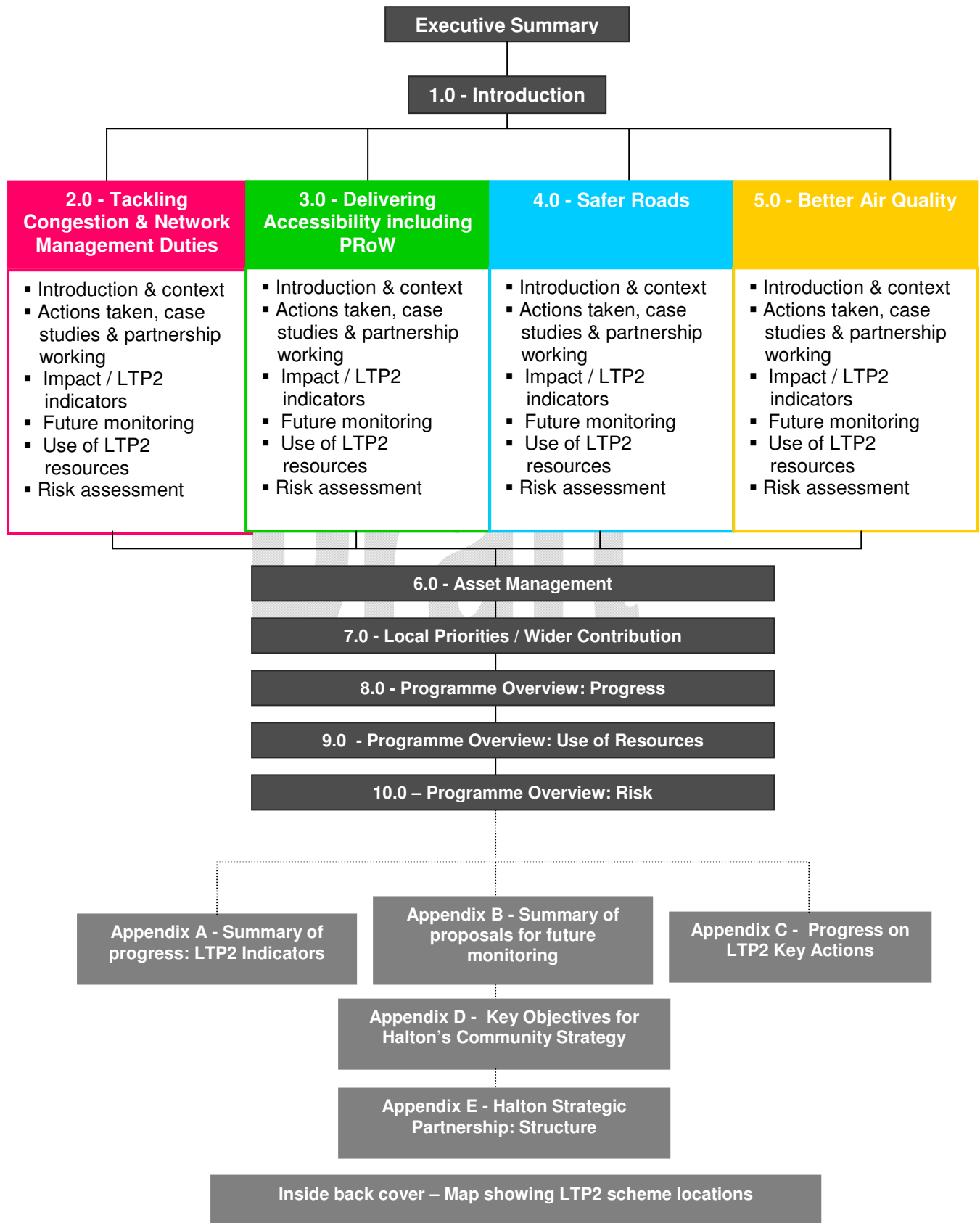
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<sup>1</sup> 'Guidance on Second Local Transport Plan (LTP2) Progress Reports (2008)

form, the structure of Halton Strategic Partnership and the supporting role of the Transport Board.

Draft

Figure 1.1: Structure of the Interim Review Report



## 2.0 TACKLING CONGESTION AND NETWORK MANAGEMENT DUTIES

### 2.1. Introduction

***“ A good transport network is important in sustaining economic success in modern economies: the transport system links people to jobs; delivers products to markets; underpins supply chains and logistics networks; and is the lifeblood of domestic and international trade”***

***The Eddington Transport Study: The Case for Action 2006.***

Traffic congestion impacts on businesses and the local economy and the Eddington study estimated that eliminating existing congestion on the road network nationally would be worth £7-8 billion per annum. Tackling congestion supports several of the aims and objectives of Halton's Community Strategy and specifically:

- *Create ‘an economically prosperous borough that encourages investment, entrepreneurship, enterprise and business growth’ (Employment, Learning & Skills)*
- *Transforming ‘the urban fabric and infrastructure to create a vibrant and accessible borough’ (Halton's Urban Renewal).*
- *‘Ensure Halton designs in and maintains high levels of accessibility to places and spaces so that opportunity and needs are matched, and provides excellent connectivity to the wider world through transport and ICT links’ (Halton's Urban Renewal).*

The impacts of traffic congestion are however wider than just economic. Traffic congestion impacts on road safety; the health of residents; and their quality of life, all of which are again priorities within Halton's Community Strategy. Tackling congestion also supports the overall aim of ‘A Healthy Halton: To create a healthier community and work to promote well being’ and the overall aim of ‘A Safer Halton: To ensure pleasant, safe and secure neighbourhood environments’

The two towns in the Borough, Runcorn and Widnes, face each other across the River Mersey and the only direct road link between them is via the Silver Jubilee Bridge (SJB). The demand to travel across the SJB is high and traffic flows can exceed 90,000 vehicles per day. At this level of flow, the SJB is forced to carry 1½ times more traffic than the theoretical highway capacity of the bridge, causing ‘stop-start’ conditions. Congestion on the SJB and its approaches is experienced on a daily basis and together these constitute the major congestion issue for Halton. Of the trips across the SJB, studies have shown that only 18% are local trips and the remaining 82% travel to and/or from destinations outside the Borough. The Bridge is therefore an important strategic route for the region, linking Merseyside, Cheshire and Greater Manchester and the motorway network (M56 and M62) as well as providing an alternative crossing to the M6 Thelwall Viaduct. The SJB acts as gateway for international travel by providing a link from the west and south of the region to Liverpool John Lennon Airport and lies on the most direct road route between Liverpool and Manchester airports. In terms of public transport, the SJB gives access to Runcorn Rail Station (West Coast Mainline, Liverpool-London and Liverpool-Birmingham services) and is essential for cross-river bus services. The strategic importance of the SJB cannot be overemphasised and tackling congestion on the SJB is the key transport priority for the Borough.

Congestion also occurs at peak times on the approaches to Junction 12 of the M56 (Clifton Interchange); along the A557 Watkinson Way (Widnes Eastern Bypass); and at the junction between the A56/A558 (Chester Road/Eastern Expressway) near Daresbury. These congestion ‘hotspots’ are all on main routes that eventually feed into the SJB.

Two major schemes will deliver the proposed solution to tackle congestion on the SJB; the Mersey Gateway scheme is a £431 million project (March 2007 prices) to provide a new tolled crossing together with modifications to the SJB to provide for local trips with improved facilities for public transport, walking and cycling. The second major scheme comprises a

programme of maintenance work for the SJB required to slow the deterioration of the structures, bring the condition up to a steady state and enable continued use of the bridge. Bringing the SJB up to a steady state of maintenance and providing facilities for walking, cycling and public transport is a key part of encouraging local residents to switch to journeys by sustainable transport and hence reduce traffic volumes. These two major schemes together form the heart of Halton's longer-term strategy to tackle congestion and they appear prominently in the LTP Action Plans for all four shared-priorities.

Halton is a small, compact urban area and during LTP1, with the exception of the 'hotspots' previously described on the SJB and strategic routes, it has experienced only low levels of traffic congestion. However, recent evidence indicates that the successful regeneration of the town centres of Runcorn and Widnes has increased the demand for travel and congestion is beginning to appear at key points. One example is the junction of Kingsway/Milton Road, Widnes where significant levels of congestion are being experienced along with resultant poor air quality. LTP2 recognised the need to implement measures to tackle congestion and these were set out in the Action Plan for Congestion contained in LTP2.

Halton's LTP2 Action Plan for Congestion fits well with Eddington's study into 'Transport's Role in sustaining UK's Productivity & Competitiveness' (2006). Eddington identified that the key economic challenge is to improve the performance of the existing network and recommended that the focus should be on growing and congested urban areas and catchments; key inter-urban corridors; and key international gateways. In response to addressing the challenges in these areas, he identified that a sophisticated policy mix including pricing is required together with targeting of new infrastructure to the focus areas and pinch-points. The Mersey Gateway together with the associated SJB scheme include many of these elements: targeting new infrastructure to a key pinch point; improving performance of the existing network; and introducing pricing through tolls. The remainder of the schemes in Halton's Action Plan focus on a variety of measures, which combine making the best use of existing networks with encouraging modal shift to public transport, walking and cycling. Encouraging modal shift supports the recommendation made in the Stern Review of the Economics of Climate Change (2006) that policy should include the removal of barriers to behavioural change.

## 2.2. Actions taken, Case Studies and Partnership Working

LPT2 set out an Action Plan for Tackling Congestion and implementing Network Management Duties during the 5-year period from 2006/07 to 2010/11. Appendix C provides a summary of actions undertaken during 2006/07 and 2007/08; relevant actions are highlighted with the symbol:



The following case studies outline key achievements from 2006/07 and 2007/08 which have contributed to reducing congestion in the Borough.

### Tackling Congestion Case Study 1: Working in Partnership to tackle congestion



VMS with ANPR camera, Bridgewater Expressway

Halton Borough Council is working closely with Cheshire Police to explore new ways of utilising data from Automatic Number Plate Recognition (ANPR) cameras. In 2008, an initiative will be introduced using cameras at selected fixed-sites in Halton to feed back real-time information on journey times for the strategic route across the Silver Jubilee



Bridge (SJB). The journey time information will ultimately be displayed on Variable Message Signs (VMS) which were installed in Halton during 2007 using funding from LTP2, and on the Council website. The information will help enable drivers to make informed decisions about their journey. The scheme has been developed in partnership with Cheshire Police who will be supplying real-time data from ANPR cameras on the approaches to the SJB. Halton Borough Council has also installed supplementary ANPR cameras to cover most of the main routes leading to the SJB. In the future, the Council hopes to extend the scheme to cover other locations and provide journey time information on cross-authority journeys into Liverpool and Warrington. The scheme makes use of ANPR and VMS infrastructure and shows how efficient use of existing resources and data sharing between partners can be used to help tackle traffic congestion. In addition, the ANPR scheme also has wider operational benefits for the Council and the Police. ANPR cameras are separate to speed enforcement cameras and will not be used to enforce speed limits within the Borough.

### **Tackling Congestion Case Study 2: Mersey Gateway Sustainable Transport Strategy.**



*Providing high quality public transport services will form a key part of the Sustainable Transport Strategy (photo: Nantes, France)*

The Mersey Gateway project and associated SJB scheme are crucial to tackling congestion and encouraging the use of sustainable transport in Halton. Halton Borough Council is working with the Gifford consultancy to develop a Mersey Gateway Sustainable Transport Strategy covering the period 2010/11 to 2031/32. The draft strategy sets out how the proposed Mersey Gateway project and de-linking of the SJB can encourage sustainable transport in the Borough and enable interventions and initiatives to be developed to support the regeneration and economic aspirations. As part of the work behind the strategy, consultants arranged focus group meetings to discuss transport issues and the results of the discussions have helped to shape the strategy. Output from the Mersey Gateway Sustainable

Transport Strategy will include an action plan identifying outline costs and potential sources of funding. Officers from across Halton Borough Council have been involved in the study and links are being developed between the Mersey Gateway Sustainable Transport Strategy and the Mersey Gateway Regeneration Strategy, the emerging Halton Local Development Framework (LDF) and future Local Transport Plans (LTPs).

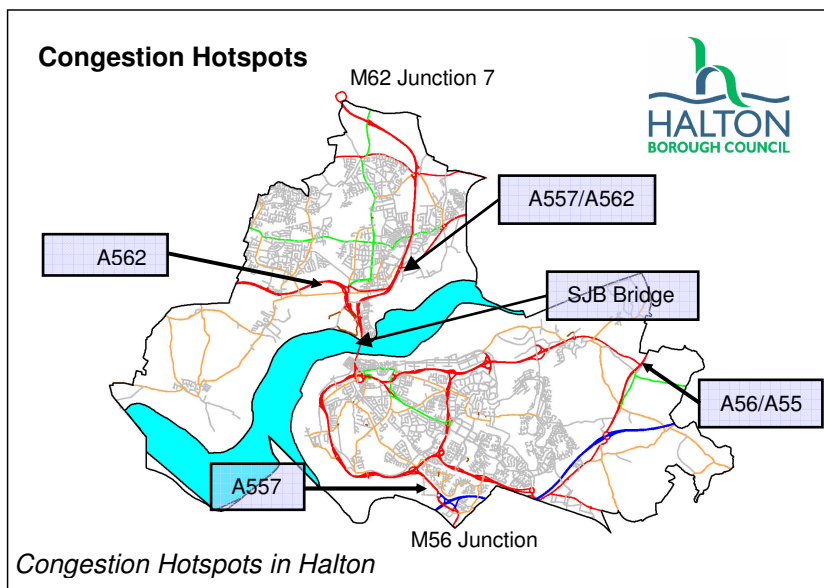
### **Network Management Duty Case Study 1: Tackling Congestion Hotspots.**

The Traffic Management Act (2004) introduced a new duty on local transport authorities to manage their road networks and secure the expeditious movement of traffic so far as is reasonably practical. Actions proposed in the Traffic Management Act include making more efficient use of the road network and the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic.

As part of its Network Management Duties, Halton appointed a Traffic Manager in January 2005 and has since carried out an initial assessment drawing upon local knowledge, of congestion hotspots and their locations.



Two of the locations (A557 Watkinson Way/A562 Fiddlers Ferry Road in Widnes and A56/A558 Daresbury near Runcorn) are already being addressed through road improvement schemes and are due to be completed by September 2008.



A number of the remaining hotspots including the A557 Clifton and Speke Road will be addressed by the Mersey Gateway scheme and mitigation measures. There are three other junctions in Widnes that now regularly experience congestion in the form of queues

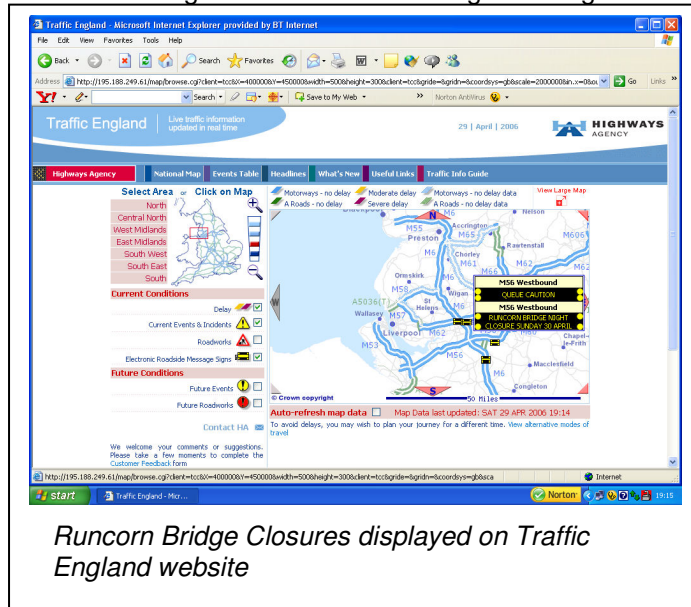
that take one or more signal cycles to disperse. These are the closely located junctions of Kingsway/Milton Road, Kingsway/Leigh Avenue and Leigh Avenue/Lowerhouse Lane. Significant queues can build up on one or more approaches to these junctions in the peak hours or throughout the day on a Saturday. It is proposed that MOVA software be installed at all three junctions to reduce queues and delays. This software (Microprocessor Optimised Vehicle Activation) assess traffic conditions at the junction and adjusts signal timings accordingly to maximise capacity and reduce queuing. Studies to prove that 'MOVA' would produce benefits have been undertaken for these sites and it is proposed that installation will commence in 2008.

The main hotspot for network management is the SJB, which due to high traffic flows, limited road space and lack of alternative routes is often badly affected by relatively minor incidents. Whilst the Mersey Gateway is being developed as a long-term solution, interim efforts have concentrated on improving information about incidents on the SJB and its approaches. Four CCTV cameras were initially installed at either end of the Bridge and these have been supplemented by a further two cameras on the Speke Road approach. Real-time 'snapshots' from the cameras can be viewed by the public on Halton Borough Council's website and Trafficlink (who supply information to travel news on radio, television and websites) have access to the cameras. The Council is exploring the feasibility of installing further cameras at sites, including the A557/A562 Widnes, A557/M56 Junction 12, Clifton (North) and the Runcorn approaches to SJB, but is experiencing difficulty in providing the necessary communication links whilst keeping revenue costs low.

In the late 1990's 'flap' signs with a facility for adding messages using magnetic characters were installed at five locations on the approach to the SJB. These signs worked well for advising drivers of planned works but were difficult to use for incidents. Under LTP2, a scheme was therefore developed to install Variable Message Signs (VMS) on the approaches to the SJB. Six signs were initially installed in 2007 (three on each side of the Bridge) and a further two signs were added in late 2007. Halton Borough Council has ensured that the VMS are compatible with systems used by neighbouring authorities so that, as suitable communication and security systems become available, they can become part of a shared network. Initially the messages displayed on the VMS were set using terminals within the Network Management Section at Halton Borough Council. However, the service was subsequently developed to cover out of office hours incidents through the use of pre-determined messages which can be initiated by the Council's Contact Centre. The Contact Centre staff who operate 24 hours/7 days a week also have access to the SJB cameras and can respond to questions about conditions on the Bridge.

### **Network Management Duty Case Study 2: Strong winds on the SJB**

The SJB is relatively exposed and gusting westerly winds can cause problems for vehicles and particularly those with high sides. In recent years, the SJB has been increasingly affected by strong winds and in January 2007 a curtain-sided goods vehicle was blown onto its side whilst attempting to cross the Bridge. Changes in weather patterns seem to suggest that it is likely we will experience more occasions of strong winds; during the first three months of 2008 VMS displays have been set on three separate occasions to advise high-sided vehicles not to use the Bridge. Discussions have taken place with other bridge operators, particularly in Scotland to ascertain the criteria used for closing their bridges to certain types of vehicles. Due to the lack of data on the effect of wind on vehicles, Halton has commissioned the Transport Research Laboratory (TRL) to carry out a desktop study into critical wind speeds and has installed an anemometer on the Runcorn approach of the SJB to assist in making decisions about closing the Bridge to certain types of vehicles. The



*Runcorn Bridge Closures displayed on Traffic England website*

anemometer feeds data back to HBC offices and a common database has been purchased to enable the VMS to be set automatically when predetermined wind speeds are reached. Data from the anemometer will also be shared with the Environmental Health Division at Halton to help with pollution monitoring. When it is necessary to close the Bridge to high-sided vehicles, Halton Borough Council's officers discuss and agree the decision with Cheshire Police and Warrington Borough Council. Liaison also takes place with the Highways Agency who sets its VMS when they are not required

to display other messages, to warn drivers of the closure. Trafficlink, who supply information to travel news on radio, television and websites, are also kept informed.

### **Network Management Duty Case Study 3: Roadworks & Co-ordinated Lane Closures**

Providing accurate and up-to-date information on roadworks and road closures to road-users is a key part of Halton's approach to Network Management. The Council's website gives details of all roadworks being carried out within the Borough by the Council and other statutory organisations. This information is available through a map-based system and is updated twice a day. Planned development of the system includes more detailed information of proposed highway authority schemes, road works and road closures.

A number of service areas within the Authority need lane closures, particularly on high-speed roads, to safely carry out duties such as verge maintenance, street lighting and road cleansing (gully emptying and sweeping). Procedures are now in place to co-ordinate lane closures required by the Council, which results in an increased quality of service for road users through reduced disruption and delay, improved standards of service, and potential traffic management cost savings for the Council. At the beginning of each year a meeting is held to discuss the work requirements of each service and agree a programme of closures. On some occasions it has been necessary to close roads completely to carry out work but generally this has resulted in the work being completed more quickly and in greater safety. To improve the standard of traffic management on the network, traffic management measures are required to be installed, maintained and removed by registered Sector 12 operatives.

### **Tackling Congestion & Network Management Duties: Partnership Working**

Building relationships with other Network Operators & Statutory Undertakers:

Halton is working to develop better relationships with network operators including neighbouring local authorities and the Highways Agency (HA). Greater levels of joint working are being encouraged and we are keen to establish protocols for the sharing of data. Halton Borough Council is a member of the Merseyside Group of Traffic Managers and a founder member of the North West Group of Traffic Managers; Halton's Traffic Manager is also currently chairman of North West group. Regular meetings are held with neighbouring authorities, HBC internal departments and statutory undertakers to help co-ordinate works. Halton is developing its internal 'notice-of-works' system to ensure parity with systems used by utility companies. The internal system is already operational for street lighting works and other departments are in the process of being added. A link from the HBC street works system to the HBC website is being developed to enable members of the public to view the information; this will also help staff in our Contact Centre answer queries. Discussions have also taken place with media organisations (e.g. Trafficlink) and the National Traffic Control Centre (NTCC) to improve information provided to the travelling public.

Delivery of Major Structural Maintenance Programmes for bridges through Public Private Partnership: Halton Borough Council has been successful in securing additional Primary Route Network (PRN) funding largely to support a programme of maintenance work on the Silver Jubilee Bridge (SJB) and its associated complex of structures. The PRN funding, awarded as part of the 2008/09 LTP settlement for Halton, totals £14.3 million over a three-year period. The scale of the work and programme constraints mean that delivery through a partnering approach will be more effective than the traditional method of engaging contractors on a scheme-by-scheme basis. Halton have commissioned consultants MIS Mott MacDonald to prepare an Option report for the 'Delivery of Bridge Maintenance Activity through Partnering Agreements' as the first step towards establishing a public/private partnership for the work.

Managing Parking through Partnership:

Work during the first two years of LTP2 has focussed on gaining a better understanding of parking in the Borough and options for future management. Consultants MIS Mott Macdonald recently completed the Runcorn Old Town Parking and Access study. Commissioned in response to development proposals for the Runcorn Canal Quarter (a mixed-use development on land either side of the Bridgewater Canal to the south of the town centre) the study considers parking supply and demand from future development as well as the current provision and makes management recommendations for each scenario. The study also recommends improvements for accessibility into and around the town centre by different modes of transport. The findings of the study show that there is sufficient overall parking supply for existing developments but problems exist with the proportion of long-stay parkers in central car parks. The Council has recently commissioned additional parking studies for Widnes town centre and Halton Lea shopping centre and to ensure a consistent approach, the preferred management option for all three centres (Runcorn Old Town, Widnes and Halton Lea) will be selected only once these additional studies have been completed. The provision of parking facilities for powered 2 wheelers (motorcycles & scooters) will be considered in developing the management options. The studies will provide data and analysis that will help identify whether Civil Parking Enforcement throughout Halton is feasible and will support the development of the necessary parking partnership between the local authority and private operators.

Merseyside and Halton Freight Partnership:

Freight Quality Partnerships (FQPs) provide a forum for industry, local government and partners to explore freight issues and encourage best practice. The Merseyside and Halton Freight Quality Partnership was originally established under LTP1 and has now been running for over 9 years. The FQP is instrumental in shaping freight strategies and schemes and holds regular meetings for members. An update report produced in March 2006 for Merseyside & Halton in preparation for LTP2 specifically mentioned the role of the Mersey Gateway crossing for freight and the FQP is also keen to see progress on the Halton Curve, which would enable new rail freight movements. In March 2008, the Merseyside & Halton FQP was given an award from the Freight Transport Association (FTA) in recognition of its

work. Further information on the Merseyside & Halton FQP can be found on the website [www.letstravelwise.org](http://www.letstravelwise.org).

### 2.3. Impact

The impact of actions to tackle congestion are currently monitored in LTP2 using the following agreed indicators:

#### Indicators: KEY OUTCOME

BVPI 223: % of Principal Road network in need of further investigation.

BVPI 224a: % of Classified Non-Principal Road network in need of further investigation.

BVPI 224b: % of Unclassified Road network in need of further investigation.

BVPI 187: % of category 1, 1a & 2 footway networks, where structural maintenance should be considered.

LTP5: % of buses (a) starting on time, (b) on time at intermediate timing point, (c) on time at non-timing point.

#### Indicators: INTERMEDIATE

BVPI 100: Number days of temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per km of traffic sensitive road.

BVPI 103: % of Users satisfied with local provision of public transport information.

BVPI 165: % of Pedestrian crossings with facilities for disabled people.

BVPI 178: % of total footpath and other Rights of Way network that is easy to use.

#### Indicators: CONTRIBUTING

L5: Number of Park & Ride spaces at Rail Stations.

L6: Percentage of schools with School Travel Plans in place.

L7: % of local firms (of more than 100 employees) with Commuter Plan in place.

L12: Number of Personalised Journey Plans issued each year.

**Key: BVPI = Best Value Performance Indicator, LTP = Mandatory Core Indicator agreed for LTP2, L= Non-Mandatory Local Indicator agreed for LTP2.**

The performance against each indicator is detailed in Appendix A.

Table 2.1 provides a summary of the percentage of congestion indicators which can be classified as follows:

Target not met	Target on-track	Target met
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#### Commentary on Performance

**Targets Met:** Indicators that have shown improvement include key outcome indicator LTP5 (b) which shows 85% of buses arriving on-time at intermediate timing points compared to target of 79%. The increase is thought to be mainly due to the operator Arriva, investing in on-vehicle GPS tracking.

**Targets not Met:** Indicators that failed to meet targets include key outcome indicator BVPI 187 and intermediate/contributory indicators BVPI 165, BVPI 178 and L5

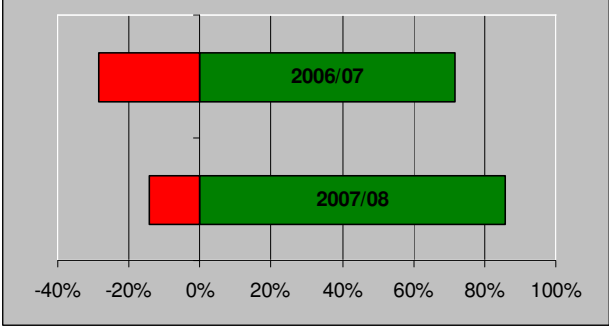
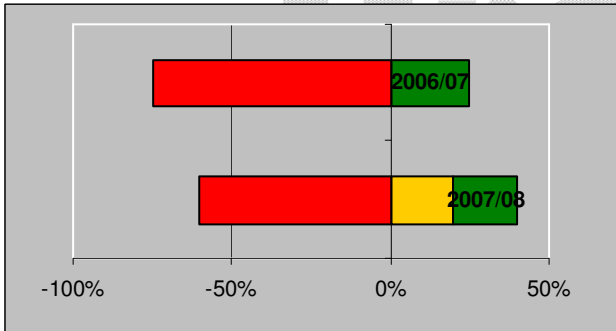
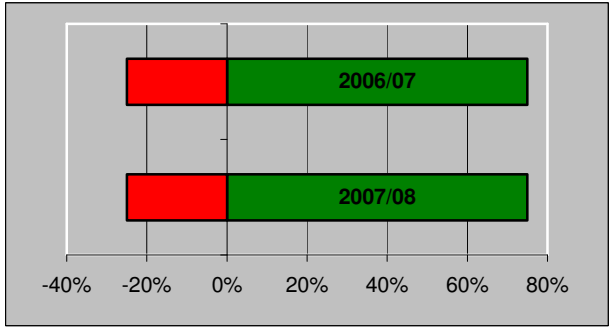
- BVPI 187 was measured at 23% in 2006/07, which met the target of 25% or less. However in 2007/8, BVPI 187 was reported to be 50%. This represents a significant level of failure and is double the target of 25%. The degree of change suggests discrepancy in data collected for the indicator and this is currently being investigated. In 2007, an accreditation scheme was introduced and contractor's survey staff were required to complete competence tests; this may have also had an effect on 2007/08 results.

- In the case of BVPI 165, recent changes in the criteria for crossings mean that the target could not be met and due to the costs involved, it is unlikely to be achieved in the remaining years of LTP2.
- BVPI 178 is calculated as the percentage of the total length of RoW that are easy to use and this indicator can be substantially affected if one of the longer paths fails. Two main factors have affected Halton's figures for BVPI 178. The first is signing; although missing and damaged signs are replaced through the annual works programme, replacements are sometimes removed /damaged by the time the next survey takes place. The second is a small number of outstanding long-term legal/physical issues that relate to at least one of the longer paths and which will take time to resolve.
- L5 is being addressed through an improvement scheme at Widnes station, and work is currently progressing to increase parking at the station by over 100 spaces. Virgin Trains are also undertaking improvements to car parking provision at Runcorn Station and construction is underway on a 510 space multi-storey car park.

**Targets On-Track:** BVPI 103 ' % of Users satisfied with local provision of public transport information'. This indicator is measured once every three years. In 2006/07 BVPI 103 was reported to be 55%, just missing the target for that year of 56.8%. However we believe this indicator is on-track to meet next target of 58.8% in 2009/10.

