



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

**Wednesday, 13 June 2012 6.30 p.m.
Civic Suite, Town Hall, Runcorn**

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

Chief Executive

BOARD MEMBERSHIP

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

*Please contact Gill Ferguson on 0151 5118059 or e-mail gill.ferguson@halton.gov.uk for further information.
The next meeting of the Board is on Wednesday, 12 September 2012*

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

Part I

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1. MINUTES	
2. DECLARATIONS OF INTERESTS (INCLUDING PARTY WHIP DECLARATIONS)	
Members are reminded of their responsibility to declare any 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: Environment and Urban Renewal Policy & Performance Board

DATE: 13th June 2012

REPORTING OFFICER: Strategic Director, Policy and Resources

SUBJECT: Public Question Time

WARD(s): Borough-wide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDED: That any questions received be dealt with.

3.0 SUPPORTING INFORMATION

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

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

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

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

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

4.0 POLICY IMPLICATIONS

None.

5.0 OTHER IMPLICATIONS

None.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

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

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

6.3 **A Healthy Halton** – none.

6.4 **A Safer Halton** – none.

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

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 13th June 2012

REPORTING OFFICER: Chief Executive

SUBJECT: Executive Board Minutes

WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDATION: That the Minutes be noted.

3.0 POLICY IMPLICATIONS

- 3.1 None.

4.0 OTHER IMPLICATIONS

- 4.1 None.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children and Young People in Halton

None

5.2 Employment, Learning and Skills in Halton

None

5.3 A Healthy Halton

None

5.4 A Safer Halton

None

5.5 Halton's Urban Renewal

None

6.0 RISK ANALYSIS

6.1 None.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

APPENDIX 1

Extract of Executive Board, Executive Board Sub Committee and Mersey Gateway Executive Board relevant to the Environment and Urban Renewal Policy and Performance Board

EXECUTIVE BOARD MEETING HELD ON 1ST MARCH 2012

PHYSICAL ENVIRONMENT PORTFOLIO

EXB108 PORTAS PILOT

The Board considered a report of the Chief Executive on the bid for Runcorn Town Centre to be nominated as a *Portas Pilot* Town Centre.

The Board was advised that in December 2011, the *Portas* Review had made twenty-eight review recommendations, one of which was to form a Town Team to improve town centre locations. It was intended that a Town Team would focus on driving innovation and improvement in the management and development of a strategic and collaborative approach to the way the high street was managed. This would include landlords, retailers, local authorities and local communities.

The report provided details of the application and funding process and the bidding criteria. It was noted that 12 pilot areas would be selected with a maximum allocation of £100,000 per Town Team. Resources would be allocated on a value for money basis, so areas would need to be able to demonstrate the potential for improvement. The closing date for applications was 30 March 2012.

RESOLVED: That the Council submit a bid to Government for Runcorn Town Centre to be made a *Portas Pilot* Town Centre.

Chief
Executive

EXECUTIVE BOARD MEETING HELD ON 29TH MARCH 2012

TRANSPORTATION PORTFOLIO

EXB122 STREET LIGHTING - ENERGY SAVING OPTIONS - KEY DECISION

The Board considered a report of the Strategic Director, Policy and Resources, on energy saving options for street lighting.

The report detailed options to reduce revenue costs for the Council's stock of highway electrical equipment, including street lighting, traffic signals and illuminated traffic signs and bollards. The report contained details of the equipment in place on the highways in Halton, together with information on the supply and costs of energy.

The Board was advised that, due to increasing energy costs for street lighting, action must be taken to minimise future growth in energy consumption. A complete re-assessment of lighting policies, currently included in the Highway Maintenance Strategy, would be needed in order to carry this out. A Street Lighting Policy and Strategy would be prepared and submitted to a future meeting of the Board. However, in order to respond to an immediate need to cut the cost of energy consumption, it was proposed that street lighting be switched off on high speed roads between midnight and 6.00am throughout the year, starting with those sections of road listed in Appendix A.

The report also considered the future lighting provision within the Borough and the options for reducing street lighting costs. This included:

- Adaptive street lighting
- Change switching levels for columns
- Switching off lights for part of the night
- Use of solar panels
- Use of light emitting diodes (LEDs)
- Removal of decorative lighting and
- Removal of high mast lighting on expressways

The Board noted that local authorities were required to advise their energy supplier of their load profile in terms of electricity use. By reducing consumption during the low demand periods of midnight to 6.00am, the authority's average energy tariff could increase considerably, and negate any savings.

Reasons for Decision

In order to achieve budget savings it had been necessary to turn off street lights on high speed roads between midnight

and 6.00am.

Alternative Options Considered and Rejected

A total switch off was considered, but was rejected in order to reduce the impact.

Implementation Date

1 April 2012, subject to all equipment being installed.

RESOLVED: That

- 1) approval be given to the policy to regulate energy consumption by highway electrical equipment, in order to reduce costs and carbon emissions, as set out in item 4 of the report;
- 2) approval be given to turning off street lighting on those high speed roads (over 40mph speed limits), listed in Appendix A attached to the report, between midnight and 6.00am throughout the year and to any potential impacts of this action being monitored;
- 3) the potential options to reduce energy consumption as set out in Appendix C attached to the report, be noted and implemented where appropriate and as resources permit; and
- 4) other potential actions that may be needed to maintain the Council's street lighting stock and reduce its street lighting energy bill be noted and be brought forward to a future meeting of the Board for consideration.

Strategic Director,
Policy and
Resources

PHYSICAL ENVIRONMENT PORTFOLIO

EXB127 ADOPTION OF HOT FOOD TAKEAWAY SPD

The Board considered a report of the Strategic Director, Policy and Resources, on the adoption of the Hot Food Takeaways Supplementary Planning Document (SPD).

The Board was reminded that at its meeting on 8

September 2011, Executive Board approved a public consultation exercise to be conducted on the draft SPD. A total of six responses to the consultation were received, which were summarised in the Statement of Consultation attached at Appendix B. It was noted that the policies in the SPD would be supplementary to the emerging Core Strategy Policy CS22: Health and Wellbeing, and adopted Unitary Development Plan policies. Once adopted, the guidance would be a material planning consideration in the determination of planning applications for proposed Hot Food Takeaway establishments in the Borough.

RESOLVED: That

- 1) the Hot Food Takeaway SPD (attached at Appendix A) be adopted as a Local Development Document and the procedures for adoption , as set out in the Town and Country Planning (Local Development) 2004 (England) Regulations be carried out;
- 2) the results of the public consultation as set out in the Statement of Consultation (attached at Appendix B) be noted; and
- 3) any further editorial and technical changes that do not materially affect the content or intended purpose of the SPD be agreed by the Operational Director, Policy, Planning and Transportation in consultation with the Portfolio Holder for the Physical Environment if necessary, before the document is published.

Strategic Director
- Policy &
Resources

EXB128 SANKEY CANAL RESTORATION PROJECT

The Board considered a report of the Strategic Director, Communities, on the progress and preliminary discussions with Heritage Lottery Fund on the Sankey Canal Restoration Project.

The Board was advised that the area under consideration as part of this project was a section of the Sankey Canal from Spike Island to Fiddlers Ferry Marina in Warrington. It was noted that this was a joint project with Warrington Borough Council, involving volunteer representatives from Sankey Canal Restoration Society with other partner organisations being consulted.

A Project Development Steering Group had been set up to guide the development of the project. An outline project programme/timeline was attached at Appendix 1, which illustrated the key dates for deadlines and decision periods. It was noted that this would be a lengthy application process, with submission of a Round 1 application to the Heritage Lottery Fund in November 2012.

RESOLVED: That delegated authority be given to the Strategic Director, Communities, in consultation with the Portfolio Holder for Physical Environment, to progress the project and to prepare and submit all necessary information for a Round 1 submission to the Heritage Lottery Fund.

Strategic Director
- Communities

The Board noted that this was the final meeting of the 2011/12 Municipal Year, and wished to record their thanks to Councillor Tom McInerney for his support to the Board and his commitment in the past and wished him well in his year as Mayor of the Borough.

EXECUTIVE BOARD SUB COMMITTEE – 1ST MARCH 2012

PHYSICAL ENVIRONMENT PORTFOLIO

ES90 HALE RESTORATION PROJECT – REPLACEMENT CHILDE OF HALE STATUE

The Sub Committee considered a report of the Strategic Director Communities which sought agreement to a waiver of Standing Orders in order to appoint a preferred artist and foundry to create a new Childe of Hale statue. It was noted that the Council had successfully gained a Heritage Lottery Fund (HLF) grant of £643,000 in 2007 for improvements in Hale Park and Hale Village. The majority of the work had been carried out and had cost less than the original budget. It had been agreed with HLF that the money saved from these main works could be spent in the village on related features that support the main aims of the project.

The original Childe of Hale statue had to be removed in June 2011 due to decay. In June 2011 the original artist was commissioned for one day to work with local residents to help formulate opinions, ideas and location for the replacement. In addition expressions of interest were sought from a short list of artists and Officers together with Friends of Hale Park and representatives from Hale Parish Council selected Phil Bews the sculptor of the original statue as the most appropriate submission.

It was noted that Mr Bews could accommodate public visits to the foundry during the manufacturing process, the proposed foundry was also close enough to visit in one day and he had suggested using the original moulds which would substantially reduce the cost of creating a bronze casting. The budget cost allocated for producing the finished bronze statue, including all artists fees, delivery and installation was in the order of £45,000.

Arising from the discussion, it was agreed that information on the copyright in relation to the statue be explored and a breakdown of the cost of £45,000 be circulated to Members of the Sub Committee.

RESOLVED: That under procurement Standing Order 1.8.2 (e) Standing Order 4.1 be waived in respect of commissioning Phil Bews and Castle Fine Art Foundry (nr Oswestry, Powys, Wales) as the preferred artist and foundry.

Strategic Director
Communities

EXECUTIVE BOARD SUB COMMITTEE – 15TH MARCH 2012

**RESOURCES PORTFOLIO, TRANSPORTATION
PORTFOLIO AND PHYSICAL ENVIRONMENT
PORTFOLIO**

ES93 REVIEW OF FEES AND CHARGES

The Sub-Committee received a report which sought approval to increase existing fees and charges generally in line with inflation, although some would be increased by more to reflect the charges in other local authority areas, for the following:-

Environmental Information, requests for information regarding potentially contaminated land, hackney carriage and private hire charges, licence fees (other than hackney carriage and private hire charges), Road Traffic Regulation Act 1984, Town Police Clauses Act, Highways Act 1980, Highway Searches, Signing, Traffic Signals, Building Act, Street Naming and Numbering, Road Safety, Traffic Data, CCTV Maintenance, closure of Bus Stops for roadworks, New Roads and Street Works Act 1991, Health and Safety Advice to Schools and Academies and miscellaneous.

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

RESOLVED: That the proposed fees and charges as set out in the report be agreed for 2012/13 and referred to the relevant Policy and Performance Boards for information.

ENVIRONMENTAL SUSTAINABILITY

ES94 INCREASING PEST CONTROL CHARGES

The Sub Committee considered a report which set out proposed increase in charges for Pest Control services in 2012/13. The service currently provides free treatments for the eradication of public health pests such as rats, mice and cockroaches and it was proposed to continue this service free of charge. It was considered the most cost effective approach to securing public health and avoided a costly legal process of establishing land ownership, serving legal notices and obtaining court orders and warrants.

In respect to the charges for the treatment of less serious pests such as wasps, fleas and ants it was proposed to increase charges for 2012/13 as follows:

- Commercial Charges to £94.40 per hour inclusive of VAT;
- Single treatment wasps to £45.50 inclusive of VAT; and
- Treatment of fleas and ants to £50.40 inclusive of VAT.

RESOLVED: That the Sub Committee approve

1. that the pest control service continues to provide treatments for public health pests without charge; and
2. the proposed increase in charges for nuisance pests and commercial pest treatments.

**PHYSICAL ENVIRONMENT PORTFOLIO,
ENVIRONMENTAL SUSTAINABILITY PORTFOLIO,
NEIGHBOURHOOD LEISURE & SPORT PORTFOLIO**

ES95 OPEN SPACE SERVICES SCALE OF CHARGES

The Sub-Committee received a report which sought approval to increase existing fees and charges for the following: Allotments, Cemeteries & Crematorium, Sports Pitch Hire and Educational Activities. A copy of the proposed charges had been previously circulated to members.

In respect of an allotment plot the current charge was £31.00. The charge included all services (water supply and rates) and was currently subsidised by Council revenue budgets. In order for the allotments to be provided without a subsidy, a fee of £80 needed to be charged. It was proposed that the new charge would come into effect in 2012/13 with plot holders not having to pay the new costs until January 2013. It was noted that the cost could be paid by Direct Debit on a monthly basis.

With regard to Cemeteries and Crematorium, the proposed increases would reduce the current subsidy from Council budgets. Halton's charges would still, in most instances, be less than neighbouring local authorities.

In addition it was proposed that the hire of an adult sports pitch would be increased from £400 to £500. It was noted that following the £100 increase the cost would still be cheaper than neighbouring Liverpool City and Junior Sports pitch hire would remain free. The charge for Adult Baseball Field annual hire would also increase from £1360 to £1500.

RESOLVED: That the charges as proposed be approved.

EXECUTIVE BOARD SUB COMMITTEE – 1ST APRIL 2012

ENVIRONMENTAL SUSTAINABILITY

ES102 REVIEW OF FEES AND CHARGES – ENVIRONMENTAL HEALTH

The Sub Committee considered the proposed admission charges for 2012/13 for the Environmental Health service within the Environmental, Public Health and Health Protection Division. The existing fees had been uplifted by 2.0% in accordance with the approved inflationary allowances allocated by the Council. The schedule also included a number of statutory fees that may increase during the coming financial year and Members were asked to agree

to these increases as they occurred. It was noted that the following two new charges were proposed for 2012/13:

- £70.83 plus VAT for Border Agency Accommodation; and
- £125 plus VAT applied to any person seeking to reclaim sound equipment that had been seized under the Noise Act 1996.

RESOLVED: That the proposed fees and charges be approved.

MERSEY GATEWAY EXECUTIVE BOARD – 15TH FEBRUARY

MGEB16 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

- 1) Whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following item of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972; and
- 2) Whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

RESOLVED: That as, in all the circumstances of the case, the public interest in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following item of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that,

Strategic
Director Communities

in view of the nature of the business, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972.

MGEB17 MERSEY GATEWAY BRIDGE - THE RESULTS OF PREQUALIFICATION

The Board considered a report of the Chief Executive which advised the Members that at the previous meeting on 26 January 2012 consideration had been given to an initial account of the organisations that had sought to prequalify and explained the evaluation procedure leading to the selection of the Candidates that were to be invited to tender for the Project.

The Board was advised that the evaluation of each of the six submissions the Council had received had now been completed and the results were being compiled prior to being reported by the Project Director to the Mersey Gateway Officer Project Board (OPB). It was reported that a presentation of the results of the prequalification process by the Project Director would be given at the meeting based on the recommendations agreed by the OPB.

RESOLVED: That

- (1) the selection of Candidates, as recommended by the Officer Project Board be endorsed; and
- (2) the Chief Executive be instructed to invite the prequalified Candidates to participate in the competitive dialogue procurement process at the earliest opportunity.

Chief Executive

MERSEY GATEWAY EXECUTIVE BOARD – 15TH MARCH 2012

MGEB20 PROCUREMENT PROGRESS REPORT

The Board considered a report of the Chief Executive which advised Members of the progress made in implementing the agreed procurement process.

The Board was advised that at the special meeting of the Mersey Gateway Executive Board on 15 February 2012, Members had agreed the prequalification result and authorised the Chief Executive, in consultation with the Leader, to move to commence the tendering process by

issuing the ITPD document to Bidders.

On 16 February the six Bidders had been informed of the prequalification result by letter from the Project Director. The letter offered the unsuccessful candidates a debriefing opportunity, which they all accepted. The debriefing meetings had taken on 29 February 2012. Letters to the three successful candidates had also offered to provide feedback on performance and these debriefing meetings had taken place on 1 March 2012.

The Board was further advised that a press release announcing the results of prequalification had been released on 17 February 2012. The Department for Transport press office had been consulted on the draft release. The selected Bidders were reported in local news and appeared across the national technical journals and the media. A copy of the press release was attached as Appendix 1 to the report.

It was reported that the letter to the three Bidders had set out the expected timetable for commencing the tendering process. The ITPD was planned to be issued to Bidders during the week of 12 March 2012, to be discussed at a Dialogue Commencement meeting with each Bidder during the following week. Over the coming year, Dialogue meetings were envisaged to be held at the Stadium with the occasional meeting held in the offices of DLAP in Manchester or London. On average it was expected that the Authority would meet with each Bidder once every three weeks. The ITPD set out the Council's agenda covering a schedule of meetings up to November 2012. The Project organisation to progress the Dialogue process was attached at Appendix 2 to the report.

Furthermore, instructions to Bidders, as part of the ITPD, included measures to ensure that communication between the Council and Bidders were classified as commercial in confidence, to ensure competition was protected so that the Council received bids that maximised the potential to secure value for money. The integrity of the competition relies on the security of information and discussions during an extended procurement process. The governance arrangements agreed with the Board envisaged the confidential nature of issues arising during Dialogue and were reflected in the Chief Executive being given delegated authority to deliver procurement in consultation with the Leader. This delegation provided the project team with access to a streamlined chain of authority where decisions

could be taken expeditiously in circumstances that maintained confidentiality. The regular meetings of the MGEB, at every two months would enable reports on progress to be made to keep the Board up to date with key issues that arose in the Dialogue process. Alongside these arrangements, the portfolio holder Cllr Stockton also held regular meetings with the Project Director.

In conclusion, it was reported that the high level procurement programme was attached at Appendix 3 to the report. The projections were in line with advice given to members previously and progress would be monitored against this programme.

RESOLVED: That the Board note that:

- (1) the six candidates who participated in prequalification have been advised of the selection result and meetings with each group have taken place to provide feedback on performance; and
- (2) the documentation required to support the formal Invitation to Participate in Dialogue (ITPD) has been completed and issued to the three Bidders.

Chief Executive

MGEB21 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

- 3) Whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following item of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972; and
- 4) Whether the disclosure of information was in the public interest, whether any relevant

exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

RESOLVED: That as, in all the circumstances of the case, the public interest in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following item of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972.

MGEB22 MERSEY GATEWAY BRIDGE - ITPD EXECUTIVE SUMMARY

The Board considered a report of the Chief Executive which informed Members that the Invitation To Participate in Dialogue (ITPD) required a document to be issued to Bidders providing instructions, information and guidance to support the competitive dialogue process. The report provided an executive summary of the ITPD document and highlighted the key issues covered.

The Board stressed the importance of securing an acceptable toll discount scheme. Officers advised that the arrangements being taken forward required Bidders to submit their Revenue Collection Business Plans which would include proposals for toll discount schemes. Details of the tolling schemes proposed by Bidders would be reported to the Board later in the year. Bidders tolling proposals would be compatible with the funding agreement between the Council and Government which in the base case limits the cost of a discount scheme to 10 percent of expected toll revenue. The Board would be able to take into account the proposals emerging from Bidders submissions when considering its priorities for toll discounts within the funding constraints in place.

RESOLVED: That it be noted, that the summary of the ITPD document and the substantive proposals had been agreed with the Chief Executive, in consultation with the Leader.

Chief Executive

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	13 th June 2012
REPORTING OFFICER:	Strategic Director – Policy and Resources
PORTFOLIO HOLDER:	Transportation, Leader, Economic Development, Environmental Sustainability, Physical Environment
TITLE:	Annual Report Environment and Urban Renewal Policy and Performance Board 2011-2012
WARDS:	All

1.0 PURPOSE OF REPORT

- 1.1 To provide the Environment and Urban Renewal Policy and Performance Board with an annual review of the 2011-2012 series of meetings and issues scrutinised. To inform Members of an agreed Topic Working Group and invite Members to consider other topic areas they may wish to see scrutinised, hence forming a draft work programme for 2011-2012.

- 2.0 RECOMMENDED: That the Annual Report attached is accepted and that the work of any agreed Topic Working Groups is supported in 2012-2013.**

3.0 BACKGROUND/SUPPORTING INFORMATION

- 3.1 The Environment and Urban Renewal Policy and Performance Board's primary function is to focus on the work of the Council (and its partners) in seeking to bring about the Environmental and Urban Renewal of the Borough. It is also charged with scrutinising progress against the Corporate Plan in relation to the Environment and Urban Renewal Priority.
- 3.2 During the 2011/12 Municipal Year, the Board met on five occasions and considered a number of reports on a diverse range of subjects pertinent to Halton's Environment and Urban Renewal. A summary of these reports together with a message from the previous Chair of the Board is attached to this report for information.
- 3.3 During the year, the PPB received regular updates on progress towards meeting Halton's Sustainable Community Strategy targets at 2011-2012 financial year end. It also received updates on progress of

the new Sustainable Community Strategy (2011-2026) which became “live” from April 2011.

- 3.4 The Board also agreed nominations of Members to sit on the Council’s Public Transport Advisory Panel and to sit on the Consultation Review Panel for the 2011/2012 Municipal year.

4.0 POLICY IMPLICATIONS

- 4.1 In 2011/12 Members of the Board agreed to scrutinise the new Household Waste Collection Policy and follow the work of the Waste Management Topic Group as the policy is implemented. It also agreed that two other Working Groups be set up to look at Cemeteries and Halton Community Transport. The findings of the HCT Working Group are reported elsewhere on this agenda. The Board is invited to consider other policy areas for scrutiny.

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

5.0 IMPLICATIONS FOR THE COUNCIL’S PRIORITIES

5.1 Children and Young People in Halton

N/A

5.2 Employment, Learning and Skills in Halton

N/A

5.3 A Healthy Halton

N/A

5.4 A Safer Halton

N/A

5.5 Halton’s Urban Renewal

The PPB scrutinises the work of the Environment and Urban Renewal Specialist Strategic Partnership (UR SSP).

6.0 Risk Analysis

- 6.1 Not applicable.

7.0 Equality and Diversity Issues

7.1 Not applicable.

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

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



Cllr. Ron Hignett
Chairman

Annual Report Environment and Urban Renewal Policy and Performance Board April 2011 – March 2012

“I would first like to thank all of the Members of the Environment and Urban Renewal PPB for their efforts and support throughout the year. These efforts have played a significant role in the continued regeneration of the Borough and it’s environment, in particularly challenging times.

The Board has responded admirably to a wide range of issues which demonstrates not only a very high level of commitment but also a positive attitude to swiftly and effectively resolving matters that are brought before Members. The Board’s experience and abilities combine to improve the quality of life in Halton and the opportunities afforded to its communities.”

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

MEMBERSHIP AND RESPONSIBILITIES

During 2011/12 the Board comprised eleven Councillors –

Councillor Ron Hignett (Chairman)	Labour
Councillor John Gerrard (Vice-Chairman)	Labour
Councillor Sandra Baker	Labour
Councillor John Bradshaw	Conservative
Councillor Ellen Cargill	Labour
Councillor Mike Hodgkinson	Liberal Democrat
Councillor Angela McInerney	Labour
Councillor Paul Nolan	Labour
Councillor Dave Thompson	Labour
Councillor Kevan Wainwright	Labour
Councillor Geoff Zygadlo	Labour

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

The Board is responsible for scrutinising performance and formulating policy in relation to the following areas:

	<ul style="list-style-type: none"> • Highways, Transportation and Logistics (including road maintenance, street lighting, road safety, traffic management, supported bus services and flood risk management) • Landscape Services, Parks & Countryside, Cemeteries & Crematoria • Environmental and Regulatory Services • Major Projects • Economic Regeneration and Business Development • Waste Management and Waste Strategy • Derelict and contaminated Land • Housing Strategic Policy • Sustainability, Climate Change and Biodiversity • Physical Environment and Planning policies <p>REVIEW OF THE YEAR</p> <p>The Board met 5 times during the year. As well as considering Executive Board decisions relevant to the work of the Environment and Urban Renewal Board, agreeing the Service Plans of the relevant Departments and monitoring their general activities and performance against them, set out below are some of the main activities and issues which the Board has worked on during the year.</p> <p><i>Corporate Responsibilities</i></p> <ul style="list-style-type: none"> • The PPB received the minutes of the Urban Renewal SSP. • The Board noted that following extensive research and analysis, and consultation with all stakeholder groups, a new Sustainable Community Strategy (SCS) 2011-2016 was approved by the Council on 20th April 2011. A subsequent report was also considered on the progress made in achieving targets within the SCS. • Members of the Board were provided with an update on Business Planning for the period 2012-15 and the Directorate priorities, objectives and targets for the services that fell within the remit of the Board for this period. It also considered and commented on Quarterly Monitoring reports which detailed progress against service objectives/milestones, performance targets and factors affecting the services that fell with the remit of the Board.
	<p><i>Highways and Transportation</i></p> <ul style="list-style-type: none"> • The PPB agreed nominations of Members to sit on the Council's Public Transport Advisory Panel for the 2011/12 municipal year. These were Councillors Hignett, Gerrard, Hodgkinson and Stockton. • Consideration was given to a report regarding a petition requesting that steps be taken to reduce the volume and weight of heavy industrial traffic travelling along South Parade, Weston Point. A series of proposals to respond to the issues was endorsed. • A petition from residents of Russell Court, Widnes in relation to car parking problems in the area was also considered. It was decided to investigate the provision of around 10 car parking spaces on part of land currently used as "drying area". Spaces would form part of garage court access from a private street. • Members considered a petition requesting the partial removal of waiting restrictions on Hale Bank Road which was supported and the work was subsequently carried out. • The nominations for Halton Public Transport Advisory Panel for 2011/2012 were

agreed as Cllrs Hignett, Gerrard, Stockton and Hodgkinson.

