

A large, stylized graphic consisting of a thick green curved line above a white curved line, both arching across the page.

*Safer PPB Night  
Time Economy  
Scrutiny Review*

DRAFT  
Report  
*August 2013*

## **CONTENTS**

<b>Contents</b>	<b>Page</b>	<b>Paragraph</b>
Purpose of the report	3	1.0
Structure of the report	3	2.0
Introduction	3	3.0
Methodology	4	4.0
Evidence and Analysis with findings/conclusions and recommendations	4	5.0
Overall Conclusion	14	6.0

<b>Annexes</b>	<b>Number</b>
Topic brief	1
Methodology	2
Documents Considered including National Best Practice within the review	3
Action Plan	4

## **1.0 PURPOSE OF THE REPORT**

The purpose of the report, as outlined in the initial topic brief (at *Annex 1*) is to:

- Gain a better understanding of the issues relating to the night time economy in Halton, what works well and what could be improved?
- Examine the effectiveness of the current services that support the night time economy, how they work together and whether they deliver timely and effective action to address the needs of businesses and visitors to our night time economy
- Gain an understanding of the role of partner agencies in providing a safe, well managed night time economy in Halton
- Consider national and local best practice in relation to management of the night time economy
- Explore accreditation for the management of the night time economy in Halton, through the Purple Flag scheme. This scheme provides recognition that town centres are well managed and acts as an indicator for a safe night out, in the way that Green Flags do for quality parks and Blue Flags for safe and clean beaches.

## **2.0 STRUCTURE OF THE REPORT**

This report is structured with an introduction, a brief summary of the methodology followed by evidence, analysis with findings/conclusions and recommendations. The annexes include the topic brief, methodology detail and an action plan to capture the recommendations from the scrutiny review.

## **3.0 INTRODUCTION**

### **3.1 Reason the scrutiny review was commissioned**

The night time economy brings many positive benefits to the borough, from job creation, spending in our local economy and provision of a diverse range of activities for local people, including restaurants, arts centre, ice rink, cinemas etc. However to continue the development of our thriving night time economy, it is important that it is accessible, safe, clean, well-managed and offers a range of activities to suit residents across a wide age range and attract visitors to the borough.

Management of the night time economy cuts across numerous council services including licensing, transport, environmental health, planning, community safety, trading standards, street cleansing and town centre management as well as services provided by partners including health

and policing. It is only by working together particularly in these times of austerity, that we will be able to develop a thriving night time economy. The scrutiny review will provide a good opportunity to look at our night time economy, what works well and what could be improved to provide a safe, accessible, well managed night time economy that meets the needs of residents and businesses and attracts visitors to the borough.

### 3.2 Policy and Performance Boards

This report was commissioned as a scrutiny working group for the Safer Halton Policy and Performance Board.

### 3.3 Membership of the Scrutiny Working Group

Membership of the Scrutiny Working Group included:

Members	Officers
Cllr Norman Plumpton Walsh (Chair) Cllr Pauline Sinnott Cllr John Gerrard Cllr Margaret Ratcliffe Cllr Darren Lea Cllr Martha Lloyd Jones Cllr Sue Edge	Paul McWade – Operational Director for Commissioning and Complex Needs Chris Patino – Operational Director for Community and Environment Mike Andrews – Community Safety Manager Debbie Houghton – Principal Policy Officer Amanda Lewis – Commissioning Manager

### 4.0 Methodology Summary

This scrutiny review was conducted through a number of means:

- Monthly meetings of the scrutiny review topic group;
- Presentations by various key members of staff and partners (detail of the presentations can be found in *Annex 2*);
- Provision of information;
- Visit to the CCTV Control Room

### 5.0 Evidence (summary of evidence gathered) and Analysis with findings/conclusions

#### 5.1 Transport and the night time economy

Jeff Briggs, lead officer Transport Co-ordination gave an overview of bus services that operate during the hours of the night time economy in both Widnes and Runcorn. John Findlow, Licensing Enforcement

Officer also presented an overview of taxi licensing and the taxi service that operates in Halton. Key points raised were:-

- Very few buses run after midnight although a number of pubs and bars have late licenses until 3.30/4.00am with one in Widnes opening until 5am.
- The council has a responsibility to provide taxi ranks in proportion to the number of licensed vehicles, ten of which are located in town centres.
- Taxi services across the borough operate a reliable, cost effective (prices haven't gone up in 2.5 years) safe mode of transport out of town centres late at night.
- Key issues for taxi operators including future bridge tolls which will impact on taxi charges and costs and the negative impact of late night bridge closures which result in delays and increased costs for operators.