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**Table 2.1: Summary of Performance Against Congestion Related Targets**

<p style="text-align: center;"><b>KEY OUTCOME INDICATORS</b></p>  <p><i>Includes relevant mandatory indicators required by Government and any other indicators that, in the authorities opinion, directly measure the achievement of the four shared transport priorities.</i></p>	<p><b>Target met:</b>                  BVPI 223                  BVPI 224a                  BVPI 224b met in 2007/08                  BVPI 187 met in 2006/07                  LTP5 (a)                  LTP5 (b)                  LTP5 (c) met in 2007/08</p> <p><b>Target not met:</b>                  BVPI 224b not met in 2006/07                  BVPI 187 not met in 2007/08.                  LTP5 (c) not met in 2006/07</p>
<p style="text-align: center;"><b>INTERMEDIATE INDICATORS</b></p>  <p><i>Indicators that represent proxies or milestones towards key outcome targets including targets for relevant mandatory indicators.</i></p>	<p><b>Target met:</b>                  BVPI 100</p> <p><b>Target on-track:</b>                  BVPI 103: Indicator measured once every three years. In 2006/07 BVPI 103 = 55%, just missing target of 56.8%. We believe this indicator is on-track to meet next target of 58.8% in 2009/10.</p> <p><b>Target not met:</b>                  BVPI 165                  BVPI 178</p>
<p style="text-align: center;"><b>CONTRIBUTORY INDICATORS</b></p>  <p><i>Indicators measuring the delivery of schemes, policies or initiatives which contribute towards achievement of Key and Intermediate Indicators.</i></p>	<p><b>Target met:</b>                  L6                  L7                  L12</p> <p><b>Target not met:</b>                  L5</p>



## 2.4. Future Monitoring

Guidance on LTP2 Progress Reports published by the Department for Transport (DfT) recommends that all 2008 reports should include information on the 17 LTP mandatory core and Best Value Performance Indicators (BVPI) and locally determined targets. Figures for the indicators at the end of 2006/07 and 2007/08 and targets appear in the tables in Appendix A of this report.

Future monitoring of indicators for LTP2 is being influenced by the new National Indicator (NI) set introduced from April 2008 in an attempt to simplify reporting and reduce the burden of data collection. LTP2 guidance suggests that the LTP2 interim review should be used as an opportunity to review future monitoring in light of the new NI set. Nine of the 17 mandatory LTP indicators have been included in the 198 National Indicators (NI) and so will continue to be reported but Local Authorities are urged to consider which of the remaining 8 indicators they propose to continue monitoring during the remaining LTP2 period.

Of the current LTP2 mandatory indicators linked to 'Tackling Congestion' 4 indicators, 'Congestion – average journey time per mile during the morning peak' (NI 167), BVPI 223 'Principal roads where maintenance should be considered' (NI 168), BVPI 224a 'Non-Principal classified roads where maintenance should be considered' (NI 169) and LTP5 'Bus Services running on time' (NI 178) are included in the new NI set. Halton currently reports indicators equivalent to NI 168, NI 169 and NI 178 but not NI 167 'Congestion -average journey time per mile during the morning peak'. Calculation of NI 167 relies on journey-time data supplied by the Department for Transport (DfT) and the DfT has to be confident that the version of the indicator used by the authority is sufficiently robust to represent a meaningful return. Journey-time data is gradually being rolled out from the DfT to authorities and at present Halton is not included in the group of authorities who receive data and is therefore unable to report BVPI 223 / NI 167.

The new national indicator set does not include a measure of footway condition, which has previously been reported under BVPI 187. However, it is acknowledged that the condition of footways is a very valuable indicator, not only in terms of a measure of accessibility and safety, but also in the contribution that well maintained footways make to the appearance of local neighbourhoods and the level of public satisfaction with their environment generally. BVPI 187 has its limitations in that it reports only on a small percentage of the footway network, generally the higher use walking routes and busy shopping centres, with half of these routes being inspected each year. It is also relatively expensive to collect as the indicator is based on Detailed Visual Inspection surveys (DVI). BVPI 187 reports the percentage of surveyed footways that exceed a Condition Index (CI) of 20; this is set relatively low and can easily be triggered by minor defects such as cracked flags, minor depressions or surface fretting. The 2007/08 survey results showed a large increase in BVPI 187 but an analysis of the results and inspection has shown that a significant proportion of the footways exceeding the index do not require structural maintenance. To monitor footway condition in future years, Halton proposes to develop a new local performance indicator based upon visual surveys carried out as part of wider highway condition monitoring that will report on the whole of Halton's footway and footpath network. This local indicator would also be used as the basis for preparing the structural maintenance programme from 2009/10. Halton is seeking approval from Government Office North West to replace BVPI 187 for the final two years of LTP with this local footway condition indicator. The proposed local indicator will allow year-on-year comparison of footway condition across the whole network and will demonstrate trends in improvement or deterioration. It will have the advantage of taking account of the condition of all of the Borough's walking routes, from the 'garden gate' to the town centre, rather than just a 'static' restricted sample, and will inform future maintenance programmes on a fair and equitable basis. As the proposed indicator will be local to Halton, it would not be comparable with BVPI 187 indicators that continue to be reported by other local authorities, however, it will be based upon standardised visual inspection techniques and will adopt a system of indexing to enable identification of those footways where 'maintenance should be considered', similar to the new national indicator NI 168 for Principal Roads.

Halton intends that all other key outcome, intermediate and contributory indicators listed under 'Tackling Congestion' will continue to be collected and monitored for the remainder of LTP2. Changes to three targets for these indicators are proposed:

- BVPI 165 '% of Pedestrian crossings with facilities for disabled people' has a baseline figure of 95% in 2003/4, and a target of 100% for each LTP year from 2006/7 onwards. Changes to the required criteria at crossings now mean that the percentage has slipped below that of the base year: to 87.8% in 2006/07 and 67.4% in 2007/08. A review has been undertaken of the likely level of performance against this indicator for the remaining years of LTP2 and has concluded that without additional specific funding, the situation is unlikely to improve. Halton therefore is proposing that the target for BVPI 165 is set to 67% for the remaining years of LTP2.
- Key outcome indicator LTP5 (b) has shown considerable improvement during the first two years of LTP2, due mainly to investment by one of the main bus operators in GPS tracking. For the remaining years of LTP2, Halton therefore proposes to increase the targets for this indicator; from 80.5% to 85.2% for 2008/09, 82.3% to 86.2% for 2009/10 and from 84.0% to 87.0% to 2010/11.
- BVPI 178 '% of total footpath and other Rights of Way networks that are easy to use'. The extensively high target of 96% can no longer be achieved due to long-term legal and practical issues that can't be resolved within the life of LTP2. A new realistic target of 94% by 2010/11 has therefore been proposed, as shown in Appendix C.

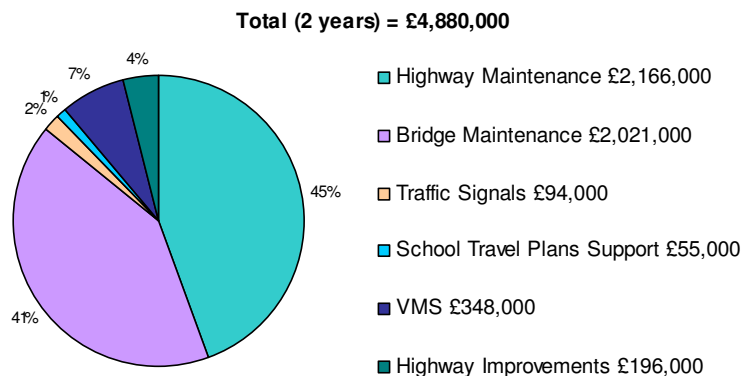
All other relevant targets remain as shown in the original LTP2 document.

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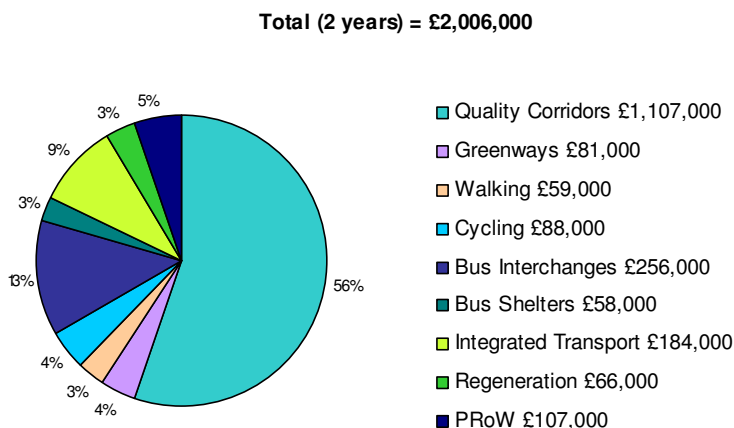


## 2.5. Use of LTP Resources towards 'Tackling Congestion' and 'Network Management Duties'

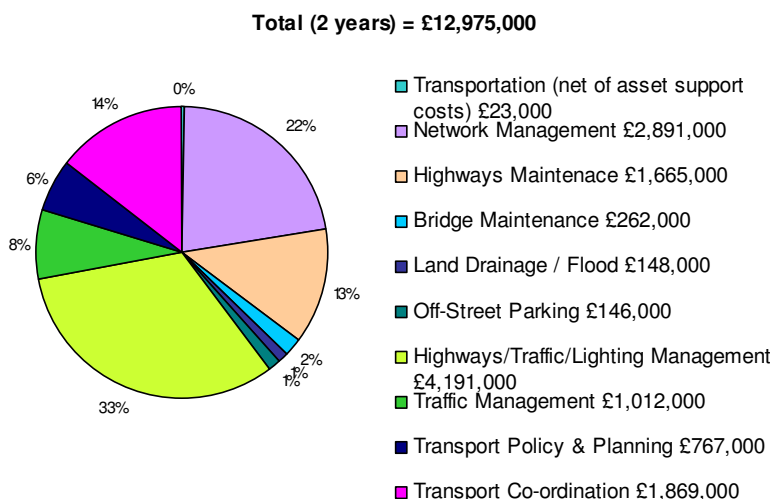
LTP capital spend (2006/07-2007/08) on measures that help prevent/tackle congestion.



LTP capital spend (2006/07-2007/08) on measures that encourage modal shift and contribute towards tackling congestion.



Halton's revenue spend (2006/07-2007/08) on measures that help prevent/tackle congestion.



The pie charts attempt to show how Council spending during the two-year period has contributed towards achieving the priority. However it is important to note that the same areas of spend will appear under more than one priority and that the sum of the amounts shown under each priority will be greater than the actual total capital and revenue funding for transport available to the authority. A summary of LTP capital and Halton revenue spend for 2006/07 and 2007/08 is provided in Section 9 and this shows that a total of £8,534,000 capital and £16,971,000 revenue was spent over the two years. Some entries for revenue spend shown in the charts include spending on items such as staff salaries, premises costs, equipment, and support services.

## 2.6. Risk Assessment: Opportunities and threats

Good progress has been made during the first two years of LTP2 on a variety of schemes and initiatives that either help to prevent congestion through ensuring that the highway network remains available or tackle congestion by encouraging greater use of sustainable travel alternatives.

Congestion on the SJB and on the approaches to the SJB remains the key issue for the Borough. In terms of opportunities, our impact on this area of work over the remaining years of LTP2 will increase due in part to additional funding received from the PRN Roads and Bridges allocation in the 2008/9 LTP settlement. A total of £14.3m has been made available largely for urgently required maintenance works to the Silver Jubilee Bridge (SJB) and its associated complex of structures between 2008/09 and 2010/11. The funding required to maintain the SJB has been the subject of serious concern for Halton and one that could have led to measures being taken to reduce the volume of traffic using the Bridge. The PRN funding will assist in securing a steady state of maintenance on the structure and therefore reduce the risk of losing this key local and regional strategic link. However, it must be noted that further funding is still required from the Major Schemes Programme to complete the SJB works and a decision is still awaited on the business case that Halton submitted to the DfT in March 2006. The uncertainty over this future funding from the Major Schemes Programme for essential works still poses a serious threat to our ability to tackle congestion.

In coming years, ongoing development of Widnes town centre is likely to lead to an increase in traffic flows, putting pressure on the network. Signs of potential problems are already occurring at key junctions referred to earlier in 'Network Management Duties Case Study 1'.

In the longer term, the Mersey Gateway and associated SJB maintenance and modification schemes form the core of Halton's solution to tackle congestion. The Mersey Gateway project has progressed well, with key target dates being met in 2008 for the submission of Planning and Transport & Works Acts applications and the project is currently on-track. The next crucial stage will be the Public Inquiry due to commence in late 2008, with the results due in late 2009. As with all projects of this scale and complexity there remains an element of risk and failure or delay in the schemes would fundamentally threaten Halton's overall ability to tackle congestion.

## 2.7. Risk Assessment: Barriers & Obstacles

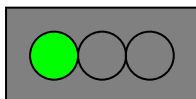
LTP2 identified five principal road maintenance schemes forming a prioritised programme of work for the period up to 2010/11. The top priority scheme, reconstruction of the A56 at Preston Brook, was completed in 2007. However, the level of annual available funding has not been sufficient to implement the remaining schemes, each valued at over £400,000. In order to address surface deterioration and loss of skidding resistance, the lengths of Expressways identified in the programme have been surface dressed and the most recent scanner information no longer lists these carriageways as requiring immediate attention. Maintaining condition of these roads in the longer term is still an issue but traffic flows are predicted to reduce to around 20% of existing levels with the opening of the proposed Mersey Gateway. Condition of these roads will continue to be monitored and reported over the remaining years of LTP2.

An obstacle often encountered in delivering 'Tackling Congestion' is the continuing scarcity of highway engineers who have sufficient skills and experience. This problem continues to be addressed by utilising framework consultants to supplement design resources during peaks in demand.

A significant issue is the lack of revenue funding available to undertake softer measures that actually encourage and enable greater use of sustainable travel and so help tackle congestion. These measures include road safety education, training and publicity (RSET&P); travel training; information on transport services; personalised travel plans and publicity as well as funding to provide new or experimental bus services. Even if funding can be found, it is largely secured on a temporary basis and the initiative eventually either has to be incorporated into limited core budgets at the expense of something else or terminated. These softer measures are increasingly recognised as key to developing the necessary step changes required in travel behaviour to achieve sustainability and modal shift, however the intermittent funding mechanisms fail to maximise opportunities when they arise and consequently reduce effectiveness. Revenue funding and capital funding is required both now and in the future to enable Halton to implement measures that encourage use of sustainable transport and achieve modal shift. Securing sufficient funding for the successful delivery of the Mersey Gateway Sustainable Transport Strategy and the Mersey Gateway Regeneration Strategy will be particularly crucial for tackling congestion in the longer term.

Cycle training is one particular area in Halton where problems are being experienced and yet this is a key part in securing our modal shift objectives. Despite continued efforts to secure an effective and reliable source of instructors for the new national training standard, the use of outside providers and key partner staff has proved unworkable and cycle training grants have had to be returned unspent. This has resulted in a reduction in the number of courses offered rather than the increase required to meet the growth in demand. It is genuinely felt that all feasible options have been explored and that in order to make progress towards targets, it will be necessary to employ full-time in-house trainers to lead and co-ordinate this work.

## 2.8. Risk: Overall Assessment



Overall assessment of risk: Green

Good progress has been made so far during LTP2 on 'Tackling Congestion'. Of the relevant indicators, 86% of key outcome indicators, 50% of intermediate indicators and 75% of contributory indicators have been met or are on-track to be met. Over the remaining three years of LTP2, expanding use of VMS together with the PRN funding secured for maintenance will help to manage congestion on the SJB although further funding from the Major Schemes Programme is still required. Away from the SJB, surface dressing of four principal roads has addressed key issues of road condition in the short-term. During 2008/09, work will continue on development of the Transport Asset Management Plan (TAMP) and with regard to network management, as the case studies show there is increasingly strong partnership working and examples of practical co-ordination of works. The main threats to future progress arise from possible lack of funding from the Major Schemes Programme for the SJB and a lack of revenue funding for softer measures, both of which largely fall outside HBC's control. Possible risks arising from a shortage of staff with necessary skills and experience are being addressed by HBC through use of the consultants' framework agreement.

In the longer term, the success of Halton's strategy to tackle congestion rests with the Mersey Gateway (MG) scheme, the associated SJB modifications & SJB maintenance schemes, and the implementation of the MG Sustainable Transport and Regeneration Strategies. Although considerable work will take place progressing these schemes during the remainder of LTP2, their impact on tackling congestion will fall beyond the end of LTP2 (2010/11). For this

reason, they have been excluded from the overall assessment of risk. However failure or delay in delivering any of these schemes will fundamentally affect Halton's long-term ability to tackle congestion.

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### 3.0 DELIVERING ACCESSIBILITY including PUBLIC RIGHTS OF WAY (PRoW)

#### 3.1. Introduction

Accessibility is a cross-cutting theme and is recognised as a crucial component of Halton's Community Strategy:

*'People make places work, and all the communities and facilities of Halton (jobs, schools, town centres, health) need to be well connected and well served by the transport network. We need appropriate levels of car parking in the right places, a well managed and maintained road network and a properly functioning public transport network to help people get around and reduce car dependency. We need to further develop opportunities for walking and cycling, and ensure our connection to the outside world through motorways, railways, ports and airports remain excellent.'*

A Community Strategy for a Sustainable Halton 2006-2011

Delivering Accessibility supports many of the aims and objectives from the Community Strategy and specifically:

- *Improving access to services such as social and leisure facilities, supermarkets, health services and transport' (A Healthy Halton)*
- *To create a vibrant and accessible borough' (Halton's Urban Renewal)*
- *To ensure that in Halton, children and young people ... receive their entitlement to high quality services that are sensitive to need, inclusive and accessible to all (Children & Young People in Halton)*
- *To ensure pleasant, safe, secure neighbourhood environments' (A Safer Halton).*

The ease with which trips can be made, how they are made and how they are catered for, strongly influences the places in which we live, work and relax. It is therefore important that the decisions made help to shape places to ensure accessibility.

During LTP1, Halton earned a good track record for implementing a wide and innovative range of measures to improve accessibility. Measures introduced under LTP1 included establishing the Council's innovative Neighbourhood Travel Team (NTT), targeting improvements to local public transport, providing core funding for Halton Community Transport (HCT), providing revenue support to facilitate a range of socially necessary bus service links and targeting improvements to ensure access to education, training and work-based learning for 16-19 year olds. In LTP2 Halton pledged that the Council and its partners would seek to ensure that everyone living, working and visiting the Borough enjoys convenient, affordable and safe access to a wide range of everyday facilities including healthcare, employment, education, training, affordable retailing & fresh food, leisure facilities and the countryside.

To accompany LTP2, Halton and its partners have developed a comprehensive Access Plan. An extensive study mapping access to facilities and neighbourhoods was carried out for the Access Plan and this revealed several general opportunities to improve accessibility in the Borough. These opportunities included: (i) improving the availability of public transport through introducing flexible transport services, bus priority measures and co-ordination of the timing of public transport services; (ii) improving and maintaining routes and facilities making them more usable; (iii) ensuring that transport vehicles meet the technical requirements of the Disability Discrimination Act 2004 (DDA); (iv) ensuring that the introduction of accessible vehicles is complemented by infrastructure improvements, travel training and appropriate access policies and; (v) allocating well designed and appropriately located parking for disabled car users. The Access Plan went on to clearly identify a wide range of short, medium and longer term accessibility improvements for key communities within the Borough and these have informed the development of the LTP2 Action Plan for delivering accessibility.

LTP2 also stressed the need to develop, improve and promote the Public Rights of Way (PRoW), footway; cycling and Greenway networks to meet identified needs and improve accessibility. In 2003 Halton published a PRoW Milestone Statement setting out the Authority's approach to ensure PRoW are legally defined, properly maintained and well publicised. Progress towards the Milestone Statement was reviewed in 2006 and an update report published. In addition to the work carried out to develop, improve and promote PRoW, a key task throughout 2006/07 and 2007/8 has been the formulation of the Rights of Way Improvement Plan (RoWIP). HBC will now look at how the Milestone Statement & the RoWIP can be linked to facilitate effective delivery and monitoring. Work on the RoWIP is nearing completion and HBC hope to have the document formally adopted by the end of 2008/09. Further information on the RoWIP programme and progress can be found under Action 6 in Appendix C.

The Greenway network comprises mainly off-highway routes connecting facilities in urban areas and the countryside and is used for commuting, essential and leisure trips by cyclists, walkers and where appropriate, horse riders. Halton has an ongoing programme for a network of Greenways utilising quiet roads, PRoW, canal towpaths and bridleways based on the results of a previously commissioned Greenways study.

Within Halton, the use of powered 2 wheelers (motorcycles and scooters) can play an important part in ensuring accessibility for individuals. Halton Borough Council is aware of the role that the Council has in delivering 'The Government's Motorcycling Strategy' (2005). Within the Borough, the focus has been on provision of motorcycle parking and improving safety for motorcycle users (see 'Safer Roads: Partnership Working' for details). Appendix 1 'Transport Parking Standards' in the saved policies of the Halton Unitary Development Plan (UDP) states that 'Provision of motorcycle parking should be made within each large development site, defined as a site with a total of 25 or more car parking spaces. The standard for this is one motorcycle space for every 25 car parking spaces'.

### 3.2. Actions taken, Case Studies and Partnership Working

Appendix C provides a summary of actions undertaken during 2006/07 and 2007/08 which contributed to 'Delivering Accessibility including Public Rights of Way'. Relevant actions are highlighted with the symbol:



*Links2Work: Making jobs accessible*

The following case studies outline key achievements and their impact on individuals.

#### **Delivering Accessibility Case Study 1:** **Links2Work**

Transport can be a significant barrier for people accessing employment in industrial areas. Halton Borough Council introduced supported bus services but found that a number of people who worked shifts still had problems with transport and a different solution was required. Links2Work is a discounted taxi scheme for people who have no alternative options for getting to and from work. Potential users can phone or e-mail the Neighbourhood Travel Team (NTT) direct or can be referred from JobCentre Plus, Recruitment Agencies or supported employment services such as Halton People into Jobs. Journeys are booked through the Council's 'Halton Direct Link' one-stop shops or by phoning the 24-hr contact centre and cost £3 for a single and £5 for a return journey.



Links2Work is offered as a short-term solution for people to initially access or remain in employment and the service is reviewed after 8 weeks with support provided to identify alternatives such as car sharing.

**David's Story:** David works shifts on Whitehouse Industrial Estate, Runcorn. He normally travels to work by scooter but in April it broke down and he didn't have the money to replace it. As David had no other means of getting to work, he phoned 'Exchange People', a local recruitment agency to see if he could find another job. The agency referred David to Links2Work and he booked the service over the phone. This enabled David to continue in his job while the scooter was fixed and to save for a new scooter. David says that without Links2Work he would have risked becoming unemployed whilst he searched for another job.

### **Delivering Accessibility Case Study 2: Independent Travel Training (ITT).**

Through the work of the Neighbourhood Travel Team (NTT), it was established that many people are unable or unwilling to use local transport for reasons which included lack of confidence; poor literacy and numeracy; unfamiliarity with services; and learning difficulties and/or disabilities. To help address this an Independent Travel Trainer was appointed in July 2005 and asked to devise a Travel Training programme to support people, and particularly young people with disabilities and learning difficulties, to gain the essential skills needed to access public transport. The programme has proved very successful and Halton's travel trainer's knowledge and experience has been passed on to organisations and individuals both locally and nationally through initiatives such as 'Train the Trainer' interactive workshops/courses.



*ITT: Building skills and confidence to travel*

**Sarah's Story:** Sarah is 17 years old and lives in Widnes. During Year 11 at school, her classroom assistant referred her to the Travel Training Project. Sarah was brought to school every day by car and it was felt that Travel Training would increase her independence, boost her self-esteem and enable her to attend post-16 education at College. Sarah's Mum initially had her doubts but met with Halton's Travel Trainer and decided to give it a go. The Travel Trainer worked with Sarah during her last term at school and Sarah's Mum says it made a big difference; *'Over a few months Sarah seemed to mature and gain a confidence that she had never had before'*. Sarah is now in her second year of 'A' Levels at Riverside College and travels by bus to the Cronton and Kingsway campuses. She also takes her sisters into town most weekends. Sarah said *'It's brill being able to go out to places with my mates. I go to Runcorn lots to see friends and go shopping and I'm hoping to go to Liverpool soon'*.

### **Delivering Accessibility Case Study 3: Young Person's Hopper**

Cost of travel, particularly when using different bus operators' services, has been identified as a major barrier to people accessing employment, education, training and health services. In June 2006, Halton Borough Council launched the Halton Hopper weekly multi-operator ticket covering virtually every bus service within the Borough. In January 2007, a student version of the Hopper ticket was released and offered at a discounted rate by Riverside College to support people accessing the college. More recently the Young Person's Hopper has been integrated into an Activity Agreement Pilot (AAP) scheme operated by Connexions Greater Merseyside. Connexions Personal Advisors are able to provide the Hopper free of charge to

young people who are not in education, training or employment to support them in accessing opportunities.

**Darren's Story:** Darren had been unemployed since leaving school having applied for a number of vacancies without success. Joining the AAP scheme allowed Darren to access a variety of training courses: *'The Hopper ticket allowed me to go to activities all over Halton*



*Young Person's Hopper: Giving access to opportunities*

*and I've passed courses in manual handling, employability skills, confidence building and problem solving and I got the mountain bike leaders award. It also gave me the freedom to visit my friends in Widnes'. After successfully completing the Employability Skills course, Darren became eligible for the 'Job Ready' scheme' which gives participants the opportunity to a 12-week placement with a prospective employer. After a successful interview, Darren was delighted to find that he had secured a placement with a local plumbing company. 'I feel much more confident and motivated. My Personal Advisor and the Hopper card gave me the opportunity to get experience in the working environment and means I've*

*got an opportunity to prove myself. I'm not going to waste it!'*

#### **Delivering Accessibility Case Study 4: Rights of Way Improvement Plan (RoWIP)**

The RoWIP includes an assessment of the network in Halton and statement of action proposed by the local authority for securing an improved network and the management of local rights of way. A survey of PRow users and members of the public for the RoWIP was completed in early 2008, and the document is currently in the final stages of production. The RoWIP has taken longer to develop than first anticipated but the revised timescale is for the document to be formally adopted by the end of 2008/09.

#### **Delivering Accessibility Case Study 5: Malpas Road to Heath Road Greenway**



*Malpas Road to Heath Road Greenway: during construction.*

The Malpas Road to Heath Road footpath provides an important PRow link between the Halton Lodge area of Runcorn and Higher Runcorn/Runcorn Old Town. At the start of LTP2, the route was narrow and overgrown; the surface was in poor condition; and there were problems with misuse/anti-social behaviour. During 2007/08 through the Greenway initiative, 2 metres of additional land alongside the path was obtained from The Heath School which enabled widening and erection of a palisade fence to improve security. Vegetation was cut back, the surface of the path was improved and bollards were erected at either end of the route to prevent entry by cars. The next stage of the project is change the status of the

route from footpath to shared-use footpath/cycle track and this is due to be completed by the end of 2008/09.



**Delivering Accessibility: Partnership Working*****Widnes Waterfront EDZ sustainable travel***

The Widnes Waterfront EDZ sustainable travel project started in April 2003 and is scheduled to finish in September 2008. The total cost of the sustainable travel project is £1.6m and the capital element of the project is being funded jointly by the Northwest Regional Development Agency (NWDA) and the European Regional Development Fund (ERDF). The capital element includes the provision of around 5km of signed Greenways to provide walking and cycling links from the site to areas of deprivation, crossing facilities at major roads, and cycle lockers/stands to allow for interchange at railway and bus stations. Funding for the revenue element of the project has been secured from the NWDA, ERDF, Halton Borough Council and developer contributions. This funding has been used to deliver an extension of the No.13 bus service for 3 years commencing in April 2008 to provide access to the site & connect to other town centre services. The service has a brand new fully accessible bus purchased using part of the capital funding. The revenue funding will also enable establishment of a Bike Locker User Group and contributes towards a staff post in the Neighbourhood Travel Team.

***Work with Halton Community Transport (HCT)***

HCT provides a wide range of accessible transport services for vulnerable and disadvantaged communities across Halton including “Dial-a-Ride”, “Women’s Safe Transport” and the “Accessible Learners Service”. These services are provided on behalf of Halton Borough Council (HBC) under the terms of a comprehensive Service Level Agreement. During the first two years of LTP2:

- Funding from HBC, including money from the LTP Integrated Transport Block has enabled the purchase of 3 new low-floor vehicles with side entrance via ramp and the latest in wheelchair securing safety devices.
- New real time vehicle communications equipment has been installed in vehicles operating on HBC funded services.
- HCT has purchased a new long wheelbase Mercedes minibus. The 16-seat minibus only requires the removal of one seat to accommodate a wheelchair passenger and this coupled with spacious seating and overhead storage has proved popular with community groups making day trips.
- A modern 49-seat touring coach was also purchased in May 2007. The 8 year old vehicle is air conditioned, double-glazed and has drinks, DVD and toilet facilities. These features coupled with large underfloor storage lockers ensure it is in regular demand for weekend trips and school outdoor activities.

At the end of 2007/08, overall passenger numbers on HCT services showed an increase of 20% over the previous year. The increase has mainly been due to the introduction of the new vehicles but HBC’s continuing support of services to the Runcorn Independent Living centre, transport for post 16 college students with learning difficulties, and inter-site college shuttle movements have also contributed. The “Women’s Safe Transport” scheme witnessed a drop in patronage in 2007/08 which reflects a reduction in the number of female learners registered with Riverside College using the scheme. HCT is working closely with Riverside College to promote the “Women’s Safe Transport” service to the new learner intake in September 2008.

	<b>Passenger Trips 2006/07</b>	<b>Passenger Trips 2007/08</b>
Dial-a-Ride	30,013	31,791
Women’s Safe Transport	6,004	5,144
Community Buses	85,448	114,000
Volunteer Car Scheme	9,971	6,991
<b>TOTAL</b>	<b>131,436</b>	<b>157,926</b>

The accessible services operated by HCT are currently being integrated into a new ‘Door 2 Door’ service to be launched in July 2008. Dial-a-Ride vehicles have been livered with the ‘Door2Door logo’ and integration of HCT’s services within the new ‘Door2Door’ service have

commenced with data transfer and testing of the new centralised passenger booking & vehicle scheduling software.