- It was confirmed that the Chair and Vice Chair would sit on the Consultation Review Panel along with local Ward Members and other agencies the purpose of which is to consider representations received on traffic management proposals.
- The Board received a report which provided details on the overall vision for public transport provision in Halton and the goals that has been set in order to achieve this. In addition, the report highlighted recent bus service changes affecting the public transport network within the Borough and other relevant challenges and issues currently being encountered.
- A petition was received in connection with the withdrawal of the commercially operated No 17A bus service from the Derby Road and Lunts Heath Road sections of route in Widnes. The request for the service to be reinstated was noted and the lead petitioner was informed of the outcome of the Board's consideration of the matter.
- Two separate reports on petitions received objecting to the proposed withdrawal of the 3A and the 26 Bus services respectively were presented. The Board noted that officers would continue to discuss the potential for these services to be operated on a commercial basis, and without subsidy, by the current commercial bus operators.
- Details of road traffic collision and casualty numbers within the Borough in the year 2010 were presented a recommendation to continue the road traffic collision reduction work was supported. The figures for 2010 were not yet available, however according to the DfT in 2009 Halton was one of the highest achieving highway authorities in the country in terms of casualty reduction rates. Concerns regarding the achievement of future casualty prevention, as a result of reductions in resources, were also noted.
- Members also considered a report regarding parking issues around the Stobart Stadium, Widnes on match days. It was noted that the temporary increased demand for on-street parking was associated with St. Helens using the stadium for their 'home' matches and that the situation would be monitored once the new Rugby League season commenced.
- Progress made during 2010/11 on implementing the capital programme of schemes to support the strategies and policies contained within Halton's 2nd Local Transport Plan (LTP 2) was presented for information.
- It was noted that the Government was providing £560m for the Local Strategic Transport Fund (LSTF) to challenge local authorities outside London to bid for funding to support packages of transport intervention that supported economic growth and reduce carbon emissions in their communities. Members endorsed the approach that the Council was taking in regards to the preparation of bids for this fund.
- The Board was advised that as part of its new duties as Lead Local Flood Authority (LLFA) the Council must undertake a Preliminary Flood Risk Assessment (PFRA). A presentation was given on the key findings of the preliminary risk assessment report, which set out how the assessment had been undertaken and provided a robust evidence base to help support preparation of a Local Flood Risk strategy. A comprehensive PFRA accompanied the report detailing the flood risk assessments, results and findings. The conclusions drawn from the PFRA indicated that there was no single large area of potential flooding in the Borough.
- The Board also considered a separate report on Flood Risk Management and which provided an update on:
 - The introduction of new duties under the Flood and Water Management Act (2010)
 - The production of Halton's Surface Water Management Plan (SWMP) and

current activity in flood risk management.

- The opportunities to engage through Member representation and involvement in new regional sub-group arrangements.
- Members were informed of the planned implementation of the Sustainable Drainage Systems provisions of the Flood and Water Management Act 2010 and the response to the Defra consultation prepared jointly with partners from the Cheshire and Mersey regional sub-group of Lead Local Flood Authorities. The Board endorsed the response to the consultation.
- A petition requesting that a car park be built, extra car parking spaces be provided and road widening take place at Gorsewood Road/St. Martins Lane, Murdishaw was presented but it was resolved that because the Council did not own this land it was unable to intervene. It was however, agreed that the owners be approached to enable their views on the proposals to be sought.
- A report containing a Topic Brief and Terms of Reference for a Working Group looking at the work of Halton Community Transport was endorsed and agreed membership of the Group as: Councillors Hignett, Gerrard, A. Lowe, Edge, Nolan, Zygadlo and E. Cargill.

Economic Regeneration and Business Development

- The Board noted that Enterprise Zone Status has been approved for Daresbury. This status will enable the accelerated delivery of the plans to build on Daresbury's continuing role as a national designated Science and Innovation Campus, containing internationally competitive facilities, developing world class science and maximising opportunities for knowledge transfer. The vision for this site is to deliver 1 million sq ft of science and technology development and over 10 000 new jobs.
- Members were presented with a paper that outlined the potential for tourism relating to the construction of the Mersey Gateway and they resolved that the Executive Board consider the potential for this sort of activity.

Environmental and Regulatory Services

- The Board received an update on the progress made in respect of reducing the nuisance caused by Abandoned Shopping Trolleys in the Borough. The previously endorsed Abandoned Shopping Trolley policy came into force on 1st August 2011 and it was noted that legislation allowed local authorities to enter into agreements with local retailers, in which the retailers undertook to collect all abandoned trolleys notified within a specified period of time.
- Members also reviewed the notes of a meeting of the Waste Topic Group which had discussed the recent introduction of a bin charging policy. The Board supported the delegated Officers and Members in having the discretion to waive bin charges in exceptional circumstances.
- The Board agreed that the Waste Management Topic Group continue as previously established and that a Cemeteries Working Group be established with the following membership: Councillors Thompson (Chair), J. Bradshaw, E. Cargill, A. McNerney and Zygadlo.

Communities

- Members considered a petition that requested the provision of Public Toilets at the Crematorium in Widnes. Following a feasibility study, which was undertaken by Property Services, support was given for a Public Toilet being provided within the Crematorium building.
- A report on Halton's Tenancy Strategy was presented as a draft for further consultation and Members were given the opportunity to comment on it.
- The Board received a presentation regarding the Halton Healthy Homes Network which was launched in February 2012 with the help of funding from the Department of Health under its 'Warmer Homes, Healthy people' programme.

WORK PROGRAMME FOR 2012/2013

- The Board is to consider whether it wishes to carry out Topic Reviews for the 2012/13 Municipal year at its next or subsequent meetings.

Members of the Public are welcome at the meetings of the Board. If you would like to know where and when meetings are to be held or if you would like any more information about the Board or its work please contact Mick Noone on 0151 471 7370 or mick.noone@halton.gov.uk

REPORT TO:	Environment and Urban Renewal Policy & Performance Board
DATE:	13 th June 2012
REPORTING OFFICER:	Strategic Director, Policy & Resources
PORTFOLIO:	Transportation
SUBJECT:	Halton Community Transport Scrutiny Topic Group
WARDS:	Borough-Wide

1.0 PURPOSE OF THE REPORT

- 1.1 To inform the Board of the outcome of a review of the Council's arrangement in relation to Halton Community Transport (HCT) by undertaking a Scrutiny Topic group comprising Councillors A. Lowe, S. Edge J. Gerrard, G. Zygadlo, R. Hignett, P. Nolan and E. Cargill.

2.0 RECOMMENDATION:That

- 1) the report and review work undertaken by the Topic Group be noted; and**
- 2) the conclusions reached be used to guide future relationships with HCT.**

3.0 SUPPORTING INFORMATION

- 3.1 The HCT Scrutiny Topic Group was set up to review the operations of, and services provided by, HCT including identification of funding streams which contribute towards HCT's overall operations and service delivery. Another focus of the group was to consider the potential social inclusion benefits that the services operated by HCT provide to its users and the impacts on these users should services discontinue. Terms of reference was drawn up for the group and agreed at the first meeting. These are attached as Appendix 1 to this report.
- 3.2 Four meetings of the group were held. A brief explanation of the discussions that took place at each of these meetings follows:
- 3.2.1 10th February 2012; initial scoping out meeting to confirm to those members of the group why the group had been set up and the overall scope of the group, to discuss and finalise the terms of reference and consider a range of associated documents including: the Section 19/22 permitting system under which HCT's vehicles

operate under and are regulated, the Service Level Agreement held between HBC and HCT as well as an explanatory report that had been produced by the general manager at HCT describing the various services offered by them as an organisation.

3.2.2 24th February 2012; several witnesses were invited to attend this meeting to potentially bring forward evidence of anecdotal allegations of unregulated or improper conduct and operations by HCT that are not in line with the permitting system under which they operate. As part of this process, no evidence or allegations of inappropriate operations were brought forward and therefore the potential allegations were unsubstantiated.

3.2.3 9th March 2012; the General Manager of HCT was invited to attend this meeting to provide an in-depth overview of the services provided by their organisation and to answer a number of questions from Members present as well as providing clarity on a number of issues. This discussion took place with a satisfactory outcome, providing clarity and detailed information about how HCT operate the range of services they offer and what the aims, overall outlook and vision of their organisation is.

3.2.4 16th March 2012; at this final meeting a general discussion took place with regards to the information that had been discussed at preceding meetings. Some final clarifications were sought prior to the meetings of the group being brought to a close.

3.3 Following the above meetings and the information provided, the Topic Group agreed a number of recommendations in order to strengthen HCT's operations in a number of areas as follows:

3.3.1 Procedures to be put in place for restricting the number of hours to be worked by voluntary drivers. As volunteer drivers are not governed by the working time directive comprehensive paper records are required to be held as confirmation that excess hours are not being worked by volunteers. Overall recommendation is that volunteers should work to the same conditions (maximum allowed hours) as contracted/paid drivers.

3.3.2 Mileage log sheets should be issued on each vehicle and completed by drivers prior to and at the end of each shift. A book of log sheets should be issued to and retained on each vehicle in the fleet to ensure that accurate records are maintained.

3.3.3 Vehicle daily 'walk-around' check sheets should be issued and retained on each vehicle. Drivers should complete a check sheet prior to taking any vehicle out at the start of a shift. Each vehicle should be issued with a pad of numbered sheets to be used.

3.3.4 Vehicle scheduling system and vehicle tracking devices to be installed and used on all vehicles operating Council funded services.

This will ensure that routes are scheduled to maximum effect in terms of route planning and maximising passenger usage, it will also ensure that vehicles are tracked in real-time in order that each vehicle location will be known at all times.

- 3.3.5 An attempt should be made to establish a continual funding stream for the key accessible transport services provided by HCT and should endeavour to ensure that no further funding reductions are faced by this organisation in respect of these services, therefore recognising the importance of the specialised services operated by HCT and the impact on the most vulnerable people in the community should the services discontinue.

3.4 OUTPUTS

The agreed key outputs for the group were to gain a clear understanding of:

- 3.4.1 HCT's operations, the services it provides and its sources of funding.
- 3.4.2 The role Community Transport can play in helping the Council meet its statutory duties and its priorities.
- 3.4.3 The service level agreement that exists between Halton Borough Council and Halton Community Transport and its overall content.
- 3.4.4 The potential impacts on users of the specialised transport services provided by HCT should these services be withdrawn or significantly reduced.
- 3.4.5 Any other possible transport service alternatives available for users and/or potential alternative specialised transport service provision.
- 3.4.6 The Council's duty under section 63 (8) of the Transport Act 1985 when determining the need to consider the transport needs of members of the public who are elderly or disabled.
- 3.4.7 The requirement to produce a Community Impact Review and Assessment (CIRA) for any reduction of funding for specialised transport services.
- 3.4.8 The Local Sustainable Transport Fund bid application, HCT's role and how this and other forms of public transport fit with the overall aim of the LSTF bid.

It was concluded by the Topic Group that these key outputs were achieved.

3.5 OUTCOMES

The desired outcomes of the group were agreed to be as follows:

- 3.5.1 The identification of any significant risks and issues from the review of HCT's activities and operations.
- 3.5.2 The identification of any significant benefits and opportunities from the review of HCT's activities and operations.
- 3.5.3 To reach the conclusion on whether the subsidy provided by the Council to HCT is providing value for money and whether future support should be maintained (subject to availability of funding).
- 3.5.4 A clearer scope and direction for future provision of specialised transport services with knowledge of all of the relevant surrounding information.

4.0 POLICY IMPLICATIONS

- 4.1 In connection with the goals and overall vision as set in Local Transport Plan (LTP3). LTP3 states:
 - The bus strategy should recognise the importance of providing a good network of local community services which provide convenient, attractive and affordable links to a range of local community facilities.
 - The Council will strive to continue to develop demand responsive "Door-to-Door" type services.

A further reduction in funding for the existing specialised door-to-door transport services would inevitably result in the current range of services being reduced or even being withdrawn entirely.

5.0 OTHER IMPLICATIONS

- 5.1 The Council has a duty under Section 63(8) of the Transport Act 1985 which states 'it shall be the duty of any Council, in exercising or performing any of their functions to have regard to the transport needs of members of the public who are elderly or disabled'. Should the existing specialised transport services, operated by HCT, not be provided then the Council could be risk of failing in its duty.
- 5.2 As a result of the comprehensive spending review and current austerity measures, the Council's budget for supported local bus services has faced reductions resulting in increasingly difficult yet unavoidable decisions on scaling back or discontinuing certain subsidised bus services. The Dial-A-Ride service, provided by HCT, has and will increasingly become a fall-back position for passengers who are left with no alternative public transport service due to local bus services having been removed.
- 5.3 The Council has recently submitted a Local Sustainable Transport Fund (LSTF) bid to the Department for Transport. This bid is focussed on Economic Growth and Carbon Reduction (promoting sustainable travel modes and changing travel behaviours). The bid will, if successful, be worth £4.4 million to the Council over three years (£8.0 million including partner contributions) and HCT are a strong partner within this bid. If HCT

were not in existence then certain essential parts of the bid would not be deliverable placing the entire bid in jeopardy.

- 5.4 The Council has duties under the Equality Act 2010 in meeting the transport needs of the community, particularly groups under the listed protected characteristics. A Community Impact Review and Assessment (CIRA) has been produced for the general reduction in supported local bus services due to funding reductions, however in meeting its duties the Council has stated that the Dial-A-Ride service will remain available for the most vulnerable in society, particularly where alternative public transport services no longer exist and walking distances to connect with other service are excessive creating problems with those with mobility difficulties.
- 5.5 A Core grant is provided to HCT from the Council for the provision of the Dial-A-Ride daytime and evening transport. The level of core grant provided in 2010/11 was £122,630, this amount was reduced to £82,630 for 2011/12 with a further proposed 10% reduction for 2012/13 bringing the core grant down to circa £74,370. A detailed discussion took place during the group to identify how the funded services could be provided at less cost. The outcome of this discussion was that an alternative service could not be provided at similar cost. It was also raised that the service would not be able to continue following any further grant reduction.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

No implications

6.2 Employment, Learning, Skills & Community, key Objectives including:

- Developing a culture where learning is valued and skill levels throughout the adult population and across the local workforce can be raised.
- Promoting and increasing the employability of local people and removing barriers to employment to get more people into work.

This will continue to be achieved as a result of the availability of transport thus meaning that accessing learning and employment opportunities is not a barrier.

6.3 A Healthy Halton, Key Objectives including:

- Responding to the needs of an aging population, improving their quality of life and thus enabling longer, active and more fulfilled lives;
- Removing barriers that disable people and contribute to poor health by addressing the wider determinants of health;
- Improving access to health services, including primary care.

Continuation of the specialised transport services will ensure that these issues continue to be addressed and there are no significant barriers.

6.4 Halton's Urban Renewal, Key Objectives including:

- Providing a well-connected, sustainable and accessible borough and ensuring a variety of safe efficient travel and infrastructure options exist for people.

Should specialised transport services be reduced or withdrawn, this would have a major impact on the level of accessible transport services provided thus creating a gap in service and potentially not achieving the goals and vision as set in LTP3.

6.4 A Safer Halton

Increased provision of, and usage of, specialised door-to-door transport services by the most vulnerable members of the community will help to improve personal security and reduce crime and perception of crime.

7.0 RISK ANALYSIS

7.1 Should Halton Community Transport not be in existence or certainly not be provided with a Core Grant from the Council for the provision of community transport services for the most vulnerable members of the community, an alternative provider would be required to provide a similar service as otherwise the Council would be at risk of:

- not meeting its duties under Section 63(8) of the Transport Act
- jeopardising the current Local Sustainable Transport Fund bid which could be worth £4.4million to the Council over the next three years (circa £8.0million including partner contributions)
- not meeting its duties under the Equality act 2010
- should an alternative provider be sought this would almost certainly be at higher cost and could be of inferior quality to the current provision

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Specialist passenger transport services provided by HCT on behalf of the Council are constantly monitored to ensure the operation of these services embrace equality and diversity issues in line with the Equality Act.

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

There are none under the meaning of the Act.

APPENDIX ONE – Terms of Reference

Topic title: HCT Scrutiny Working Group

PPB(s) responsible: Urban Renewal / Employment Learning & Skills

Officer Lead: Mick Noone Tel: 0151 471 7370

Support Officer: Jeff Briggs 0151 471 7381

Planned start/end date: Short series of meetings (3 to 4), mid February to late March 2012

Topic description and scope:

A review of the operations of, and services provided by, Halton Community Transport (HCT) including identification of funding streams which contribute towards HCT's operations and service delivery. To consider the potential social and inclusion benefits that the services operated by HCT provide to its users and the impacts on these users should service discontinue.

Terms of Reference

1. To consider the Council's duties and policies for securing the provision of public transport services, including community transport.
2. To consider the role community transport can play in helping the Council fulfil its duties and meet its priorities.
3. To consider the aims and objectives of HCT, the details of its current fleet, the number and type of passengers it carries, and the services it provides to the communities of Halton.
4. To consider the legislation governing the operation of CT services (permit systems, licences, etc.).
5. To consider the service level agreement that exists between Halton Borough Council and Halton Community Transport in terms of levels of service provision, standards of quality required and funding levels.
6. To consider whether HCT, or indeed other community transport operations that may be supported by the Council, can be deemed to be benefitting from an unfair financial and competitive advantage in relation to other transport providers.
7. To consider the potential impacts on users of the specialised transport services that HCT provide should any such service be withdrawn, wholly or in part i.e. less vehicles provided, reduced days/times of operation.
8. To consider other possible transport service alternatives available for users whom rely on existing specialised transport.

9. To consider other potential ways in which alternative specialised transport services could be provided by different transport providers more effectively and/or at reduced cost.
10. To consider the detrimental impact on the Council's duty under Section 63 (8) of the Transport Act 1985 'it shall be the duty of any council, in exercising or performing any of their functions to have regard to the transport needs of members of the public who are elderly or disabled' should specialised transport services be withdrawn in their entirety.
11. To consider the impact of cuts to the supported bus service budget and the impact this is having or could have on the provision of local bus services in certain areas. Demand responsive transport services such as the Council funded Dial-a-Ride provided by HCT, are a fall-back for residents (in meeting the duties as set out above) from areas where there is no alternative public transport provision.
12. To consider the Community Impact Review and Assessment (CIRA) for reduction of funding for specialised transport services and consequential impact on duties as part of the Equalities Act.
13. To consider the potential impact on the Local Sustainable Transport Fund bid application, which includes elements of provision by HCT and could be worth £4.3million over the next three years, should funding levels provided be discontinued.
14. To consider the existing passenger fares and other charge levels made by HCT for services provided for individuals and for affiliated groups.

Why this topic was chosen:

In the current financial climate where major savings are required and every budget line is being closely scrutinised, the HCT scrutiny working group aims to identify the overall effectiveness of the services provided by HCT and to review the current operations of HCT as well as funding levels provided by the Council.

Key outputs and outcomes sought

Outputs:

A clear understanding of –

1. HCT's operations, the services it provides and its sources of funding.
2. The role Community Transport can play in helping the Council meet its statutory duties and its priorities.
3. The service level agreement that exists between Halton Borough Council and Halton Community Transport and its overall content.

4. The potential impacts on users of the specialised transport services provided by HCT should these services be withdrawn or significantly reduced.
5. Any other possible transport service alternatives available for users and/or potential alternative specialised transport service provision.
6. The Council's duty under Section 63 (8) of the Transport Act 1985 when determining the need to consider the transport needs of members of the public who are elderly or disabled.
7. The requirement to produce a Community Impact Review and Assessment (CIRA) for any reduction of funding for specialised transport services.
8. The Local Sustainable Transport Fund bid application, HCT's role and how this and other forms of public transport fit with the overall aim of the LSTF bid.

Outcomes:

1. The identification of any significant risks and issues from the review of HCT's activities and operations.
2. The identification of any significant benefits and opportunities from the review of HCT's activities and operations.
3. To reach a conclusion on whether the subsidy provided by the Council to HCT is providing value for money and whether future support should be maintained (subject to availability of funding).
4. A clearer scope and direction for future provision of specialised transport services with knowledge of all of the relevant surrounding information.

Which of Halton's 5 strategic priorities does this topic address and what are the key objectives and improvement targets it will help achieve?

A Healthy Halton, Key Objectives including:

- Responding to the needs of an ageing population, improving their quality of life and thus enabling longer, active and more fulfilled lives;
- Removing barriers that disable people and contribute to poor health by addressing the wider determinants of health;
- Improving access to health services, including primary care

Employment Learning and Skills, Key Objectives including:

- Developing a culture where learning is valued and skill levels throughout the adult population and across the local workforce can be raised;
- Promoting and increasing the employability of local people and removing barriers to employment to get more people into work

Environment and Regeneration, Key Objectives including:

- Providing a well connected, sustainable and accessible borough and ensuring a variety of safe efficient travel and infrastructure options for people

Nature of expected/desired PPB input

Involvement by a small number of Members and officers in a series of working groups, involving approximately 3 or 4 meetings. Working group reports to be considered by PPB as appropriate.

Preferred mode of operation

As above.

Media/Communication implications/opportunities arising from examining this topic.

None at this stage.

Agreed and signed by:

PPB Chair Officer

Date Date

REPORT TO:	Environment & Urban Renewal Policy & Performance Board
DATE:	13 th June 2012
REPORTING OFFICER:	Strategic Director Policy & Resources
PORTFOLIO:	Resources
SUBJECT:	Performance Management Reports for Quarter 4 of 2011/12
WARDS:	Boroughwide

1.0 PURPOSE OF REPORT

To consider and raise any questions or points of clarification in respect of performance management reports for the fourth quarter of 2011/12, to March 2012. The report provides extracts from the following Departmental Reports, falling within the remit of this Policy & Performance Board. It details progress against service objectives/milestones and performance targets, and describes factors affecting the service for:

- Economy, Enterprise and Property (Development and Investment)
- Policy, Planning & Transportation (Highways & Transportation, Road Safety, Logistics & Transport Management, Planning, Building Control and Contaminated Land)
- Environment & Regulatory Services (Waste & Environmental Improvement & Open Spaces)
- Commissioning & Complex Care (Housing Strategy)

2.0 RECOMMENDED: That the Policy and Performance Board

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

3.0 SUPPORTING INFORMATION

- 3.1** Directorate Overview reports and associated individual Departmental Quarterly Monitoring reports have been previously circulated via a link on the Members Information Bulletin to allow Members access to the reports as soon as they become available. These reports will also provide Members with an opportunity to give advanced notice of any questions, points raised or requests for further information, to ensure

the appropriate Officers are available at the Board Meeting or written responses can be provided.

3.2 Where a Department presents information to more than one Policy & Performance Board some reconfiguration of the reports has been actioned to reflect Board responsibilities as shown in the following papers.

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

3.4 Since 2010/11, direction of travel indicators have also been added where possible, to reflect progress for performance measures compared to the same period last year.

4.0 POLICY IMPLICATIONS

4.1 There are no policy implications associated with this report.

5.0 OTHER IMPLICATIONS

5.1 There are no other implications associated with this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

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

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

7.0 RISK ANALYSIS

7.1 Not applicable.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Not applicable.

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

None under the meaning of the Act.

Departmental Quarterly Monitoring Report

<u>Directorate:</u>	Communities Directorate
<u>Department:</u>	Community and Environment Services (Extract)
<u>Period:</u>	Quarter 4 - 1 st January – 31 st March 2012

1.0 Introduction

This quarterly monitoring report covers the Community & Environment Services Department fourth quarter period up to 31st March 2012. It describes key developments and progress against all objectives and performance indicators for the service.

The way in which the Red, Amber and Green, (RAG), symbols and Travel Indicator symbols have been used to reflect progress to date is explained in Appendix 4.

Given that there are a considerable number of year-end transactions still to take place a Financial Statement for the period has not been included within this report in order to avoid providing information that would be subject to further change and amendment. The final 2011 / 12 financial statements for the Department will be prepared once the Council's year-end accounts have been finalised and made available via the Council's Intranet. A notice will also be provided within the Members' Weekly Bulletin as soon as they are available.

2.0 Key Developments

2.1 Waste and Environmental Improvement

Vehicle Permit Scheme

The Vehicle Permit Scheme for accessing the Council's Household Waste Recycling Centres (HWRC's) continues to be operating successfully. The scheme was introduced in November 2011 to help deter and reduce abuse of the Centres by traders who illegally deposit their commercial waste. Information has shown that, overall, there has been an 8% fall in the level of waste deposited at the Centres, which demonstrates the positive impact that the Scheme is having on reducing levels of waste and the Council's costs of operating the Centres. To date, annual permits have been issued to approximately 640 households and 'temporary' or 'emergency' permits have also been issued to a further 900 Halton residents who, for example, may have hired or borrowed a vehicle for a single visit to a HWRC or turned up in a van unaware that they required a permit.

Alternate Bin Collection Scheme

The Alternate Bin Collection scheme was rolled out further in March to households within the Broadheath and Beechwood wards, taking the total number of homes included in the scheme to approximately 10,000. As with the other areas of Halton where the scheme has been introduced, the scheme in Broadheath and Beechwood is operating very successfully.

Enforcement Activities

During Q4, there were 11 successful prosecutions and 76 Fixed Penalty Notices (FPN) issued for litter and waste offences. In the past 12 months there has been a significant increase in the number of actions taken against those who commit environmental crime offences, with a total of 377 Fixed Penalty Notices issued for litter, dog fouling and other waste related offences. This compares to 255 FPNs last year. The Waste Division has also secured 34 successful prosecutions for waste related offences, compared to 7 last year. Additionally, there has been a significant increase in the level of other enforcement actions undertaken including the serving of Statutory Notices, Stop and Search operations and other environmental crime investigations.

2.2 Open Space Services

Runcorn Cemetery Extension

The extension at Runcorn Cemetery was completed in quarter 4. The extension area to the east of the existing cemetery has created capacity for a further fifteen years. The extension has been designed to mirror the current facility with fence and gate posts with that of the existing cemetery.

New Frontage at Runcorn Town Hall

Work was completed in Q4 on a landscape improvement at Runcorn Town Hall that complements the original building frontage. Unsightly roads have been removed or realigned and a patio feature with steps created. The area has also been made safer for pedestrians using the park. The new feature will also appeal to couples using the Registrar's Office for wedding ceremonies as a location to have photographs taken.

Managed Green Space

The Council's managed green space has now been digitally mapped and is available to view by Members and Officers through Plan Web. The map layer makes it easier to answer queries that come in from the public.

3.0 Emerging Issues

3.1 Waste and Environmental Improvement

Waste Treatment

The procurement of a contract to provide a long term solution for the treatment of Halton's waste is continuing in partnership with the Merseyside Recycling and Waste Authority (MRWA). Competitive dialogue is continuing with the two remaining bidders, who are both proposing to build a waste treatment facility outside of Halton and Merseyside. Tenders are due to be received in mid May and following a period of tender evaluation, the preferred bidder will be announced in late summer. It is expected that the waste treatment facility will be in place and operational in 2015.

Officers are considering options for the diversion of waste from landfill for the period up to the commencement of the above waste treatment contract in 2015. This may include the procurement of interim waste treatment arrangements. Whilst the Council currently has in place contractual arrangements for landfill disposal, which can be extended up to 2016, alternative options need to be considered due to the increasing costs of waste disposal. Members are reminded that due to a built in escalator, landfill tax will increase year on year from £64 per tonne in 2012/13 to £72 per tonne in 2013/14 and £80 per tonne in 2014/15. Members will be kept updated on the outcome of the options appraisal and any resulting procurement exercise.

Waste Management Efficiency Review

As part of the Council's Efficiency Programme, a review of the Council's Waste Management services has commenced in this quarter. The scope of the review includes the front line delivery of the Waste Management services and the 'back office' functions that support the collection, disposal and recycling of waste.

Consultation – Amending the Waste Regulations 2011

The government is consulting on proposed amendments to the Waste Regulations 2011 on the separate collection of recycling. Members are advised that the Waste Framework Directive requires that the UK set up separate collections of at least paper, metal, plastic and glass by 1st January 2015.