### Groundwork Merseyside projects

Groundwork is an environmental regeneration charity that delivers projects through local trusts. 'Groundwork Merseyside' trust is one of the largest environmental charities in the area, employing over 60 people and having a multi-million pound turnover. Halton Borough Council works closely with Groundwork Merseyside on a number of projects including 'Green Links'; a project to develop crucial connecting green infrastructure such as footpaths, cycleways and greenways. Working in partnership with Groundwork brings additional value to the projects; particularly in the involvement of local communities, volunteers and supported learning programmes; and with securing external funding. Projects undertaken by Groundwork Merseyside during 2006/7 and 2007/08 include improvements to: Widnes footpath No. 75, Widnes footpath No. 69 (including reinstatement of the definitive line), Widnes footpath No. 29 and Daresbury footpath No.4.

### Local Access Forums

The Countryside & Rights of Way Act 2000 (CRoW) introduced a duty for local highway authorities to establish a Local Access Forum (LAF) for their area. LAFs focus on issues of particular local relevance in relation to: rights of way; recreation and access strategies; and access restrictions. Halton is a member of the Merseyside Local Access Forum who host four meetings a year that are open to members of the public to attend. In recognition of the importance of Halton's PRow in cross-boundary trips, Halton also attends the Cheshire Local Access Forum as an observer.

### Cycle benchmarking.

Halton Borough Council is one of 10 local authorities in the North West who participate in the Cycle Touring Club's (CTC) Regional Cycle Benchmarking scheme.



*Cycle benchmarking visit: Warrington*

Benchmarking visits encourage participants to identify examples of best practice in cycling provision in their region. The benefits of the benchmarking scheme include: sharing ideas and best practice; encouraging a structured approach to evaluating schemes which includes peer review; developing strong networking relationships; raising the profile of cycling within authorities; and helping participants gain confidence, motivation and inspiration. Officers from Halton are active members of the North West benchmarking group and have found the scheme to be a useful tool. The benchmarking scheme is co-

ordinated by the CTC and receives funding from Cycling England.

### 3.3. Impact

Under LTP2, the impact of Halton's actions to deliver accessibility including public rights of way is monitored using the following indicators:

#### Indicators: KEY OUTCOME

BVPI 102: Bus Passenger Journeys ('000's).

BVPI 104: Satisfaction with local bus services.

BVPI 187: % of footway network where structural maintenance should be considered.

LTP1: Accessibility target: (A) % households without car in deprived wards within 40 mins travel time to Whiston hospital, (B) % households without car in deprived wards within 40 mins travel time to Warrington hospital, (C) % 16-19 learners in deprived wards within 30

mins travel time to Bridgewater Campus, (D) % 16-19 learners in deprived wards within 30 mins travel time to Widnes Campus.

LTP3: Cycling trips (annualised index).

LTP4: Mode share of journeys to school.

#### Indicators: INTERMEDIATE

BVPI 100: Number of days of temporary traffic controls or road closure on traffic sensitive roads.

BVPI 103: % of Users satisfied with local provision of public transport information.

BVPI 165: % of Pedestrian crossings with facilities for disabled people.

BVPI 178: % of total footpath and other Rights of Way network that is easy to use.

L8: % increase of bus stops with Quality Corridor features.

L9: Number of bus stops/shelters with information displays.

#### Indicators: CONTRIBUTING

L5: Number of Park & Ride spaces at rail stations

L6: Percentage of schools with School Travel Plans in place.

L7: % of local firms (of more than 100 employees) having Commuter Plan in place.

L10: Number of new bus shelters.

L11: Number of replacement bus shelters.

L12: Number of Personalised Journey Plans issued each year.

**Key: BVPI = Best Value Performance Indicator, LTP = Mandatory Core Indicator agreed for LTP2, L= Non-Mandatory Local Indicator agreed for LTP2.**

The performance against each indicator is detailed in Appendix A.

Table 3.1 provides a summary of the percentage of accessibility indicators, which can be classified as follows:

Target not met	Target on-track	Target met
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#### Commentary on Performance

**Targets Met:** Indicators that have shown considerable improvement include LTP1 (A) and LTP1 (B).

- In 2006/07 access to Whiston Hospital by conventional public transport remained static at 29% from the top five most deprived Wards. HBC has therefore provided a new "Hospital Link" service based on pre-bookable discounted taxis. Any Halton resident wishing to visit family or friends admitted to Halton Hospital, Warrington Hospital, Royal Liverpool University Hospital, Countess of Chester Hospital, St Helens Hospital or Whiston Hospital can use this service if no public transport is available. The average journey time to Whiston Hospital by taxi is 30 minutes and hence the percentage for indicator LTP1 (A) rose to 100% in 2007/08. The targets for LTP1 (A) have been re-profiled to 100% for the remaining years of LTP2. The "Hospital Link" service is also available to residents visiting family or friends in nursing/residential homes where no public transport is available. Patients who, due to a medical condition are unable to make their own way to hospital are eligible to use transport provided by the North West Ambulance Service to access appointments.
- The introduction by North Cheshire NHS Hospitals Trust of a new dedicated shuttle bus linking Halton Hospital to Warrington General Hospital has improved accessibility. In addition, Halton residents visiting family or friends are again eligible to use the new "Hospital Link" discounted taxi service. As a result LTP1 (B) increased to 100% in 2007/8 and targets have been re-profiled to 100% for the remaining years of LTP2.

Halton BC is still working closely with the Hospital Trust and the bus operators to improve conventional public transport links from other areas of the Borough. It should

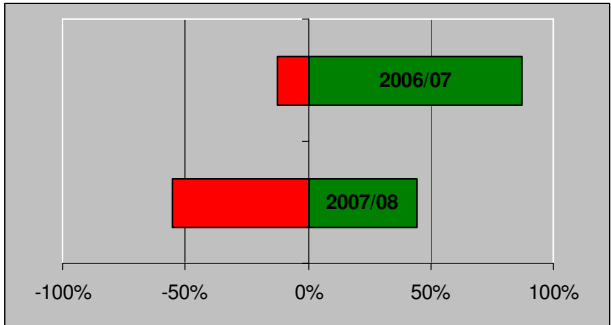

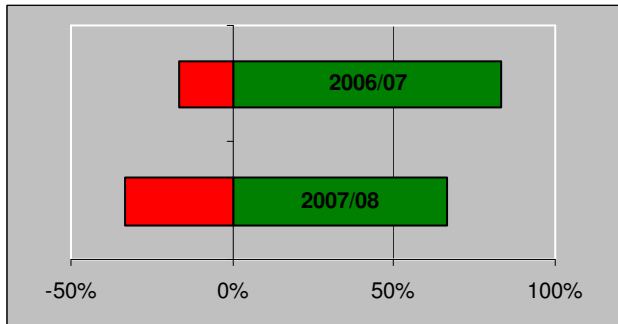
be noted that the continuation of the 'Hospital Link' service and the resulting high levels of accessibility are dependent on the future availability of funding.

- Another indicator that has shown considerable improvement since 2006/07 is L12: this is the result of the NTT service expanding in 2007/08 to include the Council's Direct Link Call Centre which can now offer Personalised Travel Advice. The number of Personalised Journey Plans issued rose by 42% in 2007/08 compared to an increase of just 14% in 2006/07.
- LTP4 'Mode share of journeys to school: share of journeys by car' has also shown a small improvement, falling from a baseline of 34.7% in 2006/07 to 34.4% in 2007/08.

**Targets Not Met:** Indicators that failed to meet targets again include BVPI 165, BVPI 178 and L5 which are discussed under 'Tackling Congestion & Network Management Duties'. In addition, key indicators BVPI 102, LTP1C, LTP1D, LTP3, and local indicator L11 have not been met.

- BVPI 102 showed an unprecedented rise of 10% in 2006/07, probably due to the introduction of improved concessionary travel arrangements and new services by bus operator Arriva. This was followed by a disappointing 2% fall in local passenger journeys during 2007/8. With the introduction of the new national concessionary travel scheme in April 2008, we expect a further uplift in patronage. However forward projections may well have to be moderated if passenger journeys continue to fall during 2008/9.
- LTP1C just met the target set for 2006/07 but failed to meet the target set for 2007/08. Absence of further DfT 'Kickstart' funding originally envisaged in the Access Plan has resulted in fewer enhancements to the commercial bus network. Targets for 2008/09 onwards have been re-profiled to reflect this.
- LTP1D showed a similar pattern. Again, the absence of further DfT 'Kickstart' funding originally envisaged in the Access Plan has resulted in fewer enhancements to the commercial bus network and targets for 2008/09 onwards have been re-profiled to reflect this.
- The target for cycling trips, indicator LTP3, was met in 2006/07 but not in 2007/08 when figures showed a small decline which was a reversal on previous trends. Figures for 2007/08 may reflect the unusually poor weather experienced last summer when cycle count data was collected.
- Local indicator L11 met the target for 'Number of Replacement Bus Shelters' in 2006/07 but missed the target in 2007/08. Most on-street sites that require replacement bus shelters have already been addressed through the LTP funded programme leaving only those on the Runcorn Busway to be replaced. A study is now underway to look at options to improve older shelters on the Busway and the results of the study will assist in the further development of the shelter replacement programme and inform any future revisions to targets.

**Table 3.1: Summary of Performance Against Accessibility Targets**

<p style="text-align: center;"><b>KEY OUTCOME INDICATORS</b></p>  <p><i>Includes relevant mandatory indicators required by Government and any other indicators that, in the authorities opinion, directly measure the achievement of the four shared transport priorities.</i></p>	<p><b>Target met:</b>                  BVPI 104 in 2006/07. Indicator measured once every three years.                  LTP1A                  LTP1B                  LTP4</p> <p><b>Target not met:</b>                  BVPI 102                  BVPI 187                  LTP1 C                  LTP1 D                  LTP3</p>
<p style="text-align: center;"><b>INTERMEDIATE INDICATORS</b></p>  <p><i>Indicators that represent proxies or milestones towards key outcome targets including targets for relevant mandatory indicators.</i></p>	<p><b>Target met:</b>                  BVPI 100                  L8                  L9: met in 2006/07.</p> <p><b>Target on track:</b>                  BVPI 103: Indicator measured once every three years. In 2006/07 BVPI 103 = 55%, just missing target of 56.8%. We believe this indicator is on-track to meet next target of 58.8% in 2009/10.                  L9: not met in 2007/8. However we believe this indicator is on-track to overall target of 2587 stops/shelters with information by end of LTP2.</p> <p><b>Target not met:</b>                  BVPI 165                  BVPI 178</p>
<p style="text-align: center;"><b>CONTRIBUTORY INDICATORS</b></p>  <p><i>Indicators measuring the delivery of schemes, policies or initiatives which contribute towards achievement of Key and Intermediate Indicators.</i></p>	<p><b>Target met:</b>                  L6                  L7                  L10                  L11 met in 2006/07                  L12</p> <p><b>Target on track:</b></p> <p><b>Target not met:</b>                  L5                  L11 not met in 2007/08</p>

### 3.4. Future Monitoring

Guidance on LTP2 Progress Reports published by the Department for Transport (DfT) recommends that all 2008 reports should include information on the 17 LTP mandatory core and Best Value Performance Indicators (BVPI) and locally determined targets. Figures for the indicators at the end of 2006/07 & 2007/08 and targets appear in the tables in Appendix A of this report.

Future monitoring of indicators for LTP2 is being influenced by the new National Indicator (NI) set introduced from April 2008 in an attempt to simplify reporting requirements and reduce the burden of data collection. LTP2 guidance suggests that the LTP2 interim review should be used as an opportunity to review future monitoring in light of the need to simplify reporting. Nine of the 17 mandatory LTP indicators have been included in the 198 National Indicators (NI) and so will continue to be reported but Local Authorities are urged to consider which of the remaining 8 indicators they propose to continue monitoring during the remaining LTP2 period.

Of the current LTP2 mandatory indicators linked to 'Accessibility', BVPI 102 'Number of bus passenger journeys per year in the authority' (NI 177), LTP1 A-D 'Access to services and facilities by public transport, walking and cycling' (NI 175), and LTP4 'Children travelling to school – mode of transport usually used' (NI 198) are included in the new National Indicator set.

Indicator BVPI 187 has been discussed under 'Tackling Congestion & Network Management Duties' and HBC will continue to collect data whilst investigating possible discrepancies in the figures and developing a replacement version of the indicator. For all other key outcome, intermediate and contributory indicators HBC propose to maintain current collection and reporting for the remainder of LTP2.

The indicator BVPI 103 '% of Users satisfied with local provision of public transport information' is collected once every three years in accordance with DfT guidance. The data is difficult to collect, does not really differentiate between the views of users and non-users of public transport services and has little use beyond reporting BVPI 103. Halton therefore proposes to drop BVPI 103 for the remainder of LTP2. Data for BVPI 103 is next due to be collected in 2009/10.

With regard to targets, proposed revisions to targets for BVPI 165 & 178 have been detailed under 'Tackling Congestion & Network Management'. Following 100% achievement in 2007/08, it is proposed that targets for LTP1 (A) and LTP2 (B) should be revised to 100% for the remaining years of LTP2. Targets for LTP1(C) and LTP1 (D) are part of the Local Area Agreement (LAA) for Halton and have been updated for the LAA. Both indicators were originally allocated targets of 100% for 2008/09 onwards in LTP2; due to an absence of 'Kickstart' funding these have now been adjusted to 87%, 88% and 89% for indicator LTP1(C) and 91%, 92% and 93% for LTP1 (D). Figures from Department for Children, Schools and Families (DCSF) show that LTP4 'Mode share of journeys to school: share of journeys by car' met the 2007/08 target of 34.80%. Targets for the remaining years of LTP2 have been adjusted slightly to reflect this and have been reduced from 34.6% (2008/09), 34.4% (2009/10) and 34.2% (2010/2011) to 34.4%, 34.2% and 34.0% respectively.

### 3.5. Risk Assessment: Opportunities and threats

Excellent progress was made during 2006/07 and 2007/8 towards 'Delivering Accessibility' and schemes such as 'Hospital Link', 'Links2Work' and 'Young Person's Hopper' have improved access to employment, training and health care facilities. However, performance as measured by LTP accessibility indicators has shown slightly mixed results and in 2007/8 several indicators missed targets. There may be factors behind the results that are outside the Council's control, for example poor summer weather which may have adversely affected the number of cycling trips during the period when counting took place. Continued monitoring during the remainder of LTP2 will help us to identify if results during 2007/08 were a 'blip' or if further action needs to be taken.



During 2007/08, Halton Borough Council (HBC) made significant progress towards the introduction of the new 'Door 2 Door' accessible transport scheme. 6 new fully accessible minibuses were purchased and additional equipment and software procured and installed for the passenger booking/vehicle scheduling system. Further opportunities during LTP2 are likely to come from the new door-to-door services facilitated by new vehicles and procurement software. This service forms a key initiative in the Access Plan for the Borough and involves:

- Better integration of HBC and Halton Community Transport's (HCT's) accessible vehicle fleet;
- The purchase and installation of a new centralised vehicle scheduling and booking system;
- The purchase of new additional accessible vehicles using LTP capital funding to enhance both HBC and HCT's existing fleets.

Promoting sustainable modes of transport, and particular walking and cycling, can have significant impact on helping tackle obesity; the British Medical Association have stated that cyclists have lower blood pressure levels, are less prone to heart attacks, have fewer respiratory complaints and lower obesity levels. North Cheshire NHS Hospital and the Widnes Health Resource Centre both have 'Travel Plans' and support their staff to travel sustainably. HBC would like to work more closely with Halton and St Helens PCT in order to improve the health of those who live and work in the borough and this is an opportunity that will be pursued over the remaining years of LTP2.

Opportunities may also arise with discussions between HBC, Merseytravel and the five Merseyside District Authorities on the creation of a Liverpool City Region (LCR) and the development of an Integrated Transport Strategy and Action Plan in conjunction with the changes proposed within the Local Transport Bill (see Section 7.0 for further information).

In terms of threats, rising local bus service operating costs are affecting tender prices for socially necessary bus services funded by Halton Borough Council (HBC). Any continuing increases in fuel prices and operating costs may have an impact on the future ability of HBC to continue to offer the current wide range of supported bus services within the Borough. The Council has continued to fund the Access 200 Shuttle service which links key transport interchanges with employment areas in eastern Runcorn and which was originally introduced in 2002 using DfT Urban Bus Challenge funding. Tender prices for such services are likely to increase if fuel and operating costs continue to rise.

Fuel prices are also a concern for voluntary sector operators such as Halton Community Transport (HCT). Fuel costs for HCT are currently around 20% higher than budgeted. As the economy slows down it is anticipated that less groups and individuals will be able to travel and a difficult trading year for HCT is predicted.

Revenue funding as previously discussed under 'Tackling Congestion & Network Management Duties' is again a problem and some of the most successful measures to improve Accessibility such as the Neighbourhood Travel Team (NTT) have suffered from intermittent funding mechanisms. Revenue funding is also at the heart of services like 'Hospital Link', and 'Links2Work' which is being supported by the Councils Priorities Funding. If such funding ends; the improvements in accessibility made through these services will not be maintained.

Further demands on revenue funding are likely to arise from increased costs in providing home to school travel. In line with the Education and Inspections Act 2006, Halton Borough Council (HBC) took on additional duties during 2007/08 to provide enhanced assistance to primary school pupils from low-income families when travelling from home to school. From September 2007, pupils from low-income families have been eligible for home to school travel assistance where the home to school walk distance exceeds 2 miles. This provision is being extended from September 2008 to secondary school pupils from low-income families where the home to school walk distance exceeds 3 miles with potentially significant revenue impacts on the Authority. In Autumn 2007, Halton Borough Council (HBC) submitted a bid to the

Department for Children, Schools and Families (DCSF) for School Travel Pathfinder Status and Funding. The bid, which was shortlisted by the DCSF, would have delivered several key initiatives from Halton Access Plan 2006/7-2010/11 and provided additional funding to enhance existing provisions of assisted home-to-school travel within the Borough. Halton believes the bid strongly supported the Government's policies as set out in the Education and Inspections Act 2006. Unfortunately all bids from local authorities ultimately proved unsuccessful. HBC is clear that the package of improvements proposed is still needed and a total of £407,370 has already been committed from the LTP to the initiative. The Council will now have to attempt to find alternative funding sources for the package.

### 3.6. Risk Assessment: Barriers & Obstacles

Barriers experienced in delivering accessibility include difficulty in securing revenue funding. Revenue funding is required particularly for initiatives that support and enhance capital investment; this includes funding for the maintenance of Greenways and other walking, cycling and horse riding facilities and funding for initiatives to promote sustainable travel. Halton has sought to be flexible and innovative in its approach, for example securing Priorities funding for the 'Links2Work' service.

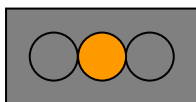
Funding for staff-posts can also prove problematic and several existing posts within the Neighbourhood Travel Team are on short-term contracts: this again creates uncertainty and increases the risk that skilled and experienced staff will be lost. The limited availability of revenue funding, the bidding style processes involved (such as in the School Travel Pathfinder initiative) and the short-term nature of funding creates uncertainty and barriers to progress.

Creating facilities for pedestrians, cyclists and equestrians can be subject to delay especially when changing the legal status of a path for example, from footway to combined footway/cycleway or bridleway. Authorities have to follow the appropriate legal process and this impacts on limited resources, legal fees adding to the cost of the scheme. Another difficulty is balancing the need for open access with the desire to deter crime and antisocial behaviour by installing barriers, gates or alley-gates.

Halton Borough Council (HBC) is currently advancing its proposals to refresh the way secondary education is provided within the Borough through the 'Building Schools for the Future' initiative. This will involve the creation of a new academy in Runcorn and amalgamation of secondary schools within Widnes. When fully implemented the initiative will generate significant changes to home-to-school travel patterns and HBC will seek to ensure through the LTP that these travel movements can be met wherever possible by sustainable travel choices. A positive development is the planned opening of new multi-faith school in Runcorn which will reduce the need for secondary school children wishing to access Church of England education provision to travel out of the Borough. During 2007/08 HBC also received approval to launch the first phase of offering 14-19 diplomas. The diplomas will begin to be taught from September 2008, with further diplomas starting in September 2009. Careful planning of the new diplomas has been required to ensure that all learning bases are fully accessible by public transport, walking and cycling.

Finally it needs to be recognised that there is a limit to what can be achieved through the planning system and Section 106 agreements to deliver accessibility. In order to provide a coherent and comprehensive walking/cycling/horse riding/public transport network, improvements to infrastructure and services are required which are beyond the scope of what can be secured solely through new developments.

### 3.7. Risk: Overall Assessment



Overall Assessment of Risk: Amber



Good progress has been made so far during LTP2 on ‘Delivering Accessibility’. Of the relevant indicators, 44% of key outcome indicators, 67% of intermediate indicators and 67% of contributory indicators have been met or are on-track to be met. Innovative schemes such as ‘Hospital Link’, ‘Links2Work’, the ‘Halton Hopper’ and the ‘Young Person’s Hopper’ has provided improved access to key services and facilities. Further opportunities are likely to arise from the new vehicles and procurement software purchased using LTP2 funding and new door-to-door services. The development of the Liverpool City Region (LCR) and possible changes to governance of highway, traffic and transport services may also create opportunities in the future.

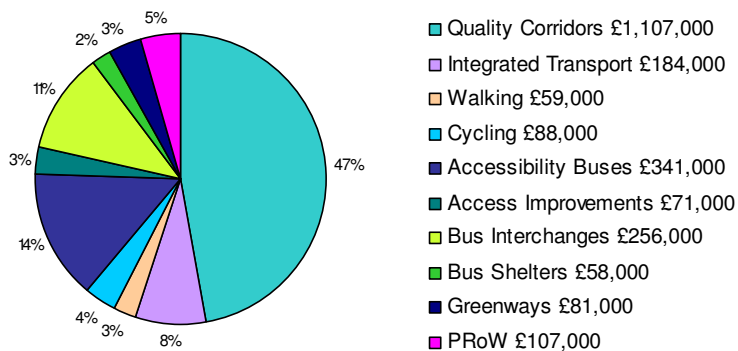
This priority does however face challenges in relation to (i) rising operating costs, (ii) the availability of revenue funding for services and supporting measures and, (iii) the demands being placed on existing revenue funding. High fuel prices are affecting both commercial bus operators and the voluntary sector and increasing costs are likely to affect the provision of services. Revenue funding is already limited and will be facing additional demands created by enhanced assistance with home to school travel. For the reasons stated above, the overall risk assessment for this priority has been graded as amber.

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### 3.8. Use of LTP Resources towards Delivering Accessibility

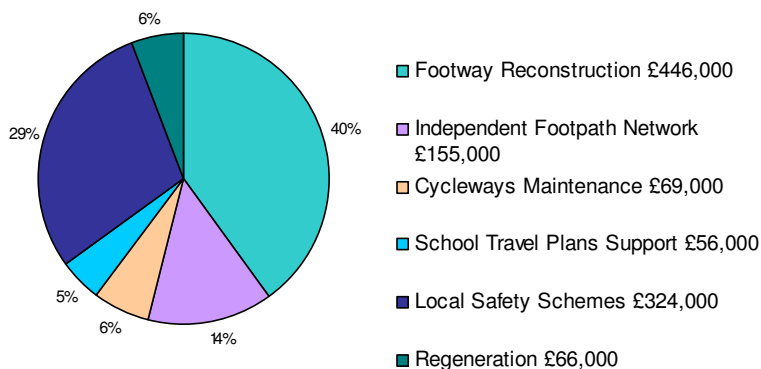
#### LTP Capital spend (2006/07- 2007/08) on measures that directly deliver accessibility & PRow

Total (2 years) = £2,351,000



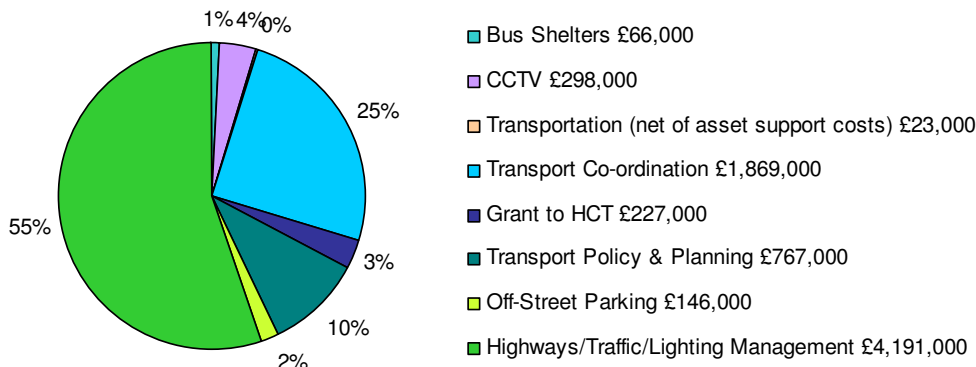
#### LTP Capital Spend (2006/07-2007/08) on measures that contribute to delivering accessibility & PRow.

Total (2 years) = £1,115,000



#### Halton's Revenue spend (2006/07-2007/08) on measures that contribute to delivering accessibility & PRow.

Total (2 years) = £7,588,000



The pie charts attempt to show how Council spending during the two-year period has contributed towards achieving the priority. However it is important to note that the same areas of spend will appear under more than one priority and that the sum of the amounts shown under each priority will be greater than the actual total capital and revenue funding for transport available to the authority. A summary of LTP capital and Halton revenue spend for 2006/07 and 2007/08 is provided in Section 9 and this shows that a total of £8,534,000 capital and £16,971,000 revenue was spent over the two years. Some entries for revenue spend shown in the charts include spending on items such as staff salaries, premises costs, equipment, and support services.

## 4.0 SAFER ROADS

### 4.1. Background

***'Road safety should not be viewed in isolation from other central and local government objectives. Policies to tackle climate change, social exclusion, obesity and urban renewal, to name a few, can share our objectives to reduce casualties. We need to develop these connections further through working in partnership within and across organisations'***

***Second review of the Government's Road Safety Strategy, 2007***

Creating safer roads supports several of the aims and objectives from Halton's Community Strategy, specifically:

- *To promote a healthy living environment and lifestyles to protect the health of the public (A Healthy Halton)*
- *To ensure all children and young people grow up and thrive in safe environments (Children & Young People in Halton), and*
- *To create and sustain better neighbourhoods that are well designed, well built, well maintained, safe' (A Safer Halton).*

In 2000, Halton's casualty rates were well above average; People Killed or Seriously Injured (KSI), Children Killed or Seriously Injured (CKSI) and Slight casualty rates (SL) were respectively 109, 21 and 599 per '000 population (1.5, 2.3 and 1.2 times the national rate for Great Britain). During the period covered by LTP1 an extensive programme of work combining conventional traffic engineering solutions with educational, training and publicity measures was undertaken. The programme proved to be successful in reducing rates; at the end of LTP1 (2005) KSI, CKSI and Slight Casualty rates in Halton had fallen to 77, 13 and 430 per '000 population (1.2, 1.9 and 1.1 times the national rate).

During LTP1, the majority of casualty key hotspot locations were treated with engineering measures. In preparation for LTP2, a review of the remaining sites using accident cluster and route analysis showed that engineering measures offered only limited potential to secure further significant casualty reductions. In terms of targeting areas, an analysis of super-output areas (SOAs) and casualty data revealed a lack of correlation between deprivation and all-age casualties or child-only all-severity casualties. There was however a link between deprivation and child killed and seriously injured (CKSI) casualties; 80% of the top ten SOAs for deprivation had casualty records above the average for the borough. However, SOAs are much smaller than wards and are too small in size to enable targeting of road safety and education measures.

The results of these studies influenced the development of LTP2 where it was proposed that engineering measures implemented through Local Safety Schemes should continue to be targeted on the basis of all-age casualty hotspots at the larger ward level. At the same time it was recognised that the resulting schemes would be greater in number but smaller in scope and impact than those delivered under LTP1 and so LTP2 proposed that overall casualty reduction work would be refocused to give greater emphasis to the role of Road Safety, Education, Training and Publicity (RSET &P). RSET&P seeks to change peoples' behaviour

on roads and challenges their inherent acceptance of road casualties. Benefits from engineering work to reduce casualties at specific locations can be easily identified but the direct effects of RSET&P are more difficult to link to specific reductions in casualties. However, as engineering schemes are implemented, opportunities for casualty reduction through addressing site-specific problems are reducing and RSET&P work is assuming a higher significance. Halton's approach to RSET&P in the Borough includes making use of every opportunity to integrate road safety considerations in the development of schemes and initiatives not primarily associated with highways issues.

Casualty figures are available for calendar years (Jan-Dec) rather than financial years (Apr-Mar) and in Halton the actual numbers of casualties each year in the categories (CKSI, KSI and SL) can be very small. As a result year-on-year variations in casualty numbers in the Borough can be quite dramatic. Ongoing monitoring in Halton provides ample evidence to justify concerns about attributing too much significance to year-on-year data variations and has shown that 5-year rolling trends are more reliable. In particular as collision and casualty numbers fall in Halton, so the figures become gradually more susceptible to being adversely affected by isolated incidents incurring a relatively large number of casualties. For this reason, the data discussed here is drawn from 2000 to 2007 and covers LTP1 and the first two calendar years of LTP2.

## 4.2. Safer Roads: Actions taken, Case Studies and Partnership Working

Appendix C provides a summary of actions undertaken during 2006/07 and 2007/08 which contributed towards 'Safer Roads'; relevant actions are highlighted with the symbol:



The following case studies highlight key achievements made during 2006/07 and 2007/08.

### Safer Roads Case Study 1: Local Road Safety Partnerships

Halton's Road Safety Co-ordination Group is represented by the local key partner agencies from the wider Cheshire Safer Roads Partnership (CRSP). The Group is currently chaired by the Station Manager at Widnes Fire Station, and has input from the Special Investigation Unit (Northern Division) of Cheshire Constabulary along with various representatives from Halton Borough Council including the Road Safety Officer and a highway engineer. The key purpose of the Group is to provide local delivery of initiatives. Efforts have been focussed on young male drivers aged 16-25 yrs and motorcyclists; these have been identified in the CSRP Casualty Review as being key target groups. Funding has been secured to offer a course of 'Pass-Plus' training and education to young drivers in the area. The 'Pass Plus' training is supported by a comprehensive educational programme that includes information on drink/drug driving, field impairment tests, crash investigation and practical information on core offences such as speeding, failure to wear seat-belts and use of mobile phones. The Group has also been involved in the organisation of 'Powerbikes'; a motorcycle and scooter event that tackles issues of rider safety through imaginative interactive sessions specifically targeted to the needs of motorcyclists and scooter riders.