The government's view is that a 'co-mingled' collection is a form of separate collection and this is reflected in the Waste Regulations 2011. However, as a result of a Judicial Review, the government is consulting on amending the Waste Regulations. The proposed amendments should mean that a local authority that chooses to collect recyclable materials through a co-mingled system can continue to do so. Halton and the Merseyside waste authorities have submitted a joint response to the consultation which supports the proposed amendments and the Government's intention to allow for the operation of a range of collection methodologies, including co-mingling.

4.0 Service Objectives / milestones

4.1 Progress against 'key' objectives / milestones

Total	8		6		0		2
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Please refer to Appendix 1 for further information.

Two indicators have failed to achieve their targets for the financial year. Additional work has had to be undertaken in relation to the Runcorn Hill Park project at the request of Heritage Lottery Fund (HLF) and the second round submission will now not be made until August 2012.

Due to a number of other pressing issues the Greenspace strategy was not completed as planned. It is now anticipated that the strategy will be completed in Q3 of 2012/13.

4.2 Progress against 'other' objectives / milestones

Total	2		1		0		1
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One objective to secure contractual arrangements for the provision of local waste and recycling facilities was delayed in the year, completed in September 2011; as the scope of the tender exercise was widened in scope in conjunction with Procurement leading to an improved procurement outcome. Further details are stated in Appendix 2.

5.0 Performance indicators

5.1 Progress Against 'key' performance indicators

Total	6		5		0		1
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There is one indicator that has failed to meet its target for the year. Whilst there has been an increase in recycling performance overall, the end of the year target has not been achieved. The original 2011/12 target for this indicator was 38%,

however, this was revised and increased as a result of the improved performance in 2010/11. Residual waste per household and sent to landfill have both reduced in the year based on estimated figures to February 2012. For further information please refer to Appendix 3.

5.2 Progress Against 'other' performance indicators

Total	0		0		0		0
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There are no 'other' indicators to report for this service.

6.0 Risk Control Measures

During the development of the 2011 - 12 service activity, the service was required to undertake a risk assessment of all Key Service Objectives.

No 'high' risk, treatment measures were identified.

7.0 Progress against high priority equality actions

As a result of undertaking a departmental Equality Impact Assessment no high priority actions were identified for the service for the period 2011 – 2012.

8.0 Data quality statement

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

9.0 Appendices

Appendix 1 Progress Against 'key' objectives / milestones
 Appendix 2 Progress against 'other' objectives / milestones
 Appendix 3 Progress against 'key' performance indicators
 Appendix 4 Explanation of use of symbols

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
CE5	Continue to improve Parks, Sports Grounds, Open Spaces and Local Nature Reserves.

Milestones	Progress Q4	Supporting Commentary
Runcorn Hill Park – Parks for People bid. Work up bid to 'Second Round' submission stage (subject to success of First Round), Feb 2012 . (AOF10, 12 & 29)		At the request of Heritage Lottery Fund (HLF) additional work has had to be undertaken in relation to this project and the second round submission will now not be made until August 2012. However good progress has been made, Executive Board Approval to submit has been given and in Q4 consultation exercises/visitor analysis has taken place. Phase 2 of the equipped children's play area has been completed, overall designs for the project, including buildings are well progressed.
Woodland Expansion - Additional 200m ² of Woodland planted Boroughwide, Mar 2012 . (AOF10, 12 & 29)		Tree planting equal to 300m ² was undertaken in Q4 at various locations Borough wide.
Develop a 'Greenspace Strategy', Mar 2012 (AOF10, 12 & 29)		Due to delays in legislation and current capacity issues the Greenspace strategy was not completed by March 2012. It is now anticipated that the strategy will be completed in Q3 of 2012/13.
Create new park and associated landscape improvements at Upton, Mar 2012 . (AOF10, 12 & 29)		A park with a range of play facilities and improved landscape was created in Q1. Further phases of development are planned.

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
CE6	Implementation of actions to ensure the Council achieves its targets and objectives relating to waste and climate change.

Milestones	Progress Q4	Supporting Commentary
Carry out a full review of waste and recycling collection systems and implement new policies/operational arrangements as determined by the outcome of the review. Jan 2012 (AOF5 & 36)		An internal review of waste and recycling collection systems has been completed. Additionally, the service is also subject to an efficiency review and changes will be implemented as determined by the outcome of the Council's Corporate efficiency programme. Future updates on the outcome of the review, and proposed changes to service provision as a result, will be presented to Members.
Commence a review of the Council's Waste Management Strategy. Mar 2012 (AOF5 & 36)		A review of the Council's Waste Management Strategy has commenced. A meeting has been held with Legal Services to ascertain the Council's legal obligations with regards to the content of the Strategy and to determine other related tasks that need to fall within the scope of the Strategy review.
Deliver projects and initiatives to help improve energy efficiency and reduce CO ₂ emissions. Mar 2012 (AOF36)		A series of projects and initiatives are on-going. Examples include the production of a 'green guide' to help Council staff become more energy efficient and the continuing programme to support building managers and other responsible officers to help them analyse energy usage data and implement actions to deliver energy efficiencies.

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
CE7	Undertake actions to maintain a clean, safe and attractive borough.

Milestones	Progress Q4	Supporting Commentary
Develop Action Plans and Protocols with External Agencies to effectively prevent and tackle a range of waste and environmental offences. Mar 2012 (AOF5, 27 & 36)		The Council and the Environment Agency have signed a Memorandum of Understanding with regard to working together to tackle environmental crime and officers will continue to seek opportunities to agree and develop other Action Plans, Protocols and effective joint working arrangements with other agencies e.g. Cheshire Police.

Appendix 2: Progress Against 'other' objectives / milestones

Ref	Objective
CE6	Implementation of actions to ensure the Council achieves its targets and objectives relating to waste and climate change.

Milestones	Progress Q4	Supporting Commentary
Secure new contractual arrangements for the provision of local waste and recycling services and facilities. Jun 2011 (AOF5 & 36)		The scope of the contract was wider than planned which lead to the tender specification and project plan being reviewed, in conjunction with procurement. A tender exercise was carried out in July 2011 to secure arrangements for the provision of local facilities for the receipt, recycling and transfer of certain waste streams collected by the Council. The contract commenced on 1 st September 2011 and will be for a period of 3 years, with a possible extension of up to two years. Thus, the initial delay lead to an improved procurement outcome, which was better than originally anticipated.

Ref	Objective
CE7	Undertake actions to maintain a clean, safe and attractive borough.

Milestones	Progress Q4	Supporting Commentary
Continue to review and assess the effectiveness of the Council's Environmental Enforcement Plans and Policies. Mar 2012 (AOF5, 27 & 36)		This review and assessment during the year will be used to inform recommendations to Members on the adoption of new or amended policies and the development of enforcement action plans in the next financial year.

Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
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Service Delivery							
CE LI 18	Greenstat-Survey, Satisfaction with the standard of maintenance of trees, flowers and flower beds. (Previously EAR LI8)	96.88%	74%	97.5%			Taken from the Greenstat Survey.
CE LI 19	Residual household waste per household (Previously NI191)	681.92 (kg)	700 (kg)	655.18 (kg) Estimated			This is an estimated figure, however indications are that this target will be met. Work has reduced compared to Q4 of 2010/11.
CE LI 20	Household waste recycled and composted (Previously NI192)	38.1%	40%	38.42% Estimated			Whilst there has been an increase in recycling performance overall, the end of the year target has not been achieved. The original 2011/12 target for this indicator was 38%, however, this was revised and increased as a result of the improved performance in 2010/11.
CE LI 21	Municipal waste land filled (Previously NI193)	59.6%	62%	61.36% Estimated			This is an estimated figure however, indications are that this target will be met. The total amount of municipal waste land filled this year is significantly less than in 2010/11 (by 2,737 tonnes) in percentage terms, therefore this direction of travel is shown as green.

Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
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Quality							
CE LI 23	Satisfaction with the standard of cleanliness and maintenance of parks and green spaces. (Previously EAR LI2)	100%	92%	95.9%			Figure taken from Greenstat Survey is slightly down on previous quarter but remains high and above target.
CE LI 24	Number of Green Flag Awards for Halton (Previously EAR LI3)	12	12	12			All twelve Green Flag Award parks retained the award.

Appendix 4: Explanation of Symbols

Symbols are used in the following manner:

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

Direction of Travel Indicator

Where possible performance measures will also identify a direction of travel using the following convention

Green	 Indicates that performance is better as compared to the same period last year.
Amber	 Indicates that performance is the same as compared to the same period last year.
Red	 Indicates that performance is worse as compared to the same period last year.
N/A	Indicates that the measure cannot be compared to the same period last year.

Departmental Quarterly Monitoring Report

<u>Directorate:</u>	Children & Enterprise
<u>Department:</u>	Extracts from Economy, Enterprise and Property for Development and Investment Services
<u>Period:</u>	Quarter 4 - 1 st January – 31 st March 2012

1.0 Introduction

This quarterly monitoring report covers the Economy, Enterprise and Property Department fourth quarter period up to 31st March 2012. It describes key developments and progress against all objectives and performance indicators for the service.

The way in which the Red, Amber and Green, (RAG), symbols and Travel Indicator symbols have been used to reflect progress to date is explained in Appendix 5.

Given that there are a considerable number of year-end transactions still to take place a Financial Statement for the period has not been included within this report in order to avoid providing information that would be subject to further change and amendment. The final 2011 / 12 financial statements for the Department will be prepared once the Council's year-end accounts have been finalised and made available via the Council's Intranet. A notice will also be provided within the Members' Weekly Bulletin as soon as they are available.

2.0 Key Developments

2.1 External Funding

There are a number of successes reported and bids underway for External funding working with the following; Heritage Lottery Fund, Big Lottery Fund, Growing Places Fund, Regional Growth Fund and Landfill Communities Fund. Other work includes:

- Lewis Carroll Visitors Centre – the Centre was officially opened in March 2012
- Hale Youth Centre – Currently being refurbished due to open May 2012 (Wren, Biffa, and HBC funded)
- Halebank Youth Centre – Currently being refurbished due to open July 2012 (Wren, HHT and HBC funded).

2.2 Business Improvement & Growth

The impact of the global recession, continuing uncertainty in the Euro Zone and current government policies to reduce the ratio of net debt as a percentage of GDP

continues to have a profound effect upon the number of investment enquiries received and managed to completion by the Business Development Team (BDT). Between 2000 and 2008, the BDT managed an average of 320 investment enquiries each year. Since the onset of the global recession in 2008, investment enquiries have fallen to approximately 164 enquiries per year. However, 2011-2012 has continued the upwards trend of increasing enquiries with 179 enquiries managed, compared with 162 for the period 2010-2011, and 152 for 2009-2010. Conversions, the proportion of enquiries that are translated into actual investment or expansion projects, have also been affected by the turmoil in the global economy. For the period 2011-2012, the BDT recorded 22 conversions, compared with 25 in the period 2010-2011.

A major inward investment marketing campaign aimed at driving more traffic to the web site www.runcorn-widnes.com commenced in January 2012 at Runcorn Mainline Station and Liverpool John Lennon Airport to compliment an existing media campaign targeting professionals and business intermediaries. The campaign has produced a demonstrable spike in the numbers of users accessing the web site particularly from London and the wider Liverpool City Region.

In January 2012, a sharp increase in both enquiries (150% increase from December 2011) and website traffic was seen (79% increase from December 2011). Web traffic remained high throughout the final quarter of 2011-2012. The increase in website traffic originating in Liverpool (125% increase) and London (215% increase) between December 2011 and January 2012 is significantly higher than the increase in web traffic locally. Website traffic from Runcorn and Widnes has increased by 41% and 44% respectively.

The annual Halton Business and Tourism Awards took place at The Heath Business and Technical Park on Friday 30 March. The event, sponsored by ABB, Mexichem, Virgin Trains, Selwyns Travel, Reel Cinemas, INEOS Chlor Vinyls, Prologis, Medicash and CD&P Media, was attended by 220 business people and feature a key note speech from Olympic athlete Colin Jackson.

2.3 Major Regeneration Projects

Bayer Site

A draft forward strategy was produced by a HBC led steering group in April 2010, in order to set out the form and timescales for the site development.

Project progress has been slowed due to the environmental uncertainties, with regards to the presence of hydrazine, the economic climate and financial constraints. In January 2012, due to the cessation of NWD, the Bayer project has been transferred to the Department for Business, Innovation and Skills' Portfolio Management Office (BIS PMO). HBC are due to enter into dialogue with BIS to review the legal agreement detail and obtain clarification as to the financial operation of the ring fenced account facility in order to develop this strategy, through necessary expenditure.'

Castlefields Regeneration

As at 1st April 2012, 1203 deck access units have been demolished as part of the Castlefields Regeneration Programme, with a further 80 units programmed for demolition in 2012. To date, these have been replaced by 747 new build homes, with 80 new homes currently under construction and further 400 homes planned over coming years.

In December 2011 the 1st phase of the Village Square opened with completion of new shops and flats, this was followed in March 2012 with the opening of the new Community Centre and extensive public realm. The new health centre is scheduled to open in May 2012, with a formal grand opening in the summer 2012. Other environmental improvements continue to be delivered within the neighbourhood. A first phase of intervention covering a proportion of the 500 two-storey system built houses was announced in March 2012, this will include external wall and roof cladding to improve the energy efficiency of the properties and the visual amenity of the neighbourhood. The Regeneration Programme is now within its 10th year of delivery.

3MG

In January 2011 £9m was secured from the Regional Grow Fund to facilitate the further development of 3MG. Specifically, Stobart will utilise £4.5m of the RGF grant for the reclamation of a heavily contaminated 100 acre site, which will enable private sector development to proceed which will ultimately create, in excess of, 1m sq ft (92,000 sq m) of warehousing space. The remaining £4.5m will be used for the provision of infrastructure to open up HBC field.

Preparatory works on the link road commenced in September 2011. The main link road works and the warehouse development were to commence in December 2011. However, with the potential legal challenge pending, the developer has not yet progressed with the road or the warehouse development.

The Hive

The Hive leisure development, made up of a cinema, bowling facility, restaurants, 60 bed hotel and new public house is fully open. An ice rink operator has been secured and fit out is expected to commence in April with an opening scheduled for August

Town Centres

The management of the Markets and Town Centre functions have been amalgamated as part of the review of the Economy, Enterprise and Property Department. The roll out of the new staffing structure has commenced with the new arrangements to take effect from 30th April 2012.

Four expressions of interest were received following issue of the 'Runcorn Prospectus' to potential development partners. Interviews have been arranged for Friday 27th April 2012

A bid for £90,000 under the 'Portas Town Team' initiative was submitted in March 2012. It is anticipated that the winners will be announced May 2012.

£100,000 has also been secured under the government's Empty Shops Initiative

3.0 Emerging Issues

3.1 Development & Investment Services

Liverpool City Region (LCR) Local Enterprise Partnership (LEP) formerly merged with the Mersey Partnership (TMP) in March 2012. The new body will henceforth be responsible for the economic regeneration of the LCR. It will, therefore, be critical to establish a strong operational relationship with the new body across a broad range of issues.

The Business Improvement & Growth (BIG) Team are, for example, working with the new body and UKTI to identify companies within Halton across four 'transformational sectors'; the visitor economy, SuperPort, low carbon and the knowledge economy, which will be intensively managed to ensure their future sustainability and growth.

It is anticipated that ERDF 4 bids for ERDF funding, both for start up and post start up companies, will be signed off in 2012. The BIG Team will, therefore, be required to develop a delivery programme which not only dovetails with existing business support provision, for example the Council's Superfast Broadband ERDF programme, but is responsive to the needs of the local business community.

The Business Improvement District (BID) programmes at Astmoor and Halebank Industrial Estates have entered their final year. The BID Team will, therefore, go out to tender to recruit an external agency to support the re-ballot process to secure a further five years for the programme.

The roll out of the Daresbury Science and Innovation Campus (DSIC) Enterprise Zone (EZ) will accelerate in 2012\13 and will have a profound impact of the delivery of the Daresbury Master Plan:

- The new National Careers Service will roll out from 1st April 2012. To continue to be able to deliver information, advice and guidance, the Division must re-submit their application for Matrix Accreditation. This is a lengthy process and work will begin on this in early Q1.
- New accommodation is to be made available at Moor Lane Business Centre. This will provide a similar set up to that at HPIJ offices in Rutland House. It is hoped this will be ready by May 2012.

4.0 Service Objectives / milestones

4.1 Progress against 'key' objectives / milestones

Total	9		8		0		1
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With the potential legal challenge pending against the 3MG worksthe developer has not progressed with the road or the warehouse development. The Council are now awaiting a response from the developer and customer on the scheme timetable.

For further information please refer to Appendix 1.

4.2 Progress against 'other' objectives / milestones

Total	9		8		0		1
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The project to redevelop the former Bayer site has had it's progress slowed due to environmental uncertainties, the economic climate and financial constraints.

For further information please refer to Appendix 2.

5.0 Performance indicators

5.1 Progress Against 'key' performance indicators

Total	4		2		0		2
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There are 2 indicators which have failed to achieve their target within the financial year. The effect the economic climate has had an impact on the occupancy of industrial units and the number of jobs created as a result of services provided.

Please refer to Appendix 3 for more information.

5.2 Progress Against 'other' performance indicators

Total	11		7		0		4
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There are currently 4 indicators which have failed to meet the targets set for the financial year. Again, the effect the economic climate has affected service's ability to achieve some of its targets in respect of the markets. For further information please refer to Appendix 4.

6.0 Risk Control Measures

The backlog of maintenance on buildings will continue to be a risk as funding potentially decreases. However, in recent years, the Council has developed a longer term investment plan in respect of its maintenance programme. As a result, this has actually led to a small decrease in expenditure on maintenance of buildings in 2011/12.

7.0 Progress against high priority equality actions

As a result of undertaking a departmental Equality Impact Assessment no high priority actions were identified for the service for the period 2011 – 2012.

8.0 Data quality statement

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

9.0 Appendices

- Appendix 1 Progress Against 'key' objectives / milestones
- Appendix 2 Progress against 'other' objectives / milestones
- Appendix 3 Progress against 'key' performance indicators
- Appendix 4 Progress against 'other' performance indicators
- Appendix 5 Explanation of use of symbols

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
EEP 2 (previous reference: PS04)	The generation of external funding and the provision of funding advice to the third sector.

Milestones	Progress Q2	Supporting Commentary
Bid-Writing: Minimum of four large-scale bids advised on per annum by March 2012		<p>In addition to the two bids referred to in the previous Quarterly Report other large scale bids supported include :</p> <ul style="list-style-type: none"> ▪ HLF Round 1 : St Marie's Church £800k award ▪ Growing Places Fund : £5.2 m secured for 3MG ▪ Growing Places Fund : £1.81 secured for the EZ <p>As mentioned in the Key Developments section, the service is currently supporting 10 Big Lottery Fund 'Reaching Communities' programme applications as well as 2 projects with full stage bids.</p>

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
EEP 3 (previous reference: EEB03)	The provision of a Comprehensive Support Service to business.

Milestones	Progress Q4	Supporting Commentary
Scope the opportunities for 'Vikings and the Economy' Action Plan by September 2011		Scoping report has been developed jointly with the Vikings. Representatives from the Vikings presented to the February meeting of the Halton Tourism Business Network (TBN) outlining the vision for the club and the potential impact upon the visitor economy. It is anticipated that a sub-group of the TBN, made up of both public and private sector representatives, will progress the initiative
Review the land and property business portfolio (as part of the LEA) by September 2011		This review is complete and is helping us to implement Asset Management Plan priority deployments.
Facilitate Mersey Gateway acquisition and business relocation programme by March 2012		The Council commenced formal procurement in October 2011. In February the Gateway Team announced the three successful bidders, who will be invited to compete for the contract to design, build, finance and operate a new toll bridge over the River Mersey. Bidders will be invited to submit final tender in January 2013 and tenders must be returned in February 2013. A Preferred Tenderer will be confirmed in May 2013 followed by project agreement award and mobilization in October 2013. The land acquisition and business relocation programme has already commenced with serving of the General Vesting Declarations Numbers 1-4 and will be completed by April 2013. A number of businesses have now identified potential alternative premises.

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
EEP 4 (previous references: EEB05, 06, 07, 08 & 10)	The delivery of the Council's major regeneration schemes

Milestones	Progress Q4	Supporting Commentary
Draft Runcorn Town Centre Action Plan by April 2011 .		Four expressions of interest were received following issue of the Runcorn prospectus to potential developers. Interviews have been arranged for Friday 27 th April 2012.
3MG: Commence construction of western link road and warehouse development on HBC Field by October 2011		Regional Growth Fund claim has been submitted to BIS following verification of an independent accountant's report that works carried out are to provide infrastructure which will open up HBC Field for private sector occupation. With the potential legal challenge pending the developer has not progressed with the road or the warehouse development. The Council are now awaiting a response from the developer and customer on the scheme timetable.
Completion of 'Hive' Leisure Development at Widnes Waterfront by March 2012		The Hive leisure development, made up of a cinema, bowling facility, restaurants, 60 bed hotel and new public house is fully open. An ice rink operator has been secured and fit out is expected to commence in April with an opening scheduled for August
Review the Mersey Gateway Regeneration Strategy by March 2012		A review of the Mersey Gateway Regeneration Strategy has informed part of the recent reorganisation of the Economy, Enterprise & Property department, where the Major Projects function has been reorganise to reflect key priorities outlined in both the Mersey Gateway Regeneration and core strategies.

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective	
EEP 4 (Continue) (previous references: EEB05, 06, 07, 08 & 10)	The delivery of the Council's major regeneration schemes	
Milestones	Progress Q4	Supporting Commentary
Commence implementation of Runcorn Town Centre Action Plan phase by March 2012		See 'draft Runcorn Town Centre Action Plan' above. A bid for £90,000 from the Portas Town Team initiative was submitted by HBC in March 2012. Successful applications will be announced mid-May 2012.

Appendix 2: Progress Against 'other' objectives / milestones

Ref	Objective
EEP2 (previous reference: PS04)	The generation of external funding and the provision of funding advice to the third sector.

Milestones	Progress Q4	Supporting Commentary
To partake in 4 lobbying or consultation opportunities during 2011-12, subject to the availability of consultation and lobbying events.		<p>In the last 12 months the team has been involved in the following consultation sessions:</p> <ul style="list-style-type: none"> ▪ The team has supported the Operational Director in lobbying for additional resources for the Enterprise Zone and 3MG scheme. This has seen an allocation of Growing Places fund being provided. ▪ Big Lottery Fund: on-line consultation with North-West office around challenges the sector is facing. ▪ Wren: Asked to trial their new on-line application form and consulted about the process. ▪ Lobbying events: On-going dialogue with Big Lottery Fund's North West Office has resulted in Halton becoming a focus Area for Big Lottery Fund and Windmill Hill being selected as one of 150 Big Local areas nationally. This is a community programme which will see Windmill Hill, receive an investment of at least £1million over at least the next ten years
Training: Deliver 4 targeted training sessions per annum.		Two further training sessions have taken place since the last Report: One Big Lottery Fund Reaching Communities session and a funding for schools training session

Appendix 2: Progress Against 'other' objectives / milestones

Ref	Objective
EEP 3 (previous reference: EEB03)	The provision of a Comprehensive Support Service to business.

Milestones	Progress Q4	Supporting Commentary
Scope the opportunities for 'Bridge Tourism' Action Plan by September 2011 .	<input checked="" type="checkbox"/>	<p>A sub-group of the Tourism Business Network (TBN) has been constituted and initial meetings taken place. A scoping paper, describing the potential impact of the construction phase of the Mersey Gateway project has been produced.</p> <p>A sub-group of the Tourism Business Network (TBN) has been constituted and initial meetings taken place. A scoping paper, describing the potential impact of the construction phase of the Mersey Gateway has been presented to the relevant Policy and Performance Board for comment</p>
Maintain a comprehensive database of all commercial land and property by March 2012 .	<input checked="" type="checkbox"/>	Whilst inward investment enquires remain depressed across the economy the BDT continue to provide a comprehensive commercial property finding service to local businesses wishing to expand and grow and companies wishing to move into the area

Appendix 2: Progress Against 'other' objectives / milestones

Ref	Objective
EEP 3 (Continued) (previous reference: EEB03)	The provision of a Comprehensive Support Service to business.

Milestones	Progress Q4	Supporting Commentary
Promote of the Science, Technology and Advanced Manufacturing (STAM) sector by March 2012 .		<p>A study, commissioned, in partnership with Riverside College and DATS Holdings, to better understand the future skills needs of STAM companies locally has been completed.</p> <p>Further analysis of the findings of the study have been presented to the Skills and the HEP Group.</p> <p>An electronic version of the report is in production and will be sent to all participating companies. An event will then take place, to which all 210 STAM companies in the Borough will be invited, to consider a comprehensive public\private sector approach to meeting the latent skills needs of the sector</p> <p>A dialogue has commenced with Careers Academies UK to promote the development of science, technology, engineering and maths (STEM) Career Academies in Halton</p>
Deliver BID Year 4 action plan by March 2012 .		The financial and output targets contained within the Astmoor and Halebank BID Programmes in Year 4 have been achieved. The BID team have met with both the Astmoor and Halebank Exec' Comms' to agree budgets and outputs for Year 5 and to plan for the pending re-ballot. .

Appendix 2: Progress Against 'other' objectives / milestones

Ref	Objective
EEP 4 (previous references: EEB05, 06, 07, 08 & 10)	The delivery of the Council's major regeneration schemes

Milestones	Progress Q4	Supporting Commentary
Completion of Phoenix Park, Castlefields dipping platform by May 2011 .		The dipping platform is complete and an official opening has been held.
Commence retail development at old B&Q site by June 2011 .		The Tesco development at the former B & Q site has been completed and the store began trading on March 26 2012
Former Bayer site: Agree Forward Strategy with NWDA successor body by March 2012 .		<p>A draft forward strategy was produced by a HBC led steering group in April 2010, in order to set out the form and timescales for the site development.</p> <p>Project progress has been slowed due to the environmental uncertainties, the economic climate and financial constraints. In January 2012, due to the cessation of NWDA, the Bayer project has been transferred to the Department for Business, Innovation and Skills' Portfolio Management Office (BIS PMO). HBC are due to enter into dialogue with BIS to review the legal agreement detail and obtain clarification as to the financial operation of the ring fenced account facility in order to develop this strategy, through necessary expenditure.'</p>

Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
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Development and Investment Services

Cost & Efficiency							
DIS LI01 (previous reference PYS LI03)	Occupancy of industrial units	81%	85%	72%			Economic climate remains very challenging. New marketing initiative being developed to promote units.

Service Delivery							
DIS LI05 (previous reference EEB LI05)	Number of investment enquiries per annum	162	180	180			The number of enquires has increased compared to 2010/11 despite the continuing down turn in the global economy and limited Foreign Direct Investment (FDI) into the UK.
DIS LI06 (previous reference EEB LI06)	Inward investment enquiry conversion rate %	14.8%	9%	12.2%			While the conversion rate remains above the annual target the actual number of conversions fell from 25 to 22 when compared with the same period in 2011.
DIS LI07 (previous reference EEB LI07)	Contribution to jobs created as result of the service\ s being provided (departmental)	244	350	287			Performance compares favourably with previous years but remains below target.