Each partner within the CSRP treats motorcyclists as a priority and provides resources and initiatives accordingly. CSRP assists local delivery groups to target this vulnerable road user group and the route specific profiles for red routes allow partners to consider route-based initiatives. Much activity has been achieved through joint working between authorities and Cheshire Police and CSRP has just provided each Police basic command unit (BCU) with £5k to target enforcement at vulnerable groups and red routes. Both East and West Cheshire BCUs will be using this money to target high-powered bikes on known collision routes over the summer of 2008. Using the national Intelligence model, CSRP has provided a problem profile for motorcyclists aged 31-45: a group who rank fourth on the list of top casualty

groups. The report clearly indicates time, place, legality of rider, cc of bike etc, which gives a focus on which to target activities. Interestingly motorcyclists seem to be far more legal than other vulnerable groups (more riders insured, little evidence of impairment etc).

### Safer Roads Case Study 2: Fit bar



*'FIT CAMPAIGN' in action*

Driver impairment through tiredness, drink or drugs (illicit, prescription or over-the-counter) is a major developing issue. Although there is no legal limit for impairment, the field impairment test can determine whether a driver is fit to drive. Cheshire Safer Roads Partnership (CSRP) have funded the 'FIT CAMPAIGN' which highlights the dangers of impairment, explains the tests involved and encourages people to consider whether they are fit to drive / fit to work / fit for life. A complementary alcohol-free bar has toured the area offering alternative drinks

and is supported with practical advice about how drugs and tiredness can affect ability to drive safely. In addition, the use of 'Fatal Vision'<sup>TM</sup> Goggles allows participants to experience the negative reaction effects of impairment and Road Safety staff (who are themselves 'fit' trained officers) can provide an insight into the complexities of the roadside field impairment tests. The 'FIT CAMPAIGN' has proved successful in reaching the target audience of young male drivers and there is considerable demand for sessions from upper schools, colleges and workplaces.

### Safer Roads Case Study 3: Cheshire Safer Roads Partnership 'Red Routes' Scheme

Across Cheshire, Warrington and Halton, twenty routes have been identified as having severe collisions and a greater risk of road users of being injured or killed in a road traffic incident. These roads now form part of the Cheshire Safer Roads Partnership 'Red Routes'. Red highway signs have been installed on the routes, warning users of the potential risks and listing the number of casualties on that particular stretch of road over a three-year period.



*Red Route Sign, Hough Green, Widnes*

The signs get across a clear message that can't be easily missed, direct to drivers in the hazard area. 'Red Route' signing raises awareness and encourages the public to take responsibility for their actions and improve their driving behaviour.

The scheme will be monitored for effectiveness but in other areas of the country where red routes have been introduced, the 'Red Route' approach has been shown to contribute to reducing casualties. For example, in the Thames Valley there has been a 25% reduction in those killed or seriously injured on 'Red

Routes' whilst control sites showed little or no reduction in casualties.

Halton has five 'Red Routes', launched in February 2008 with extensive local publicity. The total cost to the Cheshire Safer Roads Partnership for the five routes in Halton was £12,550. Further information on 'Red Routes' is available at [www.mysaferroads.org.uk/redroutes](http://www.mysaferroads.org.uk/redroutes).

Road	Section	3 year casualty total
B5178	Liverpool Road – from junction with Hough Green Road to junction with Prescott Road	39
B5155	High Street/Bridge Street – from junction of High Street with Greenway Road to junction of Bridge Street with Irwell Lane	23
A533	Silver Jubilee Bridge – from A557 slip (Widnes) to eastbound A533 slip to Bridgewater Expressway (Runcorn)	45
B5178	Liverpool Road/Leigh Avenue – from junction with Prescott Road to junction with Kingsway	18
A5080	Lunts Heath Road – from junction with Birchfields Road to junction with Derby Road	15

### **Safer Roads: Partnership Working**

#### **Cheshire Safer Roads Partnership (CRSP).**

Launched in March 2007, Cheshire Safer Roads Partnership (CRSP) encompasses a wide range of road safety activities including use of safety cameras in traffic law enforcement. Members of the partnership include Cheshire Constabulary, Cheshire Fire & Rescue Service, Halton Borough Council, The Highways Agency, Cheshire County Council, Her Majesty's Court Service and Warrington Borough Council.

Each of the key agencies within the CRSP has made achieving 'Safer Roads' a high priority and through joint endeavours, CRSP is striving to ensure determined progress towards reducing casualties. Partnership working is one of the Partnership's stated key objectives and is central to the philosophy of CRSP which sees individuals, community groups and professionals alike, embracing the need for safer roads and taking collective responsibility.

Over the past 12 months, CRSP has employed a variety of new and established methods to deliver 'Safer Roads'. These have included:

- Over 100,000 hours of speed and red light camera enforcement. Over the past four years this has reduced the number of people killed and seriously injured at safety camera sites by 68%.
- On-going work to review the appropriateness of the current speed limit on all A and B roads within Cheshire, Halton and Warrington. Lowering speed limits on A-Roads and particularly rural A-Roads should lead to a reduction in the number of people killed and seriously injured. CSRP has programmed this work including any resulting changes in speed limits to be completed by 2011.
- Working with new partners to identify 'at-risk' drivers. CSRP have been working closely with agencies dealing with young people on a day-to-day basis including Connexions, Youth Service, Children & Young People Boards and Trusts, Youth Offending Teams, Primary Care Trusts and Children's Services.
- Working directly with Connexions to make use of young persons forums to shape safety messages and tactics; this enables CSRP to engage with vulnerable members of the community and provides an opportunity to 'truth-test' campaigns.
- A grant scheme helping to fund 6 separate initiatives tackling local issues across the area. In Halton, initiatives have included 'Fit Testing' which raised awareness of

impaired driving and 'Stop the Drop' which aims to tackle a local issue of young people dropping objects off over-bridges crossing high-speed roads.

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### 4.3. Impact

Under LTP2, the impact of Halton’s actions towards safer roads is monitored using the following indicators:

**Indicators: KEY OUTCOME:**

- 5-year running average for KSI.
- 5-year running average for CKSI.
- Year total for SLI.

These indicators are specific to the LTP and are calculated differently from similar BVPI indicators (BVPI 99a, BVPI 99b, BVPI 99c) and the National Indicators (NI 47& NI 48).

**Indicators: INTERMEDIATE:** None

**Indicators: CONTRIBUTING:**

L13 (% of reported incidents of damage to roads or pavements, repaired or made safe within 24 hrs)

The performance against each indicator is detailed in Appendix A.

Table 4.1 provides a summary of the percentage of safer roads indicators, which can be classified as follows:

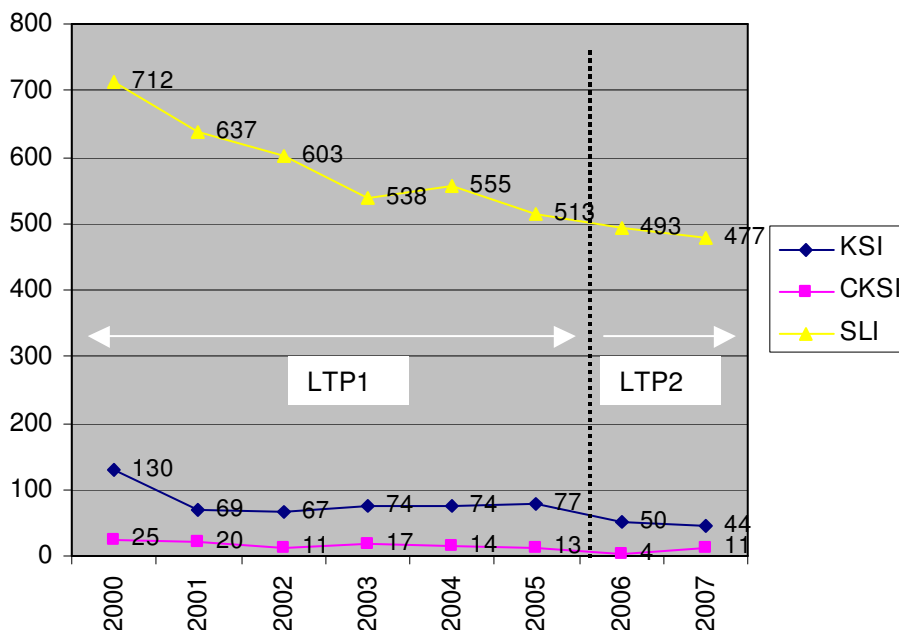


**Commentary on Performance**

**Targets Met:** 5-year running average for KSI, 5-year running average for CKSI & Year total for SLI.

- The 5-year running average for general KSIs shows a considerable reduction: from 72 in 2005, to 68 in 2006, and to 64 in 2007. Figure 3.1 shows the progress that has been made during LTP1 and LTP2. Halton remains firmly on track to achieve our 2010/11 extended target.
- The 5-year running average for CKSIs fell from 17 in 2005 to 12 in both 2006 and 2007.
- In both years Halton met and exceeded the target for reported damage to roads and pavements, repaired or made safe within 24 hours (L13).

**Figure 3.1: KSI, CKSI and Slight Casualties 2000-2007**





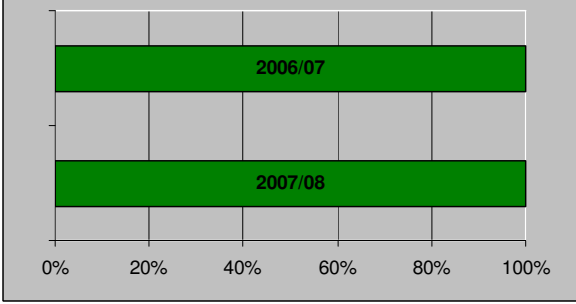
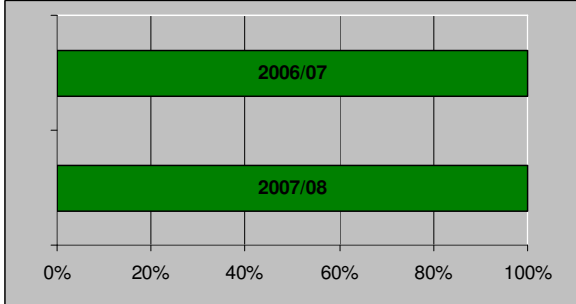
Although there has been a reduction in the number of CKSIs and the long-term trend is definitely downwards, the number of CKSI as a proportion of the total KSI remains a concern. Analysis is currently being undertaken to better understand the causes and behaviour patterns behind these figures and specifically tailor road safety education and training measures to tackle them. Investigations into the split of road user types within the casualty figures indicate that the reductions achieved so far have been in proportion to the category being considered. This suggests that Halton is providing a balanced range of road safety engineering, education, publicity and training (RSETP) which is proving to be effective.

**Targets Not Met:** None applicable.

**Targets On-Track:** None applicable.

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**Table 4.1: Summary of Performance Against Safer Roads Targets**

<p style="text-align: center;"><b>KEY OUTCOME INDICATORS</b></p>  <p><i>Includes relevant mandatory indicators required by Government and any other indicators that, in the authorities opinion, directly measure the achievement of the four shared transport priorities.</i></p>	<p><b>Target met:</b>                  KSI: In 2005 at the end of LTP1, the 5-year average for KSI casualties was 83. In 2006 and 2007, this fell to 68 and 64 respectively.                   CKSI: showed a similar trend, falling from 18 to 13 and 12. Figures show casualties are continuing to reduce in Halton and we are well on-track to meet the 2010 national targets for both KSI and CKSI.                   SL: In 2005, SLI casualties totalled 513. SLI casualties fell to 493 in 2006 and 477 in 2007.</p>
<p style="text-align: center;"><b>INTERMEDIATE INDICATORS</b></p> <p><i>Indicators that represent proxies or milestones towards key outcome targets including targets for relevant mandatory indicators.</i></p>	<p>No relevant indicators</p>
<p style="text-align: center;"><b>CONTRIBUTORY INDICATORS</b></p>  <p><i>Indicators measuring the delivery of schemes, policies or initiatives which contribute towards achievement of Key and Intermediate Indicators.</i></p>	<p><b>Target met:</b>                  L13: In 2006/07 and 2007/08 Halton met and exceeded the target for damage to roads and pavements, repaired or made safe within 24hrs.</p>

#### 4.4. Future Monitoring

Guidance on LTP2 Progress Reports published by the Department for Transport (DfT) recommends that all 2008 reports should include information on the 17 LTP mandatory core and Best Value Performance Indicators (BVPI) and locally determined targets. Figures for indicators at the end of 2006/07 and 2007/08 together with targets appear in the tables in Appendix A of this report.

Future monitoring of indicators for LTP2 is being influenced by the new National Indicator (NI) set introduced from April 2008 in an attempt to simplify reporting requirements and reduce the burden of data collection. LTP2 guidance suggests that the LTP2 interim review should be used as an opportunity to review future monitoring in light of the need to simplify reporting. Nine of the 17 mandatory LTP indicators have been included in the 198 National Indicators (NI) and so will continue to be reported but Local Authorities are urged to consider which of the remaining 8 indicators they propose to continue monitoring during the remaining LTP2 period.

The National Indicator set includes two indicators related to road safety: NI 47 'People killed or seriously injured in road traffic accidents' and NI 48 'Children killed or seriously injured in road traffic accidents'. In both cases these indicators will be based on a three-year rolling average. In Halton, the actual number of casualties each year can be very small and so the agreed LTP2 key outcome indicators have been based on a five-year rolling average. Monitoring has shown that this provides a more reliable indication of casualty trends in the Borough and so Halton therefore proposes to continue reporting the agreed five-year rolling averages for KSI, CKSI and Slight casualties as well as the National Indicators for the remainder of LTP2. Targets for the LTP indicators will not be changed.

For contributing indicators, our Highways section will continue to collect and report on L13 '% of reported incidents of damage to roads and pavements, repaired or made safe within 24 hours'.

#### 4.5. Risk Assessment: Opportunities and threats

Excellent progress has made during the first two years of LTP2, resulting from a comprehensive package of measures and initiatives covering engineering, enforcement and education. Halton's refocusing of casualty reduction work to give greater emphasis to Road Safety Education, Training and Publicity (RSET & P) appears to be successful with continued reductions in KSI, CKSI and Slight casualties.

As the case studies show, Halton is an active member of the Cheshire Safer Roads Partnership and has introduced successful initiatives linked to and/or funded by the Partnership. Halton will continue to utilise and encourage opportunities created by the Safer Roads Partnership to advance RSET & P schemes in the Borough. Through the CSRP road safety issues can be tackled strategically. For example, CSRP research involving extensive analysis of data across Cheshire has identified young male drivers as a high casualty risk group. Resources are being targeted at this group and a wide range of activities is being developed to engage and challenge high-risk attitudes and behaviour.

Beyond LTP2, the Mersey Gateway project will also provide opportunities to improve safety for cross-river journeys, particularly for walkers and cyclists who will benefit from associated facilities provided on the Silver Jubilee Bridge (SJB).

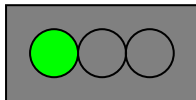
In terms of threats, the small size of the actual casualty numbers can be heavily influenced by multiple vehicle collisions or collisions involving vehicles carrying a higher than average number of people (e.g. buses). To mitigate for this, Halton use a 5-year rolling average that evens out the 'peaks' & 'troughs'. The switch to 3-year rolling averages for the National Indicators NI 47 and NI 48 may leave Halton's indicators more susceptible to the effects of good and bad years.

#### 4.6. Risk Assessment: Barriers & Obstacles

The greatest improvements in safety are likely to be achieved `by changing attitudes towards road casualties and the behaviour of road users via Road Safety Education, Training and Publicity (RSET & P). However RSET&P requires considerable staff resources and revenue funding. To meet the growing demand for RSET&P services, more revenue funding is required and to be effective, this funding needs to be sustained rather than offered on a short-term basis. Additional revenue funding would enable extra staff to be employed permanently on a full-time basis. The lack of resource to employ necessary RSET&P staff is part of the wider lack of revenue funding available for softer measures which was discussed under the Risk Assessment for 'Tackling Congestion and Network Management Duties'

#### 4.7. Risk: Overall Assessment

Overall Assessment of Risk: Green

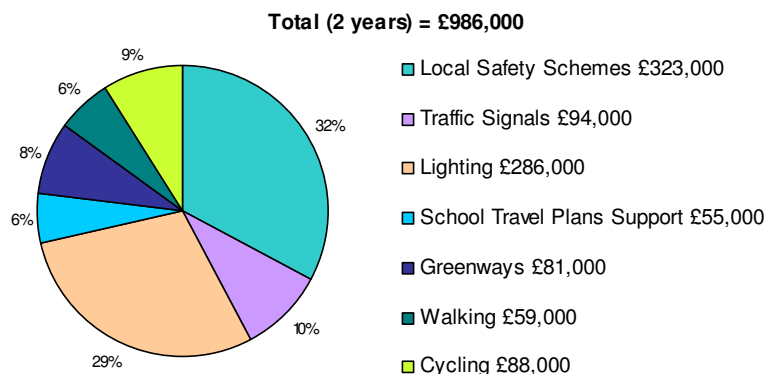


The excellent progress made during LTP1 on 'Safer Roads' has continued in LTP2 with 100% of key outcome indicators and 100% of contributory indicators being met. LTP2 proposed that overall casualty reduction work should be re-focused to give greater emphasis to Road Safety Education, Training & Publicity (RSET&P) and this appears to have been successful. In terms of delivery over the remaining years of LTP2 lack of resources for Road Safety Education, Training & Publicity (RSET&P) is therefore the main risk to progress. Halton's approach to RSET& P includes making use of every opportunity to integrate road safety considerations into wider schemes and close working with partners to deliver initiatives; this has worked well even with the limited resources and funds currently available. For these reasons, the overall assessment has been graded as green.

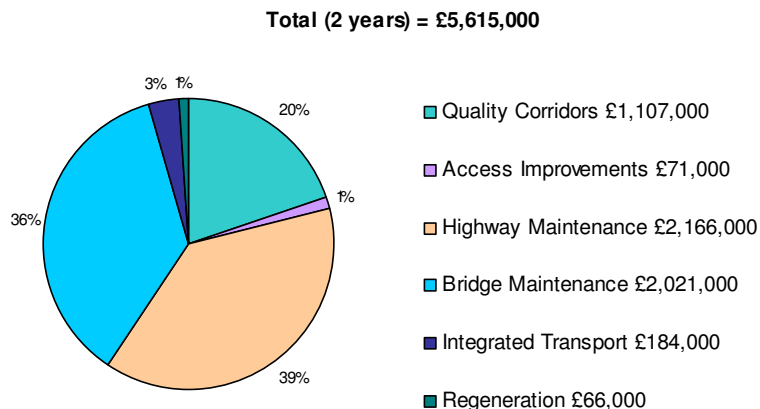
In the longer term, limited resources and revenue funding will probably restrict what can be achieved through RSET& P and this issue will need to be addressed in any future LTPs.

### 4.8. Use of Resources towards 'Safer Roads'

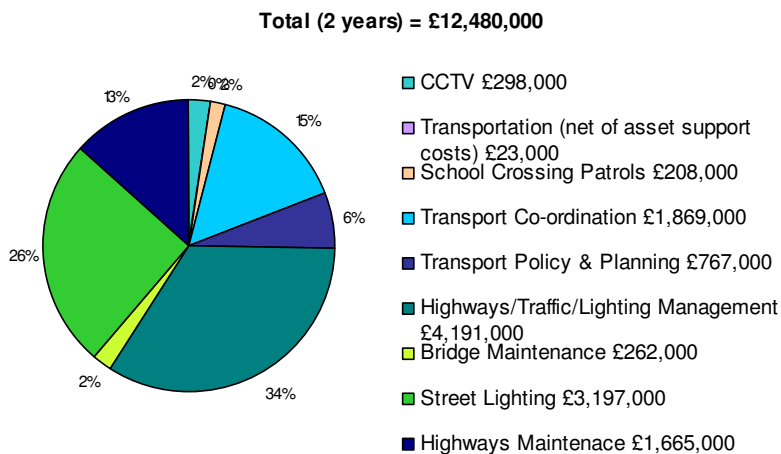
LTP Capital spending (2006/07-2007/08) on measures that directly deliver safer roads.



LTP Capital spending (2006/07-2007/08) on measures that contribute towards Safer Roads.



Halton's Revenue spend (2006/07-2007/08) on measures that contribute towards Safer Roads.



The pie charts attempt to show how Council spending during the two-year period has contributed towards achieving the priority. However it is important to note that the same areas of spend will appear under more than one priority and that the sum of the amounts shown under each priority will be greater than the actual total capital and revenue funding for transport available to the authority. A summary of LTP capital and Halton revenue spend for 2006/07 and 2007/08 is provided in Section 9 and this shows that a total of £8,534,000 capital and £16,971,000 revenue was spent over the two years. Some entries for revenue spend shown in the charts include spending on items such as staff salaries, premises costs, equipment, and support services.

## 5.0 BETTER AIR QUALITY

### 5.1. Background

Air quality can impact on both short-term and long-term health. In the short-term, those at risk include people with lung or heart conditions especially if they are elderly, and daily changes in air pollution can trigger increased admissions to hospitals. The understanding of long-term effects is more limited but experts suggest that cutting long-term exposure to fine particulates could increase life expectancy on average by between 1 and 11 months (*source: Defra website [www.defra.gov.uk](http://www.defra.gov.uk)*).

Road transport is one of the main sources of air pollutants, particularly in urban areas. Nationally, emissions of key air pollutants from road transport have fallen by about 50% over the past decade whilst levels of road traffic have steadily increased. The improvement in emissions has mainly been due to progressively tighter vehicle and fuel standards and it is expected that these standards will deliver a further 25% reduction in emissions over the next decade.

Improving air quality through reducing the emissions from road transport supports several of the aims and objectives from the Community Strategy and specifically:

- *To promote a healthy living environment and lifestyles to protect the health of the public (A Healthy Halton)*
- *To enhance, promote and celebrate the quality of the built and natural environment' (Halton's Urban Renewal), and*
- *To ensure all children and young people grow up and thrive in safe environments (Children & Young People in Halton).*

Local authorities have a statutory requirement to periodically review air quality within their area and assess levels of pollutants against Air Quality Objectives published by the Government. Seven pollutants linked with transport emissions are included in the Air Quality Objectives; these are benzene, 1,3-butadiene, carbon monoxide, lead, nitrogen dioxide (NO<sub>2</sub>), particulate matter under 10 microns diameter (PM<sub>10</sub>) and sulphur dioxide.

Halton's first review and assessment of air quality was published in November 1999 and identified two areas adjacent to the approach roads on the Silver Jubilee Bridge (SJB) which, as a result of vehicle emissions and industrial processes, were at risk of exceeding air quality objectives for nitrogen dioxide, sulphur dioxide and PM<sub>10</sub>. The air quality review was updated in 2003 and monitoring showed that air quality objectives were actually being achieved at the two areas; this is probably due to the elevated and exposed nature of the SJB approach roads which allows exhaust gases to be diluted and dispersed. The 2003 air quality review found no other areas in Halton at risk of exceeding air quality objectives.

Another air quality update was undertaken in 2006 and the results showed that there were no substantially increased levels of emissions in the Borough. However initial monitoring did identify several potential future 'hotspots' for NO<sub>2</sub> and PM<sub>10</sub>. Work carried out during 2007/08 confirmed the need for more detailed monitoring of these pollutants at key sites and Halton Borough Council has recently secured funding to purchase new air quality monitoring equipment.

If future concentrations of pollutants fail to meet the Air Quality Objectives, Halton will be required to declare Air Quality Management Areas (AQMAs). At this stage it is not clear if it will be necessary to declare any AQMAs during the remaining years of LTP2. Should it be necessary to declare an AQMA, an Action Plan would be developed and where road traffic has been identified as a main source of emissions, measures would be proposed to reduce them. Progress on air quality and an update on AQMAs will be reported in the final Delivery Report for LTP2 and if appropriate a target for the indicator 'LTP8: An air quality target related to traffic' will be set for future LTPs.

## 5.2. Actions taken, Case Studies and Partnership Working

Appendix C provides a summary of actions undertaken during 2006/07 and 2007/08 which contributed towards 'Better Air Quality'; relevant actions are highlighted with the symbol:



The following case studies outline key achievements made during 2006/07 and 2007/08.

### **Better Air Quality Case Study 1: Milton Road, Widnes**

Milton Road is an unclassified road in Widnes which links Kingsway (B5419) with the Simms Cross area. The street is urban and has a traditional 'terrace' layout with the fronts of properties adjacent to the road: this is known to have a 'canyon' effect which makes it difficult



*Traffic queuing at Milton Road / Kingsway Junction, Widnes*

for pollutants to disperse. The street has both residential and commercial properties and a recent supermarket development. Monitoring undertaken during 2006/07 of nitrogen dioxide (NO<sub>2</sub>) using diffusion tubes indicates that levels of NO<sub>2</sub> at this location may be at risk of exceeding Air Quality Objectives in the future. Queuing traffic has been observed between the signalised junction serving the supermarket and the Kingsway junction. In early 2008, Halton Borough Council installed new real-time air quality monitoring equipment on Milton Road and will be closely observing levels of NO<sub>2</sub>. Work is already underway to reduce traffic congestion on Milton

Road with the installation of MOVA at the traffic signals at the Milton Road/Kingsway Junction. The MOVA (Microprocessor Optimised Vehicle Actuation) signal control system assesses traffic conditions at the junction and adjusts signal timings accordingly in order to maximise capacity and reduce queuing. Studies by the Transport Research Laboratory (TRL) / DfT show that MOVA reduced delays by an average of 13% compared to earlier control systems.

### **Better Air Quality: Partnership Working**

Efforts to improve air quality require a range of measures and a strong partnership approach. In 2007, the Environmental Protection Team at Halton Borough Council held an initial meeting, involving representatives from Planning, Major Projects, Highways and Transportation to discuss future potential air quality problems at key sites and explore management options.

### 5.3. Impact

Under LTP2, the impact of Halton's actions towards 'Better Air Quality' is monitored using the following indicators:

**Indicators: KEY OUTCOME:** None at present. LTP8: 'An air quality target related to traffic' may be included in future LTPs.

**Indicators: INTERMEDIATE:**

BVPI 100: Number of days of temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per km of traffic sensitive road.

**Indicators: CONTRIBUTING:**

L5: Number of Park & Ride spaces at Rail Stations.

L6: Percentage of schools with School Travel Plans in place.

L7: % of local firms (of more than 100 employees) with Commuter Plan in place.

L12: Number of Personalised Journey Plans issued each year.

The performance against each indicator is detailed in Appendix A.

Table 5.1 provides a summary of the percentage of Air Quality indicators which can be classified as follows:

Target not met	Target on-track	Target met
----------------	-----------------	------------

#### Commentary on Performance

**Targets Met:** In the absence of a specific air quality target related to traffic, the indicators that can be used to monitor progress towards better air quality are generally those related to tackling traffic congestion. Indicators that have met targets include:

- BVPI 100 'Number of days of temporary traffic controls or road closure'.
- L6 '% of schools with School Travel Plans in place'
- L7 '% of local firms (of more than 100 employees) with Commuter Plan'
- L12 'Number of Personalised Journey Plans issued each year'. As discussed under 'Delivering Accessibility including Public Rights of Way', indicator L12 has shown considerable improvement since 2006/7 as a result of the Council's Direct Link Call Centre now being able to offer Personalised Travel advice.

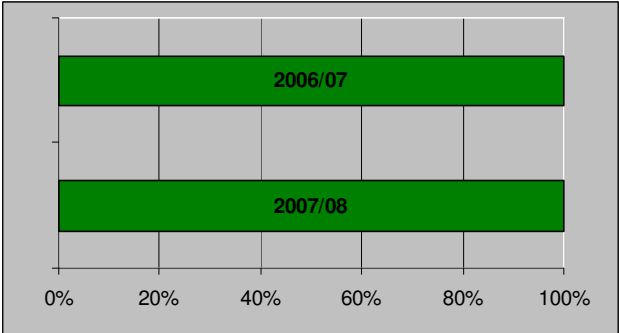
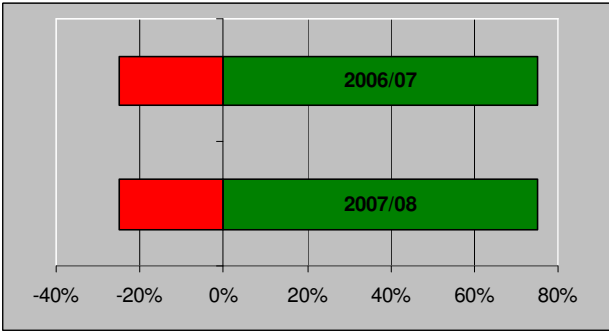
**Targets Not Met:** During 2006/7 and 2007/08 the number of Park & Ride spaces at rail stations has stayed static at 520, missing the L5 target of 560. However an improvement scheme for Widnes station that includes an increase of over 100 parking spaces is currently being progressed and should be completed well before the end of LTP2. . Virgin Trains are also improving car parking provision at Runcorn Station and construction is underway on a 510 space multi-storey car park.

**Targets On-Track:** None applicable.

**Table 5.1: Summary of Performance delivering 'Better Air Quality'**

<p><b>KEY OUTCOME INDICATORS</b></p> <p><i>Includes relevant mandatory indicators required by Government and any other indicators that, in the authorities opinion, directly measure the achievement of the four shared transport priorities.</i></p>	<p>No relevant indicators</p>
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<p style="text-align: center;"><b>INTERMEDIATE INDICATORS</b></p>  <p style="text-align: center;"><i>Indicators that represent proxies or milestones towards key outcome targets including targets for relevant mandatory indicators.</i></p>	<p><b>Target met:</b> BVPI 100</p>
<p style="text-align: center;"><b>CONTRIBUTORY INDICATORS</b></p>  <p style="text-align: center;"><i>Indicators measuring the delivery of schemes, policies or initiatives which contribute towards achievement of Key and Intermediate Indicators.</i></p>	<p><b>Target met:</b> L6 L7 L12</p> <p><b>Target not met:</b> L5</p>

#### 5.4. Future Monitoring

Guidance on LTP2 Progress Reports published by the Department for Transport (DfT) recommends that all 2008 reports should include information on the 17 LTP mandatory core and Best Value Performance Indicators (BVPI) and locally determined targets. However there are no Air Quality Management Areas (AQMAs) declared in Halton and the core indicator LTP8 'An air quality target related to traffic' does not therefore apply.

Future monitoring of indicators for LTP2 is being influenced by the new National Indicator (NI) set introduced from April 2008 in an attempt to simplify reporting requirements and reduce the burden of data collection. LTP2 guidance suggests that the LTP2 interim review should be used as an opportunity to review future monitoring in light of the need to simplify reporting. Nine of the 17 mandatory LTP core indicators have been included in the 198 National Indicators (NI) and so will continue to be reported but Local Authorities are urged to consider which of the remaining 8 indicators they propose to continue monitoring during the remaining LTP2 period. The new National Indicator set does not include a specific indicator for air quality although air quality in the long-term will contribute to NI 137: Healthy life expectancy at age 65 (PSA 17).

At this stage it is not clear if monitoring under future LTPs will include an air quality target such as LTP8. Given the uncertainty of future requirements, the current emphasis on the need to simplify reporting and the absence of existing AQMAs in the Borough, it is inappropriate to set a target for LTP8 for the remaining years of LTP2. This position will be reviewed towards the end of LTP2.

Halton proposes that all intermediate and contributory indicators listed under 'Better Air Quality' will continue to be collected and monitored for the remainder of LTP2 and relevant targets will remain unchanged.

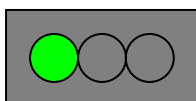
#### 5.5. Risk Assessment: Opportunities and threats

Air quality is an emerging issue for Halton and presents an opportunity for the Borough to explore how policies, strategies and schemes can be developed to address air quality issues. In terms of threats, the development of measures to address air quality will require commitment from internal & external partners and resources. These resources include; staff time; equipment for more detailed air quality monitoring; and funding for both physical changes to infrastructure and softer measures to encourage use of sustainable transport. Beyond LTP2, the Mersey Gateway project and particularly the Mersey Gateway Sustainable Transport Strategy present a valuable opportunity to introduce initiatives that may help to reduce emissions from transport.

#### 5.6. Risk Assessment: Barriers & Obstacles

At the time LTP2 was developed, air quality was not an issue in the Borough and no specific actions were proposed. Traffic congestion contributes to poor air quality and so the barriers and obstacles described in Section 2.6 under 'Tackling Congestion' are relevant to this priority.

#### 5.7. Risk: Overall Assessment



Overall Assessment of Risk: Green

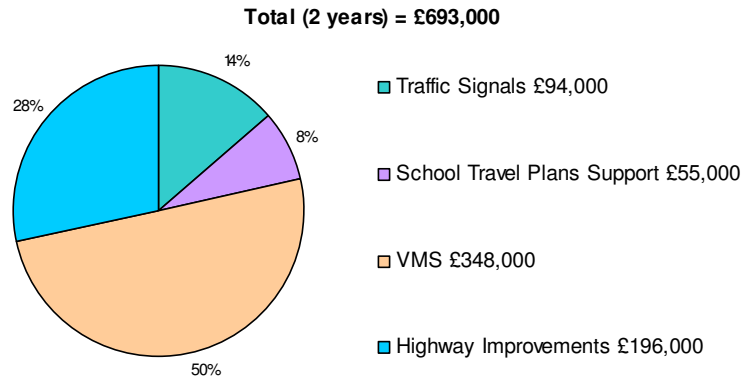
The absence of specific targets and measures proposed for air quality in Halton's LTP2 makes it difficult to assess progress so far. However, of the intermediate and contributory indicators which have been allocated to air quality, 80% have been met. The challenge for

Halton Borough Council over the remaining years of LTP2 will be responding to possible future air quality issues in the Borough. Initial progress has been good with a multi-disciplinary approach being taken in examining issues and possible measures. For this reason, the overall risk assessment has been graded as green.

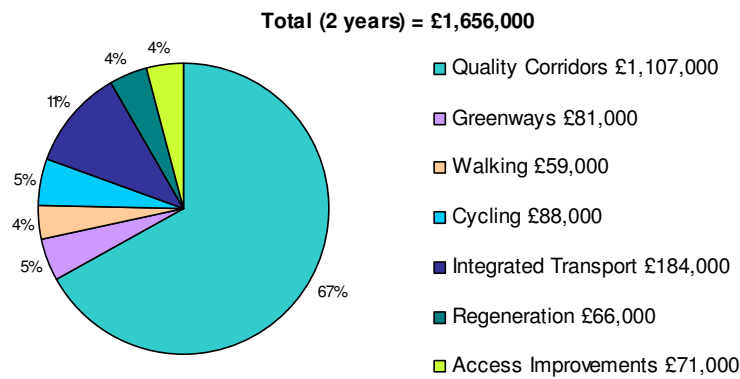
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**5.8. Use of Resources towards ‘Better Air Quality’**

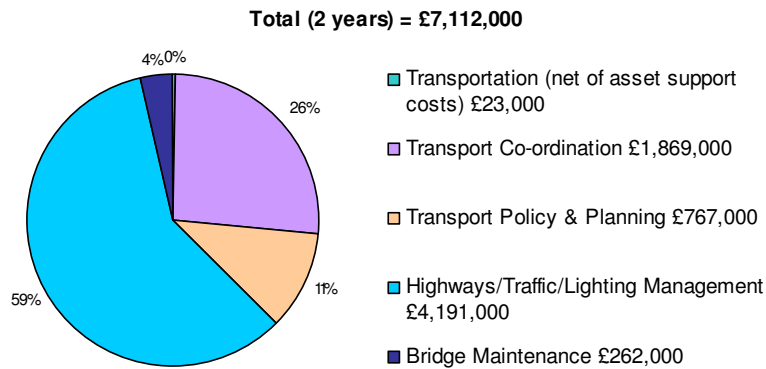
**LTP Capital spending (2006/07-2007/08) on measures that directly deliver Better Air Quality.**



**LTP Capital spending (2006/07-2007/08) on measures that contribute towards Better Air quality.**



**Halton’s Revenue spend (2006/07-2007/08) on measures that contribute towards Better Air Quality.**



The pie charts attempt to show how Council spending during the two-year period has contributed towards achieving the priority. However it is important to note that the same areas of spend will appear under more than one priority and that the sum of the amounts shown under each priority will be greater than the actual total capital and revenue funding for transport available to the authority. A summary of LTP capital and Halton revenue spend for 2006/07 and 2007/08 is provided in Section 9 and this shows that a total of £8,534,00 capital and £16,971,000 revenue was spent over the two years. Some entries for revenue spend shown in the charts include spending on items such as staff salaries, premises costs, equipment, and support services.

## 6.0 ASSET MANAGEMENT

Asset Management Plans (AMPs) help local authorities to manage assets in a way that ensures maximum benefit is achieved. As part of a move towards including the value of assets and their replacement in Government accounts, Local Authorities are now required to produce Transport Asset Management Plans (TAMP). LTP2 committed Halton to producing a TAMP for the Borough. The Transport Asset Management Plan (TAMP) will include sections on the estimated value of existing assets; levels of service; future network changes; work programmes; risk management; lifecycle plans and proposals for future monitoring.

Halton's first TAMP is currently being developed and a report on progress was presented to the Council's Policy and Performance Board (Urban Renewal) on the 23rd January 2008. The TAMP is of such scope and complexity that it cannot easily be addressed in a short period of time and it was recognised that the outline plan produced in 2007 and presented to the Board is only the first stage of a much longer programme of work. During 2008/09 elements of the TAMP will be developed in more detail and this will include a revised valuation of assets; refined current levels of service; measured demand aspirations; development of a 10 year maintenance programme and risk register; and production of lifecycle plans for each major asset. Halton's highway assets have been previously estimated at £1.25Bn based upon a basic coarse assessment.

It is proposed to commission development work on the TAMP during the summer of 2008 from a consultant specialising in asset management and to prepare an updated version of the TAMP for presentation to the Council in early 2009. An indicative timetable for production of the TAMP is set out below but it should be noted that this timetable is dependant on funding being available to commission consultants.

Jan 2008 –	Halton TAMP (2007 version) approved by Urban Renewal Policy & Performance Board.
Oct 2008 –	Procurement of Consultant Commission for further development of TAMP.
April 2009 –	Production of Halton TAMP (2009 version) including Asset Lifecycle Plans, 10 year Maintenance Plan, Risk Register and Revised Valuation of Transport Assets.
June 2009 –	Report on TAMP (policy implications) to Urban Renewal Policy & Performance Board.
July 2009 –	Report on TAMP (financial implications) to Executive Board for approval.

## 7.0 LOCAL PRIORITIES / TRANSPORT'S CONTRIBUTION TO WIDER OBJECTIVES

Over recent years there has been a change in the context for local transport planning with stronger emphasis being placed on transport's role in meeting the needs of local communities and supporting the economy.

The Local Government White Paper (2006) has started the process of drawing local transport more into the remit of Local Strategic Partnerships (LSPs). Local Strategic Partnerships are

non-statutory, multi-agency partnerships that bring together public, private, community and voluntary sectors. Through the LSP, different initiatives and services are encouraged to support one another and work more effectively. The LSP is responsible for developing the Community Strategy which sets out the priorities for the local area and establishes a vision, shared commitment and action plan for achieving them. In Halton, the Halton Strategic Partnership has published the second Community Strategy for the Borough; '*A Community Strategy for a Sustainable Halton 2006-2011*' and set five priority themes: 'A Healthy Halton'; 'Halton's Urban Renewal'; 'Halton's Children and Young People'; 'Employment, Learning and Skills in Halton'; and 'A Safer Halton'. Key objectives have been set under the priority themes and these are listed in Appendix D. Throughout this report, we have highlighted the links between LTP and the Community Strategy and the contribution that LTP actions can make towards achieving the Community Strategy objectives.

The LSP agrees priorities with Central Government and Local Authorities and commits to making progress through a Local Area Agreement (LAA). Local Area Agreements (LAAs) help to join up public services, give greater flexibility for local solutions to be developed to address local issues, and simplifies some central funding. A new National Indicator (NI) set has been developed which now underpins progress reporting by both LSPs and Local Authorities and forms the basis for targets set for the LAA. The NI set replaces previous indicators like Best Value Performance Indicators (BVPIs) and has re-positioned transport into a wider reporting context. The NI set of 198 indicators includes 10 indicators that directly measure progress on transport priorities. Relevant NIs have been listed under 'Future Monitoring' for each Shared Transport Priority. The transition towards new arrangements was demonstrated by the inclusion in 2008/09 of the Road Safety Grant, Rural Bus Subsidy and School Travel Advisors Grants into the Area Based Grant element of the LAA. This was undertaken as part of the Government's mainstreaming of about £5 billion of resource funding for local authorities into either area-based grant or revenue support grant, providing greater flexibility and a reduced burden of reporting.

Further changes are likely over the course of LTP2 with the development of the Liverpool City Region (LCR) and the adoption in 2009/10 of a new Multi-Area Agreement (MAA). The 2009/10 MAA will cover Halton and the five Merseyside authorities and will for the first time include transport. The MAA complements rather than replaces individual LAAs and brings added value through joint working in tackling issues, setting priorities and allocating funding.

In addition, powers proposed under the Local Transport Bill, may in the future see the establishment of a new Integrated Transport Authority (ITA) for the Liverpool City Region (LCR). Various options are currently being explored for the ITA, which include is to transfer highways, traffic and/or transport responsibilities currently split between Merseytravel, the five Merseyside District Councils and Halton Borough Council, to the new ITA.

In January 2008, Halton took a major step forward in engaging with the local community and key partners on transport issues with the establishment of a Transport Board to support the Halton Strategic Partnership (LSP). In Halton, the changing context for local transport planning has been seen as an opportunity for transport to actively influence, and be influenced by, the needs of our partners in the LSP. The Halton Strategic Partnership has always been considered a key stakeholder and a welcome participant in LTP development and consultation. However, it was felt that the change in the context demanded a greater level of engagement with the LSP and active participation in decisions on transport issues and priorities. The diagram in Appendix E shows how the Transport Board relates to other elements of the LSP. The Transport Board has representatives from key members of the Halton Strategic Partnership and acts as a focal point for transport issues to be raised, discussed and addressed. We hope that the board will enable transport needs to be embedded in consideration of service developments at a very early stage. The inaugural meeting of the Board was held in January 2008 and members identified a range of key issues facing service providers; these issues will be specifically addressed through a series of themed future meetings held on an 8-week cycle. The Transport Board has been involved in the LTP interim review and has received draft copies of this report for discussion at its meetings

The philosophy underlying LTP2 that 'Transport isn't an end in itself but is a means to an end' sums up the relationship between transport provision and the services and facilities provided by LSP partners. Transport must be viewed as a key component in the successful delivery of services and there is a need for early consideration of transport issues. The Transport Board will play an important role in making sure this is achieved.

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## 8.0 PROGRAMME OVERVIEW: PROGRESS

Table 8.1 provides a summary of progress as measured by the mandatory indicators and shows that in 2006/07 82% of annual targets were met. 2007/08 figures showed a slight dip, with annual targets met falling to 72%. Table A2 in Appendix A provides a similar summary for non-mandatory indicators and shows that over the 2 years, 64% of indicators have already met targets set for 2010/11 and 7% of indicators are on-track, leaving 29% unlikely to meet targets by the end of LTP2. Overall performance over the past two years can be classed as good to excellent, with between 13 & 14 out of 18 mandatory indicators meeting annual targets and 11 out of 15 non-mandatory indicators either already meeting targets for 2010/11 or on-track to meet them. Poor performance has been discussed under the individual sections for each of the four shared priorities along with any proposals for changes to targets and Table 8.2 provides a summary.

**Table 8.2: LTP Indicators failing to meet targets in 2007/08 or projected to fail in 2010/11**

Indicator	Reasons for performance	Mitigation
<b>MANDATORY LTP INDICATORS</b>		
BVPI 102 Number of Bus Passenger Journeys	2007/08 figures fell whilst previous year 2006/07 showed unprecedented rise following introduction of improved concessionary fare scheme and increased commercial services introduced by Arriva.	Rise in figures anticipated in 2008/09 with the introduction of national concessionary fare scheme in April 2008. If increase does not materialise, forward projections may have to be moderated downwards.
LTP1 C % 16-19 learners who live in top 5 deprived wards within 30 mins of Bridgewater Campus	Affected by reduced evening frequencies on Service X1. Absence of further DfT "Kickstart" funding has resulted in fewer service enhancements than anticipated.	Targets re-profiled for 2008/09-2010/11. HBC continues to fund pre-bookable door-to-door service for learners who find it difficult to use conventional public transport.
LTP1 D % 16-19 learners who live in top 5 deprived wards within 30 mins of Widnes Campus	Absence of further DfT "Kickstart" funding has resulted in fewer service enhancements than anticipated.	Targets re-profiled for 2008/09 - 2010/11. HBC continues to fund pre-bookable door-to-door service for learners who find it difficult to use conventional public transport.
LTP3 Cycling trips (annualised index)	Figures for 2007/08 showed decrease in number of trips for first time. May have been influenced by poor weather during the summer of 2007.	Data will be collected again during summer 2008. If figures continue to fall, forward projections may have to be moderated downwards.
<b>NON-MANDATORY LTP INDICATORS</b>		
BVPI 165 % of pedestrian crossings with facilities for disabled persons	Changes in the criteria have meant target cannot be met and target is unlikely to be achieved in the future due to costs involved.	Targets re-profiled for 2008/09 – 2010/11.
BVPI 178 % of footpaths and other rights of way that are easy to use	2 factors identified: replacement signing being damaged or removed between surveys and a small number of long-term legal/physical issues that affect a small number of longer paths.	Targets re-profiled for 2008/09 – 2010/11.
L11 Number of replacement bus shelters	Most on-street sites which require replacement bus shelters have already been addressed.	A study is now underway to examine options to improve older shelters on the Runcorn Busway. The study will assist in further development of the programme.



TABLE 8.1: LTP2 MANDATORY INDICATORS						
Indicator	Definitions		2006/07	2007/08	2006/07	2007/08
Road Condition (% of network in need of further investigation)	(1) Principal Roads - BVPI223	Actual Figures	2.00%	1.00%		
		Target	2.25%	2.00%	met	met
			2006/07	2007/08	2006/07	2007/08
	(2) Classified, non-principal, roads - BVPI224a	Actual Figures	6.00%	4.00%		
		Target	N/A	6.00%	met	met
			2006/07	2007/08	2006/07	2007/08
	(3) Unclassified roads - BVPI224b	Actual Figures	8.00%	8.00%		
		Target	6.20%	9.00%	not met	met
			2006	2007	2006	2007
Total killed and seriously injured casualties	Reduce K.S.I. To 70 by 2010 (5 year average)	Actual Figures	68 (2006)	63.8 (2007)		
		Target	72	71	met	met
			2006	2007	2006	2007
Child killed and seriously injured casualties	Reduce C.K.S.I. To 13 by 2010 (5 year average)	Actual Figures	12 (2006)	11.8 (2007)		
		Target	14	13	met	met
			2006	2007	2006	2007
Total slight casualties	Reduce Slight Casualties To 532 by 2010.	Actual Figures	491 (2006)	504 (2007)		
		Target	548	544	met	met
			2006/07	2007/08	2006/07	2007/08
Total local public transport patronage in target	Thousands of passenger journeys (i.e. boardings) per year in the authority	Actual Figures	N/A	N/A		
		Target	N/A	N/A		
			2006/07	2007/08	2006/07	2007/08
of which number of bus passenger journeys - BVPI102		Actual Figures	6,071,996	5,945,875		
		Target	6,140,000	6,436,300	not met	not met
			2006/07	2007/08	2006/07	2007/08
Satisfaction with local bus services-BVPI104(tri-annually)		Actual Figures	63.00%	N/A		
		Target	63.00%	N/A	met	met
			2006/07	2007/08	2006/07	2007/08
Footway condition - BVPI187 (% of the category 1, 1a and 2 footway network where		Actual Figures	23%	50.00%		
		Target	25%	24%	met	not met
			2006	2007	2006/07	2007/08
LPT1 A. Accessibility target	% households in top 5 most deprived wards within 40 mins travel to Whiston Hospital.	Actual Figures	29.00%	100.00%		
		Target	29.00%	40.00%	met	met
			2006	2007	2006/07	2007/08
LPT1 B. Accessibility target	% households in top five most deprived wards within 40 mins travel to Warrington Hospital.	Actual Figures	0.00%	100.00%		
		Target	0.00%	20.00%	met	met
			2006	2007	2006/07	2007/08
LPT1 C. Accessibility target	% 16-19 learners who live in the top five most deprived wards within 30 minutes travel time to Bridgewater Campus.	Actual Figures	84.00%	86.00%		
		Target	84.00%	90.00%	met	not met
			2006	2007	2006/07	2007/08
LPT1 D. Accessibility target	% 16-19 learners in the top five most deprived wards within 30 minutes travel time to Widnes Campus.	Actual Figures	89.00%	89.00%		
		Target	89.00%	95.00%	met	not met
			2006	2007	2006/07	2007/08
LTP2 - Change in area wide road traffic mileage		Actual Figures	N/A	N/A		
		Target	N/A	N/A		
			2006/07	2007/08	2006/07	2007/08
LTP3 - Cycling trips (annualised index)		Actual Figures	159 (70)	157 (69)		
		Target	159 (70)	170 (75)	met	not met
			2006/07	2007/08	2006/07	2007/08
LTP4 - Mode share of journeys to school	Share of journeys by car (including vans and taxis), excluding car share journeys.	Actual Figures	34.7 (4923)	34.8 (5613)		
		Target	N/A	34.80	N/A	met
			2006/07	2007/08	2006/07	2007/08
LTP5 - Bus punctuality indicator	% of buses starting route on time	Actual Figures	97.1%	97.42%		
		Target	97.0%	97.3%	met	met
			2006/07	2007/08	2006/07	2007/08
	% of buses on time at intermediate turning points	Actual Figures	80.9%	84.83%		
		Target	76.9%	78.7%	met	met
			2006/07	2007/08	2006/07	2007/08
	% of buses on time at non-timing points.	Actual Figures	66.0%	75.54%		
		Target	73.0%	74.7%	not met	met
			2006/07	2007/08	2006/07	2007/08
	Average excess waiting time on frequent service routes	Actual Figures	N/A	N/A		
		Target	N/A	N/A		
			2006/07	2007/08	2006/07	2007/08
LTP6 - Changes in peak period traffic flows to urban centres	Area 1	Actual Figures	N/A	N/A		
		Target	N/A	N/A		
			2006/07	2007/08	2006/07	2007/08
	Area 2	Actual Figures	N/A	N/A		
		Target	N/A	N/A		
			2006/07	2007/08	2006/07	2007/08
	Area 3	Actual Figures	N/A	N/A		
		Target	N/A	N/A		
			2006/07	2007/08	2006/07	2007/08
LTP7 - Congestion		Actual Figures	N/A	N/A		
		Target	N/A	N/A		
			2006	2007	2006/07	2007/08
LTP8 - An air quality target related to traffic		Actual Figures	N/A	N/A		
		Target	N/A	N/A		
			2006/07	2007/08	2006/07	2007/08
<b>SUMMARY</b>			2006/07	%	2007/08	%
	met	14	82%	13	72%	
	on-track	0	0%	0	0%	
	not met	3	18%	5	28%	
		17		18		

## 9.0 PROGRAMME OVERVIEW: RESOURCES

Tables 9.2 – 9.4 provide evidence of actual and projected capital and revenue expenditure for the LTP2 programme for the years 2006/07 and 2007/08. Projected figures are based on the original figures presented in LTP2 Tables 5.2 & 5.7 and do not reflect the 25% uplift received for the Integrated Transport Block for 2007/08 to 2010/11. This explains why Integrated Block spending in 2006/07 was within –0.1% of projected spend whilst 2007/08 showed overspend of +24.6%. An extra row has been added at the bottom of the table 9.3 comparing the total LTP capital programme spend with the uplifted figure. Over the past two years, actual capital spend has been roughly equal to the uplifted projected capital spend; figures show it totalled £8,534,000 which is 0.7% higher than the uplifted projected figure. Revenue spend was also very close to the projected figures with an overall underspend of –1.5%. Differences of +/- 25% or above at the end of the 2 year period have been highlighted in the tables and a summary of the reasons for the variance is given in Table 9.1.

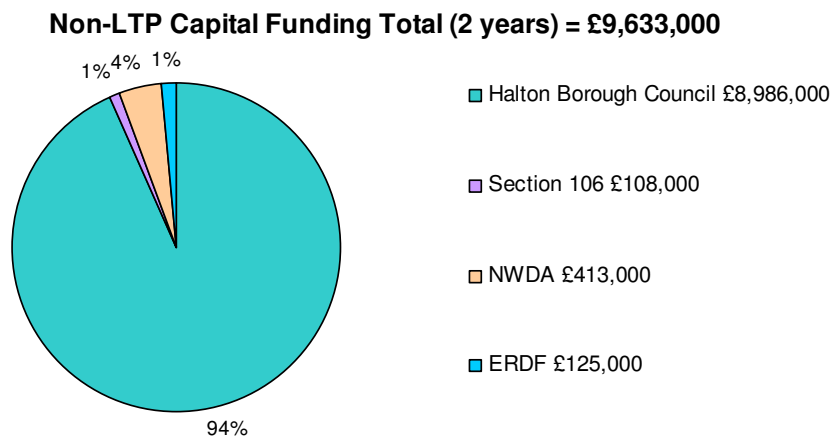
**Table 9.1: Actual 'v' Projected Spend, Variance +/-25% or above at end of 2 years**

	REASONS FOR VARIANCE
<b>CAPITAL</b>	
Quality Corridor: Bus Route Improvements	The first two years of LTP2 included work to upgrade the Halton Lea North Bus Station and Grangeway/Halton Brook Quality Transport Corridor (zone treatment). The higher level of expenditure reflects the support that was given to supplement the Bus Interchange budget and also the significantly higher proportion of bus stop upgrades undertaken within the Grange housing area of the Quality Corridor.
Walking: Outside Corridor	The total expenditure on walking and cycling schemes not associated with Quality Transport Corridors has been in line with projections over the two years of the LTP, although schemes have concentrated more on public rights of way / footpath improvements and better provision of dropped crossings to improve pedestrian mobility rather than conversion to cycle use. Cycling improvements have mainly been implemented with Quality Transport Corridors.
Cycling: Outside Corridor	
Integrated Transport: Outside Corridor	£152,000 was vired from other capital codes to Integrated Transport Improvements to aid the successful delivery of the new centralised passenger booking and vehicle scheduling software system. This involved the purchase of additional computer hardware to protect the storage and transmission of the data between the control centre and the vehicles, as well as the purchase of additional in vehicle communications equipment to extend the project to a wider range of vehicles within the fleet at Halton Community Transport.
Runcorn Busway Study	The Runcorn Busway Study commenced in early 2006 with work on a scoping study following consultation with local bus operators. However, detailed investigation of issues has not progressed due to the re-prioritisation of resources to other areas of the integrated transport improvement programme.
Upton Rocks Distributor Road	The proposed Upton Rocks distributor road required the acquisition of a small area of land from Riverside College. Although terms were agreed with the college during 2006/07, the completion of the land transaction has been protracted due to the involvement of the joint housing developers who are required to fund the land acquisition under the terms of a Section 106 planning agreement. The delay was exacerbated by the need for a new planning approval. These issues are now close to being resolved and it is anticipated that the scheme will commence in the summer of 2008.
Contributions to Regeneration schemes	The demand for direct financial contributions to Regeneration schemes has been less than anticipated and as a result, expenditure across this category has been lower than planned. The Council's programme of regeneration for Widnes Waterfront has attracted funding from other sources, which has enabled walking, cycling and

	public transport improvements to be delivered without the need for LTP support. Also, the next phases of 'town centre' regeneration schemes have been delayed and have therefore not yet required match-funding support from the LTP budget. However, work to upgrade Runcorn Busway bus stops and footpaths to complement and co-ordinate with the Castlefields Regeneration programme has been undertaken and the remainder of the Direct contribution allocations have been re-distributed to other walking, cycling and bus improvement schemes.
<b>REVENUE</b>	
Bus Shelters	Additional revenue funding was transferred from underspend elsewhere in the revenue programme.

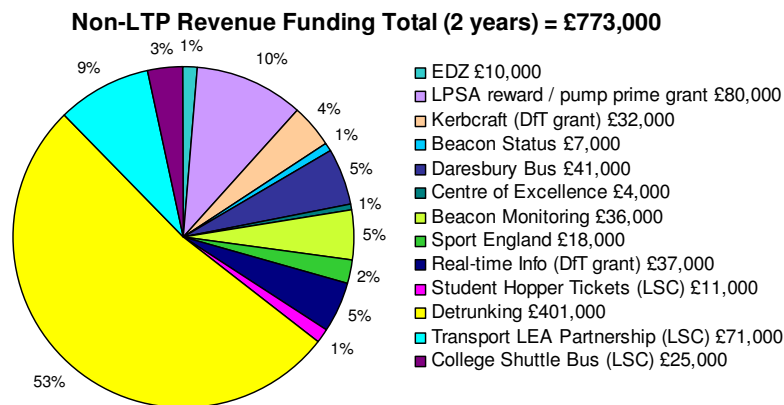
During the first two years of LTP2, an additional £9½ million in non-LTP capital funding was drawn down for highway, bridge and transport projects. Figure 9.1 shows a breakdown of sources with Halton Borough Council (HBC) being the main contributor (94%). Only a minimal contribution was secured through Section 278 planning agreements (£150) and this sum is too small to be represented on the chart.

**Figure 9.1: Breakdown of sources for non-LTP capital funding**



HBC was also successful in securing over £¾ million additional revenue funding. Funding for road de-trunking where responsibility for specific sections of road passes from the national Highways Agency to the Local Authority, accounted for just over half of the total. The remaining sums were secured for a variety of projects associated with transportation and road safety.

**Figure 9.2: Breakdown of sources for non-LTP revenue funding**



Halton Borough Council (HBC) is very aware of the need to improve efficiency of services and always seeks to ensure that projects represent good value for money (VfM). During the period covered by the first two years of LTP2, a Best Value Review of the Transport Co-ordination was conducted along with a restructuring of the Transportation and Highways sections to provide more efficient working. Investment in the new vehicles and procurement software for fleet and 'door2door' services should also help to ensure efficient and reliable running of these services in the coming years of LTP2.

HBC has recently completed a comparison of procurement options for delivering a substantially increased programme of bridge maintenance in the Borough. As a result we are now pressing ahead with plans to procure bridge maintenance works over a minimum period of four years through the engagement of a single "partnering" contractor using a construction framework form of contract. The approach is viewed to be advantageous in terms of its overall flexibility, quality and value for money through continuity of service. It also aligns with the Office of Government Commerce's (OGC) Achieving Excellence in Construction initiative and the Latham and Egan Reports which recognised that building longer term, collaborative relationships with suppliers helps to build trust and in turn deliver an enhanced product through better experience and understanding. It is expected that short listed contractors will be invited to tender in May/June 2008 and that the successful partner contractor will be able to commence on site early in 2009.