Appendix 4: Progress Against 'other' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
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Development and Investment Services

Cost & Efficiency							
DIS LI08 (previous reference PYS LI04)	Percentage of industrial unit rent collected as percentage of rent due (excluding bankruptcies and the like)	92%	95%	97%			The implementation of an automated system has improved general rent collection.
DIS LI09 (new)	Percentage of rent market hall collected as percentage of rent due (excluding bankruptcies)	94.5% (baseline as at 30 June 2011)	94%	86.5%			New rent collection methods have been implemented within the market (indoor and outdoor). Despite this, the difficult retail environment has impacted rent collections.
DIS LI10 (new)	Occupancy of Commercial % (new)	81% (baseline as at 30 June 2011)	81%	81%			Target met.
DIS LI11 (new)	Occupancy of Business Centres % (new)	72% (baseline as at 30 June 2011)	65%	75.38%			Target exceeded.

Appendix 4: Progress Against 'other' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
DIS LI12 (new)	Occupancy of Leisure Sites % (new)	93% (baseline as at 30 June 2011)	93%	93%			Target met.
DIS LI13 (new)	Occupancy Outside Retail Market (new)	43.4% (baseline as at 30 June 2011)	43%	43%			Improvement on previous quarter which may be as a result of ongoing marketing of shopping centre and Widnes Town Centre Shopper Offer. There is a slight decrease but it is expected that target will be met.
DIS LI14 (new)	Percentage of rent retail market collected as % of rent due (excluding bankruptcies)	96.5% (baseline as at 30 June 2011)	96%	85%			New rent collection methods have been implemented within the market (indoor and outdoor). Despite this, the difficult retail environment has impacted rent collections.
DIS LI15 (new)	Occupancy Widnes Flea Market (new)	91.3% (baseline as at 30 June 2011)	91%	91%			Figures will be dependant upon the day of the week as well as weather conditions at the time.
DIS LI16 (new)	Percentage of rent flea market collected as % of rent due (excluding bankruptcies)	100% (baseline as at 30 June 2011)	100%	94%			New rent collection methods have been implemented within the market (indoor and outdoor). Despite this, the difficult retail environment has impacted rent collections.

Appendix 4: Progress Against 'other' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
DIS LI17 (new)	Occupancy Runcorn Street Market	71%	75%	60%			Figures will be dependant upon the day of the week as well as weather conditions at the time.
DIS LI18 (new)	Percentage of rent Runcorn street market collected as % of rent due (excluding bankruptcies)	100%	100%	100%			New rent collection methods have been implemented within the market (indoor and outdoor). Despite this, the difficult retail environment has impacted rent collections.

Appendix 5: Explanation of Symbols

Symbols are used in the following manner:

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

Direction of Travel Indicator

Where possible performance measures will also identify a direction of travel using the following convention

Green	 Indicates that performance is better as compared to the same period last year.
Amber	 Indicates that performance is the same as compared to the same period last year.
Red	 Indicates that performance is worse as compared to the same period last year.
N/A	Indicates that the measure cannot be compared to the same period last year.

Departmental Quarterly Monitoring Report

<u>Directorate:</u>	Policy & Resources
<u>Department:</u>	Policy, Planning & Transportation (Extract)
<u>Period:</u>	Quarter 4 - 1 st January – 31 st March 2012

1.0 Introduction

This quarterly monitoring report covers the Policy, Planning & Transportation Department fourth quarter period up to 31st March 2012. It describes key developments and progress against all objectives and performance indicators for the service.

The way in which the traffic lights symbols and direction of travel indicators have been used to reflect progress to date is explained within Appendix 5.

Given that there are a considerable number of year-end transactions still to take place a Financial Statement for the period has not been included within this report in order to avoid providing information that would be subject to further change and amendment. The final 2011 / 12 financial statements for the Department will be prepared once the Council's year-end accounts have been finalised and made available via the Council's Intranet. A notice will also be provided within the Members' Weekly Bulletin as soon as they are available.

2.0 Key Developments

2.1 Development Services

Major Planning Applications of Interest

- 12/00067/FUL Proposed erection of 17 no. detached dwellings as amendment to previous planning permissions 06/00938/FUL and 07/00931/FUL (increasing total number of dwellings to 103) at Ascot Gardens (Site H3) Queensbury Way Widnes Cheshire
- 12/00100/OUT Outline planning application (with all matters reserved) for construction of up to 53 residential dwellings at Land To The South Of Progress House The Heath Business & Technical Park Heath Road South.

- 12/00127/EDU Proposed extension and refurbishment of existing secondary school, remodelling of existing car park and associated landscaping at Ormiston Bollingbroke Academy, Barnfield Avenue Runcorn Cheshire.
- 12/00140/FUL Proposed renewal of planning permission 04/01064/FUL for proposed part demolition, restoration and conversion of hall and outbuildings into 22 residential units and erection of 9 houses (a total of 31 residential) at Daresbury Hall, Daresbury Lane, Daresbury, Warrington, Cheshire
- 12/00142/OUT Outline application for up to 35 no. two and three storey residential dwellings at Land Opposite Motherwell Close Lanark Gardens Widnes Cheshire.
- 12/00143/S73 Application under Section 73 of the Town and Country Planning Act to vary condition no. 2 of planning permission 12/00025/S73 to allow for minor material amendments to the internal layout and external appearance of the public house at Land Opposite Motherwell Close Lanark Gardens Widnes Cheshire.
- 12/00155/REM Phase 1 Earthworks and Infrastructure Reserved Matters submission relating to the area east of Steward's Brook comprising: (1) cut and fill earthworks including remediation to secure site levels; (2) spine road and Desoto Road roundabout; (3) rail siding to Stobart Port; (4) new road and rail bridges over Steward's Brook; (5) drainage; and (6) strategic landscaping at Stobart Park/3MG, Formerly West Bank Dock, Comprising Land To The East Of Desoto Road East And To The West Of Foundry Lane.
- 12/00156/FULEIA Proposed construction of an anaerobic digestion plant, de-packaging building, two storey office building and ancillary development at P D M Desoto Road Widnes Cheshire.

2.2 Mersey Gateway

Further to the Quarter 3 2011/12 report regarding procurement of the Mersey Gateway:

A total of six organisations were taken through the Pre Procurement Qualification process from December 2011 to February 2012 and three bidders were selected. The successful candidates will now be invited to compete for a contract to design, build, finance and operate a new toll bridge over the River Mersey between Runcorn and Widnes and associated work in the towns. The value of the construction phase, including land, is estimated at £600m.

The three bidders are:

- **Balfour Beatty, Bouygues Travaux Publics, Egis Projects consortium**, comprising equity members Balfour Beatty plc, Bouygues Travaux Publics and Egis Projects
- **Merseylink consortium**, comprising equity members Macquarie Capital Group Limited, Bilfinger Berger Project Investments Limited, Vialia Sociedad Gestora de Concesiones de Infraestructuras S.L. and FCC Construcción S.A., and
- **MGL consortium**, comprising equity members Galliford Try Investments Limited, Hochtief PPP Solutions GmbH and Iridium Concesiones de Infraestructuras S.A.

2.3 Winter Maintenance

The highway winter maintenance season is approaching its end (10 April 2012) and the relative mildness of this winter has been reflected in gritting mobilisation and grit usage which have reduced by 60% and 50% respectively in comparison with last winter.

3.0 Emerging Issues

3.1 Logistics

It should be noted that, as previously reported, the current Real Time Passenger Information (RTPI) system has now been switched off. The system was delivered in partnership with Merseytravel who have taken the decision to decommission the existing system. Merseytravel are in the process of procuring a new RTPI system, however, this will not be operational until later in the year. The Council continue to meet with Merseytravel to discuss the possibility of working in partnership to deliver a new RTPI system for the Borough.

It should also be noted that proposals have been submitted to further reduce the current contracted local bus network due to the reduction of the existing local bus budget.

From the 1st April 2012 Bus Service Operators Grant (BSOG) paid to the operators to offset the cost of fuel will be reduced by 20% to 34.57 pence per litre from 43.21 pence per litre, which will have a significant negative impact on their operating costs. However during March DFT announced further reform to the BSOG system pending consultation, most significantly that the proportion paid to the operators for supported mileage could now be paid to the Local Transport Authority to reinvest into the supported network. There are also further proposals for incentives to encourage partnership working between the operators and the Council and also to improve multi operator ticketing.

3.2 SJB Complex Bridge Maintenance

The last phase of major bridge maintenance in the SJB Complex has been initiated within Q4. This involves replacement of the parapets on the SJB footbridge and major painting works above and below deck level. The traffic management associated with these works, though restricted to overnight and weekends, will be the source of disruption through the summer period.

Consultation is ongoing with Department for Transport regarding potential for deferring the SJB Complex maintenance grant so that the most disruptive of the maintenance activity planned within the SJB complex can be undertaken during a total closure of the SJB following opening of the Mersey Gateway Bridge.

3.3 Flood Risk Management

The Council recently responded to Defra consultations on the implementation of the sustainable drainage system (SuDS) section of the Flood and Water Management Act and planned changes to the Reservoirs Act. Each of these involves statutory duties and has implications for policy setting and resource management.

SuDS proposals will require the Council to approve, inspect, adopt and maintain drainage systems on new developments in the future. It is anticipated that this legislation will be introduced in phases from October 2012 to April 2013. Changes to the Reservoirs Act will introduce a risk based approach to the process of inspection and supervision of large raised reservoirs. Halton currently has one reservoir (Wharford Farm balancing lake) which is subject to the full requirements of the Act.

3.4 Street lighting

A report detailing the switch off of street lighting on high speed roads (speed limits over 40mph) between midnight and 6am was recently agreed by Executive Board. The work will now be carried out on a phased basis during the coming quarter, with the impact monitored at various sites and via feedback from the public. Other works to reduce energy and maintenance costs, such as the use of LED lighting, are also being carried out.

3.5 Traffic Management

Plans are progressing well for the visit of the Olympic Torch Relay around lunchtime on Thursday 31st May 2012. Local businesses have been contacted to highlight the potential impact on the area and publicity is being circulated. Numerous meetings have taken place with our partners (emergency services, bus operators, etc.) and further meetings are planned. Internal Business Continuity Plans are being reviewed and implemented, where appropriate, to deal with the potential impact on Council services due to the closure of the Silver Jubilee Bridge.

4.0 Service Objectives / milestones

4.1 Progress against 'key' objectives / milestones

Total	11		10		0		1
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Of the 11 'key' objectives / milestones for the Policy, Planning & Transportation Division 1 failed to be achieved. This is around the performance of the punctuality of the bus services, although overall performance is above the Traffic commissioner's guidelines of 95%.

For further details please refer to Appendix 1.

4.2 Progress against 'other' objectives / milestones

Total	1		1		0		0
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Additional information concerning all 'other' objectives / milestones is included within Appendix 2.

5.0 Performance indicators

5.1 Progress Against 'key' performance indicators

Total	16		9		0		7
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Nine of the 'key' indicators have met their target as planned with seven exceptions. These are: An increase in planning applications has had an impact on the processing time, the effect of the past three successive severe winters has had an impact on the performance of structural maintenance, the number of buses starting route on time although is higher than the traffic commissioners target of 95%, is slightly lower than Halton's own target. The number of passengers on community based transport has decreased slightly possibly due to service changes at the start of 2011/12, also local journeys have declined over the year which may be due to the current economic climate and changes in the service. For further details please refer to Appendix 3.

5.2 Progress Against 'other' performance indicators

Total	8		5		0		3
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There have been 3 'other' indicators which have not met their targets. 3rd Party claims although higher than the target for the year, have shown a downward trend compared to previous financial years.

Timescales for non-DNO street lighting repairs have been addressed and the contractor is reassigning resources to remedy the situation. Repairs made within 24 hours to roads and pavements have been affected due to contractor performance in the latter half of the financial year. A new, more precise reporting structure has now been established which has highlighted performance issues.

The percentage of businesses with less than 100 employees with green travel plans in place has shown a decrease this is due to the increased number of employers of that size within the borough affecting the final year figures.

There are also 5 indicators for which information is currently unavailable. This is due, in part, to the timings that data becomes available during the year and as such, year end values will be presented within a quarterly monitoring report later in the next (2012/13) financial year.

For more information please refer to Appendix 4.

6.0 Risk Control Measures

During the development of the 2011 - 12 service activity, the service was required to undertake a risk assessment of all Key Service Objectives.

No 'high' risk, treatment measures were identified.

7.0 Progress against high priority equality actions

As a result of undertaking a departmental Equality Impact Assessment no high priority actions were identified for the service for the period 2011 – 2012.

8.0 Data quality statement

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

9.0 Appendices

- Appendix 1 Progress Against 'key' objectives / milestones
- Appendix 2 Progress against 'other' objectives / milestones
- Appendix 3 Progress against 'key' performance indicators
- Appendix 4 Progress against 'other' performance indicators
- Appendix 5 Explanation of use of symbols

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
PPT 05	Mersey Gateway – Complete the procedural process to achieve all necessary orders and conditional approval of the Business Case for the construction of the Mersey Gateway within the timescales required.

Milestones	Progress Q 4	Supporting Commentary
Conditional Funding Approval Granted by Ministers – Autumn 2011.		Conditional Funding received in October 2011. Construction of the new bridge is expected to begin in 2013 and is due to be open for traffic in 2016. The construction cost (including land) is around £600m which the Department for Transport will support with a mixture of capital grant and revenue funding for the bridge's continued operation. The DfT will contribute £14.55m per annum over the 27 year operation period.
Commence the Execution of Compulsory Powers for Land Acquisition – Commenced July 2011.		<p>Four General Vesting Declarations have been served to date, covering the land required for Advanced Works and in respect of those businesses that need to relocate. The Land Acquisition team continue to negotiate with other landlords / businesses.</p> <p>A General Vesting Declaration (GVD) will automatically vest title on the land upon which it has been served, to Halton Borough Council on expiry of the notice, which is normally a minimum period of 28 days.</p>

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
PPT 06	Mersey Gateway- Commence the procurement process for the construction of Mersey gateway to ensure that the project can be completed within the required timescales.

Milestones	Progress Q 4	Supporting Commentary
HM Treasury approval (Chief Secretary) for Conditional Funding Bid - Autumn 2011.		Completed with approval being received October 2011.
Publish invitation to prospective tenders in the Official Journal of the European Union (OJEU) – Autumn 2011.		Official Journal of the European Union (OJEU) notice published 24th October 2011. Submissions received back on 14th December 2011.
Announce Prequalification Results - Spring 2012.		Announcement made 17th February 2012 for further information please access: http://www.merseygateway.co.uk/2012/02/mersey-gateway-project-announces-bidders-shortlist/
Commence Competitive Dialogue process – Spring 2012.		First round of dialogue meetings commenced w/c 20th March 2012.

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
PPT 07	LTP Capital Programme - Deliver the LTP Capital Programmes to ensure that the transport system is maintained and developed to meets local needs

Milestones	Progress Q 4	Supporting Commentary
To deliver the 2011/12 LTP Capital Programme March 2012.		<p>The LTP Capital Programme comprises two blocks. Programmes were completed and budget allocations have been spent in full in 2011/12 as follows:</p> <p><u>Highways Capital Maintenance</u></p> <p>(£1,983k budget) All programmed major structural maintenance schemes (7 major carriageway schemes and 30 footway reconstructions) were completed by the end of Quarter 3.</p> <p>(£680k budget): Sustainable transport and highway improvements to assist walking, cycling and buses have been implemented in and around Hough Green / Upton and Halton Brook neighbourhood centres. Cycle and walking route improvements have been undertaken at various locations, including links to West bank and the Trans Pennine Trail from Ditton, the 'Mineral Line' route to St Helens and on the Borough's Public Right of Way network. A programme of bus stop upgrades across the Heath area of Runcorn has also been completed.</p>

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
PPT 09	Silver Jubilee Bridge Complex Major Maintenance Scheme – Delivery of the remaining programme of major works identified within the revised SJB Complex Maintenance Strategy to ensure continued unrestricted availability of the SJB crossing and to allow future maintenance to be delivered on a steady state, lifecycle planned basis.

Milestones	Progress Q 4	Supporting Commentary
Review progress, revise SJB maintenance strategy document and deliver 2011/12 works programme in accordance with Project Plan March 2012		Annual works programme has utilised full 2011/12 Major Maintenance Grant availability. Major works to complete refurbishment below deck in the SJB Widnes spandrel and side span, above deck in the Runcorn side span and to refurbish and increase the height of SJB pedestrian parapets has commenced. This work is due to end in September 2012.
Complete consideration of implications of approval of Mersey Gateway project for funding and delivery of future major bridge maintenance requirements within SJB Complex - December 2011 (depending upon the outcome of the Secretary of State's decision).		DfT have been approached and have responded, accepting the logic for deferral of SJB Complex maintenance activity to take advantage of planned, subject to clarification, value for money savings. The concept of using surplus maintenance funding to support Runcorn SJB delinking measures has however been less well received. Discussions, in both regards, are proceeding.

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
PPT 10	Improving the quality and accessibility of public transport services in Halton to encourage the use of sustainable transport and increase its accessibility by vulnerable group

Milestones	Progress Q 4	Supporting Commentary
Increased number of Disability Discrimination Act (DDA) compliant bus stops.		There are now 54.22% of bus stops in the Borough that have had the bus border kerbs fitted to ease access for wheelchair bound passengers and passengers with mobility problems.
Improved quality bus partnerships and punctuality of services.		<p>Although this indicator has performed below the expected levels during 11/12, performance continues to be above the Traffic Commissioners guidelines of 95% compliance.</p> <p>The Council continues to meet with the operators to discuss the results of the timing checks carried out. Both the dominant operators in the Borough are in the process of upgrading their ticketing machine systems to GPS based systems to enable more effective performance monitoring of their respective operations within the Halton. The information received from the ticket machine will enable operators to schedule services more accurately as they will have actual running time information.</p> <p>Following the shutdown of the current RTPI system both Halton Transport and Arriva are keen to continue to work in partnership to develop a new Real Time Information system which will provide further detailed operational performance information.</p>

Appendix 2: Progress Against 'other' objectives / milestones

Ref	Objective
PPT 08	Local Transport Plan 3 – Monitor progress against the Council’s transport goals and submit to ensure progress is maintained

Milestones	Progress Q 4	Supporting Commentary
Submit final delivery report for LTP 2 to Members. November 2011.		A delivery report for the final year of LTP2 was provided to the Environment and Urban Renewal Policy and Performance Board in November 2011. this report can be accessed via the following link: http://members/mgConvert2PDF.aspx?ID=15259

Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
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Service Delivery							
<u>PPT</u> <u>LI 07</u>	Processing of planning applications as measured against targets for:						
<u>NI 157</u>	a) 'major' applications	44.4%	60%	25%			Planning application processing has been impacted due to both an increase in the applications workload, for example major applications for Ineos, 3MG, and Widnes Town Centre / Widnes Waterfront and capacity levels. Opportunities for improvement are being investigated as part of the current Wave 3 Efficiency Review.
	b) 'minor' applications	36%	80%	34.29%			
	c) 'other' applications	55.56%	80%	54.79%			
<u>PP</u> <u>TLI 10</u>	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	47 (2010 yr)	55 (2010)	45 (2011)			Data is reported annually by calendar year. Individual yearly total of 40 in 2011 lowest for over 12 years.
<u>PPT</u> <u>LI 11</u>	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	8 (2010 yr)	10 (2010)	7.6 (2011)			Data is reported annually by calendar year. Original 2010 data supplied by Cheshire Police in error. Even so, the direction of travel is still positive.
<u>PPT</u> <u>LI 12</u>	No. of people slightly injured in road traffic collisions.	423 (2010 yr)	420 (2011)	382 (2011)			Data is reported annually by calendar year.

Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
<u>PPT</u> <u>LI 15</u> <u>Ex BVPI</u> <u>224b</u>	Condition of Unclassified Roads (% of network where structural maintenance should be considered).	17%	9%	21%			This performance is related to 3 successive severe winters and this trend is mirrored by other LA's. Although additional DfT funding has been received to combat this, because we only survey a third of the network each year this figure will not take account of increased works carried out in the last 2 years.
<u>PPT</u> <u>LI 19</u> NI 47	Percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	2.1% (2010 yr)	9.1%	13.5% (2011)			Data is reported annually by calendar year. Individual yearly total of 40 in 2011 lowest for over 12 years.
<u>PPT</u> <u>LI 20</u> NI 48	The percentage change in number of children killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	-3.8% (2010 yr)	0.0%	27.3% (2011)			Data is reported annually by calendar year. Original 2010 data supplied by Cheshire Police in error. Even so, the direction of travel is still positive.

Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
PPT LI 21 NI 168	Percentage of principal road network where structural maintenance should be considered.	1%	2%	1%			Within target. Sound existing construction and the investment made in the structural maintenance, has enabled Principal and Non-Principal Roads to withstand deterioration due to severe winter weather.
PPT LI 22 NI 169	Non principal roads where maintenance should be considered.	3%	4%	3%			
PPT LI 23 NI 178	Bus service punctuality, Part 1: The proportion of non frequent scheduled services on time (%):						
SCS ER 2a & ER 2b	a) Percentage of buses starting route on time	96.77%	97.6%	96.56%			This indicator has improved on Q3 levels but is slightly down on the previous year's performance. This was due to poor performance in the early part of the year. However the indicator does continue to perform within the Traffic Commissioners recommended target of 95%.
	b) Percentage of buses on time at intermediate timing points	87.1%	85%	87.30%			This indicator has continued to show improvement and achieved the target for this year. The indicator has also showed an improvement on last year's figures.

Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
PPT LI 24 NI 189	Flood and coastal erosion risk	N/A	100%	100%		N/A	<p>¹Maintenance and improvement works have been undertaken over the course of the year at various locations funded from HBC revenue and capital budgets and through Flood Defence Grant in Aid allocations (via Environment Agency).</p> <p>Principally, six property level flood protection schemes have been progressed in Widnes, protection works to Wharford Farm reservoir and a survey and study into the failure of coastal armouring at Pickerings Pasture. The Environment Agency also completed major flood protection works to Keckwick Brook at Sandymoor, Runcorn.</p>

¹ Through discussions with the Department for Environment, Food and Rural Affairs (Defra) and representatives at the Local Government Association (LGA), three new progress indicators have been identified to monitor Lead Local Flood Authorities' management of local flood risks in accordance with the Flood and Water Management Act:

1. **Progress in developing local flood risk management strategies (section 9 of the Act);** The development of Halton's Local Strategy is in progress and will draw on the findings of various studies, surveys and reports completed during the years (e.g. Preliminary Flood Risk Assessment, Surface Water Management Plan study). A new 'Key Objective' and set of milestones have been set for 2012 – 15 Performance management reports.
2. **Progress in developing a register of structures or features (section 21 of the Act);** A register of structures which are likely to have a significant effect on flood risk in Halton has been developed and can be made available for inspection. Work is ongoing to verify ownership of structures and to develop a record of information about these structures.
3. **Number of investigations carried out and published (section 19 of the Act);** A formal investigation procedure has been developed, however no investigations meeting the criteria have been necessary during 2011/12.

Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
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PPT LI 25 NI 198	Children travelling to school – mode of transport usually used (%).						<p>It should be noted that the Department for Education (DfE) has very recently announced its decision to remove the question about how children travel to school from the annual school census.</p> <p>It follows that data for the current year (2011/12) will not be collected which will have implications for school travel planning.</p> <p>Data for 2010/11 is the validated performance from DfE</p>
	a) Children aged 5 – 10 years						
	• Cars	40.0%	-	N/A	N/A	N/A	
	• Car Share	4.1%	-	N/A	N/A	N/A	
	• Public Transport	2.3%	-	N/A	N/A	N/A	
	• Walking	53.2%	-	N/A	N/A	N/A	
	• Cycling	0.3%	-	N/A	N/A	N/A	
	• Other	0.1%	-	N/A	N/A	N/A	
	b) Children aged 11 – 15 years						
	• Cars	24.1%	-	N/A	N/A	N/A	
	• Car Share	1.8%	-	N/A	N/A	N/A	
	• Public Transport	19.3%	-	N/A	N/A	N/A	
	• Walking	49.4%	-	N/A	N/A	N/A	
	• Cycling	1.3%	-	N/A	N/A	N/A	
• Other	4.1%	-	N/A	N/A	N/A		

Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
Fair Access							
<u>PPT</u> <u>LI 27</u>	% increase in cycle use - NEW Indicator to be derived from previous LTP3 Mandatory PI	N/A	TBC	Awaiting data collection from fixed cycle counters	N/A	N/A	For 2012/13 The Local Sustainable Transport Fund bid will (if successful) include a new indicator to measure cycling improvements. An outcome is expected on the bid during May 2012.
<u>PPT</u> <u>LI 28</u>	No. of passengers on community based accessible transport	266,230	267,000	253,682			Q4 has seen an improvement on Q3 performance but did not achieve the expected target for this year. The decline in the usage of community transport is attributed to the introduction of a charging regime on the services at the start of 11/12
<u>PPT</u> <u>LI 30</u> NI 167	Congestion, in minutes per mile, during morning peak times on locally managed 'A' roads during the weekday morning peak (7am to 10am)	1.80	Information in relation to this measure, which was primarily collected for the purposes of central government, is no longer provided by the Department for Transport. As a result it will no longer form part of the Departmental Monitoring Report.				
<u>PPT</u> <u>LI 31</u> NI 177	Number of local bus passenger journeys originating in the authority area in one year (000's)	6,293	6,150	6,060			Bus patronage in Halton has declined following a reduction in both commercial and supported services on the bus network. Operators have also indicated the decline may also be due to less social journeys undertaken as a result of the current economic climate.

Appendix 4: Progress Against 'other' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
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Cost & Efficiency							
PPT LI 02	Number of third party compensation claims received due to alleged highway / footway defects	149	110	127			Although the total claims received for the year remains in excess of target the total numbers of claims received fell significantly. It should be noted also that number of successful claims shows a downward trend.
PPT LI 03	Increase MOT test facility turnover by 3% per annum (£)	229,469	187,143 (+3%)	213,789			Target has been exceeded for 11/12. However, the difficult trading conditions continue as indicated in the year-end figures when measured against last year's turnover.

Appendix 4: Progress Against 'other' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
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Service Delivery							
PPT LI 05 NI 154	Net additional homes provided	173	159	Refer to comment	N/A	N/A	Housing change is monitored annually as at 1st April, however results take several weeks to collate. Quarterly monitoring of large sites has been discontinued. Figures are expected to be comparable with previous year.
PPT LI 06 NI 155	Number of affordable homes delivered (gross)	145	20	Refer to comment	N/A	N/A	Housing change is monitored annually as at 1st April, however results take several weeks to collate. Quarterly monitoring of large sites has been discontinued. Figures are expected to be comparable with previous year.
PPT LI 08 NI 159	Supply of ready to develop housing sites (%)	128.80 %	100%	Refer to comment	Refer to comment		Housing change is monitored annually as at 1st April, however results take several weeks to collate. Quarterly monitoring of large sites has been discontinued. Figures are expected to be comparable with previous year.
PPT LI 09 NI 170	Previously developed land that has been vacant or derelict for more than 5 years	2.21%	2.24%	Not available quarterly	N/A	N/A	Data collected annually as at 1st April, but not available until Q2 of 2012/13.