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TABLE 9.2 MAINTENANCE SPEND									
	2006/07			2007/08			2 Year Total		
	Planned 'P'	Actual 'A'	% Diff 'A-P'x100 'A'	Planned 'P'	Actual 'A'	% Diff 'A-P'x100 'A'	Planned 'P'	Actual 'A'	% Diff 'A-P'x100 'A'
Structural Maintenance of Carriageways	623	633	+1.6%	501	634	+26.5%	1124	1267	+12.7%
Independent Footpath Network	84	91	+8.3%	90	83	-7.8%	174	174	0%
Footway Reconstruction	254	245	-3.5%	305	257	-15.7%	559	502	-10.2%
Lighting	169	155	-8.3%	160	131	-18.1%	329	286	-13.1%
Cycleways	34	40	+17.6%	30	38	+26.7%	64	78	+21.9%
<b>Total for Road Maintenance</b>	<b>1164</b>	<b>1164</b>	<b>0%</b>	<b>1086</b>	<b>1143</b>	<b>+5.2%</b>	<b>2250</b>	<b>2307</b>	<b>+2.5%</b>
Bridge Assessment	80	66	-17.5%	20	39	+95.0%	100	105	+5.0%
Bridge Strengthening	262	273	+4.2%	100	145	+45.0%	362	418	+15.5%
Bridge Maintenance on SJB	622	618	-0.6%	760	693	-8.8%	1382	1311	-5.1%
Minor Bridge Works on SJB	78	86	+10.3%	85	92	+8.2%	163	178	+9.2%
Other Bridges	68	67	-1.5%	80	89	+11.3%	148	156	+5.4%
<b>Total for Bridges</b>	<b>1110</b>	<b>1110</b>	<b>0%</b>	<b>1045</b>	<b>1056</b>	<b>+1.1%</b>	<b>2155</b>	<b>2166</b>	<b>+0.5%</b>
<b>TOTAL MAINTENANCE</b>	<b>2274</b>	<b>2274</b>	<b>0%</b>	<b>2131</b>	<b>2199</b>	<b>+3.2%</b>	<b>4405</b>	<b>4473</b>	<b>+1.5%</b>

TABLE 9.3 INTEGRATED TRANSPORT BLOCK SPEND									
	2006/07			2007/08			2 Year Total		
	Planned 'P'	Actual 'A'	% Diff 'A-P'x100 'A'	Planned 'P'	Actual 'A'	% Diff 'A-P'x100 'A'	Planned 'P'	Actual 'A'	% Diff 'A-P'x100 'A'
Local Safety Schemes	211	290	+37.4%	210	117	-44.3%	421	407	-3.3%
<b>Total for Local Safety Schemes</b>	<b>211</b>	<b>290</b>	<b>+37.4%</b>	<b>210</b>	<b>117</b>	<b>-44.3%</b>	<b>421</b>	<b>407</b>	<b>-3.3%</b>
Quality Corridor: Walking	241	259	+7.5%	150	223	+48.7%	391	482	+23.3%
Quality Corridor: Cycling	244	252	+3.3%	156	122	-21.8%	400	374	-6.5%
Quality Corridor: Bus Route Improvements	211	212	+0.5%	140	313	+123.6%	351	525	+49.6%
Quality Corridor: Real Time Information	0	0	0%	0	0	0%	0	0	0%
<b>Total for Quality Corridors</b>	<b>696</b>	<b>723</b>	<b>+3.9%</b>	<b>446</b>	<b>659</b>	<b>+47.8%</b>	<b>1142</b>	<b>1382</b>	<b>+21.0%</b>

Walking: Outside Corridor	118	138	+16.9%	75	154	+105.3%	193	292	+51.3%
Cycling: Outside Corridor	114	55	-51.8%	75	55	-26.7%	189	110	-41.8%
Bus Interchanges: Outside Corridor	255	296	+16.1%	0	0	0%	255	296	+16.1%
Integrated Transport: Outside Corridor	138	85	-38.4%	90	295	+227.8%	228	380	+66.7%
Traffic Signals: Outside Corridor	51	54	+5.9%	30	47	+56.7%	81	101	+24.7%
Runcorn Busway Study	30	0	-100.0%	0	0	0%	30	0	-100.0%
Accessible Buses	85	88	+3.5%	250	276	+10.4%	335	364	+8.7%
<b>Total for Interventions outside Quality Corridors</b>	<b>791</b>	<b>716</b>	<b>-9.5%</b>	<b>520</b>	<b>827</b>	<b>+59.0%</b>	<b>1311</b>	<b>1543</b>	<b>+17.7%</b>
Hough Green Station	0	0	0%	0	0	0%	0	0	0%
Widnes Station	0	0	0%	0	0	0%	0	0	0%
<b>Total for Station Improvements</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0</b>	<b>0%</b>
SJB VMS	205	233	+13.7%	200	147	-26.5%	405	380	-6.2%
A56/Eastern Expressway Improvements	65	59	-9.2%	150	198	+32.0%	215	257	+19.5%
Upton Rocks Distributor Road	82	66	-19.5%	0	-45	-	82	21	-74.4%
Contributions to Regeneration schemes	61	21	-65.6%	40	48	20.0%	101	69	-31.7%
<b>Total for Other</b>	<b>413</b>	<b>379</b>	<b>-8.2%</b>	<b>390</b>	<b>384</b>	<b>+1.5%</b>	<b>803</b>	<b>763</b>	<b>-5.0%</b>
<b>TOTAL INTEGRATED TRANSPORT BLOCK</b>	<b>2111</b>	<b>2108</b>	<b>-0.1%</b>	<b>1566</b>	<b>1951</b>	<b>+24.6%</b>	<b>3677</b>	<b>4059</b>	<b>+10.4%</b>

<b>ORIGINAL TOTAL LTP CAPITAL PROGRAMME</b>	<b>4385</b>	<b>4385</b>	<b>0%</b>	<b>3697</b>	<b>4149</b>	<b>+12.2%</b>	<b>8082</b>	<b>8534</b>	<b>+5.6%</b>
<b>UPLIFTED TOTAL LTP CAPITAL PROGRAMME</b>	<b>4385</b>	<b>4385</b>	<b>0%</b>	<b>4089</b>	<b>4149</b>	<b>+1.5%</b>	<b>8474</b>	<b>8534</b>	<b>+0.7%</b>



Difference of + or – 25% or greater

TABLE 9.4 HALTON REVENUE SPEND									
	2006/07			2007/08			2 Year Total		
	Planned 'P'	Actual 'A'	% Diff $\frac{A-P}{A} \times 100$	Planned 'P'	Actual 'A'	% Diff $\frac{A-P}{A} \times 100$	Planned 'P'	Actual 'A'	% Diff $\frac{A-P}{A} \times 100$
Bus Shelters	22	22	0%	22	45	+104.5%	44	67	+52.3%
CCTV	148	152	+2.7%	135	146	+8.1%	283	298	+5.3%
Transportation (net of asset support)	15	13	-13.3%	16	11	-32.8%	30	23	+23.3%
School Crossing Patrols	98	99	+1.0%	109	110	+0.9%	207	209	+1.0%
Transport Co-ordination	866	907	+4.7%	933	962	+3.1%	1799	1869	+3.9%
Grant to Halton Community Transport	114	114	0%	114	114	0%	228	228	0%
Transport Policy & Planning	414	393	-5.1%	435	375	-13.8%	849	768	-9.5%
Traffic Management	518	496	-4.2%	567	516	-9.0%	1085	1012	-6.7%
Off-Street Parking	76	71	-6.6%	71	76	+7.0%	147	147	0%
Highways /Traffic /Lighting Management	2408	2364	-1.8%	1829	1827	-0.1%	4237	4191	-1.1%
Land Drainage / Flood	72	67	-6.9%	73	81	+11.0%	145	148	+2.1%
Bridge Maintenance	131	127	-3.1%	135	135	0%	266	262	-1.5%
Street Lighting	1701	1689	-0.7%	1644	1508	-8.3%	3345	3197	-4.4%
Highways Maintenance	823	823	0%	844	842	-0.2%	1667	1665	-0.1%
Network Management	1441	1372	-4.8%	1463	1520	+3.9%	2904	2892	-0.4%
<b>TOTAL FOR HALTON REVENUE</b>	<b>8846</b>	<b>8706</b>	<b>-1.6%</b>	<b>8389</b>	<b>8265</b>	<b>-1.5%</b>	<b>17235</b>	<b>16971</b>	<b>-1.5%</b>

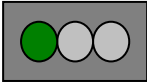
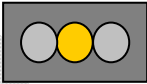
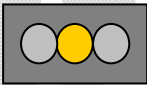
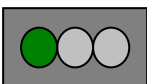
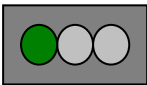
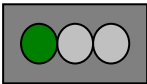
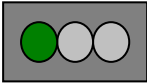


Difference of + or – 25% or greater

## 10.0 PROGRAMME OVERVIEW: RISK

Table 10.1 provides a summary of risk to delivery for the LTP key areas over the remaining years of LTP2. A 'traffic light' system (Green = low risk, Amber = medium risk, and Red = high risk) has been used to broadly categorise the overall level of risk for (i) the four shared priorities; congestion & network management, accessibility, safer roads and air quality, (ii) asset management, (iii) use of resources and (iv) local priorities/wider objectives. Of the seven themes, five have been graded as 'Green' and two as 'Amber'. Overall Halton Borough Council (HBC) remains confident that it can successfully deliver projects over the remaining three years of LTP2.

**Table 10.1: LTP Programme themes – Summary of Risk**

Theme	Grading	Assessment
Congestion & Network Management Duties		Good progress is likely to continue. PRN funding for SJB and expansion of VMS will help to address SJB hotspot. Main threats are an unfavourable decision on SJB Major Scheme Bid and lack of funding for softer measure, both of which are outside HBC's control.
Asset Management		Progress has been made on developing the Transport Asset Management Plan (TAMP) but plan still requires considerable work to complete and is likely to be in place only at the end of LTP2. For this reason it has been graded 'Amber'.
Accessibility & ROW		Good progress so far but this priority faces challenges from rising operating costs; the availability of revenue funding for services and supporting measures; and demands on existing revenue funding. For this reason it has been graded 'Amber'
Safer Roads		Excellent progress is likely to continue. Main threat is lack of resources for Road Safety Education, Training & Publicity (RSET &P) but HBC will seek to minimise this risk through effective partnership working and integration of road safety into wider schemes.
Better Air Quality		This is an emerging issue for Halton and presents an opportunity to explore how policies, strategies and schemes can address air quality. An effective working group has been established and for this reason it has been graded as 'Green'.
Use of Resources		We believe HBC has used LTP resources effectively as demonstrated by the case studies and indicators included in this report. Section 9 shows that overall planned and actual LTP expenditure was within 5.6% and that HBC has contributed or brought in additional capital and revenue funding totalling over £10 million for the 2 years. For this reason, risk has been graded 'Green'.
Local Priorities / Wider Objectives		HBC has been proactive in responding to the changing context for the LTP and has supported the establishment of a Transport Board for the Halton Strategic Partnership.



		The Transport Board will ensure that transport issues influence and are influenced, by local priorities and wider objectives. For this reason, risk has been graded 'Green'.
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Draft



		Financial	Percentage	Base Data	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11							
Satisfaction with local bus services - BVP104 (tri-annually)				Actual Figures	59.9%			0.63	N/A										Surveys only undertaken every 3 years.
				Target Data	69.00%			0.63	N/A	N/A	69.00%	N/A							
Footway condition - BVP187 (% of the category 1, 1a and 2 footway network where structural maintenance should be considered.)				Actual Figures	25.12%			23.00%	50.00%										2007/8 showed a significant increase over previous years and double the stated target for 07/08. 50% of the category 1 & 2 footways are surveyed each year and the degree of change suggests discrepancy in data collection that is currently being investigated. Contractor's survey staff were required to have completed competence tests and a scheme of accreditation in 2007 that may have had an influence on recent data results.
				Target Data	25%			25.00%	25.00%	XX	XX	XX							
LPT1 A - Accessibility target	To increase the percentage of households who live in the top five most deprived Wards in the Borough who do not have access to a car living within 40 minutes travel time to Whiston Hospital from 29% in 2005 to 40% in 2007 and 60% in 2008.	Calendar	Percentage	Actual Figures	29.00%														In 2006/7 indicator remained static. HBC has used Priorities Funding introduced in 2007 for a new "Hospital Link" service based on pre-bookable discounted taxis. Qualifying residents can use the scheme and the average journey time by taxi is 30 mins. Targets from 2008-2010 have been reprofiled.
				Target Data	100.00%			29.00%	40.00%	100.00%	100.00%	100.00%							
LPT1 B - Accessibility target	To increase the percentage of households who live in the top five most deprived Wards in the Borough who do not have access to a car living within 40 minutes travel time to Warrington Hospital from 0% in 2005 to 20% in 2007 and 30% in 2009.	Calendar	Percentage	Actual Figures	0.00%														Introduction of the new dedicated shuttle bus service linking Halton Hospital to Warrington General by North Cheshire NHS Hospitals Trust has improved access. HBC is still working closely with the Hospital Trust and the bus operators to improve conventional public transport links from other areas of the Borough. Qualifying residents are also eligible to use the use "Hospital Link" discounted taxi service described above. The targets from 2008 - 2010 have been reprofiled.
				Target Data	100.00%			0.00%	20.00%	100.00%	100.00%	100.00%							
LPT1 C - Accessibility target	To increase the percentage of 16-19 learners who live in the top five most deprived Wards in Halton living within 30 minutes travel time by public transport to the Bridgewater Campus from 84% in 2005 to 90% in 2007 and 100% in 2008	Calendar	Percentage	Actual Figures	84.00%														Indicator affected by reduced evening frequencies on commercial service X1 but these journeys reinstated in May 2008. Absence of further DT "Kickstart" funding (originally envisaged in the Access Plan), has resulted in fewer enhancements to the commercial bus network. HBC continues to fund a pre bookable door to door service for learners who find it difficult to use conventional public transport. Targets from 2008-2010 have been reprofiled.
				Target Data	89.00%			84.00%	90.00%	87.00%	88.00%	89.00%							
LPT1 D - Accessibility target	To increase the percentage of 16-19 learners who live in the top five most deprived Wards in Halton living within 30 minutes travel time by public transport to the Widnes Campus from 89% in 2005 to 95% in 2007 and 100% in 2008	Calendar	Percentage	Actual Figures	89.00%														Local bus network in Widnes was stable hence overall levels of accessibility unchanged. Absence of further DT "Kickstart" funding (originally envisaged in the Access Plan), has resulted in fewer enhancements to the commercial bus network. Reprofiled targets for 2008 - 2010. HBC continues to fund a pre bookable door to door service for learners who find it difficult to use conventional public transport.
				Target Data	93.00%			89.00%	95.00%	91.00%	92.00%	93.00%							
LTP2 - Change in area wide road traffic mileage		Calendar	Vehicle Kilometres	Actual Figures	1,020														
				Target Data	1,126														
LTP3 - Cycling trips (annualised index)		Financial	Index based on 2003/04 = 100	Actual Figures	100 (44)														Number of trips declined slightly in 2007/08. This runs contrary to previous trend which showed a gradual year-on-year increase. Results for 2007/08 may have been adversely affected by poor weather during May-July 2007 when data was collected.
				Target Data	205 (90)			159 (70)	157 (69)	162 (60)	193 (65)	205 (90)							

		Financial	Percentage	Base Data	2006/07	2007/08	2008/09	2009/10	2010/11													
LTP4 - Mode share of journeys to school	Share of journeys by car (including vans and taxis), excluding car share journeys				34.7 (4923)	34.4 (5613)														Targets reprofiled for 2008/09 to 2010/11.		
				Target Data	2010/11	34.20%																
LTP5 - Bus punctuality indicator	% of buses starting route on time	Financial	Percentage	Base Data	2005/06	96.8%														Notes		
				Target Data	2010/11	98.0%																
								97.0%	97.3%	97.5%	97.8%	98.0%										
	% of buses on time at intermediate timing points	Financial	Percentage	Base Data	2005/06	75.1%															Notes	
				Target Data	2010/11	84.0%																
								76.9%	78.7%	85.2%	86.2%	87.0%									Targets reprofiled for 2008/09 to 2010/11.	
	% of buses on time at non-timing points.	Financial	Percentage	Base Data	2005/06	71.2%															Notes	
				Target Data	2010/11	80.0%																
								73.0%	74.7%	76.5%	78.2%	80.0%									Considerable improvement shown in 2007/08.	
Average excess waiting time on frequent service routes	Financial	Minutes	Base Data	2005/06	N/A															Indicator does not apply.		
			Target Data	2010/11																		
LTP6 - Changes in peak period traffic flows to urban centres	Area 1	Financial	Vehicle numbers nr % of all journeys that are car driver journeys	Base Data	2005/06															Notes		
				Target Data	2010/11																	
	Area 2			Base Data	2005/06																	
				Target Data	2010/11																	
	Area 3	Base Data	2005/06																			
		Target Data	2010/11																			
	LTP7 - Congestion	Financial		Base Data	2005/06																	
					Target Data																	
LTP8 - An air quality target related to traffic	Calendar	Enter appropriate units here.	Base Data	2004																Notes		
				Target Data	2010																	

APPENDIX 2 LTP2 Non-Mandatory Indicators													
Target No.	Local Performance Indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline Data 2003/4 (unless otherwise stated)	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	Source of Data	Performance Assessment	Notes/Comments
L1	Number of passengers trips on accessible transport services	Increase to 119,400 by 2010/11.	110,806.00	111,635.00	112,600.00	132,675.00	183,877.00	190,000.00	192,000.00	193,000.00	Information from Halton Community Transport - Annually.		Excellent progress has again been made and further growth is anticipated during 2008/9 following the launch of the new "Door 2 Door" service. Targets reprofiled for 2008/09 onwards.
L2	% of Rural households within 800m. walk of an hourly or better bus service	Maintain at 96.7% until 2010/2011	96.70%	96.70%	96.70%	96.70%	96.70%	96.70%	96.70%	96.70%	H.B.C. Survey		The network of rural bus services within the Borough has remained stable during 2007/8.
BVPI 100	Number of days of temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per kilometre of traffic	0.6 days/km by 2010/11	0.65	1.33	1.1	0.3	0.31	0.6	0.6	0.6	Councils own records		Target met
BVPI 103	Percentage of users satisfied with local provision of public transport information	Increase satisfied users to 58.8% by 2009/10	55%	N/A	N/A	55.0%	N/A	N/A	58.8%	N/A	H.B.C. Sample survey in accordance with DfT guidance (Tri-annually)		Surveys only taken every 3 years
BVPI 165	Percentage of Pedestrian crossings with facilities for disabled people	Maintain at 100% until 2010/2011	95%	100%	100%	87.8%	67%	67%	67%	67%	Council's own records		Due to changes made in the criteria, the target has not been met and is unlikely to be achieved due to costs involved. Targets reprofiled for 2008/9-2010/11.
BVPI 178	Total length of footpaths and other rights of way that are easy to use, as a percentage of the total length of all rights of way	Maintain at 96% set until 2010/11	95%	96%	96%	94%	94%	94%	94%	94%	Local Survey every six months		As indicator is based on lengths of paths it can be affected substantially if one of the longer paths fails. Factors which affect performance: 1) Signing – although a contractor can replace all reported damaged and missing signs in the annual works programme these can be removed or vandalised by the time the next survey is undertaken or even the very next day. Unfortunately this issue is out of our control. 2) We have a small number of outstanding long term legal/physical issues that which relate to at least one of the longer paths which are unlikely to be resolved within LTP2. Targets reprofiled for 2008/9-2010/11.
L8	Percentage increase of bus stops with Quality Corridor features	Increase the number of accessible bus stops to 30% by 2010/11	14%	24%	25%	32%	34%	36%	38%	40%	Annual local survey (Total number of bus stops is 603)		On target. Annual targets reprofiled for 2008/09 onwards.

L9	Number of bus stops/shelters with information displays	Increase to 570 by 2010/11	383	425	442	470	485	518	544	570	Annual local survey	On target
L3	NOT ALLOCATED											
L4	NOT ALLOCATED											
L5	Number of Park and Ride spaces at rail stations	Increase spaces to 580 by 2010/11	520	520	520	520	520	560	560	580	Annual local survey	Design work is underway on an extension of Widnes North Rail station which will increase the number of spaces by over 100. Virgin Trains are also constructing a 510 space multi-storey carpark at Runcorn station. Indicator likely to exceed 2010/11 target.
L6	Percentage of schools with School Travel Plans in place	Increase to 100% of all schools by 2010/11	18%	38%	40%	53%	69%	76%	88%	100%	Council's own records	50 STPs completed out of 72. Performance is on track to achieve 2010 target.
L7	Percentage of local firms (of more than 100 employees) having a Commuter Plan in place	Increase to 30% of major firms by 2010/11	9%	12%	15%	23%	33%	24%	27%	30%	Council's own records initially then surveys	Staff travel plans have been developed for a number of major employers; this has resulted in the original target (30%) being met ahead of schedule. Progress over the remaining years of LTP2 will continue to be monitored.
L10	Number of new bus shelters	Increase to 28 by 2010/11	6	16	18	35	46	24	26	28	Annual local survey	Target exceeded
L11	Number of replacement bus shelters	Increase to 75 by 2010/2011	17	32	35	40	44	57	66	75	Annual local survey	Most sites which require replacement bus shelters have been addressed. A study is now underway to examine options to improve older shelters on the Runcorn Busway. The study will assist in the further development of the busway shelter replacement programme and inform a revised HT LI 02 (b).
L12	Number of Personalised Journey Plans issued per year	Increase to 1200 by 2010/11	932	1000	1382	1140	1616	1150	1200	1200	Council's own records	In 2007/08 HBC's Direct Link Call Centre started to offer Personalised Travel Advice. This has accounted for most of the growth
L13	Damage of roads and pavements (% of reported incidents repaired or made safe within 24hrs)	Increase proportion repaired/made safe in 24hours to 98% by 2010/2011	95.71%	98.00%	98.00%	99.71%	99.58%	98.00%	98.00%	98.00%	Council's own records	Target exceeded

SUMMARY

met	11	73%
on-track	0	0%
not met	4	27%

**APPENDIX B: Summary of proposals for future monitoring**

<b>Mandatory Indicators</b>	<b>Proposal</b>
BVPI 223 % of principal road network in need of further investigation.	No change.
BVPI 224a % of classified non-principal road network in need of further investigation.	No change.
BVPI 224b % of unclassified road network in need of further investigation.	No change.
KSI Total killed and seriously injured.	No change. Remains 5-year rolling average as agreed with DfT.
CKSI Child killed and seriously injured.	No change. Remains 5-year rolling average as agreed with DfT.
SL Total slight casualties.	No change. Remains 5-year rolling average as agreed with DfT.
BVPI 102 Bus passenger journeys per year in the authority.	No change.
BVPI 104 Satisfaction with local bus services (tri-annual survey).	No change.
BVPI 187 % of category 1, 1a & 2 footway network where structural maintenance should be considered.	New local performance indicator to be developed based on footway condition visual surveys that will report on the whole of Halton's footway and footpath network. Targets will be set for remainder of LTP2 once baseline is established.
LTP1 A Increase percentage of households in deprived wards without car within 40 mins travel time to Whiston hospital.	No changes to indicator. Targets to be raised to 100% for 2008/09 onwards.
LTP1 B Increase percentage of households in deprived wards without car within 40 mins travel time to Warrington hospital.	No changes to indicator. Targets to be raised to 100% for 2008/09 onwards.
LTP1 C Increase percentage of 16-19 learners in deprived wards without car within 30 mins travel time to Bridgewater Campus.	Absence of further 'Kickstart' funding envisaged in the Access Plan has resulted in fewer enhancements to the commercial bus network. Targets re-profiled. New target (Previous Target): 2008/09 87% (100%), 2009/10 88% (100%), 2010/11 89% (100%).
LTP1 D Increase percentage of 16-19 learners in deprived wards without car within 30 mins travel time to Widnes Campus.	Absence of further 'Kickstart' funding envisaged in the Access Plan has resulted in fewer enhancements to the commercial bus network. Targets re-profiled. New target (Previous Target): 2008/09 91% (100%), 2009/10 92% (100%), 2010/11 93% (100%).
LTP2 Change in area wide road traffic mileage.	Not reported by Authority.
LTP3 Cycling trips (annualised index)	No change.
LTP4 Mode share of journeys to school: car excluding car share	No changes to indicator. Targets to be increased slightly for remainder of LTP2. New target (Previous target): 2008/09 34.4% (34.6%), 2009/10 34.2% (34.4%), 2010/11 34.2% (34.0%).

LTP5 (a) % of buses starting route on time.	No change.
LTP5 (b) % of buses on time at intermediate timing points.	No changes to indicator. Target to be raised for remainder of LTP2, reflecting excellent progress made during 2007/08. New target (Previous target): 2008/09 85.2% (80.5%), 2009/10 86.2% (82.3%), 2010/11 87.0% (84.0%).
LTP5 (c) % of buses on time at non-timing points.	DfT have confirmed that from 2008/09 onwards, local authorities will no longer be required to collect bus punctuality information at non-timing points. HBC will therefore cease collecting data for this indicator.
LTP5 (d) Average excess waiting time on frequent service routes.	Not reported by Authority.
LTP6 Changes in peak period traffic flows to urban centres.	Not reported by Authority.
LTP7 Congestion.	Not reported by Authority.
LTP8 An air quality target related to traffic.	Not currently reported.





<b>Non-Mandatory Indicators</b>	<b>Proposal</b>
L1 Number of passenger trips on accessible transport services.	No changes to indicator. Target to be raised for remainder of LTP2, reflecting excellent progress made during 2007/08. New target (Previous target): 2008/09 190,000 (116,600), 2009/10 192,000 (118,000), 2010/11 193,000 (119,400).
L2 % of rural households within 800m walk of an hourly or better bus service.	No change.
BVPI 100 No. of days of temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per km of traffic.	No change.
BVPI 103 % of users who are satisfied with local provision of public transport information (tri-annual survey).	Halton Borough Council (HBC) proposes to cease collecting and reporting this indicator. BVPI 103 is not used for any purpose other than BVPI reporting and does not differentiate between users /non-users. Next data is due to be collected in 2009/10 and HBC would welcome confirmation that this proposal to cease collecting data is acceptable.
BVPI 165 % of pedestrian crossings with facilities for disabled people.	No changes to indicator. Target to be adjusted downwards and set at 67% for the remainder of LTP2. This is a realistic estimate of likely performance and reflects that indicator is unlikely to improve without substantial additional funding.
BVPI 178 Total length of footpaths and other rights of way that are easy to use, as a percentage of the total length of all rights of way.	No change to indicator. Target to be adjusted downwards and set at 94% for the remainder of LTP2. This is a realistic estimate of performance and reflects long-term legal and practical issues with some paths that won't be resolved within the life of LTP2.
L8 % increase of bus stops with Quality	No changes to indicator. Target to be raised for remainder of LTP2, reflecting excellent progress




Corridor features.	made during 2006/07 & 2007/08. New target (Previous target): 2008/09 36% (28%), 2009/10 38% (29%), 2010/11 40% (30%).
L9 Number of bus stops/shelters with information displays.	No change.
L3 NOT ALLOCATED.	-
L4 NOT ALLOCATED.	-
L5 Number of Park and Ride spaces at rail stations.	No change.
L6 % of schools with School Travel Plans in place.	No change.
L7 % of local firms (of more than 100 employees) having a Commuter Plan in place.	No change.
L10 Number of new bus shelters.	No change.
L11 Number of replacement bus shelters.	No change.
L12 Number of Personalised Journey Plans issued per year.	No change.
L13 % of reported damage to roads and pavements repaired or made safe within 24 hrs.	No change.





**APPENDIX C: PROGRESS ON LTP2 KEY ACTIONS**

LTP2 included Action Plans setting out key actions under each of the priorities (Congestion, Accessibility, Safer Roads and Air Quality). The following tables list the key actions and target dates from LTP2, provide information on how they link to the Community Strategy and describe progress made towards achieving the key action.





<b>Action 1 - Progress the Mersey Gateway through procedural and procurement processes to construction commencement date.</b>																	
Target Date:	2011																
Background:	The Mersey Gateway is a £431 million (March 2007 prices) project to provide a new bridge over the River Mersey joining the towns of Runcorn and Widnes. The existing crossing, the Silver Jubilee Bridge (SJB), is a key congestion pinch-point for the region and acts as a barrier to travel. As part of the Mersey Gateway scheme, modifications will be made to the SJB to create a local link with better facilities for public transport, walking and cycling. These modifications will improve accessibility between the towns of Runcorn and Widnes, improve safety on the SJB and will encourage the use of sustainable transport modes. The routing of Mersey Gateway will remove congestion away from residential areas and benefit air quality in the Borough. In terms of wider benefits, the Mersey Gateway project will act as a major catalyst for improved sustainable transport in the Borough and for regeneration bringing opportunities for new jobs and investment across the Liverpool City Region. To deliver the scheme, manage demand and tie in benefits, both the Mersey Gateway and the SJB crossings will be tolled.																
Contribution:	New infrastructure targeted to tackle congestion at key pinch-point. Project will relieve congestion; improve local accessibility particularly for sustainable modes; improve road safety on cross-river journeys; and improve air quality.																
Community Strategy Objectives (see Appendix D)	Healthy Halton: C, Urban Renewal: A, D & E, Children and Young People: B Employment Learning & Skills: A & C, Safer Halton: C																
Progress:	<p>The Mersey Gateway project making good progress. Key milestones that have been achieved during LTP2 include:</p> <table border="0"> <tr> <td>Nov 07</td> <td>- Results of public consultation published.</td> </tr> <tr> <td>July/Aug 08</td> <td>- Draft Sustainable Transport Strategy published for consultation.</td> </tr> <tr> <td>Jun 08</td> <td>- Regeneration Strategy published.</td> </tr> <tr> <td>Mar 08</td> <td>- Environmental Impact Assessment completed.</td> </tr> <tr> <td>Mar 08</td> <td>- Planning Application submitted.</td> </tr> <tr> <td>May 08</td> <td>- Transport &amp; Works Act Orders submitted</td> </tr> </table> <p>The project is on-track to meet target date of 2011 for start of construction</p>					Nov 07	- Results of public consultation published.	July/Aug 08	- Draft Sustainable Transport Strategy published for consultation.	Jun 08	- Regeneration Strategy published.	Mar 08	- Environmental Impact Assessment completed.	Mar 08	- Planning Application submitted.	May 08	- Transport & Works Act Orders submitted
Nov 07	- Results of public consultation published.																
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Jun 08	- Regeneration Strategy published.																
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Mar 08	- Planning Application submitted.																
May 08	- Transport & Works Act Orders submitted																


<b>Action 2 – Highways Manager to produce Transport Asset Management Plan (TAMP).</b>					
Target Date:	April 2007				
Background:	Under the guidance issued for LTP2, the requirement for Local Authorities to produce a Highways Asset Management Plan (HAMP) was expanded to cover all transport assets in a Transport Asset Management Plan (TAMP). TAMP uses a strategic approach to identify the optimal allocation of resources to manage transport assets and involves a process of inventory, identification of appropriate Levels of Service (LoS), identification of options and a decision-making process taking into account full costs, benefits and risks. LTP2 listed production of the TAMP as the first of four key actions identified as essential for Network Management in Halton.				



Contribution:	Efficient management of existing transport resources contributes to reducing congestion.
Community Strategy Objectives (see Appendix D)	Urban Renewal: A & D, Children and Young People: B Safer Halton: C
Progress:	Halton's first TAMP is currently being developed. A report on progress was presented to the Council's Policy and Performance Board (Urban Renewal) in January 2008. It is recognised that the TAMP is of such scope and complexity that it cannot easily be addressed in a short period of time and the outline plan presented in the report is only the first stage in a much longer programme of work. HBC proposes to commission further development work on the TAMP from a consultant specialising in asset management during the summer of 2008.





<b>Action 3 - Continue maintenance of highway network</b>					
Target Date:	On-going				
Background:	<p>Within Halton, the highway network has two distinct components; (i) the Runcorn Expressway System which is formed mainly of dual-carriageways with grade-separated junctions developed as part of the New Town Masterplan and (ii) the Non-Expressway roads in Runcorn and Widnes. Extensive work has been undertaken on assessing the maintenance needs of the Expressway network and a prioritised programme of five schemes has been developed. Priority 1-A56 Preston Brook, Priority 2- Weston Expressway southbound from SJB to Bankes Lane Interchange, Priority 3 – Weston Expressway southbound from Bankes Lane Interchange to Rocksavage Interchange, Priority 4 – Bridgewater Expressway eastbound from SJB to Sea Lane Underpass, Priority 5 – Weston Expressway northbound from Rocksavage Interchange to Bankes Lane Interchange. Due to a lack of additional government funding for schemes over £250,000, it is not possible to implement all 5 Expressway schemes within the five-year period covered by LTP2. Assessment of maintenance needs on Non-Expressway roads is regularly undertaken and a prioritised list of works is developed each year. Works on Non-Expressway roads are funded using a mix of LTP2 maintenance allocation and HBC revenue budget for maintenance. The highway network in Halton also includes highways, adjacent footways &amp; cycleways and some off-network footways &amp; cycleways. Maintenance of the highway network is important to maintain accessibility and safety for all highway users but is particularly important for cyclists, walkers and disabled users who tend to be more sensitive to the condition of surfaces and lighting. Halton assesses maintenance needs on a regular basis and the results of the assessments are used to develop maintenance work programmes.</p>				
Contribution:	Efficient management of existing transport resources contributes to reducing congestion, secures accessibility for all users and particularly cyclists, walkers and disabled users and plays an important role in ensuring safety of users.				
Community Strategy Objectives (see Appendix D)	Urban Renewal: A & D, Children and Young People: B Safer Halton: C				





Progress:	<p>Of the five principal road maintenance schemes identified in the LTP, the top priority scheme, reconstruction of the A56 at Preston Brook, was completed in 2007. However, the annual level of funding has not been sufficient to implement the remaining schemes, each valued at over £400,000. To address surface deterioration and loss of skidding resistance, the lengths of Expressways identified in the programme have been surface dressed and the SCANNER information identifies these carriageways as being in generally good condition. Smaller, localised schemes will target specific areas of rutting identified in the SCANNER survey. In the longer term, traffic flows on these expressways are expected to reduce to around 20% of existing flows following the opening of the proposed Mersey Gateway bridge. The condition of these roads will continue to be monitored and maintenance problems addressed appropriately.</p> <p>Annual programmes of carriageway reconstruction and resurfacing have been undertaken on Halton's highway network. Over the first two years of the LTP programme 45 carriageway schemes have been carried out prioritised in accordance with Halton's pavement management system, surveys and inspections. Similarly, 39 schemes of footway reconstruction have been completed within annual maintenance programmes covering all categories of the road network.</p>
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<b>Action 4 - Commence structural maintenance major scheme on Silver Jubilee Bridge (SJB).</b>					
Target Date:	2006				
Background:	<p>The Silver Jubilee Bridge (SJB) joins the two towns of Runcorn and Widnes and is crucial to delivering accessibility in the Borough. The SJB carries flows which exceed its highway capacity, and the structures which make up the SJB are in a poor state of repair and deteriorating at an increasing rate. Halton has developed a 10-year programme of maintenance works to address this problem and bring the SJB up to a steady state of maintenance. The essential maintenance works required for the SJB rely on the Department for Transport (DfT) making available major scheme funding for the scheme. Halton Borough Council has submitted a Major Scheme bid for the SJB and is currently awaiting a decision from the DfT on the outcome. In the meantime the seriousness of the situation has been recognised and Halton's LTP settlement for 2008/09 included additional Primary Route Network (PRN) funding totalling £14,288,000 over 3 years, the majority of which will be targeted at interim maintenance works on the SJB. PRN funded maintenance works commenced in April 2008.</p>				
Contribution:	Efficient management of existing transport resources contributes to reducing congestion. Maintenance of the SJB is vital to maintain current levels of accessibility in the Borough and to ensure that accessibility for sustainable modes can be achieved in future years.				
Community Strategy Objectives (see Appendix D)	Urban Renewal: A & D, Children and Young People: B Safer Halton: C				
Progress:	<p>The SJB Major Scheme Bid for delivering a 10-year maintenance strategy for the SJB Complex was submitted to the Department for Transport (DfT) in March 2006 and HBC have been pressing for a decision on the scheme. The LTP interim review process provides an opportunity to revise the target date for commencement of works funded through the Major Scheme Bid and a new target date of April 2011 is proposed. In the interim, the PRN funded essential maintenance works, which commenced in April 2008, will help to satisfy the demands of the 10-year maintenance strategy.</p>				

<b>Action 5 - Commence installation of Variable Message Signs (VMS) for Silver Jubilee Bridge.</b>					
Target Date:	October 2006				
Background:	Installation of Variable Message Signs (VMS) on advance approaches to the Silver Jubilee Bridge linked with a monitoring suite to co-ordinate messages was proposed as a network management measure under LTP2. The VMS enables 'real-time' information on traffic conditions and advice on alternative routes to be displayed to drivers.				
Contribution:	Efficient management of existing transport resources contributes to reducing congestion.				
Community Strategy Objectives (see Appendix D)	Urban Renewal: A & D				
Progress:	Installation of the VMS commenced in 2007. During normal office hours, legend for the VMS are set by HBC Highways staff; outside of these hours pre-set legend can be set by staff at the HBC Contact Centre when requested by Police, standby staff, or contractors. This provides a 24-hr working, 7 days a week service. HBC also liaises with the Highways Agency to provide an integrated message service for closures and diversions covering both local and strategic highway networks.				

<b>Action 6 - Publish Rights of Way Improvement Plan (RoWIP).</b>					
Target Date:	November 2007				
Background:	Under the Countryside and Rights of Way Act 2000, Halton Borough Council has a statutory duty to produce a Rights of Way Improvement Plan (ROWIP). The purpose of the plan is to encourage the local authority to take a strategic view of its rights of way network with the aim of reflecting modern patterns of demand and land use and provide for the needs of users - particularly those that do not benefit from the right of open access (horse riders, cyclist etc.) and those with mobility problems. The RoWIP includes a statement of action proposed by the local authority for the management of local rights of way and for securing an improved network. LTP2 set out the timetable for producing Halton's RoWIP and this included: a 12-week public consultation on the draft plan during March-May 2007, Executive Board approval of the final version of the plan in Sept-Oct 2007 and publication of Approved Plan in November 2007. Future LTP reporting will include information about progress on the RoWIP.				
Contribution:	Encourages modal shift to sustainable transport and contributes to reducing congestion. PRoW are essential to secure accessibility for walkers, cyclists and horse riders.				
Community Strategy Objectives (see Appendix D)	Healthy Halton: C & E, Urban Renewal: D, Children and Young People: A Safer Halton: C				
Progress:	Development of the RoWIP has taken longer than was allowed in the initial timetable and Halton, like many local authorities across the country has not been able to meet the original target date. Work on the RoWIP continues to progress and in early 2008, a survey of PRoW users and members of the public for the RoWIP was completed; the results of which are being incorporated into the final draft RoWIP document. The LTP interim review process provides an opportunity to revise the target date for publication of the approved RoWIP and a new target of March 2009 is proposed for publication following the approval/adoption of the document by HBC.				

<b>Action 7 - Continue Quality Corridor initiative to improve facilities for pedestrians, cyclists and bus passengers.</b>					
Target Date:	On-going				
Background:	<p>LTP1 saw the adoption of a 'Quality Corridor' approach to integrate improvements to the highway with bus infrastructure improvements, road safety schemes and physical measures to encourage walking and cycling. Combining improvements through the Quality Corridor approach is cost effective and by concentrating on a set location interventions have a greater impact. Quality Corridors improve accessibility for all users and particularly sustainable transport users and vulnerable road users. Through making use of sustainable transport easier, safer and more attractive they have a key role to play in encouraging modal shift and tackling congestion. Two Quality Corridors were successfully treated during LTP1 and the approach proved effective. LTP2 pledged to continue the Quality Corridor approach with the development of Quality Corridors to improve connections to the town centres in Runcorn and Widnes and Runcorn and Widnes railway stations. Two zone based schemes were also proposed; one for Ditton in Widnes and one for the Grangeway area in central Runcorn.</p>				
Contribution:	Quality Corridors improve accessibility and safety for transport users and particularly sustainable transport users and vulnerable road users. They encourage modal shift to sustainable transport and contribute to reducing congestion.				
Community Strategy Objectives (see Appendix D)	Healthy Halton: C & E, Urban Renewal: A, C, D & E, Children and Young People: A & B, Safer Halton: C				
Progress:	<p>The first phase of the Grange and Halton Brook Quality Corridor scheme was completed in 2006/07. The main elements of the scheme include: reconstruction of footways around the local centre using high quality materials to enhance and improve the environment; clearing vegetation and improving lighting on footpath linking Grangeway with Halton Lodge; road safety measures outside St Chads school; up-graded bus stops with raised kerbs and new shelters accompanied by improvements to bus services; a new cycleway linking Grangeway with Halton Lodge and Hallwood Park; improved lighting benefiting all road/footway users; and a refurbishment of the existing traffic calming scheme.</p> <p>A second phase of work is currently underway in Boston Avenue and comprises; the provision of a shared-use cycleway (undertaken in conjunction with footway structural maintenance); improved pedestrian crossing facilities; and upgraded bus stops. This scheme builds upon work completed under LTP1 and takes the 'corridor' through to Halton Brow. Further sustainable transport improvements in Halton Brook are planned in conjunction with private developments as Section 38 and Section 278 works.</p> <p>Design work and public consultation on a range of quality corridor improvements in the Ditton area of Widnes will be progressed during 2008/09 with a view to implementing the scheme over the final 2 years of LTP2.</p>				

<b>Action 8 - Commence work on North-South Quality Bus Corridor</b>					
Target Date:	April 2006				







Background:	The North-South Quality Bus Corridor will improve accessibility and provide sustainable transport links between Runcorn and Widnes town centres. The corridor will connect Runcorn (Liverpool-London) and Widnes (Liverpool-Manchester-Norwich) railway stations and increase accessibility for many of the wards in the Borough that currently have low car ownership. In addition to bus, walking and cycling improvements the scheme will also explore opportunities to improve Kingsway/Milton Road junction and cycling facilities on the SJB. The introduction of Safe Routes to Schools measures and a Local Safety Scheme to tackle accidents at Kingsway/Moor Lane roundabout will also be considered.
Contribution:	Quality Corridors improve accessibility and safety for transport users and particularly sustainable transport users and vulnerable road users. They encourage modal shift to sustainable transport and contribute to reducing congestion.
Community Strategy Objectives <i>(see Appendix D)</i>	Healthy Halton: C & E, Urban Renewal: A, C, D & E, Children and Young People: A & B, Safer Halton: C
Progress:	<p>Bus Stop upgrades and footway works have been undertaken at Runcorn Station; the approach to the Silver Jubilee Bridge (SJB); and to the stops on the northern side of the SJB. These include some of the busiest stops in the Borough both in terms of services and passenger numbers. In addition, a range of improvements has been implemented on Birchfield Road including a cycleway extension to Wade Deacon school, new puffin crossing and bus stop upgrades.</p> <p>Design work is currently progressing on junction and access improvements in connection with Widnes Rail Station and an investigation is being carried out into the feasibility of carriageway widening in Milton Road, to ease capacity issues and assist movement of buses. Corridor improvement works along Victoria Road, Widnes are also being developed in conjunction with a potential regeneration scheme.</p>



**Action 9 - Upgrade bus stations at Halton Lea.**



Target Date:	March 2007
Background:	Following a scoping study and consultation with the commercial owners of Halton Lea Centre, a scheme has been developed to modernise the two bus stations. The schemes will deliver enhanced waiting environments for passengers with improved shelter, lighting, CCTV coverage and seating, improved level boarding, better passenger information and real-time displays, passenger help points, improved emergency evacuation facilities and better directional signage between the stations. Accessibility of the bus stations will be improved and this will ensure users can benefit from the provision of low-floor vehicles on many of the services operating in the Borough.
Contribution:	Encourages modal shift to sustainable transport and contributes to reducing congestion. Up-grading the bus stations at Halton Lea will improve accessibility for users and benefit particularly disabled and vulnerable users.
Community Strategy Objectives <i>(see Appendix D)</i>	Urban Renewal: A, B & D, Safer Halton: C
Progress:	Improvements at Halton Lea North Bus Station were made in 2007 using LTP funding. The main works focused on upgrading the existing glass canopy structure at the station and providing enhanced waiting facilities. Further improvements at Halton Lea South Bus Station are currently being examined as part of the Mersey Gateway Sustainable Transport Strategy, to be delivered between 2011/12 and 2013/14.



<b>Action 10 - Up-grade Runcorn High Street bus station</b>					
Target Date:	March 2010				
Background:	Phase I of a programme of improvements for Runcorn High Street bus station was completed at the end of LTP1 in 2005/06. Phase II of the Runcorn High Street bus station improvements are planned for 2009/10 and will include improvements to waiting facilities, installation of passenger help points and better pedestrian links between the bus station and town centre. The current layout of Runcorn High Street bus station and adjacent traffic circulation creates a barrier to pedestrian access and the planned improvements will greatly increase its accessibility.				
Contribution:	Encourages modal shift to sustainable transport and contributes to reducing congestion. Up-grading the bus station at Runcorn High Street will improve accessibility for users and benefit particularly disabled and vulnerable users.				
Community Strategy Objectives (see Appendix D)	Urban Renewal: A, B & D, Safer Halton: C				
Progress:	HBC is currently finalising a major regeneration strategy for Runcorn Old Town as part of the Mersey Gateway project. Included in the strategy are improvements to the design of the bus station and its connectivity to the rest of the town centre. Implementation of the Mersey Gateway Regeneration Strategy will commence in 2016.				



<b>Action 11 - Up-grade Widnes Green Oaks bus station.</b>					
Target Date:	March 2010				
Background:	The Council and its partners are planning to make further improvements to passenger facilities at Green Oaks bus station; these include providing better shelters and seating, new electronic information and ticketing machines and installation of passenger help points. The improvements will make the bus station easier and more pleasant to use and will increase the accessibility of both the local bus network and the Green Oaks area.				
Contribution:	Encourages modal shift to sustainable transport and contributes to reducing congestion. Up-grading the bus station at Widnes Green Oaks will improve accessibility for users and benefit particularly disabled and vulnerable users				
Community Strategy Objectives (see Appendix D)	Urban Renewal: A, B & D, Safer Halton: C				
Progress:	On track for meeting target date of March 2010.				

<b>Action 12 - Commence purchase of accessible mini-buses</b>					
Target Date:	April 2007				





Background:	Studies undertaken for Halton's Access Plan identified a number of weak links in the bus network that result in some areas having poor accessibility. The Council is seeking to address these weaknesses by reviewing the subsidised bus network but recognises that there is a limit to what can be achieved. LTP2 therefore proposed the purchase of a fleet of low-floor buses that would be made available to community-based operators in order to improve accessibility.
Contribution:	Encourages modal shift to sustainable transport and contributes to reducing congestion. Improves accessibility for selected areas identified in Halton's Action Plan.
Community Strategy Objectives (see Appendix D)	Healthy Halton: E, Urban Renewal: D, Children & Young People: C
Progress:	Using LTP funding, HBC has purchased 11 new low floor buses to be operated by both Halton Community Transport and HBC fleet as part of the new combined 'Door2Door' service.





<b>Action 13 - Extend Real Time bus information scheme</b>					
Target Date:	April 2010				
Background:	LTP2 proposed a review of the trial real time information scheme currently in operation at selected stops in the Borough and suggested that opportunities to rollout the real time scheme across the network should be explored.				
Contribution:	Encourages modal shift to sustainable transport and contributes to reducing congestion. Improves accessibility of bus timetable information and reassures vulnerable users				
Community Strategy Objectives (see Appendix D)	Urban Renewal: A & D, Safer Halton: C				
Progress:	Additional on-street real time passenger information units have been installed as part of the North Widnes "Kickstart" scheme and are now fully operational. Revenue costs for running and maintenance are obstacles that needs to overcome before further expansion of the scheme can take place.				

<b>Action 14 - Promote travel awareness and smarter travel choices</b>					
Target Date:	On-going				
Background:	Travel awareness and smarter travel choices seek to influence people's behaviour towards more sustainable travel options. The techniques involved can include travel planning for individuals, schools and workplaces, improving public transport, marketing services, supporting car share and car club schemes and encouraging teleworking. LTP2 proposed that promoting travel awareness and smarter choices would be achieved through developing Halton's Neighbourhood Travel Team (NTT) into a Mobility Management organisation. Promoting travel awareness and smarter choices increases the range of travel options available, increases people's awareness of what is on offer and enables people to use services that were previously inaccessible to them.				
Contribution:	Encourages modal shift to sustainable transport and contributes to reducing congestion. Promoting travel awareness and smarter choices can have a major impact on accessibility for individuals				



Community Strategy Objectives (see Appendix D)	Healthy Halton: C & E, Urban Renewal: D, Children & Young People: C, Employment Learning & Skills: C
Progress:	<p>The Neighbourhood Travel Team (NTT) took on a mobility management role in addition to its social inclusion objectives as part of the Best Value Review restructure in April 2006. The NTT supports organisations in developing and implementing Travel Plans to help their staff use alternative methods of transport i.e. public transport, cycling, walking and car sharing.</p> <p>The NTT administers Halton's car sharing database <a href="http://www.haltonjourneysshare.com">www.haltonjourneysshare.com</a> and provides free 'Personalised Journey Plan' advice for public transport, walking and cycling. The Team produces travel and transport leaflets and area specific information to support those who work, live and visit the Borough. A cycle map is produced and updated annually; 10,000 copies of the map were distributed in 2007. Cycling is promoted throughout the Borough as part of 'National Bike Week' held in June and every September a campaign is run to promote European Mobility Week and Car Free Day.</p> <p>HBC has implemented a robust staff travel plan 'On the Move' in order to lead by example and be a beacon for other organisations in the Borough. During the last two years, HBC has introduced a business cycle mileage policy, piloted a pool bike scheme, set up a staff Bicycle User Group (BUG) and increased cycle changing and parking facilities. In addition HBC has implemented a 'guaranteed ride home' policy to support staff car sharing and has run promotions to encourage public transport and walking.</p> <p>The 'Smarter Choices' agenda has a strong reliance on marketing, promotion and 'individualised travel marketing', which is personnel intensive and relies on revenue rather than capital spending. This is at odds with the LTP focus on capital spending. In addition to the need for greater and more sustainable revenue funding, more stringent planning conditions and enforcement would assist the Team in ensuring that developers fulfil their ongoing travel plan commitments.</p>

<b>Action 15 - Extend role of Neighbourhood Travel Team</b>					
Target Date:	April 2006				
Background:	<p>The main objective of mobility management is to reduce the number, length and need for private vehicle trips through supporting trip planning and encouraging a shift towards sustainable modes such as public transport, cycling and walking. The Neighbourhood Travel Team (NTT) was initially set up during LTP1 to tackle transport barriers and improve accessibility for local communities by working with individuals, organisations and service providers. LTP2 proposed to build on the success of the NTT by incorporating it into a mobility management organisation and expanding the range of services on offer. Several of the services now offered by the team concentrate on improving individuals' knowledge of transport options and making transport services accessible to them.</p>				
Contribution:	Encourages modal shift to sustainable transport and contributes to reducing congestion.				
Community Strategy Objectives (see Appendix D)	Healthy Halton: C & E, Urban Renewal: D, Children & Young People: C, Employment Learning & Skills: C				


Progress:	<p>During 2006/07, the Neighbourhood Travel Team (NTT) took on the role of Mobility Management and an increased range of services was developed to overcome transport barriers and encouraging modal shift. The NTT offers; free personalised journey planning (including information on public transport, cycling, walking and car sharing) for residents; up-to-date travel and transport advice to community groups; help with the development and implementation of workplace travel plans; and 'Independent Travel Training' for children and adults with learning difficulties, disabilities and those who lack the skills and confidence to use public transport. The team promotes and administers the 'Links2Work' initiative to help residents in the Borough access employment where public transport isn't available. The NTT publicises and promotes the public transport network and other sustainable modes as well as the socially necessary transport provided by HBC and partners. A dedicated Publicity and Marketing Officer ensures that sustainable modes of transport are promoted and that accurate, up-to-date, and easy to understand information is available to residents. The role includes ensuring that bus service changes and new services are publicised throughout the community and that the 'Travel &amp; Transport' section of the HBC website <a href="http://www.halton.gov.uk/transport">www.halton.gov.uk/transport</a> is maintained. Regular information leaflets are also produced and these include area specific leaflets, the Halton Travel Guide and Map and company travel plan leaflets.</p>
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<b>Action 16 - Support Merseyside's proposal to re-open Halton Curve</b>					
Target Date:	On-going				
Background:	<p>The Halton Curve connects the Chester-Warrington rail line with the Liverpool Branch of the West Coast Mainline (WCML). Passenger services on the curve were withdrawn in the mid-1970s and the track infrastructure has been only partially retained for limited use as a diversionary route. The proposed scheme combines reinstatement of points at Halton and Frodsham junctions with some upgrades to the track and would enable provision of new local passenger and freight services. Passenger services would call at Liverpool South Parkway and create an important link to Liverpool John Lennon Airport (LJLA). The re-opened curve could also provide for future development of a new station in Halton at Beechwood, which in addition to providing for local trips, could be developed as a Park-and-Ride facility for Merseyside. The Halton Curve is located within Halton borough but the main benefits from reopening the line will be felt in Merseyside. Merseytravel has therefore taken on responsibility for promoting the scheme working on behalf of the partnership of local authorities.</p>				
Contribution:	<p>Encourages modal shift to sustainable transport and contributes to reducing congestion. Increased accessibility to south Liverpool and Liverpool John Lennon Airport (LJLA) from Runcorn, associated parishes and the surrounding area of north Cheshire. Increase potential for transfer of freight movements from road to rail.</p>				
Community Strategy Objectives <i>(see Appendix D)</i>	<p>Urban Renewal: A, C, D &amp; E, Employment Learning &amp; Skills: C, Safer Halton: C</p>				

Progress:	Network Rail has produced an Options Report (GRIP stage 3) examining 8 options for the Halton Curve. All 8 options provide passive provision for a new station at Beechwood. The Options Report recommends Option 2 which provides a single bi-directional line, however further work is also being undertaken to explore whether adding a passing-loop to the single line would enable increased future use. Timing work is being progressed through the North Wales Route Utilisation Strategy (RUS) and results are not yet available but it is thought that the options would allow an hourly service on the Halton curve. Work on Outline Design (GRIP stage 4) has been commissioned by Merseytravel and should be completed by the end of 2008/9.
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<b>Action 17 - Establish a Parking Partnership</b>					
Target Date:	April 2007				
Background:	Control of the number of parking spaces available and management of those spaces are measures that can be used to limit the demand for travel and encourage the use of alternative transport services. Within Halton, the majority of off-street parking in the Borough is not in Council ownership and so requires a partnership to be established between the council and parking owners. During LTP1 the Council pursued a free-to-user car parking strategy and this has initially continued into LTP2. However, the Strategic Environmental Assessment (SEA) prepared for LTP2 identified a need to strengthen demand management measures including parking control and this combined with changes in the Borough has placed increased pressure on the need to establish a parking partnership. When LTP2 was first produced, a major review of parking in Runcorn was underway and it was reported that the results of the review would be used to inform policy and encourage the establishment of a parking partnership. A similar parking review is now proposed for Halton Lea and Widnes. The results of the study will inform the Council in considering the introduction of civil enforcement to help control on-street parking in conjunction with control of off-street parking through a parking partnership. In addition, 2008 will see the first instance of parking charges being introduced in the Borough. The charge is being levied by the management of the Windmill Centre in Widnes, as a temporary measure to control demand for parking and deter long-stay parking by non-shoppers, whilst redevelopment of the Centre takes place. Through the planning process, Halton currently places limits on the number of parking spaces allowed at new developments based on standards in the Regional Planning Guidance (RPG13) and Halton's saved policies of the Unitary Development Plan (UDP). Officers from the Council have also taken part in consultation on parking standards proposed in the emerging Regional Spatial Strategy (RSS).				
Contribution:	Control of parking can limit demand for travel and encourage the use of alternative transport services. Balanced parking control is a major part of ensuring accessibility to town centres and contributes to reducing congestion.				
Community Strategy Objectives (see Appendix D)	Urban Renewal: A, B, C, D & E, Employment Learning & Skills: C, Safer Halton: C				



Progress:	Work during the first two years of LTP2 has focussed on studies that will support the development of parking management strategies and the parking partnership. The Runcorn Old Town Parking and Access study was recently completed by the consultants, MIS Mott Macdonald, and shows that, although there is currently sufficient overall parking supply, there are problems with the proportion of long stay parkers in central car parks. The Council has commissioned additional parking studies for Widnes town centre and Halton Lea shopping centre. To ensure a consistent approach, a preferred parking management option for all three centres will be chosen only once these additional studies have been completed. A key objective of the studies is to provide the necessary data and analysis to allow informed consideration of whether Civil Parking Enforcement throughout Halton is feasible.
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<b>Action 18 - Undertake a review of the appropriateness of introducing road user charging on the SJB alone should the development of the Mersey Gateway be delayed or not proceed.</b>				
Target Date:	December 2007			
Background:	The Mersey Gateway scheme to tackle congestion at the SJB pinch-point is set in the context of applying a user charge (toll) on both crossings. In addition to generating the investment required to deliver the new bridge, the tolling regime will assist in managing demand so that free-flow traffic conditions are maintained as well as encouraging increased use of sustainable travel. LTP2 proposed to review the appropriateness of introducing a toll on the SJB in advance of the Mersey Gateway as a means to tackle congestion on the existing crossing.			
Contribution:	Demand management seeks to control demand for travel, encourages modal shift to more sustainable transport and contributes to reducing congestion.			
Community Strategy Objectives (see Appendix D)	Urban Renewal: A & D			
Progress:	Advice from an eminent Queen's Counsel barrister (QC) has indicated that there are legal and procedural obstacles to tolling the SJB in advance of the Mersey Gateway. The focus will therefore remain on tolling both crossings on completion and opening of the Mersey Gateway.			

<b>Action 19 - Ensure new developments support sustainable travel initiatives</b>				
Target Date:	On-going			
Background:	The strategy for tackling congestion set out in LTP2 pledged that new developments and regeneration initiatives developed through the planning process would be designed to both minimise the need to travel and support sustainable transport measures.			
Contribution:	Demand management measure seeking to limit demand for travel, improve accessibility, encourage modal shift to more sustainable transport and contribute to reducing congestion.			
Community Strategy Objectives (see Appendix D)	Healthy Halton: C, Urban Renewal: A, B, C, D & E, Children & Young People: B, Safer Halton: C			

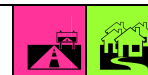


Progress:	A number of large developments have passed through the planning process during 2006/7 and 2007/8. The Council has been successful in securing contributions towards a range of measures that help limit demand for travel, improve accessibility and encourage modal shift, in addition to highway capacity improvements to reduce congestion. A summary is provided below:	
		<u>Number of developments</u>
	Travel Plan conditions	9
	Parking for disabled users	7
	Cycle parking	7
	Contributions to highway improvements	5
	Contributions to public transport infrastructure / services	5
	Limited parking provided	4
	Contribution to cycling facilities	4
	Contribution to pedestrian facilities	2
The current Planning Bill makes provision for the introduction of new Community Infrastructure Levy (CIL). The CIL will be a standard charge decided by designated charging authorities and levied by them on new development. The existing legislative framework of planning obligations will continue to provide an alternative means of securing developer contributions but in the future, Halton may wish to consider moving towards introducing a CIL.		