Appendix 4: Progress Against 'other' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
PPT LI 13	Average number of days taken to repair street lighting fault: non DNO (Street lights controlled by the authority). (Previously BVPI 215a).	5	5	6			<p>Following the closure of other street lighting depots, the council's contractor Tarmac had reduced resources available due to commitments on works outside of Halton.</p> <p>This issue has been taken up with the contractor, who is re-assigning its resources to improve the situation.</p>
PPT LI 14	Average number of days taken to repair street lighting fault: DNO (Street lights controlled by the energy provider). (Previously BVPI 215b).	32	30	29			<p>Scottish Power have re-assigned their resources and have met the target. This may not continue as they are re-organising their contractors.</p>
PPT LI 16	Damage to roads and pavements (% dangerous damage repaired within 24 hours).	98.37%	98%	94.4%			<p>There was a measured fall in contractor performance in the latter part of this year and this has been pursued with the Term Maintenance Contractor responsible for delivering the works. A more precise reporting procedure has also been established in 2011/12 which has contributed to the reported fall in performance.</p>
PPT LI 17	Percentage of schools with School Travel Plans in place.	100%	100%	100%			<p>Achieved target but no further funding available to develop the plans any further.</p>

Appendix 4: Progress Against 'other' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
PPT LI 18	Percentage of employers (> 100 employees) with Green Travel Plans in place.	62%	66%	52%			There are now 73 businesses registered in the Borough employing more than 100 Employees, an increase of 13 businesses on the initial baseline data. Therefore, reducing the percentage of businesses with travel plans to 52% at year end. However, this is an increase on Q3. A total of 38 of the 73 businesses now have travel plans in place with work continuing to develop new travel plans with the remaining businesses. Work also continues on the updating of existing travel plans at The Heath and the Council.

Appendix 4: Progress Against 'other' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
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Fair Access							
PPT LI 26	% of footpaths and Rights of Way that are easy to use.	86%	88% Provisional	Refer to comment	N/A	N/A	Public Rights Of Way (PROW) survey work is usually carried out toward the end of the year by Groundwork Merseyside under a Service Level Agreement. Due to this company going into administration the survey was not undertaken, and therefore data will not be available for 2011/12. However programmed and reactive maintenance works have continued on the PROW network throughout the year so we do not anticipate any significant deterioration in this indicator when the full survey is undertaken for 2012/13
PPT LI 29	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	48.25%	48%	54.22%			This indicator continues to perform well and has achieved the target for the year.

Appendix 5 Explanation of Symbols
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Symbols are used in the following manner:

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

Direction of Travel Indicator

Where possible performance measures will also identify a direction of travel using the following convention

Green	 Indicates that performance is better as compared to the same period last year.
Amber	 Indicates that performance is the same as compared to the same period last year.
Red	 Indicates that performance is worse as compared to the same period last year.
N/A	Indicates that the measure cannot be compared to the same period last year.

Departmental Quarterly Monitoring Report

<u>Directorate:</u>	Communities Directorate
<u>Department:</u>	Commissioning & Complex Care -Housing Strategy Extracts
<u>Period:</u>	Quarter 4 - 1 st January 2012 – 31 st March 2012

1.0 Introduction

The purpose of this report is to provide information concerning those objectives / milestones identified within the Community Directorate Plan that relate to the Council's Housing Strategy. The way in which symbols have been used to reflect progress is explained within Appendix 4.

2.0 Key Developments / Emerging Issues

The Welfare Reform Act received Royal Assent on the 8th March 2012 heralding the phased introduction of a number of controversial changes to the welfare benefits system that have been highlighted in previous Monitoring Reports and Member briefings.

Government has issued a document outlining its intention to enhance the housing Right to Buy scheme, aimed at stimulating take up and encouraging the capital receipts to be reinvested in new housing. The changes will take effect from 2nd April 2012 subject to Parliamentary agreement. The document can be found at <http://www.communities.gov.uk/publications/housing/righttobuyinfo>.

In accordance with the requirements of the Localism Act 2011, a Tenancy Strategy has been drafted for Halton. The purpose of the draft Strategy is to provide guidance for Registered Providers of social housing on the type of tenancies that the Council recommends that providers should offer, the length of those tenancies and the circumstances in which they should be offered and renewed. The draft Strategy was presented to Environment and Urban Renewal PPB in March 2012 and is currently out to formal public and stakeholder consultation until 1st June 2012. Barring major changes to the document, it is anticipated it will be presented to Executive Board for endorsement on 28th June 2012.

The authority was successful in securing funding from the Department of Health's Warmer Homes, Healthy People fund to support vulnerable people to keep their

homes warm. This funding has been used to develop two energy efficiency initiatives: an Emergency Heat scheme which provides emergency heating systems and repairs for older people, disabled people and families with young children and the Heat Aware scheme which provides vulnerable people with energy advice in the home including how to programme heating systems effectively, read meters and understand energy bills. The funding was also used to launch the Halton Healthy Homes Network which is a virtual network of professionals and community advocates from a wide range of statutory, voluntary and community organisations who wish to keep up to date with the latest news and developments regarding housing conditions and energy efficiency within the home. A launch event was held in the Stadium on 22nd February 2012 and the network now boasts over 80 members.

3.0 Service Objectives/Milestones

3.1 Progress Against 'Key' Objectives/Milestones

Total	1		1		0		0
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The one 'Key' objective / milestone has been achieved; additional information can be found within Appendix 1.

3.2 Progress Against 'Other' Objectives/Milestones

Total	4		1		0		3
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One of the four 'Other' objective / milestones has been achieved with three exceptions. The affordable housing policy will be presented to Board in May/June 2012, a draft Housing strategy will be presented for Board endorsement in November 2012 and the introduction of the Choice Based Lettings system will not be going 'Live' until June 2012. Details can be found in Appendix 2.

4.0 Performance Indicators

There are no performance indicators identified for this service area.

5.0 Risk Control Measures

No High risk areas were identified.

6.0 Progress Against High Priority Equality Actions

There are no high priority equality actions to report.

7.0 Data Quality Statement

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

8.0 Appendices

- Appendix 1 Progress Against 'Key' Objectives/Milestones
- Appendix 2 Progress Against 'Other' Objectives/Milestones
- Appendix 3 Financial Statement
- Appendix 4 Explanation of Use of Symbols

Appendix 1: Progress Against 'Key' Objectives/Milestones

Ref	Objective
CCC 2	Effectively consult and engage with people who have Complex Care needs to evaluate service delivery, highlight any areas for improvement and contribute towards the effective re-design of services where required

Milestones	Progress Q 4	Supporting Commentary
Continue to negotiate with housing providers and partners in relation to the provision of further extra care housing tenancies, to ensure requirements are met (including the submission of appropriate funding bids). Mar 2012 (AOF6 & 7)		The position remains as per the last report in that there are 137 new units of accommodation in the development pipeline. Tenders for extra care now completed.

Appendix 2: Progress Against 'Other' Objectives/Milestones

Ref	Objective	
CCC 1	Working in partnership with statutory and non statutory organisations, evaluate, plan, commission and redesign services to ensure that they meet the needs and improve outcomes for people with Complex Care needs	
Milestones	Progress Q 4	Supporting Commentary
<i>Work with the Council's Planning Department to introduce an affordable housing policy within the Local Development Framework. Mar 2012 (AOF 11)</i>		The Supplementary Planning Document providing the detail to the Affordable Housing Policy contained in the Core Strategy is likely to be presented to Executive Board in May/June 2012 for endorsement prior to formal consultation.
<i>Review and introduce new Housing Strategy by March 2012</i>		Following discussion at the Housing Partnership, work on this project was deferred to enable the significant changes for housing being proposed in the Localism and Welfare Reform Bills to be incorporated. These Bills have now received Royal Assent and so work on reviewing the strategy has commenced. The draft strategy should be ready by November 2012 for Policy and Performance Boards and Executive Board endorsement prior to stakeholder consultation, given delays in implementation due to legislative changes.

Appendix 2: Progress Against 'Other' Objectives/Milestones

Ref	Objective	
CCC 1 (cont'd)	Working in partnership with statutory and non statutory organisations, evaluate, plan, commission and redesign services to ensure that they meet the needs and improve outcomes for people with Complex Care needs	
Milestones	Progress Q 4	Supporting Commentary
<p><i>"Implement and review the objectives outlined in the Homelessness Strategy" by March 2012</i></p>		<p>The objectives outlined in the review include; reduced homelessness (16/17 year olds) through timely mediation and the recruitment of a temporary Youth Officer. There has been an increase in Officers conducting home visits; a gradual increase in prevention initiatives to offer clients choice; and a prevention fund and Bond Guarantee Scheme to prevent homelessness. The majority of objectives have been successfully completed and there are a range of targets that are currently being developed to further enhance the service, these include;</p> <ul style="list-style-type: none"> • A full review of homelessness strategy, which is due to commence June 2012. • The implementation of the Housing Support Gateway. A full report has been completed and is due to be submitted to the Communities Directorate Senior Management team. Discussions are underway with identified IT consultants which will also involve introducing a new homelessness database to further complement and enhance the Gateway process. • An IT review has been completed and a final report to be submitted for approval to determine the names IT Provider.

Appendix 2: Progress Against 'Other' Objectives/Milestones

Ref	Objective	
CCC 1 (cont'd)	Working in partnership with statutory and non statutory organisations, evaluate, plan, commission and redesign services to ensure that they meet the needs and improve outcomes for people with Complex Care needs	
Milestones	Progress Q 4	Supporting Commentary
<i>Introduce a Choice Based Lettings scheme to improve choice for those on the Housing Register seeking accommodation. Mar 2012 (AOF11and 30)</i>		User Acceptance testing by the Council of the software took place between 20 th March and 20 th April, with system training the following fortnight. All being well the system will go 'live' in mid-June 2012. Meanwhile awareness raising and training sessions are being held for relevant staff/stakeholders, and the scheme is being publicised.

Appendix 3: Financial Statement

COMMISSIONING & COMPLEX NEEDS DEPARTMENT

Given that there are a considerable number of year-end transactions still to take place a Financial Statement for the period has not been included within this report in order to avoid providing information that would be subject to further change and amendment. The final 2011 / 12 financial statements for the Department will be prepared once the Council's year-end accounts have been finalised and made available via the Council's Intranet. A notice will also be provided within the Members' Weekly Bulletin as soon as they are available.

Appendix 4: Explanation of Symbols

Symbols are used in the following manner:

Progress	<u>Objective</u>	<u>Performance Indicator</u>
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Red	 Indicates that it is <u>highly likely or certain</u> that the objective will not be achieved within the appropriate timeframe.	<i>Indicates that the target <u>will not be achieved</u> unless there is an intervention or remedial action taken.</i>

Direction of Travel Indicator

Where possible performance measures will also identify a direction of travel using the following convention

Green	 Indicates that performance is better as compared to the same period last year.
Amber	 Indicates that performance is the same as compared to the same period last year.
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N/A	Indicates that the measure cannot be compared to the same period last year.

REPORT TO: Environment & Urban Renewal Policy & Performance Board

DATE: 13 June 2012

REPORTING OFFICER: Strategic Director, Communities

PORTFOLIO: Environmental Sustainability

SUBJECT: Cemeteries Working Group - Conclusions

WARD(S) Borough-wide

1.0 PURPOSE OF THE REPORT

1.1 To provide Members with the findings and recommendations of the Cemeteries Working Group for comment and endorsement.

2.0 RECOMMENDATION: That:

- 1. Members receive and comment upon the report;**
- 2. the Policy & Performance Board endorse the recommendations of the Cemeteries Working Group; and**
- 3. a report be presented to the Executive Board recommending the adoption of the recommendations of the Cemeteries Working Group.**

3.0 SUPPORTING INFORMATION

3.1 On the 15 June 2011 it was agreed that a Cemeteries Working Group be set up to consider options for creating a new Cemetery for Widnes as the current Cemetery one at Birchfield Road has approximately six years of capacity left within it. The Group was to look at the most suitable location, most suitable design and make recommendations to the Board. The Working Group was Chaired by Cllr D Thompson and included Cllr J Bradshaw, Cllr E Cargill, Cllr A McInerney and Cllr G Zygadlo.

3.2 The group was also asked to consider current Cemetery Rules, making recommendations for how they might be amended and applied in the new Cemetery. The group was also to consider issues surrounding memorials in the existing cemeteries. Many memorials are now over 100 years old and many of them are in poor shape. They present obstacles to cost effective maintenance and many have had to be laid down for safety reasons. The group will make recommendations to the Board on how memorials should be

managed in future.

- 3.3 The Working Group met on three occasions, 31st January 2012, 21st of February 2012 and on the 24th of May 2012. During the first two meetings consideration was given to the need for a new Widnes Cemetery, a suitable location for it and how it might be laid out (see appendix 1). The third meeting considered the issues relating to memorial rules and how they might be changed to benefit management within the new cemetery and within the existing facilities.
- 3.4 Members heard how burial capacity at Widnes Cemetery is now down to about six years. Members were informed that a previous Executive Board report (5th March 2009) had recommended that residents of Widnes and Runcorn should be afforded burial space within the Borough and as a result an extension to Runcorn Cemetery has been built but nothing has been done with regards to Widnes Cemetery. That previous suggestions to extend Widnes Cemetery to the south, onto private land on which a thriving business is currently located, would not be financially viable given that it would only create about seven years of extra capacity.
- 3.5 Members heard how an opportunity had arisen through the closure of Fairfield High School in 2010 to use part of that site, the playing fields area, for a new Cemetery. The site is owned by the Council so money would not have to be spent on buying land. Currently Wade Deacon High School occupies the school buildings renting them from the Council whilst building works continue at their main school site. The site is located close to the existing cemetery and close to Widnes Town centre. It is also well served by public transport. Members were shown a draft design that would provide sixty-five years of burial capacity. The cost of creating a Cemetery at the former Fairfield High School site would be in the region of £1.5 Million (although there would be additional costs relating to highway works).
- 3.6 The Working Group concluded that the option of creating a new Cemetery at Peel House Lane, on part of the former Fairfield High School site was a sensible option and that it should be recommended to the Executive Board that part of the site be allocated for the use of a cemetery, that a cemetery be built there and that funding be identified to build it before capacity runs out at Widnes cemetery forcing residents to have to be buried outside of the Borough.
- 3.7 Members also recommended that the following issues should be considered:
- The New Cemetery should be something to be proud of. It

should have an imposing entrance feature.

- It should have enough car parking space.
- All graves should be within lawned sections with memorial stones mounted on concrete as in the newer sections of the existing cemetery.
- The cemetery should be multi denominational.
- There should be space for green burials.
- There should not be a designated baby section.
- The first phase should be done in such a way that the cemetery does not give the appearance of being only half finished.
- Traffic Calming would have to be considered on the approach roads (road humps in the area for example would be an impediment to funeral cars).
- Consideration be given to 'Landscape Screening' for local residents.
- That consideration be given to a name and that the name Peel House Cemetery was favoured by members.

3.8 Members looked into the issues relating to Memorials in the existing cemeteries and heard how there are a number of problems with regards to health and safety of the general public and the workforce. Previous practice of laying down memorials has led to areas of the cemeteries looking untidy and has created trip hazards.

3.9 The Council is able to remove dangerous memorials using existing legislation and the working group recommends that the Executive Board make it policy that it will do so subject to notice being given. In addition the Work Group recommends that a new set of 'Cemetery Rules' be written for the new Widnes Cemetery and the Runcorn extension and that they contain images to better explain what is expected from deed holders and visitors to the cemeteries.

4.0 **POLICY IMPLICATIONS**

4.1 None identified.

5.0 **OTHER/FINANCIAL IMPLICATIONS**

5.1 Although there is a need to create a new cemetery in Widnes currently there is no identified source of funding for it. The costs associated with creating a new cemetery will be in the region of £1.5

Million. The Working Group recommends that the Executive Board asks the relevant officers to look at options for financing a new cemetery.

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

6.1 **Children & Young People in Halton**

There are no implications for Children and Young People.

6.2 **Employment, Learning & Skills in Halton**

There are no implications for Employment, Learning & Skills in Halton.

6.3 **A Healthy Halton**

The proposed location for the new Widnes Cemetery is well situated adjacent to walking and public transport routes which would mean that many visitors could walk to it for at least part of their journey thereby promoting a healthy lifestyle. Woodland burial space would be afforded within the new cemetery creating a pleasant green oasis that would be desirable to visit whilst at the same time filtering particulates and creating shade.

6.4 **A Safer Halton**

The new Cemetery would be laid out with lawned sections thereby lessening the risk from dangerous memorials. The Cemetery would be provided with CCTV.

6.5 **Halton's Urban Renewal**

A well designed Cemetery will enhance the area creating a public space in keeping with the required dignity of its purpose whilst being something of which residents can be proud.

7.0 **RISK ANALYSIS**

7.1 The key risk is that if the Council does not allocate the land of the former Fairfield High School for a new Widnes Cemetery, and no other site is identified, burial space will run out within six years and the residents of Widnes will have to be buried at Runcorn Cemetery or outside of the Borough. The new Runcorn Cemetery extension which has capacity for fifteen years (with current rates of burial) would fill in less than half the time leaving all Borough residents without a place of burial within the Borough.

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 None identified.

REPORT TO: Environment & Urban Renewal
Policy and Performance Board

DATE: 13th June 2012

REPORTING OFFICER: Strategic Director – Policy & Resources

PORTFOLIO: Resources

SUBJECT: Sustainable Community Strategy Year End
Progress Report 2011/12.

WARDS: Borough-wide

1.0 PURPOSE OF REPORT

1.1 To provide information on the progress in achieving targets contained within the 2011- 2016 Sustainable Community Strategy for Halton.

2.0 RECOMMENDED: That

1. the report is noted; and

2 the Board considers whether it requires any further information concerning the actions taken to achieve the performance targets contained within Halton's 2011–16 Sustainable Community Strategy (SCS).

3.0 SUPPORTING INFORMATION

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

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

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

3.3 Thus, following extensive research and analysis and consultation with all stakeholder groups including Elected Members, partners and the

local community and representative groups, a new SCS (2011 – 2016) was approved by the Council on 20th April 2011.

- 3.4 The new Sustainable Community Strategy and its associated “living” 5 year delivery plan (2011-16), identifies five community priorities that will form the basis of collective partnership intervention and action over the coming five years. The strategy is informed by and brings together national and local priorities and is aligned to other local delivery plans such as that of the Halton Children’s Trust. By being a “living” document it will provide sufficient flexibility to evolve as continuing changes within the public sector continue to emerge, for example the restructuring of the NHS and public health delivery, implementation of Local Economic Partnerships and the delivery of the ‘localism’ agenda.
- 3.5 As such, articulating the partnership’s ambition in terms of community outcomes and meaningful measures and targets to set the anticipated rate of change and track performance over time, will further support effective decision making and resource allocation.
- 3.6 Placeholder measures have also been included where new services are to be developed or new performance information is to be captured, in response to legislative changes; for which baselines will be established in 2011/12 or 2012/13, against which future services will be monitored.
- 3.7 An annual ‘light touch review’ of targets contained within the SCS, will also ensure that targets remain realistic over the 5 year plan to ‘close the gaps’ in performance against regional and statistical neighbours.
- 3.8 Attached as Appendix 1 is a report on progress to the 2011-12 year end position which includes a summary of all indicators within the new Sustainable Community Strategy and additional information for those specific indicators and targets that fall within the remit of this Policy & Performance Board.
- 3.9 Further detail is contained in the report , with corporate templates for each of the measures bringing together all relevant pieces of performance information in one place – considering the levels of performance that have been achieved over time to date. These templates also provide a contextual backdrop in relation to performance nationally, regionally and by our statistical neighbours where available. These show for a majority of measures, a continued trajectory of continuous improvement as shown by the upward direction of travel arrow, where performance is better than this time last year; or where performance has been maintained. A summary of key activities taken or planned to be taken to improve performance by the Council and its Partners is also stated for each measure by respective Lead Officers.

4.0 CONCLUSION

4.1 The Sustainable Community Strategy for Halton, and the performance measures and targets contained within it will remain central to the delivery of community outcomes. It is therefore important that we monitor progress and that Members are satisfied that adequate plans are in place to ensure that the Council and its partners achieve the improvement targets that have been agreed.

5.0 POLICY IMPLICATIONS

5.1 The Sustainable Community Strategy for Halton is central to our policy framework. It provides the primary vehicle through which the Council and its partners develop and communicate collaborative actions that will positively impact upon the communities of Halton.

6.0 OTHER IMPLICATIONS

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

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

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

8.0 RISK ANALYSIS

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

9.0 EQUALITY AND DIVERSITY ISSUES

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

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

Document	Sustainable Community Strategy 2011 – 26
Place of Inspection	2 nd Floor, Municipal Building, Kingsway, Widnes
Contact Officer	Hazel Coen DM (Performance & Improvement)

APPENDICES

Appendix 1 – Year End Progress Summary for 2011/12



**The Sustainable Community
Strategy for Halton
2011 - 2016**

**Full Year Progress Report
01st April – 31st March 2012**

**Document Contact
(Halton Borough
Council)**

Hazel Coen
 (Divisional Manager Performance & Improvement)
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This report provides a summary of progress in relation to the achievement of targets within Halton's Sustainable Community Strategy 2011 - 2016.

It provides both a snapshot of performance for the period 01st April 2011 to 31st March 2012 and a projection of expected levels of performance to the year-end.

The following symbols have been used to illustrate current performance as against the 2011 – 12 targets and as against performance for the same period last year.

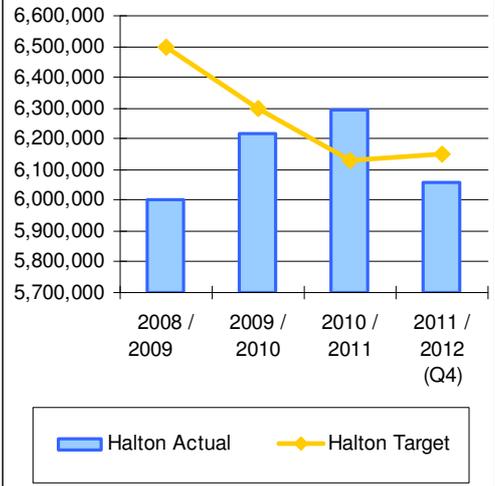
	Target is likely to be achieved or exceeded.		Current performance is better than this time last year
	The achievement of the target is uncertain at this stage		Current performance is the same as this time last year
	Target is highly unlikely to be / will not be achieved.		Current performance is worse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

Environment & Urban Renewal in Halton

Page	Ref	Descriptor	2011 / 12 Target	Direction of travel
4	ER 1	a) Number of Local bus passenger journeys originating in the authority area NI 177		
5		• Number of passengers on community based accessible transport PPT LI 28		
6	ER 2	Percentage of buses starting route on time		
		• Percentage of buses on time at intermediate timing points		
7	ER 3	Average Number of days to repair street lighting faults		
		a) Non Distribution Network Operators		
		b) Distribution Network Operators		
8	ER 4	Percentage of road carriageway where maintenance should be considered		
		a) Principal Carriageways		
		b) Non-Principal Carriageways		
		c) Unclassified Carriageways		
9	ER 5	Satisfaction with the standard of maintenance of trees, flowers and flower beds		
10	ER 6	Residual household waste per household (Kgs)		
11	ER 7	% of household waste recycled / composted		
12	ER 8	Percentage of municipal waste land filled		
13	ER 9	Satisfaction with the standard of cleanliness and maintenance of parks and green spaces		
14	ER 10	Number of Green Flag Awards achieved for Halton		
15	ER 11	Improved local biodiversity – active management of local sites.		
16	ER 12	To regenerate 5 hectares of urban sites per annum for the next five years		N/A
17	ER 13	To make sure there is a 5 year rolling supply of housing land available for 2000 homes over 5 years	N/A	N/A

SCS / ER1a

Number of Local bus passenger journeys originating in the authority area (000) (NI 177)

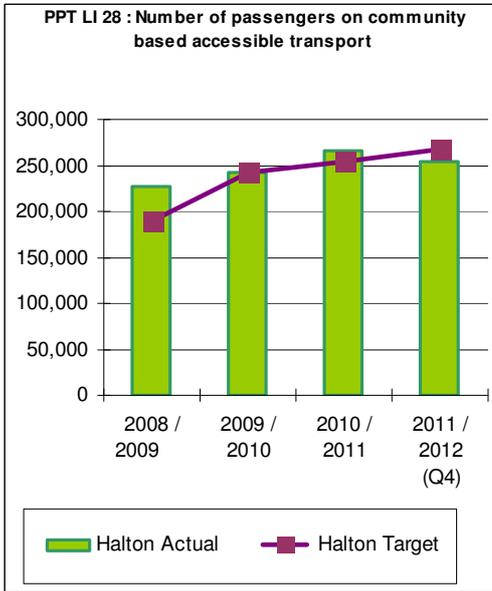
NI 177: Number of Local bus passenger journeys originating in the authority	2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
	6, 293	6, 150	3, 037	6,060	✘	↓
Data Commentary:						
The figures for this indicator are actuals from the financial year 2011/12 and are provided by the bus operators in the Borough.						
Performance Commentary:						
<p>The bus network continues to experience a decline in passenger numbers following the withdrawal of a number of commercial and supported services. This is in response to a combination of factors including the government's deficit reduction strategy and increases in operator's costs, more particularly for fuel and insurance. This situation is likely to persist with further cuts approved for 2012 – 12 and because from the 1st April 2012 Bus Service Operators Grant (BSOG) paid to the operators to offset the cost of fuel will be reduced by 20% to 34.57 pence per litre from 43.21pence per litre. This will have a significant negative impact on their operating costs.</p>						
<p>The Council has also reduced or withdrawn the subsidy on a number of supported services to achieve an approved level of savings which. This has resulted in a total withdrawal of some services affecting approximately 41,000 passenger journeys per year.</p>						
<p>It should be noted that operators have withdrawn approximately 26,000 commercial passenger miles from the network in the Borough since October last year. In addition, operators have also indicated that there has been a drop in social journeys undertaken due to the current economic climate.</p>						

Summary of Key activities taken or planned to improve performance:

The Council has recently submitted applications to Department for Transport under the Local Sustainable Transport Fund. These bids identified a significant number of measures to improve links into the employment sites in the Borough and also retail and leisure sites. There is also an aspiration within the bid to improve cross boundary links to neighbouring areas. Council Officers will continue to meet with operators to identify possible improvements to the existing network and identify ways forward to implement changes.

SCS / ER1b

Number of passengers on community based accessible transport PPT LI 28



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
266, 230	267, 000	122,437	253,682		

Data Commentary:

The data above is actual patronage numbers and is provided by the operator and taken from the Council’s in house scheduling system.

Performance Commentary:

Q4 has seen an improvement on Q2. However, figures did not achieve the expected target for the year. The decline in the usage of community transport is attributed to the recent introduction of a passenger charging regime on the services. The decline in patronage specifically relates to services operated by Halton Community Transport. In comparison patronage levels on HBC fleet transport for 2011/12 have increased on 2010/11 patronage levels.

Summary of Key activities taken or planned to improve performance:

A recent marketing exercise carried out by the operator has had a positive impact on passenger figures for the second half of the year.

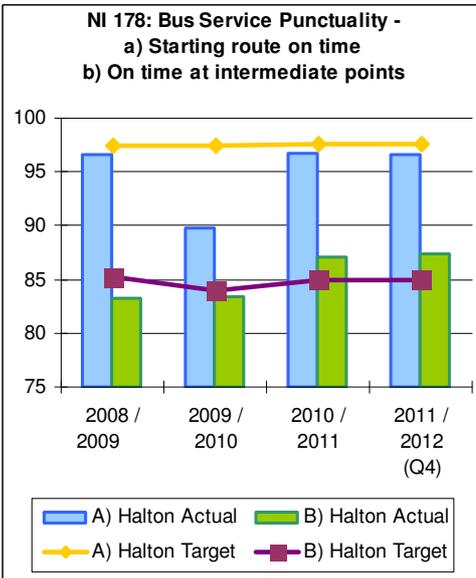
Work has also been carried out to improve the efficiency of the Council’s in house fleet services. This has resulted in an increase in patronage through efficient scheduling of spare capacity within existing fleet resources.

SCS / ER2

Percentage % of Bus services running on time: (NI 178)

a) Percentage of buses starting route on time

b) Percentage of buses on time at intermediate timing points



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
a) 96.77	97.60	88.58	96.56		
b) 87.10	85.00	87.11	87.30		

Data Commentary:

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

Performance Commentary:

- a) This indicator has improved on Q3 levels but is slightly down on the previous year's performance. This was due to poor performance in the early part of the year. However the indicator does continue to perform within the Traffic Commissioners recommended target of 95%
- b) This indicator has continued to show improvement and achieved the target for this year. The indicator has also showed an improvement on last year's figures.

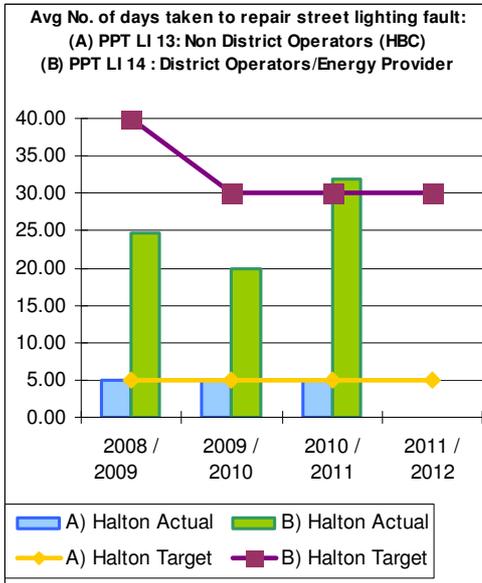
Summary of Key activities taken or planned to improve performance:

The Council continues to meet with the operators to discuss the results of the timing checks carried out. Both the dominant operators in the Borough are in the process of upgrading their ticketing machine systems to a GPS based system to enable more effective monitoring of the performance of services within the Halton. The information received from the ticket machine will enable operators to schedule services more accurately as they will have actual running time information.

SCS / ER3

Average Number of days to repair street lighting faults:

- a) Non - Distribution Network Operators (HBC – street lighting term maintenance contract)
b) Distribution Network Operators



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
a) 5.00 b) 32.00	a) 5.00 b) 32.00	a) 4.00 b) 15.00	a) 6.00 b) 29.00	a) b)	a) b)

Data Commentary:

This is actual data for year-end derived from Halton Mayrise repair records system.

Performance Commentary:

a) The non-DNO repairs have suffered from insufficient resources being assigned to the task by the contractor. This has now been taken up with them and they have brought in additional resources to improve the situation.

b) Whilst Scottish Power have met the target, this level of performance may not continue as they are re-organising their contractors. Officers will continue to monitor their performance.

Summary of Key activities taken or planned to improve performance:

The Electricity (Standards of Performance) Regulations were revised by Ofgem (Office of the Gas and Electricity Markets) in autumn 2010. These standards set out service levels that must be met by each distribution network operator and have been set to guarantee a level of service that is reasonable to expect companies to deliver in all cases.

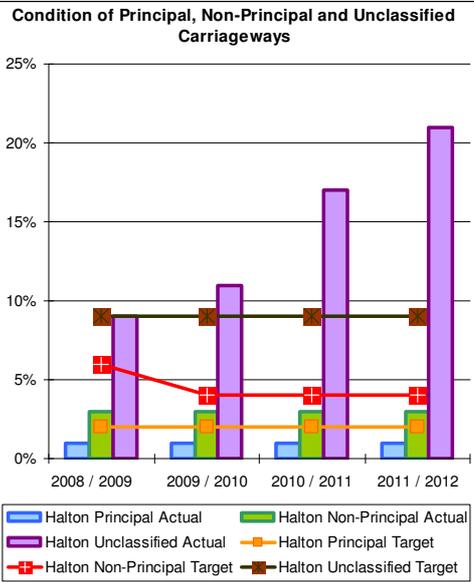
These standards, and the availability of operator resources, will significantly influence the response from Scottish Power, our local Distribution Network Operator (DNO), and are wholly outside of the control of the local authority. As such any targets in relation to the repair of DNO faults will need to be subject to annual review.

Although it takes significantly longer to repair faults outside of our control at present the DNO faults within the borough are not particularly high i.e. approximately 50 – 60 per year. As such it is considered likely that there would be a minimal impact upon the quality of life, and any associated fear of crime, within the community.

SCS / ER4

Percentage of road carriageway where maintenance should be considered

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



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
a) 1	a) 2	Data Reported in Q4	a) 1	a)	a)
b) 3	b) 4		b) 3	b)	b)
c) 17	c) 9		c) 21	c)	c)

Data Commentary:

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

Performance Commentary:

Performance against this measure should be viewed in the context of 3 successive exceptionally severe winters.

Sound existing construction and the investment made in the structural maintenance, supported by additional Department for Transport grant funding, has enabled Principal and Non-Principal Roads to withstand deterioration due to severe winter weather.

Although the condition of unclassified roads appears to indicate a marked fall in performance (a trend which is mirrored by other LA's) it should be recognised that because only a third of the unclassified network is surveyed each year, this figure will not take account of the increased maintenance programme carried out in the last 2 years. Therefore this should be reflected in the measured condition reported next year and beyond.

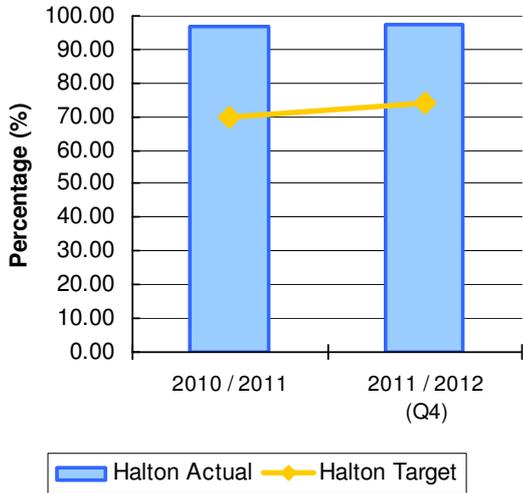
Summary of Key activities taken or planned to improve performance:

The reallocation of funding to target the unclassified road network will help to improve future performance on this aspect. However 2012/13 will see a significantly reduced maintenance revenue budget. Additionally, given the recent mild winter it is unlikely that the authority will receive any additional DfT pothole funding which it has received in the past two years. Both of these factors are likely to influence future performance on the measures.

SCS / ER5

Satisfaction with the standard of maintenance of trees, flowers and flower beds (CE LI 18)

CE LI 18: Greenstat-Survey Satisfaction with the standard of maintenance of trees, flowers and flower beds



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
96.68%	74.00%	96.88%	97.5%		

Data Commentary:

Quarter 4 figure represents actual data for the period taken from the Greenstat Survey.

Performance Commentary:

Satisfaction with Halton’s parks and open spaces remains high.

The Open Space Service also benchmarks its activities through APSE. In December 2011 based upon the benchmarking data that was submitted for year 2010/11 the service was recognised as the ‘Best Performer for Parks and Horticulture’

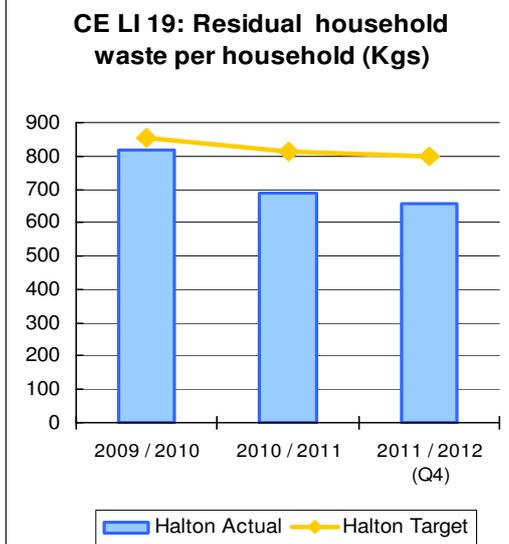
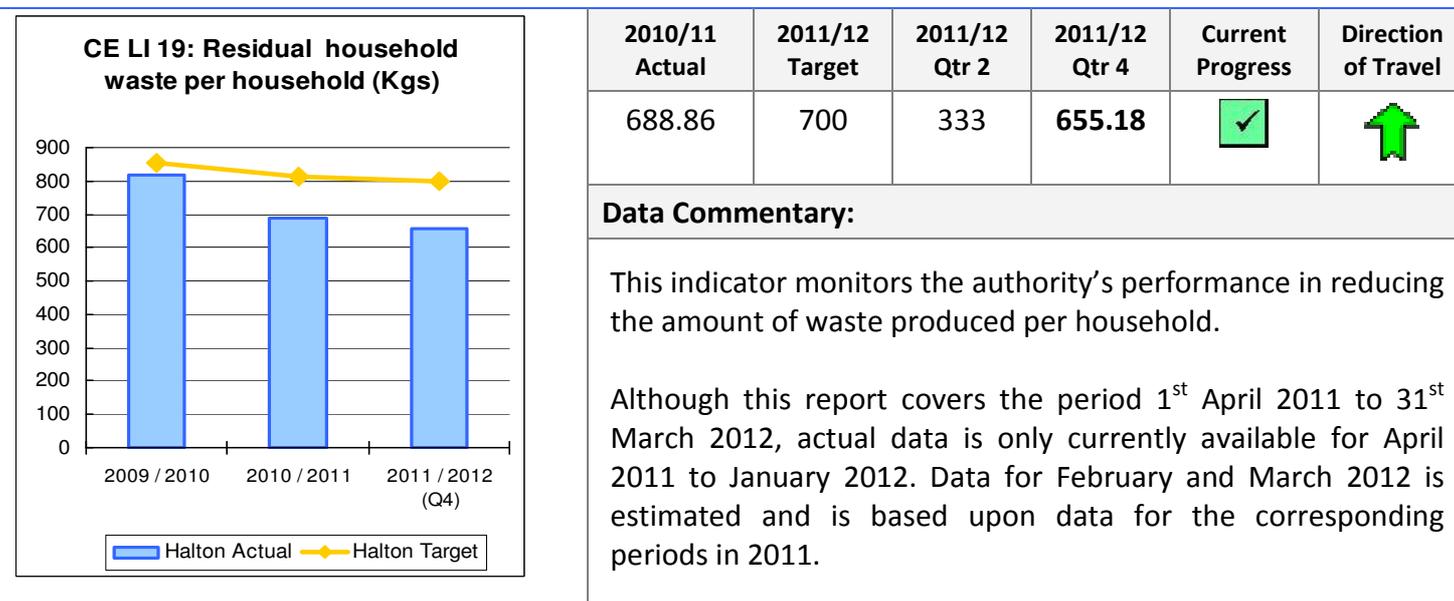
Summary of Key activities taken or planned to improve performance:

It is hoped that in the short-term levels of public satisfaction can be sustained through the continued maintenance programme. However public perception rates can be influenced by a range of factors and as resources continue to decrease it is more appropriate to establish an acceptable level of satisfaction as opposed to a year on year increase.

The Open Space Service will continue to manage its sites to the highest standards that it can achieve within the resources allocated to it.

SCS / ER6

Residual household waste per household (Kgs)

**Performance Commentary:**

Based on an estimated figure the annual target will be met.

Summary of Key activities taken or planned to improve performance:

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

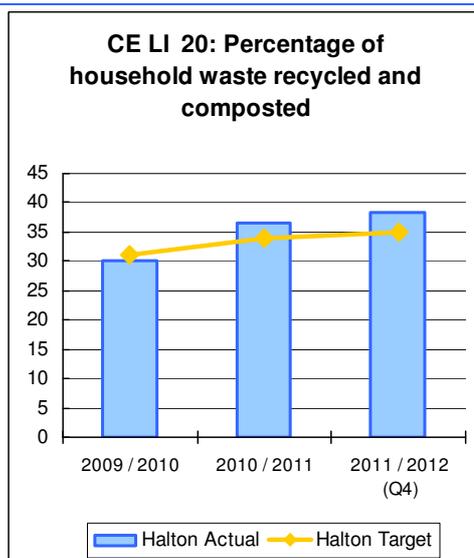
Despite annual improvements in performance against this indicator, the level of waste produced per household in Halton is amongst the highest in the country. Reducing the levels of waste produced in Halton will therefore be particularly challenging and require a significant change in residents' behaviour. This will only be achieved through further educational and community engagement initiatives. Communications and awareness raising campaigns are on-going and will continue to be delivered to help promote waste reduction.

Such initiatives include:-

- Interactive recycling roadshows covering the benefits of recycling and services available, waste minimisation topics such as Love Food Hate waste, and how to recycle household waste.
- Engagement with hard to reach groups, such as multi-occupancy dwellings, and supporting rewards for recycling and assisting residents with setting up reward accounts.
- A number of educationally focused interventions including visits to schools to engage directly with children in assembly settings, school trips to the Materials Recovery Facility and the provision of support and advice to schools, including all primary schools within the borough.
- Engagement with Council staff through the Composting Champion Scheme to promote facilitated waste reduction through work and home composting.

SCS / ER7

% of household waste recycled and composted



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
38.01%	40.00%	42.12%	38.42%		

Data Commentary:

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

Although this report covers the period 1st April 2011 to 31st March 2012, actual data is only currently available for April 2011 to January 2012. Data for February and March 2012 is estimated and is based upon data for the corresponding periods in 2011.

Performance Commentary:

Whilst there has been an increase in recycling performance overall the end of year target has not been achieved. The original 2011/12 target for this indicator was 38%, however this was revised and increased as a result of the performance in 2010/11.

Summary of Key activities taken or planned to improve performance:

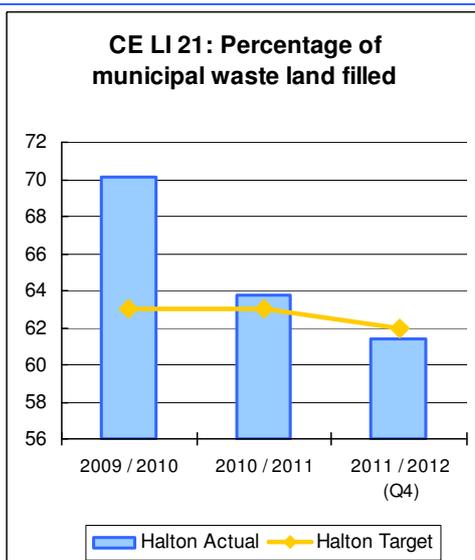
Given the financial pressures faced by the Council, and the increasing costs associated with landfill, a key challenge over the short and medium term will be to increase recycling performance, thereby reducing the level of waste sent for disposal.

Whilst kerbside multi-material recycling services have been extended to all properties within the last 3 years, and over 500 tonnes more recyclable waste was collected at the kerbside in 2011/12 compared to the previous year; there are areas where participation rates remain relatively low and further work will be needed to increase recycling performance and participation.

Increased participation will require significant change in residents' behaviour and will only be achieved through further educational and community engagement initiatives. The roll out of the Alternate Bin Collection scheme to other areas of the borough will also encourage more residents to recycle more of the waste that they produce.

SCS / ER8

Percentage of municipal waste land filled



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
63.79	62.00	58.40	61.36		

Data Commentary:

This indicator measures the % of Municipal waste which has been sent to landfill for disposal. Municipal Waste is all the waste produced/collected by the Council when carrying out its functions e.g. Household Waste, Commercial Waste, litter and Fly-tipping waste.

Although this report covers the period 1st April 2011 to 31st March 2012, actual data is only currently available for April 2011 to January 2012. Data for February and March 2012 is estimated and is based upon data for the corresponding periods in 2011.

Performance Commentary:

This is an estimated figure, however indications are that the annual target will be met. The total amount of municipal waste land filled this year is significantly less than in 2010/11 (by 2,737 tonnes), therefore the direction of travel is shown as green.

Summary of Key activities taken or planned to improve performance:

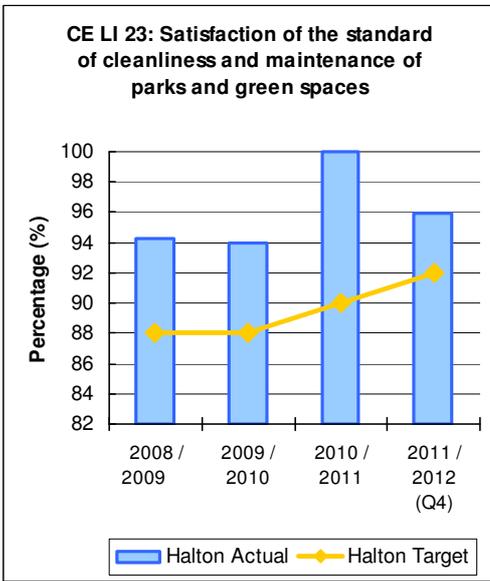
Given the financial pressures faced by the Council, and the increasing costs associated with landfill, a key challenge over the short and medium term will be to reduce the level of waste sent for disposal.

The reduction in the % of municipal waste sent to landfill for disposal has been achieved through a number of activities that have resulted in both a reduction in the level of waste produced in Halton (SCS ER 6) and an increased amount of waste that has been recycled (SCS ER 7). These activities have included educational and awareness raising campaigns, the provision of enhanced recycling services to all households in the borough, the Council's 'rewards for recycling' scheme, the pilot Alternate Bin Collection scheme and new contractual arrangements that have resulted in the recycling of both commercial waste and waste generated from the Council's Open Space Services operations.

Now that all households in the borough have access to multi-material recycling services, sustaining and further improving performance will require an increase in the number of households using the services provided. Increased participation will require significant change in residents' behaviour and will only be achieved through further educational and community engagement initiatives. The roll out of the Alternate Bin Collection scheme to other areas of the borough will also encourage more residents to reduce the amount of waste that they produce.

SCS / ER9

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



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
100%	92.00%	97.05%	95.9%		

Data Commentary:

Quarter 4 figure represents actual data for the period captured through the Green Stat survey.

Performance Commentary:

Figure taken from Greenstat Survey is slightly down on Q2 but is still ahead of target.

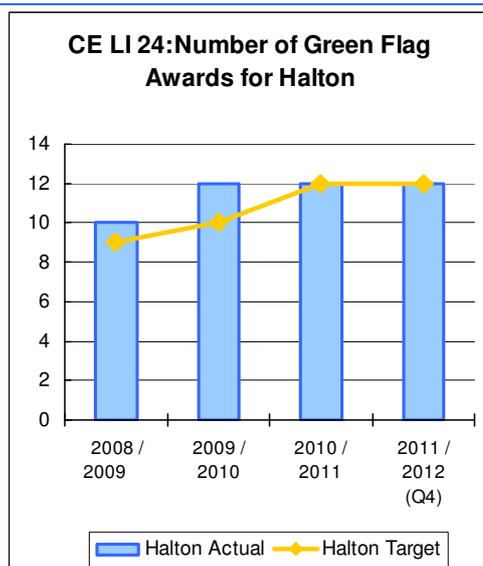
Summary of Key activities taken or planned to improve performance:

The Open Space Service will continue to manage its sites to the highest standards that it can achieve within the resources allocated to it.

The Open Space Service also benchmarks its activities through APSE. In December 2011 based upon the benchmarking data that was submitted for year 2010/11 the service was recognised as the 'Best Performer for Parks and Horticulture'.

SCS / ER10

Number of Green Flag Awards achieved for Halton



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
12	12	12	12		

Data Commentary:

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

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

Performance Commentary:

Despite a difficult financial climate Halton has managed to retain its twelve green flag award parks.

Summary of Key activities taken or planned to improve performance:

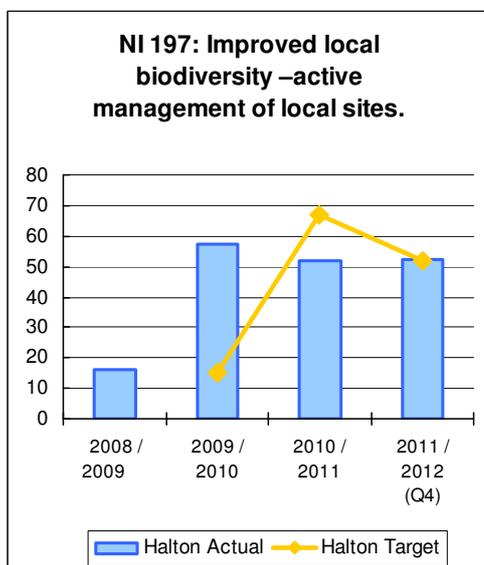
The following Parks are managed and maintained to Green Flag Award standard.

- Clinton Woods Local Nature Reserve (LNR)
- Hale Park
- Hough Green Park
- Pickerings Pasture LNR
- Phoenix Park
- Rock Park
- Runcorn Hill Park & LNR
- Runcorn Town Hall Park
- Spike Island
- Victoria Park
- Victoria Promenade
- Wigg Island Community Park

All twelve Green Flag Award parks retained the award. At present, Halton has no plans to have more than twelve green flag award parks.

SCS / ER11 Improved local biodiversity – proportion of local sites where positive conservation management has been or is being implemented (Former NI 197)

	2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
	51.85%	52.00%	Data available at Q4	52.3%		
Data Commentary:						
Data for 2011/12 is not reported on until after the end of the year.						
Performance Commentary:						
<p>In 2010/11 year there was a change in the way data was collected which resulted in a lower score when compared to the previous year. It would be fair to say that the way in which data is now collected is far more robust than was previously the case and it is pleasing to see that even under the new rules Halton has improved its score and has met its target. The implementation of positive conservation management serves as a widely accepted and cost effective proxy for assessing improvements in biodiversity.</p>						



Summary of Key activities taken or planned to improve performance:

Over the last two years there has been debate nationally about what ‘under positive management’ actually means. It appeared that site visits and biological recording activities had been counted as under positive management. Through the Wildlife Trusts it has now been confirmed that positive management can only be recorded if actual positive practical tasks to the primary habitat of the site have been undertaken at sites.

Halton Borough Council will continue to work with its partner Cheshire Wildlife Trust to bring more local nature sites into positive management.

The Council’s Open Space Services are part of a Shared Service Level Agreement (across Halton, Warrington, Cheshire East, Cheshire West and Chester) which supports the Local Wildlife Sites Partnership.

Work with the Cheshire Wildlife Trust during the year has centred on a review of Local Wildlife Sites Citations (corrections of existing data) and the development of a revised and improved Site Selection Criteria and the continued systematic review of designated / existing Local Wildlife sites in Halton, including ecological survey works and biological recording and the provision of management information. This intelligence will allow the more effective management of sites as we move forward.

SCS / ER12

To regenerate 5 hectares of urban sites per annum for the next five years

	2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
No chart available	14.1 hectares	5 hectares	Not available at Qtr 2	Year End Position not yet available		N/A

Data Commentary:

Data is obtained from the annual National Land Use Database Site Survey and database categories A, B, & C to F definitions. This is not yet available at the time of preparing this report.

Performance Commentary:

2011 saw a reduction in the amount of recorded Derelict and under-used land. Reductions were concentrated in category B (vacant buildings) and E (land & buildings in use but with redevelopment potential)

Summary of Key activities taken or planned to improve performance:

Ultimately performance against this indicator is primarily dependent upon the redevelopment of previously developed land by private developers.

In providing a supporting role in facilitating such development the Core Strategy seeks to prioritise the use of previously developed land for both housing and employment purposes and opportunities to secure funding for land remediation continue to be sought as and when they arise.

SCS / ER13 To make sure there is a 5 year rolling supply of housing land available for 2000 homes over 5 years (New)

	2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
No chart available	New indicator	100%	-	Year End Position not yet available	N/A	N/A

Data Commentary:

The purpose of this indicator is to ensure that sufficient land is being brought forward to deliver the Borough's targets for building new homes. This equates to 400 homes per annum.

Figures are calculated as at 1st April each year. However, these do not become available until the second quarter period. Data is taken from the Strategic Housing Land Availability Assessment (SHLAA) which is a requirement of the National Planning Policy Framework and is updated each autumn.

The measure is calculated in accordance with the definition for former National Indicator NI 159.

Performance Commentary:

Housing targets and the requirement to maintain a 5 year supply originate from the Regional Spatial Strategy (RSS) and national guidance. The former is due to be revoked and the latter has been updated with the publication of the National Planning Policy Framework.

The Core Strategy examination has imposed the retention of the RSS housing figures with the effect of increasing the 5 year requirement to accommodate past under-performance. The Examination also called into question previous assumptions about certain identified sites which may result in a reduction in reported supply.

Summary of Key activities taken or planned to improve performance:

Whilst the planning system can seek to identify and allocate additional land, its contribution to the 5 year supply is dependent upon developers gaining planning permissions and bringing sites forward for development.

The Core Strategy Examination is recommending additional land be identified for development around Widnes and Hale. This will be brought forward through the next Development Plan.