<b>Action 20 - Provide support for proposals to extend Merseytram into Halton</b>					
Target Date:	On-going.				
Background:	Halton is supportive of Merseytravel's proposals to construct the Merseytram light rail system that could potentially be extended into Halton. Merseyside's LTP2 originally included proposals for the construction of Merseytram Line 1 (Liverpool to Kirkby corridor) but a subsequent withdrawal of government funding means that construction of the line was unlikely to take place during the lifespan of LTP2. An Addendum Report to Merseyside LTP2 was created which proposed an alternative Integrated Corridor Management (ICM) or 'red route' solution for Merseytram Line 1. The ICM solution involves the use of conventional buses with high quality bus priority and red route enforcement combined with acceleration of existing core elements of the Merseyside LTP2 programme. Merseytravel remain fully committed to the Merseytram project and Halton supports their aspiration to revive the scheme.				
Contribution:	Improves accessibility and encourages modal shift to sustainable transport which contributes to reducing congestion.				
Community Strategy Objectives (see Appendix D)	Urban Renewal: A, C, D & E, Employment Learning & Skills: C, Safer Halton: C				
Progress:	Halton will continue to be supportive of the Merseytram proposal and ICM schemes proposed by Merseytravel.				


<b>Action 21 - Seek support from European and national funding programmes to assist in the delivery of schemes and initiatives that address the problems of congestion.</b>				
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Target Date:	On-going.
Background:	The main source of European funding is the European Regional Development Fund (ERDF) which was set up in 1975 to stimulate economic development in less prosperous regions of the European Union (EU). Halton has benefited from ERDF programme 2000-2006 through Objective 2 funding designed to support economic and social conversion of areas that face structural difficulties. The next round of ERDF funding (2007-13) will provide £521m for the North West through the Regional Competitiveness and Employment Programme with some funding ring-fenced for Merseyside, excluding Halton, as part of a phasing-in programme for former Objective 1 areas. Match funding for ERDF is usually drawn from Regional Development Agencies (RDAs), local authorities, private sector, government schemes and other public bodies.
Contribution:	Support for schemes that tackle congestion through improving infrastructure and encouraging modal shift to sustainable transport.
Community Strategy Objectives (see Appendix D)	Urban Renewal: A, B, C, D & E, Employment Learning & Skills: C, Safer Halton: C
Progress:	Halton has been successful in securing funding from the ERDF North West Objective 2 programme (Priority Measure 3.3 'Connecting with Communities in need') for the Widnes Waterfront EDZ Sustainable Transport Project. Additional funding for this project, including monies to match the ERDF funding, has been secured from the North West Development Agency (NWD). In 2006/7 £39,353 capital funding and £5,236 revenue funding was received from ERDF/NWDA and in 2007/8 £131,342 capital funding and £18,402 revenue funding was received from ERDF/NWDA. Funding has also been secured for capacity improvement projects at Watkinson Way Gyratory (NWD / Developer contributions and LTP monies) and A558/A56 junction improvements (ERDF / Developer contributions and LTP monies). Through the remaining years of LTP2, Halton will continue to seek to secure ERDF funding for relevant transport projects.

**Action 22 - Continue to develop and implement the Public Rights of Way (PRoW) and Greenway networks.**



Target Date:	Ongoing
Background:	Public Rights of Way (PRoW) and Greenways provide traffic-free transport links for walkers, cyclists and horse riders and are vital to accessibility for these users. In October 2007, section 69 of the Countryside and Rights of Way Act 2000 came into force and it is hoped that this new piece of legislation will help to improve the accessibility of the footpath and bridleway network to people with mobility problems. Under LTP2, Halton pledged to continue to develop, improve and promote the PRoW and Greenway networks to meet identified needs of users and potential users.
Contribution:	PRoW and Greenway networks are essential to secure accessibility for walkers, cyclists and horse riders. Encourages modal shift to sustainable transport which contributes to reducing congestion.
Community Strategy Objectives (see Appendix D)	Healthy Halton: C & E, Urban Renewal: D, Children and Young People: A Safer Halton: C


Progress:	<p>During 2006/07 and 2007/8, the following schemes were undertaken:</p> <p>Malpas Rd to Heath Rd, Runcorn footpath No. 21 &amp; Sutton footpath No. 6 – Scheme included widening and reconstruction of the right of way between the railway boundary and the school/residential boundary and the provision of fencing to the school boundary to reduce anti-social activities. The path is approx 700 metres long and is now physically capable of accommodating cyclists. A cycle track order for the path is currently being prepared.</p> <p>Widnes footpath No.4 – Reconstruction to full width. Footpath runs for 200 metres between Coroner’s Lane and Wedgewood Drive, adjacent to the west side of St Lukes Church and provides a ‘Safer Route to School’ link for Lunts Heath Primary School.</p> <p>South of Arley Drive, Widnes – This is an ongoing Greenway scheme that uses an independent footway to provide an East/West corridor from Hough Green Station. The scheme includes reconstruction of footway to provide wide path (3-5m wide) with tarmac surface, improvements to differences in levels and drainage, and construction of 5 dropped crossings with tactile pavers.</p> <p>Dundalk Road to Green Lane, Widnes footpaths No.44 &amp; No.49 – Reconstruction of two sections of footpath totalling 220 metres and provision of new street furniture. The footpaths provide a link between Ditton Youth &amp; Community Centre, Ditton County Nursery, Chestnut Lodge Primary School, Ditton Primary School and Ashley School.</p> <p>Stuart Road, Runcorn. Provision of a new 1.8 metre wide footway approximately 170 metres long, linking Christleton Court to Sarus Court.</p>
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<b>Action 23 - Implement the Identified Improvement Plan within the Access Plan</b>					
Target Date:	On-going				





Background:	<p>Halton's Access Plan sets out improvement plans for the medium-long term under three headings: Healthy Halton, Employment Learning and Skills and Safer Halton. In addition, a detailed implementation plan was established for the short term (2006/07-2007/08). The detailed plan included the following recommended actions:</p> <p><b>A1</b>-Provide a single integrated booking centre for all accessible transport services in the Borough.</p> <p><b>A2</b>-Continue to provide core funding to Halton Community Transport (HCT) for providing 'Women's Safe Transport' and 'Dial-a-Ride' services, continue to operate and improve the 'Hospital Link' service, improve co-ordination between services and better marketing of services.</p> <p><b>A3</b>-Investigate the introduction of a single, easily identifiable branding for accessible services, improve marketing of services through partnership agencies, increase and standardise the hours of operation for accessible services within the Borough.</p> <p><b>A4</b>-Provide Halton Community Transport (HCT) with 'gap funding' to purchase a fleet of new low-floor minibuses.</p> <p><b>A5</b>-Continue to operate 'Job Link' service as part of initiative A1 and introduce user charges in line with other accessible services.</p> <p><b>A6</b>-Sign formal Quality Bus Partnership Agreements with bus companies covering key routes, refocus bus service subsidies to introduce three year 'pump priming' funding for new services and appoint a dedicated 'Network Development Officer' within the Transport Co-ordination Team.</p> <p><b>A7</b>-Develop a clear policy of facilities to be provided at bus stations and interchanges, upgrade Halton Lea North and South bus stations and provide better pedestrian connections, implement improvements at Runcorn Bus Station, develop a Public Transport Interchange Strategy to identify key sites, facilities and set standards of maintenance.</p> <p><b>A9</b>-Introduce variant of 'Halton Hopper' voluntary operator ticket for learners and make available to learners undertaking work based learning courses.</p> <p><b>A10</b>-Further improve the operation and attractiveness of Runcorn Busway, measures to be determined.</p> <p><b>A11</b>-Develop integrated improvement programmes of the following key corridors: Halebank-Ditton-Widnes, Halton Lea-Grangeway-Runcorn and Widnes Station – Runcorn Station.</p> <p><b>A12</b>-Improve the 'trial' Heath Link Flyer shuttle bus service (Runcorn Town Centre to the Heath Business Park).</p>
Contribution:	Implementing the improvement plans from the Access Plan will improve accessibility for people living, working and visiting the Borough.
Community Strategy Objectives (see Appendix D)	Healthy Halton: E, Urban Renewal: A & D, Children and Young People: B, Employment Learning and Skills: C, A Safer Halton: C
Progress:	<p>Good progress has been made with this improvement theme: -</p> <ul style="list-style-type: none"> <li>• HBC has purchased a new fleet of 11 low floor buses to be jointly operated by HCT and HBC as part of the new "Door 2 Door" service;</li> <li>• New "state of the art" centralised passenger booking and vehicle scheduling software has been installed and is now operational; and</li> <li>• The new " Door 2 Door" service to be launched in September 2008 will incorporate all existing accessible travel schemes and provide further travel opportunities for other socially excluded communities.</li> </ul>


<b>Action 24 - Continue with and develop the rolling programme of Local Safety Schemes</b>																													
Target Date:	On-going																												
Background:	Local safety schemes are implemented by Local Authorities to address road safety issues. Schemes can involve a variety of measures; some are relatively simple such as adding new road markings and signs while others such as changing the layout or geometry of a junction are more complex. The primary purpose of a Local Safety scheme is to reduce casualties at a site, route or area but schemes often produce additional benefits as a result of improving the road environment																												
Contribution:	Contributes directly to Safer Roads.																												
Community Strategy Objectives (see Appendix D)	Healthy Halton: C, Children and Young People: B, Safer Halton: C																												
Progress:	<p>Works schedules for each year are determined in the spring once the previous year road traffic accident data is made available. This process will continue over the remaining years of LTP2.</p> <p>Schemes completed in 2006/07:</p> <table> <tr> <td>Halton Road Safety Scheme,</td> <td>£5,415</td> </tr> <tr> <td>Halton Brook Avenue Signing, Lining and Marking,</td> <td>£9,008</td> </tr> <tr> <td>Astmoor Traffic Calming,</td> <td>£15,341</td> </tr> <tr> <td>Speke Road On-Slip Markings,</td> <td>£9,501</td> </tr> <tr> <td>Central Expressway Signing,</td> <td>£10,065</td> </tr> </table> <p>Plus a wide range of minor works targeted to achieve casualty reductions, to the budget total allocated.</p> <p>Schemes completed in 2007/08:</p> <table> <tr> <td>Hallwood Park Link Road slip off Southern Expressway,</td> <td>£8,845</td> </tr> <tr> <td>Kingsway Buildout,</td> <td>£5,307</td> </tr> <tr> <td>Halton Village Traffic Calming,</td> <td>£15,341</td> </tr> <tr> <td>Speke Road On Slip Markings,</td> <td>£15,003</td> </tr> </table> <p>Plus a wide range of minor works targeted to achieve casualty reductions, to the budget total allocated.</p> <p>Schemes for 2008/09:</p> <table> <tr> <td>High Street Runcorn,</td> <td>In design</td> </tr> <tr> <td>A56 Chester Road, Whitehouse,</td> <td>In design</td> </tr> <tr> <td>Hale Road, Hale,</td> <td>In design</td> </tr> </table>					Halton Road Safety Scheme,	£5,415	Halton Brook Avenue Signing, Lining and Marking,	£9,008	Astmoor Traffic Calming,	£15,341	Speke Road On-Slip Markings,	£9,501	Central Expressway Signing,	£10,065	Hallwood Park Link Road slip off Southern Expressway,	£8,845	Kingsway Buildout,	£5,307	Halton Village Traffic Calming,	£15,341	Speke Road On Slip Markings,	£15,003	High Street Runcorn,	In design	A56 Chester Road, Whitehouse,	In design	Hale Road, Hale,	In design
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A56 Chester Road, Whitehouse,	In design																												
Hale Road, Hale,	In design																												

<b>Action 25 - Continue with and develop the role of Road Safety, Education, Training and Publicity</b>					
Target Date:	On-going				


Background:	Road Safety, Education and Training (RSE&T) makes a significant contribution towards the prevention of accidents and is increasingly important in tackling casualty reduction where there is difficulty in identifying 'hotspot' locations suitable for conventional engineering measures. Monitoring using accident cluster and route analysis techniques has shown that 'hotspots' within Halton are declining and in LTP2 it was proposed that road safety work would be refocused to give greater emphasis on the role of RSE&T. RSE&T within Halton has a strong emphasis on working in partnership with other agencies; Halton's Crucial Crew events are delivered by the Road Safety Unit working in partnership with Halton Stobart Stadium, Cheshire Fire and Rescue, Cheshire Police and Halton & St Helens Primary Care Trust. Halton is an active member of the Cheshire Safer Roads Partnership (CSRP) and has introduced a number of initiatives through the partnership; these are described in more detail in the case study in Section 4: Safer Roads.
Contribution:	Contributes directly to Safer Roads.
Community Strategy Objectives (see Appendix D)	Healthy Halton: C, Children and Young People: B, Safer Halton: C
Progress:	RSE&T is continuing to progress well and has been integrated into the national curriculum requirements across a range of subjects. A crash investigation pack is currently being developed which will firmly embed the new functional curriculum requirements for Physics, Maths and ICT (Information and Communication Technology) at both GCSE and A-Level. The pack involves students investigating real crash situations. The school curriculum work is enhanced with regular road safety interventions/resources throughout the 4 main key stage areas. However, Halton has identified a need to develop a road safety curriculum for young drivers who are not in mainstream education and this will form part of the RSE& T work for the remaining years of LTP2.


<b>Action 26 - Assess and review speed limits on all roads and Traffic Regulation Orders outside schools</b>		
Target Date:	On-going	
Background:	The Transport Act 2000 included an undertaking that the Government would look at introducing a possible formal 'hierarchy' of different speed limits for different types of rural road according to their function. It was subsequently shown that a formal 'hierarchy' would be too difficult and expensive to implement but a commitment was made to develop a speed assessment framework as a tool to assist highway authorities in deciding what is an appropriate speed limit for single carriageway rural roads. Guidance released by the Department for Transport (DfT) in August 2006 set out the framework and encouraged Local Authorities to apply the framework. LTP2 pledged that Halton would review the speed limits on all A and B roads in accordance with Government requirements.	
Contribution:	Contributes directly to Safer Roads. Reduction of speed limits on A class roads, particularly rural roads will lead to a reduction in the number of people killed and seriously injured.	
Community Strategy Objectives (see Appendix D)	Healthy Halton: C, Children and Young People: B, Safer Halton: C	
Progress:	Cheshire Safer Roads Partnership (CSRP) has begun the process of reviewing the appropriateness of the current speed limit on all A and B roads within Cheshire, Halton and Warrington. This work will be completed by 2011.	

<b>Action 27 - Extend the role of the Cheshire Area Strategic Safety Partnership to strategically manage safety cameras in Cheshire, in conjunction with a wide range of other road safety measures</b>		
Target Date:	July 2006	
Background:	From April 2007, the management and operation of safety cameras has been integrated with each highway authority's road safety strategy and funded via grants allocated as part of LTP2. Authorities have been encouraged to fund a wider range of safety initiatives to complement the use of safety cameras. Halton's LTP2 proposed that the remit of an existing strategic safety partnership (Cheshire Area Strategic Road Safety Partnership, CASRSP) would be extended to manage safety cameras and be re-titled Cheshire Safer Roads Partnership (CSRP). CSRP proposed to undertake a review of camera enforcement and develop a programme of road safety measures providing an appropriate balance between enforcement activity and road safety interventions.	
Contribution:	Contributes directly to Safer Roads.	
Community Strategy Objectives (see Appendix D)	Healthy Halton: C, Children and Young People: B, Safer Halton: C	
Progress:	CASRSP has been subsequently transformed into the Cheshire Safer Roads Partnership (CSRP). In addition to an annual programme of speed and red light camera enforcement, the partnership has introduced a range of road safety initiatives. Current initiatives include undertaking a speed limit review on all A and B roads; working with new partners such as Connexions to identify at-risk drivers; working with peer review groups to shape messages and tactics; and a grant programme to fund work on local issues. Halton is an active member of the Cheshire Safer Roads Partnership (CSRP) and has introduced a number of initiatives through the partnership; these are described in more detail in the case study in Section 4: Safer Roads.	


<b>Action 28 - Introduce a Community Speed Watch Initiative on a trial basis</b>		
Target Date:	April 2006	
Background:	Community Speed Watch schemes enable trained representatives from local organisations to use hand-held traffic speed measurement instruments to monitor traffic speeds in their communities and pass information on speeders to the Police. LTP2 reported that two trial schemes would be introduced in the villages of Moore and Hale.	
Contribution:	Contributes directly to Safer Roads.	
Community Strategy Objectives (see Appendix D)	Healthy Halton: C, Children and Young People: B, Safer Halton: C	


Progress:	Community Speed Watch schemes have been started with trained volunteers in Hale Village, Moore Village and Preston Brook. Due to volunteers dropping out of the program the Hale scheme has been abandoned completely; the Moore scheme is close to being abandoned and is currently suspended; and the Preston Brook scheme is faltering. A small number of residents have expressed an interest in starting a project in Farnworth but insufficient volunteers have come forward to participate. These are disappointing results given the high levels of support, equipment and training invested in the initiatives to date.
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<b>Action 29 - Undertake formal Child Safety Audits as appropriate</b>				
Target Date:	On-going.			
Background:	The DfT Road Safety Strategy 'Tomorrow's Roads – Safer for Everyone' (2003) required local authorities to undertake a Child Safety Audit. The audit identifies child road safety problems within an authority's area and proposes strategies to address them. Information collected in the Child Safety Audit includes location, road user type, age, sex and severity of child casualties and relevant information on school travel plans; 'Safer Routes to School'; school crossing patrols; levels of walking and cycling to schools; plans to improve pedestrian and cycle networks; and plans for 20mph zones. Child Safety Audits are sometimes confused with engineering Road Safety Audits (audits carried out on highway improvement and construction schemes at different stages of the project to ensure the scheme does not build-in road safety hazards).			
Contribution:	Contributes directly to Safer Roads.			
Community Strategy Objectives (see Appendix D)	Healthy Halton: C, Children and Young People: B, Safer Halton: C			
Progress:	A Child Safety Audit for Halton was completed during the period covered by LTP1 and informed the development of road safety initiatives and schemes. Halton continues to monitor child accident/casualty data and develop road safety strategies, Local Safety Schemes and Roads Safety Education Training and Publicity (RSET&P) addressing child safety issues. A recent study of 2007 CKSI accident data to identify causation factors found no common factor that could be addressed.			


<b>Action 30 - Monitor collisions and check for links with deprivation</b>				
Target Date:	On-going.			
Background:	National studies have shown that members of poorer communities are more likely to become road casualties and local authorities are encouraged to monitor casualty statistics to identify links with deprivation. Guidance issued by the Department for Transport on 'Tackling the road safety implications of disadvantage' (Jan 2006) stressed the importance of monitoring, stating that it is important for local authorities to investigate whether they have a road safety problem relating to disadvantage. In Halton, an initial analysis of accidents in deprived areas undertaken in 2004 failed to establish a clear link between casualty rates and deprivation levels in communities. A subsequent examination of casualty rates and the smaller Super Output Areas (SOA) showed a possible link but concluded that SOAs were too small an area on which to target Road Safety, Education and Training.			


Contribution:	Contributes directly to Safer Roads.
Community Strategy Objectives (see Appendix D)	Healthy Halton: C, Children and Young People: B, Safer Halton: C
Progress:	Police road traffic collision data is continuously monitored to ascertain incident patterns and priority areas. To date there has been no further study of the links between deprivation and road traffic collisions since those carried out in the preparation of LTP2.

<b>Action 31 - Continue to progress Kerbcraft initiative</b>					
Target Date:	On-going (subject to funding)				
Background:	Kerbcraft is a programme designed to teach pedestrian skills using practical roadside training to children aged from 5 to 9 years old. Children are taught by trained volunteers near their schools and the programme focuses on hazard awareness and pedestrian ability. The Kerbcraft initiative was originally introduced as a national pilot scheme (2002 to 2004). Within Halton the Kerbcraft proved successful and LTP2 reported that Halton Borough Council intended to continue with the initiative.				
Contribution:	Contributes directly to Safer Roads.				
Community Strategy Objectives (see Appendix D)	Healthy Halton: C, Children and Young People: B, Safer Halton: C				
Progress:	Final funding from Government for the Kerbcraft programme ended in March 2007. Without dedicated revenue funding, it was not possible to continue the Kerbcraft initiative in Halton, however the Council continues to successfully deliver a shorter child pedestrian training scheme through its Road Safety, Education and Training (RSE&T) work with schools.				

<b>Action 32 - Implement the shared priority 'Tackling Congestion'</b>					
Target Date:	Various.				
Background:	Section 2 of this report set out the actions proposed by Halton to tackle congestion. At the heart of Halton's strategy to tackle congestion are two major projects, the Mersey Gateway scheme, which includes modifications to the Silver Jubilee Bridge (SJB) to provide for sustainable transport, and the SJB 10-year maintenance programme. Other schemes focus on making the best use of existing highway resources and encouraging modal shift to sustainable transport.				
Contribution:	Measures to tackle traffic congestion contribute to 'Tackling Congestion', 'Delivering Accessibility', 'Safer Roads' and 'Better Air Quality'.				
Community Strategy Objectives (see Appendix D)	Healthy Halton: C, Halton's Urban Renewal: A, B & C, Children and Young People: B, Employment Learning and Skills: C, Safer Halton: C				



Progress:	 <p>Progress on tackling congestion has been reported in Section 2 and Appendix C of this report. Actions contributing to 'Tackling Congestion' are indicated by the symbol shown here. The Mersey Gateway project is currently on-track to meet the target date of 2011 for start of construction. Additional PRN maintenance funding has been secured for the SJB for 2008/09 to 2011/12. With regard to the SJB 10-year maintenance programme, Halton Borough Council has submitted a major scheme bid for funding to the Department for Transport and is currently awaiting a decision.</p>
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<b>Action 33- Monitor air quality levels in the Borough and, in particular, pollution hot spots</b>					
Target Date:	On-going.				
Background:	Current air quality monitoring in the Borough concentrates on two main pollutants; nitrogen dioxide (NO <sub>2</sub> ) and particulates (PM <sub>10</sub> ). NO <sub>2</sub> is monitored using a programme of diffusion tube surveys and PM <sub>10</sub> by two particulate monitors. In addition, in response to the first air quality review, a mobile air quality monitoring station was purchased. The mobile monitoring station measures concentrations of NO <sub>2</sub> , PM <sub>10</sub> and sulphur dioxide. The mobile station is used to measure background concentrations, calibrate NO <sub>2</sub> diffusion tubes and monitor 'hotspot' locations.				
Contribution:	Monitoring air quality contributes towards delivering 'Better Air Quality'.				
Community Strategy Objectives <i>(see Appendix D)</i>	Healthy Halton: C, Halton's Urban Renewal: E, Children and Young People: B				
Progress:	Air Quality monitoring undertaken in 2006/07 indicated that Air Quality Objectives may be at risk of being exceeded in the future at some key locations. Halton Borough Council has been successful in securing funding to purchase new air quality monitoring equipment; this will enable more detail monitoring of air quality and a fuller understanding of issues involved.				

## **APPENDIX D: A COMMUNITY STRATEGY FOR HALTON BOROUGH COUNCIL – KEY OBJECTIVES**

<b>A HEALTHY HALTON</b>	
<b>A</b>	To understand fully the causes of ill health in Halton and act together to improve the overall health and well-being of local people.
<b>B</b>	To lay firm foundations for a healthy start in life and support those most in need in the community by maximising and promoting autonomy.
<b>C</b>	To promote a healthy living environment and lifestyles to protect the health of the public, sustain individual good health and well-being and help prevent and efficiently manage illness.
<b>D</b>	To reduce the burden of disease in Halton by concentrating on lowering the rates of cancer and heart disease, mental ill health and diabetes and addressing the health needs of older people.
<b>E</b>	To remove the barriers that disable people and contribute to poor health through insuring that people have ready access to a wide range of social, community and housing service, and cultural and sporting activities that enhance their quality of life.

<b>HALTON'S URBAN RENEWAL</b>	
<b>A</b>	To create and sustain a twenty first century business environment with the required variety and quality of sites, premises and infrastructure that can support high levels of investment and economic growth and increase Halton's competitiveness.
<b>B</b>	To revitalise the town centres to create dynamic, well-designed high quality commercial areas that can continue to meet the needs of local people, investors, businesses and visitors.
<b>C</b>	To support and sustain thriving neighbourhoods and open spaces that meet people's expectations and add to their enjoyment of life.
<b>D</b>	To ensure Halton designs in and maintains high levels of accessibility in places and spaces so that opportunity and need are matched, and provides excellent connectivity to the wider world through transport and ICT links.
<b>E</b>	To enhance, promote and celebrate the quality of the built and natural environment in Halton including tackling the legacy of contamination and dereliction, to further improve the borough's image.

<b>CHILDREN AND YOUNG PEOPLE IN HALTON</b>	
<b>A</b>	To ensure all children and young people in Halton enjoy a healthy lifestyle that helps them to achieve physical and emotional well being.
<b>B</b>	To ensure all children and young people in Halton grow up and thrive in safe environments, communities, homes and families.
<b>C</b>	To ensure all children and young people in Halton participate and enjoy, learning to develop socially and achieving their full potential.
<b>D</b>	To ensure all children and young people in Halton engage in enterprising behaviour, are confident and make positive decisions about their lives and their communities.
<b>E</b>	To ensure all children and young people in Halton have positive futures after school by embracing life long learning, employment opportunities and enjoying a positive standard of living.

<b>EMPLOYMENT, LEARNING AND SKILLS IN HALTON</b>	
<b>A</b>	To foster a culture of enterprise and entrepreneurship and make Halton an ideal place to start and grow economic activity.
<b>B</b>	To develop a culture where learning is valued and raise skill levels throughout the adult population and in the local workforce.
<b>C</b>	To promote and increase the employability of local people and remove any barriers to employment to get more people into work.
<b>D</b>	To develop a strong, diverse, competitive and sustainable knowledge-based local

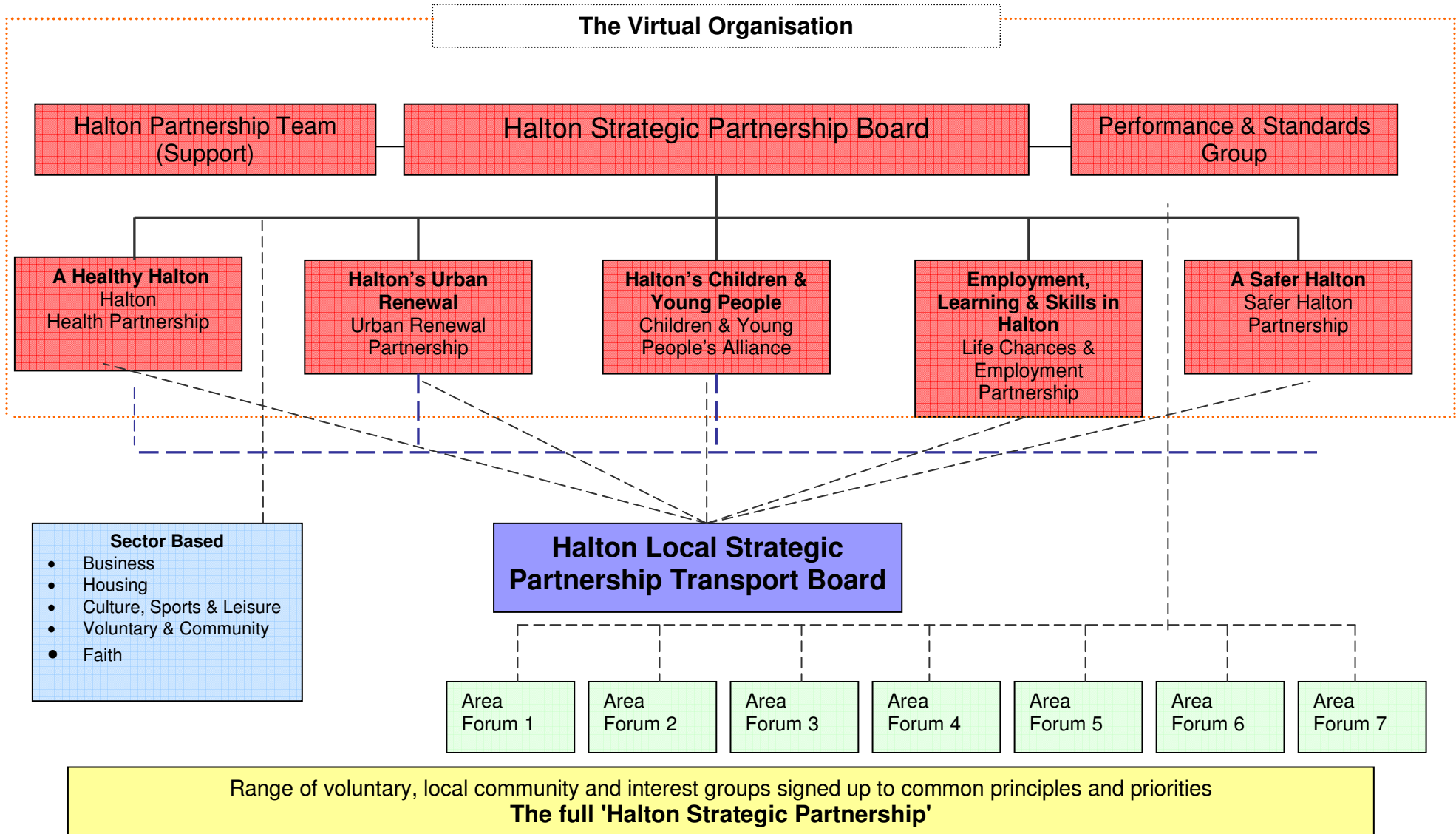


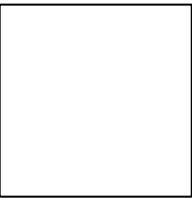
economy.
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<b>A SAFER HALTON</b>	
<b>A</b>	To investigate and tackle the underlying causes of crime and disorder and respond effectively to public concern by reducing crime levels.
<b>B</b>	To improve the understanding of alcohol and drug/substance misuse problems, their impact in Halton, and reduce the harm they cause.
<b>C</b>	To create and sustain better neighbourhoods that are well-designed, well built, well maintained, safe and valued by the people who live in them, reflecting the priorities of residents.
<b>D</b>	To understand and tackle the problem of domestic abuse in all its forms.

Draft

# Halton Strategic Partnership





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*Pull out map showing location of LTP schemes (similar map used previously  
in 2003/04 APR)*