REPORT: Environment and Urban Renewal Policy and Performance Board

DATE: 13th June 2012

REPORTING OFFICER: Strategic Director, Policy & Resources

SUBJECT: Policy & Performance Board Work Programme 2012/2013

WARDS: Boroughwide

1.0 PURPOSE OF REPORT

1.1 To consider possible topics for scrutiny as part of the 2012/13 work programme.

2.0 RECOMMENDED: That

- (1) Members of the Policy and Performance Board indicate target topic areas for potential scrutiny in 2012- 2013;**
- (2) details of topic briefs be agreed by the Chair and Vice Chair of the PPB in conjunction with the Lead Officer for the Board; and**
- (3) nominations be invited from Members to sit on the existing Waste Management Topic Group to replace those four Members who are no longer on this Board.**

3.0 SUPPORTING INFORMATION

- 3.1 Each year the PPB has the opportunity to identify topics or work areas that it would like to scrutinise in detail as part of its work programme for the year.
- 3.2. Good practice, based on experience, suggests that 2/3 Topics is manageable, however the choice lies with the Board depending on its priorities and commitments. The process for scrutiny is that, following their adoption by this Board, the topics selected are worked up as detailed topic briefs and agreed with the Chair and Vice-Chair of the PPB in conjunction with the Lead Officer for this Board.
- 3.3 In considering which are good topics to include in the work programme Members will need to keep in mind the Overview and Scrutiny Guide/Toolkit. Guidance on Topic Selection is attached as an aide-memoire. In particular, the Board's attention is drawn to paragraphs 12, 13 and 14 which relate to added value, capacity and resources.
- 3.4 It should be remembered that much of the work of this PPB will be cross-cutting and will impact on or be of relevance to other PPBs.

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

4.0 2011/12 Work Programme

- 4.1 At the meeting of this Board on 16th March 2011 it was agreed that the following topic would be included in the 2011/12 work programme:

- A review of the new Household Waste Collection Policy following its adoption (approved by Executive Board on 17th March 2011). It was also identified that a review of waste collection operations meant that the Waste Management Topic Group needed to be re-established. It was resolved, therefore, that the Divisional Manager Waste and Environmental Improvement, in consultation with the Chair and Vice Chair of the Environment and Urban Renewal PPB, reconstitute the membership of the Waste Management Topic Group to review these two issues.
- The following nominations were received for this Topic Working Group: Councillors Hignett, Gerrard, Thompson, Wainwright and Hodgkinson, and they were subsequently endorsed.
- On 15 June 2011, the Board were informed of progress with the alternate bin collection scheme and it was agreed that the work of this Topic Group should continue.
- On 4th January 2012, the Board considered notes of a meeting of the Topic Group that took place on 16th November 2011 in which it was recommended that delegated officers and Members have the discretion to waive bin charges not only in cases of hardship but in other exceptional circumstances. The Board supported this recommendation.

Because of the nature of this Policy, the work of this Topic Group will remain on-going and future reports may be brought to this Board for its consideration.

It will however be necessary to review the membership of the Topic Group following the recent local elections and revisions to the membership of this Board. Members are now asked to nominate replacements for Councillors R. Hignett, Thompson, Wainwright and Hodgkinson.

- 4.2 On the 15 June 2011, the Board also agreed that a Cemeteries Working Group should be established and the membership of the Group should comprise Councillors Thompson (Chair), J. Bradshaw, E. Cargill, A. McInerney and Zygadlo.

The Group's brief was to look at the following:

- Options for creating a new Cemetery for Widnes as the current Cemetery one at Birchfield Road had less than a decade of capacity

left within it. The Group was to look at the most suitable location, most suitable design and make recommendations to the Board.

- The current Cemetery Rules, making recommendations for how they might be amended and applied in the new Cemetery.
- The issues surrounding memorials in the existing cemeteries. Many memorials are now over 100 years old and many of them are in poor shape. They present obstacles to cost effective maintenance and many have had to be laid down for safety reasons. The group will make recommendations to the Board on how memorials should be managed in future.

The findings and conclusions of this Group are set out in a separate report on this agenda.

- 4.3 On 14th March 2012, the Board endorsed that a Working Group be established to review the funding, operations and services provided by Halton Community Transport. The membership, Topic Brief, outline of discussions and conclusions of this Group are contained in a report forming part of this agenda.
- 4.4 Members are asked whether they would like to suggest other suitable areas for scrutiny during 2012/13 and the Board is, in turn, asked to discuss these in the context of existing workloads.

5.0 POLICY IMPLICATIONS

- 5.1 None at this stage.

6.0 OTHER IMPLICATIONS

- 6.1 None at this stage.

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

7.1 Children and Young People in Halton

None

7.2 Employment, Learning and Skills in Halton

None

7.3 A Healthy Halton

None

7.4 A Safer Halton

None

7.5 **Halton's Urban Renewal**

None

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 None.

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

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

OVERVIEW AND SCRUTINY WORK PROGRAMME

Topic Selection Checklist

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

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

REPORT TO: Environment and Urban Renewal Policy
and Performance Board

DATE: 13th June 2012

REPORTING OFFICER: Strategic Director Policy and Resources

PORTFOLIO: Transportation

SUBJECT: Consultation on withdrawal of subsidised
local bus services

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to provide feedback on the results of the recent consultation exercise on the proposed withdrawal of subsidised bus services in 2012/13.
- 1.2 It also aims to provide information on public transport issues facing the Council and bus operators in the near future.

2.0 RECOMMENDATION: That

- 1. the factors contributing to the proposal to remove funding support for those particular bus services listed in Appendix 2, as set out in the report, be noted;**
- 2. the findings of the consultation exercise on the proposed withdrawal of support for these services, as summarised in Appendix 3, and the outcome of this Board's consideration of two petitions that objected to the withdrawal of two of these services on 14th March 2012, be noted;**
- 3. the potential implications of the proposed changes to service provision in 2012/13, as well as the impacts of cuts made in 2011/12, and the issues facing the local bus industry in the coming months be noted; and**
- 4. the proposal to reduce the budget for Supported Bus Services by £70,000 in 2012/13, to reflect the proposed cuts to services listed in Appendix 2, be noted.**

3.0 SUPPORTING INFORMATION

- 3.1 Local bus services within the borough enable approximately 6.1 million passenger journeys per annum to be undertaken, with the majority of them being on commercially operated routes. The remainder are on

services operated on behalf of the Council via tendered, contracted agreements and which are funded through its Supported Bus Services revenue budget allocation.

- 3.2 The Central Government deficit reduction strategy and the subsequent reduced funding available to local authorities, including Halton, has led to a situation where the Council has had to review its funding priorities for 2012/13. It has had to make some difficult decisions and one of the many proposals considered by Members of the Council since the autumn of 2011 to achieve savings in 2012/13, is to reduce the Supported Bus Services budget.
- 3.3 It has been proposed that £70,000 be cut from the 2012/13 budget. This is, however, on top of an approximate £213,000 cut (including £40,000 Rural Bus Grant) that was previously incurred as part of the 2011/12 budget making process. These previous reductions have already led to a complete withdrawal or reduction in some services (see Appendix 1).
- 3.4 When considering how the proposed budget savings for 2012/13 could be achieved, and hence which services might need to be cut, a number of factors were considered. These were:
- Were there services dependent on the complementary financial support of neighbouring authorities that had or was being withdrawn, and hence would need additional financial support from HBC (which has not been budgeted for);
 - Were there any services where the maximum time that the Council could provide de minimus payments had now been reached and where there was a definite potential for commercial operators to take on these services;
 - Were there services where the cost per passenger journey was very high when compared to others; and
 - Were there services which fitted any of the above categories and/or had alternative services available.
- 3.5 It was concluded that the services listed in detail in Appendix 2 would need to be considered for subsidy withdrawal. In short, the services in the following table would be affected:

Service	Route	Comments	Equality Impact Assessment
3A	Halton Lea – Runcorn High St – Weston Village – Halton Lea	Deminimis contract maximum period for payment expired. Arriva has indicated the service may be operated on a commercial basis	Medium across all characteristics. Passenger figures indicated that service could be operated on a fully commercial basis
110 Mon – Sat evening	Widnes - Warrington	62% of contract cost withdrawn by Warrington, leaving Halton BC fully liable for the total cost of the contract.	High across all characteristics as this was the only service option on this route, severing links into Warrington from Widnes.
110 Sunday evening	Widnes - Warrington	As above	As above
79C Saturday morning	Runcorn - Liverpool	High cost per passenger journey	High across all characteristics. This service provides an early morning journey Saturday only. The cost per passenger journey is £13.15.
31 Sundays daytime	Runcorn - Chester	CWaC contract. Subsidy withdrawn by CWaC. HBC would have been liable for full cost of contract	High across all characteristics. CWaC withdrew their proportion of subsidy leaving HBC with full liability for the cost of the service. Withdrawal of the service will remove the connection between Chester and Halton.
16 School days	West Bank to Horns	Alternative services available within short walk	Medium across all characteristics due to the availability of alternative services.
26 Mon - Sat	Cronton – West Bank	Deminimis contract maximum period for payment expired. Halton Transport has indicated they will not be operating the Saturday service on a commercial basis. Journeys at 1504,1354 & 1604 Mon – Fri will also be withdrawn	Medium across all characteristics due to the availability of alternative services
2A/19 School days	Baguley Ave – Weates Close - Widnes Town Centre	Alternative services available via a short walk.	Medium across all characteristics due to the availability of alternative services.

3.6 Because of the potential implications of these cuts, a public consultation exercise was undertaken on the proposed withdrawal of these services. This involved the following:

- Consultation period from Monday 30th January 2012 – Monday 5th March 2012
- Information placed on the Council Website
- Information posted at bus stops along the route affected
- Information advertised on the vehicles of the services affected.

All information contained an explanation on the level of proposed changes to the service and also the procedure for placing an objection to the proposals. Comments on the proposals were received in writing via email or letter and by telephone.

3.7 Responses to the consultation, which included comments from some elected Members, are outlined in Appendix 3 but are summarised in the table below:

Service	No of Objections	General Comments
3A	11 objections 1 petition from the Halton Brook area	<ul style="list-style-type: none"> • Withdrawal of the service will reduce the frequency of the remaining service to hourly. • Reduction in service will force passengers to use taxis and majority of users are elderly.
26	1 petition from West Bank area 56 objections	<ul style="list-style-type: none"> • Concerns with walking route via subway to access alternative services • Service in the area reduced to hourly frequency on a Saturday • No Direct service to Widnes Town Centre from Cronton. • Concerns with walk to Birchfield Rd from Cronton • Concerns from students returning home from Riverside College to Cronton and Westbank
16	1 objection	<ul style="list-style-type: none"> • Concern for school children walking through subway to access alternative services

NB. A number of objections to the proposals were received from Local Councillors from the following Wards: Riverside, Heath and Halton Castle.

3.8 Two petitions objecting to the withdrawal of two services in particular, i.e. the 3A (Saturday only) and the 26 (Saturdays and journeys at 15.04, 15.34 and 16.04 Mon. – Fri), were considered by the Environment and Urban Renewal Policy and Performance Board (E&UR PPB) on the 14th March 2012. It was noted that both services had been subsidised via deminimus payments for the maximum period permitted in law, at a combined approximate cost of £25,000 (or 36% of the total proposed

saving for 2012/13), and that the Council was no longer allowed to continue to provide these subsidies. The E&UR PPB did note however, that officers would continue to work with bus operators to encourage them to fill these potential gaps in service provision. The Council has now received confirmation from the operator of the 26 that the above journeys will be withdrawn. Unfortunately, the operator of the 3A has not yet confirmed whether the service will be operated commercially and are still considering their decision.

- 3.9 Whilst these concerns and objections are understandable, it would be difficult to recommend that these services be sustained for the reasons set out in 3.4 above. If they did continue to receive funding, it would need to be at the expense of other bus services or possibly other Council services. If the proposed level of savings is to be achieved and any further demands on the Council's budgets are to be avoided (by substituting funding withdrawn by neighbouring authorities, for example) then it will not be possible to continue to provide the current subsidies to these services.
- 3.10 With all the above factors in mind and the fact that the Council has to find a high level of savings for the 2012/13 and subsequent financial years, it is recommended that the proposal to cut those services identified in Appendix 2 now be implemented and that the provisional 2012/13 Supported Bus Services revenue allocation now be confirmed to reflect this decision. The Board are now asked to endorse this proposal.
- 3.11 The bus companies in Halton have experienced a continued increase in operating costs with one operator reporting that fuel has increased on average by 13.5% during the past year which is one of the main contributors to commercial services being reduced or withdrawn. During 2011/12 operators reduced mileage to compensate for these cost increases most notably on the 14, 17 and X1 services. The 14 (Runcorn to Liverpool) was totally withdrawn from Runcorn, the 17a (Widnes to St Helens) was withdrawn from the Derby Road area of Widnes leaving no alternative services and the X1(Runcorn to Liverpool) was totally withdrawn on a Sunday and also withdrawn from 9pm Monday - Saturday.
- 3.12 Operators receive Bus Service Operators Grant (BSOG) on an annual basis to assist with the cost of fuel. However, as of April 2012 this will be reduced by 20% to 34.56 pence per mile. This could also lead to operators further reducing commercially operated mileage or increasing fares. Indeed, from the 2nd April 2012 operators have in fact, increased fares on services across the Borough by an average of 5.5% to compensate for the BSOG reduction. Child fares have also been increased in the Borough from half adult fare to 2/3rds of the adult fare which represents an increase of approximately 17%. In addition, one operator has also reported an increase in insurance costs of 53%.

- 3.13 The proposed reductions in service subsidies for 2012/13 could potentially affect a further 49,000 passenger journeys per annum.

4.0 POLICY IMPLICATIONS

- 4.1 The proposed withdrawal of these services will impact on the Primary Transport Strategy No. 2 (Bus) held within the current Local Transport Plan (LTP). This strategic document identifies the Council's vision for continued development of the local bus network and to provide an improved, accessible, integrated bus network that ensures all residents have good access to key facilities not only within the Borough but also within neighbouring authorities.

5.0 OTHER IMPLICATIONS

- 5.1 **Resource Implications:** The proposed reductions in subsidy will enable the revenue allocation for Supported Bus Services to be reduced by approximately £70,000. Should the services be re-instated, the Council will need to tender the replacement services under the current local bus tendering process at a cost of approximately £70,000 per annum.

- 5.2 **Social Inclusion Implications:** The withdrawal of the services will have a negative effect on residents.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

It is widely recognised that good quality and affordable public transport services can help to improve access to key facilities for children and young people within the Borough. The network also provides children and young people with a degree of independence. The proposed removal of subsidies will require some high school pupils to access alternative services which may in turn require them to walk longer distances in some cases

6.2 Employment, Learning and Skills in Halton

The local bus network is fundamental to the residents of Halton accessing employment and education facilities not only within the Borough but also in neighbouring Boroughs. The removal of some of the services under consideration in this report may require some passengers to seek alternative services or use taxis. It is not possible to predict whether this will have an adverse impact on opportunities or employment.

6.3 A Healthy Halton

Access to health care facilities is acknowledged as a key priority. Public transport particularly the local bus network plays a vital part in accessing

these facilities not only within the Borough but also further afield in neighbouring Boroughs. Whilst it is not possible to say whether any of the services are used to provide direct access to health facilities, the loss of bus services could affect the ability of people to access such facilities.

6.4 A Safer Halton

The loss of bus services could require users to find alternative bus stops which may be further from their preferred location and could necessitate the need to cross additional road junctions and walk further distances during the hours of darkness.

6.5 Halton's Urban Renewal

Improving access to key regeneration areas by sustainable forms of transport including public transport, walking and cycling is widely acknowledged as playing a key role in sustainable regeneration and urban renewal. The loss of bus services could prevent certain trips from taking place or lead to them being undertaken by private car.

7.0 RISK ANALYSIS

7.1 The key risks associated with the proposed withdrawal of services are that affected passengers will be unable to travel via their preferred route and will need to reassess their respective travel methods. This may involve passengers changing their travel patterns and may involve some increased walking distances, possibly during the hours of darkness, to access alternative services. Greater use of private transport could be encouraged which is not consistent with the Council's sustainable transport strategy or policies. Passengers with mobility difficulties may be eligible to use the specialised Dial-a-Ride service. This service is currently operated by Halton Community Transport.

8.0 EQUALITY AND DIVERSITY ISSUES

A Community Impact Review & Assessment has been carried out for this Service. (Please see appendix 4)

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

Document	Reports to the Environment and Urban Renewal Policy and Performance Board of 14 th March 2012
Place of Inspection	4 th Floor, Municipal Building, Kingsway, Widnes
Contact officer	Ian Boyd, Transport Coordination

Appendices

- Appendix 1 Services affected by cuts in 2011/2012
- Appendix 2 Proposed Service Cuts 2012/2013
- Appendix 3 Respondents to consultation
- Appendix 4 Community Impact Review and Assessment Supported Local Bus Services

**APPENDIX 1
SERVICES AFFECTED BY 2011 / 2012 CUTS**

Contract Number	Route Number	From	To	Days of operation	Passenger Trips	Comment Passenger
211	13/13A	Cherry Sutton	Widnes Green Oaks	Mon - Sat	42955	Funding level for service reduced. However, service level was maintained.
234	110	Runcorn	Warrington	Sun - BH	28630	Service now operates on a fully commercial basis.
251	14	Hough Green	Widnes	Sat	186	Service withdrawn
266	66	Runcorn Rural Area	Widnes, Frodsham, Warrington	Mon - Sat	8866	Service was originally withdrawn but now operates on a reduced level to provide three journeys per week from Moore to Warrington on Fri, Runcorn and Widnes on Mon, Northwich on Tuesday. The service is funded through funding from DCLG
268	14	Widnes, Vicarage Rd	Whitehouse	Mon - Fri	2699	Service Withdrawn
281	2	Horns	Halebank	Schooldays	668	Service Withdrawn
297	20	St Chads School	Weston Village	Schooldays	23	Service Withdrawn
221	3C	Halton Lea	RHSBS/Weston	Schooldays	27291	Three journeys at 08.25, 14.57 and 15.25 initially provided through a deminimis payment. Payment was withdrawn with journeys at 08.25 and 15.25 being retained and operated on a commercial basis.
265	19	Leigh Avenue	Widnes, Vicarage Road	Schooldays	278	Service withdrawn
267	40	Hough Green Farm	Widnes 6th Form college	Schooldays	0	Service now provided through funding from Riverside College
287	82A	Murdishaw	Liverpool	Sun - BH	41123	Service now provided on a fully commercial basis.
239	42	Murdishaw	St Chads	Schooldays	11063	Journeys now provided through commercial services.

Total Pass Jnys 163782 **NB Approximateley 148,883 passenger journeys were unaffected due to**
Actual Jnys Affected 14899 **services retained under commercial operation or service levels retained**
albeit individual contract funding levels have been reduced.

APPENDIX 2
PROPOSED SERVICE CUTS FOR 2012 / 2013

Contract Number	Route Number	Ward	Route	Operator	Days of operation	Times of Operation	Current Price Per Annum	Other Authority	Other Authority	Halton Cost	Passenger Trips Per Annum	Subsidy per Passenger	Comments
219	3A	Halton Lea, Grange, Halton Brook, Mersey, Heath	Halton Hosp, Halton Lea, halton Brook, Runcorn Town Hall, Runcorn High Street Bus Station, Runcorn Rail Station, Russel Rd, Weston Point, Weston Village, Runcorn Rail Station, Runcorn High St Bus Station, Runcorn Town Hall, Halton Brook, Halton Lea	Arriva	Sat	0855-1751	£ 3,518.01	0%		£ 3,518.01	11155	£ 0.31	Saturday daytime journey operated under De Minimis contract, withdrawal of funding could result in service being withdrawn. However cost per passenger is favourable towards being operated on a fully commercial basis. Further discussions with Arriva will identify if it is possible for the service to operate on a commercial basis. (Still awaiting confirmation) The subsidy for this contract is subject to a time limit which has now elapsed.
232	110	Riverside, Halton View	Widnes Town Centre, Halton View, Moorfield Rd, Barrows Green Rd, Penketh, Sankey Bridges, Warrington Hospital, Warrington Bus Station	Halton Transport	Mon - Sat	1835-Midnight	£ 37,915.30	62%	23507.49	£ 14,407.81	14574	£ 0.98	Evening service to Warrington Town Centre and Warrington Hospital. No alternative bus to Warrington from Widnes. WBC have now given notice to withdraw their share of the subsidy leaving HBC with full liability for subsidising the contract. This places a further £23K on the cost of the contract. Discussions with the operator have identified that the service could be reduced but this would still incur a further £14K on top of the current commitment giving a total liability to the council of £28.5k
233	110	Riverside, Halton View	Widnes Town Centre, Halton View, Moorfield Rd, Barrows Green Rd, Penketh, Sankey Bridges, Warrington Hospital, Warrington Bus Station	Home James Travel	Sun - BH	1835-2323	£ 8,287.26	0%		£ 8,287.26	2094	£ 3.95	Sunday and Bank Hol evening service to Warrington Town Centre . Subsidy should be withdrawn from this contract due to the possible withdrawal of contract 232 . The withdrawal of both contract 232 & 233 will provide consistency in that the 110 service will curtail at approx 1900 Monday to Saturday and Sunday therefore providing a balanced service. The Sunday service has a much lower patronage than weekday evenings, to continue the service at present would result in the Sunday service operating much later than on a Mon - Sat
Cheshire Contract	31	Halton Lea, Bechwood			Sun - BH	0906-2008	£ 11,943.03	65%	Cheshire	£4,180.06	1435	£ 2.91	This service is operated on behalf of CWaC by Halton Transport. CWaC have recently withdrawn their share of the subsidy for the service therefore the service will now be withdrawn. It would require HBC to assume full liability for the subsidy. Total cost of contract £11,943
236	26	Riverside, Farnworth, Halton View, Appleton Kingsway	West Bank, St Mary's Rd via Mersey Rd, Waterloo Rd, Victoria Rd, Kingsway, Vicarage Rd, Widnes Rd, Gerrard St, Green Oaks Way) or from Widnes Green Oaks via bus lane, Bradley Way, Albert Rd, Page Ln, Frank St, Warrington Rd, Moorfield Rd, Lunts Heath Rd, Cronton Ln, Hall Ln to Cronton, Smithy Ln. Returning via Smithy Ln, Cronton Rd, Cronton Ln, and then via reverse of above route to Widnes Green Oaks	Halton Transport	Mon - Sat	0841-1703	£ 21,390.72	14.52%	3105.94	£ 18,284.78	15227	£ 1.20	Service provided through a De-minimis agreement. Should the service be withdrawn then passengers from Cronton would either need to walk to Birchfield Rd, The Coterie or access service 6 on Cronton Rd and change services at Birchfield Rd. Passengers from West Bank would access services at Waterloo Rd or at bus stops located on the bridge. Moorfield Rd passengers would need to access service 62 at Weates Close or Bancroft Rd, Bishops Way. This could leave a walk of approximately 1 - 1.5Km. Operator may operate on commercial basis. Further discussions with the operator will identify if the service will operate on a commercial basis. Meeting arranged for 6/10/11 The service provides a lengthy circular from Cronton to Westbank via, Lunts Heath, Moorfield Rd, Halton View, and Widnes Town Centre Maximum time allowed to subsidise contract under Deminimis rules has now elapsed.
246	79C	Halton Castle Norton North & South Halton Lea, Windmill Hill Grange, Mersey, Riverside Kingsway, Appleton, Broadheath, Ditton, Houghgreen	The Brow, Castlefields, Windmill Hill, Murdishaw, Halton Hosp, Grangeway, Langdale Rd, Runcorn High St Bus Station, Widnes Town Centre, Chesnut Lodge, Hough Green, then into Liverpool	Ace Travel	Sat	0513-0639	£ 3,183.21	38%	1209.62	£ 1,973.59	150	£ 13.15	Early morning Saturday journey for work purposes. No alternatives should the service be withdrawn. However there is a high cost per passenger of £13.15
282	16	Riverside, Kingsway, Appleton, Farnworth	West Bank, Waterloo Rd, Victoria Rd, Kingsway, Birchfield Rd, Locket Rd, Peelhouse Lane, Fairfield School	Halton Transport	Schooldays	0826-0846	£ 10,174.57	0%		£ 10,174.57	2309	£ 4.40	Direct school service to St Peter and Paul, Wade Deacon pupils. Services can be accessed at the bus stops on the bridge. However this will involve a walk of approximately 1 -1.5Km for passengers.
292	2A 19	Ditton, Broadheath, Riverside, Kingsway, Appleton, Halton View Farnworth	Halebank, Baguley Avenue, St Micheals, Coronation Dr, Chesnut Lodge, The Albion, Liegh Ave, Albert Rd. Albert Rd, Halton View Rd, Warrington Rd, Barrows Green Lane, Weates Close, Barrows Green Lane, Dykin Road, Moorfield Road, Derby Road, Peelhouse Lane, Lockett Road, Birchfield Road, Kingsway, Appleton Village, Deacon Road, Bradley Way, Milton Road, Kingsway to Widnes Vicarage Road, Bradley Way, Green Oaks Busway, Green Oaks Way, Gerrard Street,	Ace Travel	Schooldays	0800-0844	£ 8,741.86	0%		£ 8,741.86	2538	£ 3.44	School Journeys from Halebank to Albert Road as 2A service then changes at Albert Rd to a 19 service to Weates Close and then Wade Deacon, St Peter and Paul Also provides a link from From Weates close AM. No service for pm passengers can get 61 to Town Centre then 26/62 to Weates Close. Service 2A operates on 82A commercial route. However commercial service would be under considerable pressure through demand. Passengers from Weates Close area can access service 62 to Widnes Town Centre.

£ 69,567.94

49482

£ 69,567.94

APPENDIX 3
RESPONDENTS TO CONSULTATION

	Name	Service	Comments
1	Mr P Millinger	3A	Service should remain as this is the only service in the area. Thinks the service should be increased and not reduced.
2	Ms D Morris	3A	Tried to contact but answer on number. Initial discussion was objecting to the proposed withdrawal.
3	Mrs Collinson	3A & 79C	Objecting to the proposed service withdrawal and leaving the area with an hourly frequency
4	Mr Rawlinson	3A	Objecting to possible withdrawal of service on the grounds that this would reduce the frequency of buses in the area to hourly
5	Mrs Emmett	26	Objecting to service withdrawal on the grounds that there would not be a direct service to Widnes Town Centre
6	Mrs Dutton	3A	Objecting to service withdrawal and the fact that the withdrawal would leave the area with an hourly frequency
7	Ms C Gemmell	16	Objecting to service withdrawal from West Bank and would leave the school children with a walk through the subway to access services to school
8	Mrs J Tholhage	3A	Objecting to service withdrawal and in particular that this is the only service in the area. Explanation was given that there is an alternative on the 3C albeit hourly.

9	Halton Brook	3A	Objecting to service withdrawal. The petition suggests that those objecting to the potential withdrawal of the service are pensioners who, although they understand about Government cutbacks and the Council's need to respond to them, have suffered a reduction in their disposable income. They feel that having to pay for taxis to go about their daily lives on a Saturday will reduce this income even further.
10	Mrs Whittaker	26	Objecting to service withdrawal leaving the area without service between 0933 and 1433 on a Saturday.
11	Miss Moores	26	Objecting to service being withdrawn and the walk to more frequent services at the Irwell Street bus stop on the SJB
12	Mrs Osborne Cronton Parish Council	26	Objecting to service being withdrawn and the walk to alternative service at Birchfield Rd and also having to potentially change services at Brichfileld Rd For Widnes Town Centre and Cross Boundary services.
13	Mrs Peterson	3A	Objecting to service withdrawal and the frequency reducing to hourly
14	Mr Kelly	3A	Objecting to service withdrawal
15	Ms C Stanley	3A	Objecting to service withdrawal. . The service is used by many people from Boston Ave. , Halton Brook estate, Castle Rise, Weston and

			Weston village. A large proportion of these people are elderly and rely on public transport to be able to shop either in Halton lea or Widnes as Runcorn Town itself has been sadly neglected and the ability to buy the things you need there is becoming increasingly difficult.
16	Cllr Leadbetter	26	Residents in West Bank will have to walk to the Irwell St bus stops on the bridge withdrawal of the 26 will leave the area without a service.
17	Cllr Wallace	26	As above but also expresses concern at the need for passengers to use the subway to access services to Widnes and return journeys from Runcorn. Also asking for passenger figures for the service.
18	Cllr Cargill	79c	Concerned about the residents being left without a service.
19	Cllr Howard	79c	Enquiry how the consultation is being conducted and what alternatives there would be
20	Cllr Hodgkinson	3A	Enquiry as to the alternatives available
21	Ms Potter	26	Objecting to services being withdrawn.
22	Mr Pullinger	26	Objecting to service being withdrawn
23	Mrs Stocker	26	Objecting to service being withdrawn. I live in Moorfield Road and my 82 year old parents live in Cronton, they are both ailing and unable to drive and rely heavily on the 26 bust to enable them to get out to Widnes town

			<p>centre, which they enjoy very much. Stopping this bus on a Saturday and curtailing the Monday - Friday service would isolate them as there is no other bus for them in to Widnes.</p> <p>It would also make it very difficult for me to visit them on Saturday and late afternoons as I am unable to drive due to a disability I to use the 26 bus to get to and from my home in Moorfield Road to my parent's home in Cronton. I visit my parents regularly to help them with day to day living, taking groceries in and to accompany them on short trips in to Widnes.</p>
24	Ms Fairfield	26	<p>Objecting to service being withdrawn. If the 26 is reduced as proposed my parents will find it very difficult to conduct their affairs and keep in touch with society. The only alternative they will have will be taxis which are expensive as they cannot make use of the Halton Community Transport dial a ride service which won't come over the boundary to pick up in Cronton.</p>
25	Ms Bray	26	<p>Objecting to service being withdrawn. We do have a car, but as time progresses I am not sure that we will want, or be fit, to drive. Some older people do not have the use of a</p>

			<p>car - as perhaps do younger people eg young mums, and people too young to drive.</p> <p>Stopping this bus service will effectively cut off Cronton from Widnes for people like us over the weekends.</p>
26	Cllr Rowe	3A	<p>Objecting to service being withdrawn. Weston has a high percentage of older residents, many of which do not have cars, and the loss of the service would mean the village would be even more isolated whilst other routes in the borough are more adequately serviced. Arriva have already admitted to one local resident that they use older vehicles on this route that they would not use on other routes, and I have been made aware of a number of complaints made the Arriva about buses being seriously late or not turning up.</p> <p>Whilst I understand the need to reduce the budget for transport I feel there are other routes that would feel less of an impact of a reduction than this one.</p>
27	Mrs Wend Mr Wend Mr Greene Mrs Greene	3A	Objecting to service being withdrawn.
28	West Bank Residents	26	Objecting to service being withdrawn. The

			petition suggests that those objecting to the potential withdrawal of the service are residents who feel the walk through the subway to access the alternative services is unacceptable.
29	Riverside College (45 students)	26	Email expressed concern that students would not be able to travel home from college due to the proposed withdrawal of the journeys at 15.04,1534 and 1604.



**Halton Borough Council
Community Impact Review and
Assessment
Subsidised Local Bus Network**

September 2011

CIRA REF	
Name	Ian Boyd
Position	Principal Officer, Transport Co-ordination
Contact Details	0151 471 7384 ian.boyd@halton.gov.uk

CIRA – Subsidised Local Bus Network 2012/13

Impact Type (T): positive (+) negative (-) neutral (=)

Impact Level (L): High (H) Low (L) Medium (M)

Protected Characteristics:

Age (A)	Transgender (T)
Carers (C)	Socio economic (SE)
Disability (D)	Marriage/Civil partnership (M)
Gender (G)	Pregnancy/Maternity (P)
Race/Ethnicity (R)	
Sexual Orientation (SO)	

Subsidised Local Bus Network

No 1 Contract 219

No 2 Contract 232

No 3 Contract 233

No 4 Contract 246

No 5 Cheshire Contract Service 31

No 6 Contract 262

No 7 Contract 236

No 8 Contract 292

Strat No	Policy Summary	Impact																				Comments
		A		C		D		G		R		SO		T		SE		M		P		
		T	L	T	L	T	L	T	L	T	L	T	L	T	L	T	L	T	L	T	L	
1	Service 3a operates from Halton Lea to Runcorn High Street – Weston/Weston Village (circular service)	=	M	=	M	=	M	=	M	=	M	=	M	=	M	=	M	=	M	=	M	De-minimis payment to operator for a commercial Saturday daytime service. Removal of the subsidy could result in the service being withdrawn by the operator. Passenger figures indicate the service could become fully commercial.
2	Service 110 operates from Widnes to Warrington via Barrows Green and Penketh	-	H	-	H	-	H	-	H	-	H	-	H	-	H	-	H	-	H	-	H	This contract provides a Sunday evening service and should contract 233 be withdrawn due to the required increase in subsidy then this would be the only service operating to Warrington from the Borough during the week

3	Service 110 operates from Widnes to Warrington via Barrows Green and Penketh	-	H	-	H	-	H	-	H	-	H	-	H	-	H	-	H	-	H	-	H	62% of the cost of this service is provided by Warrington Borough Council. Unfortunately, WBC have now withdrawn their proportion of subsidy from the service. Should this service be withdrawn then there is no alternative bus service into Warrington. Figures show the majority of the passengers board the service in the Warrington Boundary. To maintain the service would mean an increase in current commitment of £10,000
4	Service 79C operates from Runcorn to Liverpool City Centre	-	H	-	H	-	H	-	H	-	H	-	H	-	H	-	H	-	H	-	H	This service provides an early morning journey Saturday only. The cost per passenger journey is £13.15.
5	Service 31 operates from Widnes to Chester	-	H	-	H	-	H	-	H	-	H	-	H	-	H	-	H	-	H	-	H	CWaC have withdrawn their proportion of subsidy

																						leaving HBC with full liability for the cost of the service. Withdrawal of the service will remove the connection between Chester and Halton.
6	School service 16 West Bank to Horns Hotels	-	M	Provides a service from west bank to St Peter and Pauls and Wade Deacon. Alternative services can be accessed at the bus stop on the Bridge. However this does involve a walk of approx 1KM depending on where the passenger lives in West Bank.																		
7	Service 26 Cronton to West Bank	-	M	Alternative services are available for passengers in Cronton. This will involve either using the service 6 to Brichfield Rd or walking to Birchfield Rd. Passengers in West Bank can access services at the																		

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	13th June 2012
REPORTING OFFICER:	Strategic Director – Policy and Resources
PORTFOLIO:	Physical Environment
SUBJECT:	Local Development Scheme - Update
WARDS:	Borough Wide

1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to inform the Board of the proposed updates to the Local Development Scheme (LDS) (**Appendix 1**). The LDS is the timetable for production of Halton's Local Development Framework (LDF) / Local Plan. It identifies and describes the Development Plan Documents (DPDs) and gives target dates for production. These documents that comprise the LDF / Local Plan set out how the Borough will develop over the next 15 years and form the basis for all decisions under the Town and Country Planning Acts. All Councils are required by the Planning and Compulsory Purchase Act (2004) to produce an LDS and keep it updated.

2.0 RECOMMENDATION: That the provisional Local Development Scheme, appended to this report (Appendix 1), and the LDF / Local Plan documents highlighted in the LDS are noted.

3.0 SUPPORTING INFORMATION

- 3.1 The Local Development Framework (LDF) is the name given to the system of Development Plans introduced by the Planning and Compulsory Purchase Act 2004. The Local Development Framework will gradually replace the Unitary Development Plan (UDP). The National Planning Policy Framework (released March 2012) rebrands the LDF as a 'Local Plan' (though this 'Local Plan' may still consist of multiple documents so is a change in name only).
- 3.2 Rather than a single plan, the LDF / Local Plan takes the form of a portfolio of documents:
- Local Development Documents comprise Development Plan Documents (e.g. Core Strategy, Waste DPD, Site Allocations DPD) and Supplementary Planning Documents (e.g. Sandymoor, Planning for Risk, Affordable Housing, Hot Food Takeaway).
 - The Statement of Community Involvement specifies how stakeholders and communities are involved

- A Local Development Scheme sets out details of each of the Local Development Documents that will be produced - timescale and arrangements for production.
- An Authority's Monitoring Report setting out progress in terms of producing documents and in implementing policies.

3.3 The LDS is a public statement of Halton Borough Council's three year work programme for producing the Local Development Framework (LDF) / Local Plan. The process of making Local Plans is a lengthy one made so by the detailed protocols set out in legal acts and regulations. If due process is not followed this becomes a viable legal ground for challenges either in front of an Inspector at Examination or via court action leading to the Plan being found unsound or quashed by the High Court.

3.4 The attached LDS allows for a degree of over-programming to ensure that resource capacity is continually engaged, for example during public consultation periods where work on a document is stalled by necessity. During these periods work on Supplementary Planning Documents (SPD) can take place. The effect of this over-programming is that it can be difficult to manage SPDs to strict deadlines as work on them is fitted around high priority deliverables.

4.0 POLICY IMPLICATIONS

4.1 The documents that comprise the Local Plan have primacy in all planning decisions. This is by virtue of the Planning and Compulsory Purchase Act 2004 – Section 38(6):

*"If regard is to be had to the development plan for the purpose of **any determination to be made under the planning Acts the determination must be made in accordance with the plan** unless material considerations indicate otherwise."*

4.2 The above legal statement is reiterated in the National Planning Policy Framework (NPPF). The Local Plan therefore has significant policy implications across a range of social, economic and environmental issues. All planning application decisions in the Borough will be made in accordance with the policies in the Local Plan.

4.3 NPPF further states, that "where plans are absent, silent or relevant policies are out-of-date" authorities should grant planning permission unless "any adverse impacts of doing so would significantly and demonstrably outweigh the benefits". It is important therefore that Halton maintains an up-to-date LDF/'Local Plan' and that efforts are concentrated towards the most crucial elements of this.

4.4 Given resource constraints it is imperative that the LDS is focussed on the delivery of the key documents that will have the most significant impact for the Borough.

4.5 For the above reason it is proposed that the following documents will not be produced in the next 2 years and hence will be dropped from the current LDS

(LDS 2009). The documents below therefore do not appear in the LDS 2012 (Appendix 1).

Widnes Town Centre Area Action Plan
West Runcorn Area Action Plan
Sustainable Development and Climate Change SPD
Widnes Waterfront SPD (Update)
Local List (Heritage Conservation) SPD
Halton Lea SPD
Widnes Town Centre SPD
Greening the Legacy SPD
Planning Obligations SPD

4.6 In many of the geographic areas named in the above table, delivery of development schemes and regeneration will be left to the market. For example, Halton Lea will not have a dedicated SPD to guide future planning applications and therefore future development will be determined by market forces and the development industry. The Core Strategy will still guide the broad development principles across the Borough.

5.0 OTHER IMPLICATIONS

5.1 An LDS is an essential tool in policy production as it allows future participation to be scheduled in advance by stakeholders, industry and the public. The LDS gives prior notice on when Local Plan documents will be being produced and the key stages of production. Representations, ideas, and sites for development can then be put forward at the appropriate time. Regular updates on the milestone in the LDS are published on the Council's Website.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 The LDS supports the delivery of the Council's priorities because it is the timetable for the production of planning policy documents that assist the delivery of the Sustainable Community Strategy and in particular the following priorities:

- Children & Young People in Halton
- Employment, Learning & Skills in Halton
- A Healthy Halton
- A Safer Halton
- Halton's Urban Renewal

7.0 RISK ANALYSIS

7.1 An LDS is a statutory document. Not having one puts the Authority at the risk of legal challenge. Stakeholders are entitled to rely upon forward notice of the Local Plans that will be produced and may directly impact on their assets or business.

7.2 The LDS is an explicit commitment to the delivery of the LDF / Local Plan over a definite period. Not having a specific and relatively fixed work programme for Local Plan delivery means that resources are not prioritised and used as effectively as they could be.

7.3 The risk of not having an up-to-date Local Plan needs to be fully understood. Without a current Local Plan, the development industry has no certainty over where different types of land use will be permitted; appeals against refusal of planning permission are more likely to be upheld in the developer's favour with the possibility of costs awarded against the Council. An up-to-date Local Plan is needed to retain local control over decision making.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Building stronger communities through community engagement and good planning is a key aspect of the Local Plan. The Council is already committed to equality regardless of age, sex, caring responsibility, race, religion, marital status, maternity issues, gender reassignment, socio economic need, sexuality or disability and these commitments are reflected in the Local Plan as far as is relevant.

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

Document	Place of Inspection	Contact Officer
Local Development Scheme 2009	Municipal Building, Widnes	Tim Gibbs

APPENDIX 1 – Provisional Halton Local Development Scheme - June 2012**Development Plan Documents**

*The Town and Country Planning (Local Planning) (England) Regulations 2012

	Preparation of a Local Plan (Reg 18*)	Publication (Reg 19*)	Submission (Reg 22*)	Examination (Reg 24*)	Adoption (Reg 26*)
Core Strategy	Preferred Options September – November 2009	November - Jan 2010 Republication May-June 2011	22 nd Sept 2011	28.11.11-22.12.11	Winter 2012
Joint Merseyside and Halton Waste	Preferred Options 2 – New Sites Report 9 th May – 19 th June 2011	23 rd Nov 2011 – 20 th Jan 2012	17 th Feb 2012	June 2012	Winter 2012
Site Allocations and Development Management	June – July 2012	Jan – Feb 2013	May 2013	August 2013	Winter 2013/14
Community Infrastructure Levy (CIL) Charging Schedule	Early 2013	Summer 2013	Autumn 2013	Winter 2013	Spring 2014

Supplementary Planning Documents

	Adoption
Affordable Housing	Adoption Autumn 2012
Transport and Accessibility	By 2013
A number of separate Local Development Order - Daresbury DSIC Enterprise Zone	By 2013
West Runcorn SPD (in conjunction with Peel Holdings)	2013/14
Runcorn Old Town SPD [if required to support wider regeneration priorities]	2013
West Bank SPD [if required to support wider regeneration priorities]	2013/14

Supporting Evidence Requirements

Green Belt Review Study	2012
Strategic Housing Land Availability Assessment (Annual Update)	2012
Gypsy and Traveller Accommodation Assessment	2012
Borough Development Viability Study (to support Community Infrastructure Levy Charging Schedule)	2012

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	13 June 2012
REPORTING OFFICER:	Strategic Director, Policy & Resources
PORTFOLIO:	Transportation
SUBJECT:	Nominations of Members to the Consultation Review Panel
WARDS:	Boroughwide

1.0 PURPOSE OF THE REPORT

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

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

3.0 SUPPORTING INFORMATION

- 3.1 At the start of each Municipal Year, it is necessary to nominate two Members to sit as the Board's representatives on any Consultation Review Panel (CRP) that may be convened during the year. Historically, these members have been the Chair and Vice Chair of the Board.
- 3.2 The purpose of the CRP is to review responses to highway, traffic and transportation scheme public consultations, where it has not been possible to address all concerns and resolve objections to the scheme proposals. The CRP will advise the Operational Director – Policy, Planning and Transportation who in consultation with the Executive Board Member for Transportation shall decide upon the final scheme proposals.
- 3.3 The CRP for a particular scheme may comprise:
- Two members of the Environment and Urban Renewal Policy and Performance Board;
 - All Ward Councillors for the wards, within which the scheme is proposed to be implemented;

- Representatives of Cheshire Police (and other Emergency Services if relevant);
- Relevant council officers;
- Individual residents or businesses would not normally be invited onto the panel, but representatives could be invited from established residents' or traders' associations that clearly reflect the wider views of the community.

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

- 3.4 The Board is asked to support the proposal for the Chair and Vice Chair of this Board to sit on the Consultation Review Panel.

4.0 POLICY IMPLICATIONS

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

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

5.0 OTHER IMPLICATIONS

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

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

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

6.2 Employment, Learning and Skills in Halton

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

6.3 A Healthy Halton

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

6.4 A Safer Halton

Schemes will often include measures to improve safety of the road user

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

6.5 Halton's Urban Renewal

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

7.0 RISK ANALYSIS

7.1 There are no risks associated with the report.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 There are no Equality and Diversity Issues.

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

There are no Background Papers within the meaning of the Act.

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 13th June 2012

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO HOLDER: Transportation

SUBJECT: Nominations of Members to the Halton Public Transport Advisory Panel – Municipal Year 2012/13

WARDS: Boroughwide.

1.0 PURPOSE OF THE REPORT

1.1 The purpose of the Report is to seek nominations of Members to sit on the Council's Public Transport Advisory Panel for the Municipal Year 2012/13, and report on the key issues discussed / raised by the Panel when it met during the Municipal Year 2011/12.

2.0 RECOMMENDATION: That

- (1) the Chair of the Environment and Urban Renewal Policy and Performance Board, in consultation with the Executive Board Member for Transportation, nominates a Chair and three Members to the Public Transport Advisory Panel and for the Member nominated as the Chair to agree such deputies, as may be required from time to time;**
- (2) the Board endorse the nominations; and**
- (3) the key issues discussed by the Panel during the Municipal Year 2011/12, as set out in Appendix One of the Report, are noted.**

3.0 SUPPORTING INFORMATION

3.1 At the start of each Municipal Year, it is necessary to nominate a Chair and three other Members to attend meetings of the Halton Public Transport Advisory Panel.

3.2 The purpose of the Halton Public Transport Advisory Panel is to:-

- Monitor the performance of the public transport network within the Borough to ensure it meets the mobility needs of local communities;
- To make recommendations to the Environment and Urban Renewal Policy and Performance Board on future developments and

improvements to the conventional local public transport network;
and

- To review and comment on the effectiveness of the Council's public transport priorities.

3.3 A summary of the key issues discussed at the Halton Public Transport Advisory Panel, during 2011/12, is shown in Appendix 1

3.4 The Board is asked to support those nominations proposed by the Chair of the Environment and Urban Renewal Policy and Performance Board, in consultation with the Executive Board Member for Transportation, which will be announced at the meeting.

4.0 POLICY IMPLICATIONS

4.1 None

5.0 OTHER IMPLICATIONS

5.1 None

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

It is widely recognised that good quality and affordable public transport services can help to improve access to key facilities for children and young people within the Borough. A key role of the Halton Public Transport Advisory Panel is to review progress and comment on emerging initiatives.

6.2 Employment, Learning and Skills in Halton

Halton Borough Council and its partners continue to provide a wide range of accessible and affordable public transport services within the Borough aimed at improving access to key employment, learning and training facilities within the Borough. These are reported at meetings of the Halton Public Transport Advisory Panel.

6.3 A Healthy Halton

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

6.4 A Safer Halton

No direct implications.

6.5 Halton's Urban Renewal

Improving access to key regeneration areas by sustainable forms of transport including public transport, walking and cycling is widely acknowledged as playing a key role in sustainable regeneration and urban renewal. The Halton Public Transport Advisory Panel plays a key role in discussing and shaping the future direction of those initiatives associated with public transport within Halton.

7.0 RISK ANALYSIS

7.1 There are no risks associated with the report.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Good quality and affordable public transport services can play a key role in ensuring all sections of the community can access a wide range of facilities.

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

9.1 There are no background documents under the meaning of this Act.

Appendix One

Summary of the key Issues discussed at the Halton Public Transport Advisory Panel – Municipal Year 2011/12.

Meeting Held Thursday 22nd September 2011

1. Local Bus Service Changes

The Panel received a report from the Principal Officer, Transport Co-ordination, advising them of the recent changes to local public transport services. This included a number of changes in both the commercially operated bus services and the contracted services operated on behalf of Halton Borough Council. He commented that the Arriva service 1 now terminated at Halton Lea South and Service 2 now terminated at Halton Lea North, both alterations would result in savings on the route.

2. Passenger Transport Services

The Panel received a report from the Lead Officer, Transport Co-ordination which provided an update of the passenger transport services which included a range of issues relating to Door to Door services provided in the Borough including passenger transport on behalf of Adults & Community and Children & Young People's Directorates, as well as various services provided by Halton Community Transport. He stated that recent contract tendering had taken place as a number of contracts had come up for renewal. It was noted that efficiency savings through tendering and improved scheduling of existing routes had resulted in an overall annual saving of £57,055. The total annual value of the 20 retendered contracts was £241,680. It was commented that transport providers had also received revised Conditions of Contract, which had come into effect on 1 January 2011. The assistant manager at Halton Community Transport provided members with an update in terms of passenger figures using services during the year to date.

3. Public Transport Infrastructure

The Principal Officer, Transport Co-ordination, presented a report to inform the panel of the improvements carried out to public transport infrastructure within the Borough. It was noted that this year a total of 15 new bus shelters would be installed at various locations in the Borough. Two new bus stops had also been commissioned in Wood Lane, Runcorn following requests from passengers. With regards to accessibility, currently 48.25% of the bus stops in the Borough had been upgraded to conform to DDA standard, which was a total of 300.

4. Halton Hopper Tickets

The Board were presented with an update from the Lead Officer, Transport Co-ordination, on sales and development of Halton Hopper Tickets since August 2010. He commented that they had recently met with the key parties to the 'Halton Hopper Multi Operator Travel Card Ticket' to discuss increasing the current pricing of tickets, which had not increased for more than two years. Also, Halton Borough Council had so far funded all administration and ticket printing costs of the scheme, which now needed to be recuperated. These costs were presented to the operators for reimbursement.

5. Neighbourhood Travel Links

The Panel received a report which provided an update on projects and developments with Neighbourhood Travel since August 2010. This included Links2Work, Cycling to Work Guarantee, Bikeability, Bike User Group (BUG), Staff Cycle Mileage, PoolBikes, Wheels for All and Scooter Commuter.

6. Marketing and Publicity Update

The Principal Officer, Transport Co-ordination advised that there was a leaflet produced advertising the services available over the Christmas period. The regular bus timetable information leaflet was still being produced, as well as the travel guide and Halton maps. These were also made available at all Halton Direct Links (HDL's) and Community Centres in the Borough.

Meeting Held Wednesday 28th March 2012

1. Local Bus Service Changes

The Panel were informed of the recent changes to local public transport services. It was reported that the local bus network had recently seen a number of changes in both the commercially operated services and the contracted services operated on behalf of Halton Borough Council. Information was provided to the Panel on these changes, which had been effective since 30 October 2011.

Officers had received feedback recently from Halton OPEN (*Older Peoples' Empowerment Network*) who raised concerns on the safety of disabled people on buses and the fact that some drivers offered no help to these passengers during boarding and disembarkation. In

response Halton Transport and Arriva requested more information on the routes and times referred to, so that this could be looked into.

2. Local Bus Supported Service Consultation

The Principal Officer, Transport Co-ordination provided the Panel with a verbal update on the Local Bus Supported Service Consultation which closed early March 2012. An example of feedback from the consultation so far had included:

- People having to change their travel plans/routes;
- People having to change buses more frequently; and
- People having to walk greater distances to access public transport.

It was also reported that two petitions had been received relating to the cancellation of the 26 and 3A buses. Further information would be available at the next PTAP meeting.

3. Local Sustainable Transport Fund Bids

The panel were provided with an update on progress with the Local Sustainable Transport Fund (LSTF) bid applications.

Further to the Department for Transport's (DfT) White Paper '*Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen*' and accompanying bidding guidance, two bids for funding had been made as follows:

- Halton's LSTF Application – valued at £4.4 million, with partner contributions approximately £8 million; and
- Mid-Mersey LSTF Application – valued at £3.1 million, with partner contributions approximately £5.7 million.

Halton's bid, named '*Routes to Prosperity*' had focussed mainly on sustainable travel to employment areas, which addressed the Government's transport priorities of economic growth and carbon reduction.

The bids were submitted by the deadline date of 24th February 2012, the outcome of the bids would be known by late May this year.

4. Update on other Funding Bids

The Panel were presented with a report which provided updates on two recent funding bids:

Better Bus Area Fund

This was a new £50 million fund providing grants of up to £5million to a minimum of 10 local authorities working in partnership with local bus operators. Its aim was to increase bus patronage in busy urban areas, create growth and cut carbon. Particular routes were identified in Halton to enhance however unfortunately Halton were unsuccessful in its bid for this fund. The successful bidders included large urban areas and conurbations, North West authorities included Blackpool, Greater Manchester and Merseyside.

Green Bus Fund 3

Following the success of the first two competitions, a third round was being run in 2011-12 with a budget of £20 million, subject to receiving State aid approval from the European Commission. This Fund allowed bus companies and local authorities in England to compete for funds to help them buy new low carbon emission buses. As with the earlier round, the Fund's main purpose was to further support the wider roll out of low carbon emission buses across England. A number of North West authorities and bus operators were successful with their bids and Officers were happy to report that amongst the winners was Arriva North West who had been awarded 10 single deck gas buses which would be arriving soon. Arriva North West are based in Runcorn and hence these vehicles will be available for use in Halton.

5. Passenger Transport Services

The Panel received an update from the Lead Officer, Transport Co-ordination on a range of issues relating to Passenger Transport Services provided, including passenger transport on behalf of Children and Enterprise and Communities Directorates, as well as specialised Door to Door services provided by Halton Community Transport.

It was reported that a number of improvement opportunities had been identified and plans were currently being developed to progress these as part of the efficiency saving targets. This included reviewing service delivery and related policies and procedures.

The General Manager of Halton Community Transport advised that following a recent marketing campaign, passenger figures had now picked up on specialised door-to-door services following a recent downturn in numbers.

6. Neighbourhood Travel Links

The Principal Officer, Transport Co-ordination updated the Panel on the work carried out through the Neighbourhood Travel Team (NTT).

With regards to cycling this included: Cycle to Work Guarantee; Bikeability; Bike User Group (BUG); PoolBikes and Wheels for All. Scooter Commuter was still proving to be popular with 16 individuals

on the waiting list. Officers announced that funding had been found for 3 more bikes which would help alleviate the wait.

Green (Workplace) Travel Plans: NTT were working with property developer St Modwen in producing an area wide travel plan for The Hive in Widnes. A Travel Plan was also being finalised for Runcorn Railway Station in partnership with Virgin Trains. Talks were also taking place with Lloyds TSB in Runcorn with regards to developing a Green Travel Plan.

It was announced that the 13A evening service circular from Widnes Town Centre was being extended to include The Hive on a trial basis. This would operate every 20 minutes and run 7 days a week and it was hoped that the service would prove popular with people working in this area. It was noted that the last bus was scheduled to leave at 2345 hours, which would connect with the last buses from the Town Centre.

The Panel were also advised that the NTT had participated in recruitment events with *Jaguar/Land Rover*, *Tesco* and *Premier Inn*, where the team were invited to provide journey advice and promote travel options to prospective employees.