### **5.1.1 Conclusion**

Getting people home quickly and safely following a night out is essential for a well-managed night time economy. However any additional services would need to be commercially viable and funded by the operators.

### **5.1.2 Recommendations:**

- **Work with commercial operators to improve the late night bus services that they offer. In particular:-**
  - **Commercial bus operators be asked to consider funding a commercial bus service (funded by the operators) to and from the Hive and Runcorn. (The Topic Group recognise that this would not currently be commercially viable but may be in the future)**
  - **Commercial bus operators be asked to consider providing the funding to extend the late night service from Liverpool to Halton operating it as a pick up as well as a drop off service (To be funded by commercial operators if economically viable)**
- **Whilst it is recognised that there is currently no demand for a taxi rank at the Hive, this should be kept under review, in case this situation changes.**
- **Area Forums be consulted re: possibility of funding a pilot radio scheme for taxi operators in Halton**

- **If funding is available from businesses/transport operators, then consider a consultation exercise (survey) to determine who are accessing the HIVE, how individuals are traveling to and from the HIVE and to ascertain levels of demand for public transport and:-**
- **If commercially viable, bus operators should consider the potential to possibly fund the extension of the existing service routes to the HIVE e.g. Buses 79 and 82 – however this would be dependent on demand/potential future demand**
- **Consider the development of a transport app that will tell users the location of bus and taxi services, provide contact details etc, should funding become available**

## **5.2 Purple Flag**

An overview of the Purple Flag scheme was given at the first meeting by Debbie Houghton and this was followed at a later meeting by a presentation by Dave Watson, from Warrington Borough Council. Dave had worked with partners to gain Purple Flag accreditation for Stockton Heath in Warrington. Key points from the discussion included:-

- Purple Flag five key elements
- Gap analysis against Purple Flag criteria
- Positive benefits of Purple flag accreditation
- Transition between daytime and evening economy
- Policing and other services active within the night time economy

It was agreed to complete a gap analysis for Halton against the Purple flag criteria as part of the Scrutiny Topic Group work.

### **5.2.1 Conclusion**

Purple Flag criteria are considered best practice in the management of the night time economy. However due to the costs and the work involved, which extends beyond the remit of this Topic Group, it was agreed that applying for Purple Flag status is not appropriate at this time.

### **5.2.2 Recommendations:**

- **Work towards the completion of a self- assessment/ gap analysis for the town centre areas in Widnes and Runcorn, using the Purple Flag criteria as a guide (consider both as 1 town centre).**

## **5.3 Licensing Enforcement**

Bill Seabury (HBC Licensing Officer) and Chris Carney (Cheshire Police Licensing Officer) gave a presentation on licensing enforcement. The key points discussed included:-

- **Door Staff** training and the good working relationship with licensing officers
- **Communication through NightNet** -Radios within night time establishments which link through to the police and cctv control room to report any issues.
- **Forensic boxes** located within establishments and the role of staff in using them to collect evidence following incidents
- **Relationship** between police and council licensing staff and joint working to address licensing issues in Halton.
- **Role of licensing** - The licensing enforcement role is proactive and works with businesses. The police do patrols and have a passive drug dog to detect drugs and it is testament to the good working relationship that in a significant number of cases it is the pubs themselves that request licensing visits.

#### **5.3.1 Conclusion**

- The licensing role works well in Halton and there is a good relationship between the licensing teams in the council and police with landlords and door staff

#### **5.3.2 Recommendations:**

**Members wanted to accompany the licensing team when they are visiting premises to observe. (This visit was cancelled due to unforeseen circumstances)**

**Whilst members recognise that it cannot be an enforceable condition through licensing, members were keen for establishments to be encouraged to participate in the PubWatch scheme, which is recognised as best practice.**

**Investigate the possibility of developing a mandatory Code of Conduct for licensed premises.**

#### **5.4 Alcohol related Crime Data**

Mike Andrews, Community Safety Manager presented members with crime and alcohol related data for Halton. There discussion covered:-

- Number of people being arrested and taken into custody for being drunk and disorderly

- People drinking at home before they go out and incidents happening when they do go out and are turned away from bars for being drunk.
- High concentrations of off licenses in some areas which can cause problems as there is such easy availability of alcohol

#### **5.4.1 Conclusion**

There are links between alcohol and crime, although many of the problems result from drinking at home rather than in bars and clubs.

#### **5.4.2 Recommendations:**

- **Continue to monitor alcohol related crime through regular reports to the Safer PPB and work together with health services and others to encourage people to drink sensibly.**
- **Continue to promote Arc Angel, which is a national scheme, to licensed premises in Halton.**

### **5.5 Widnes Street Pastor Service**

The Reverend Jeremy Duff gave an introduction to the Street pastor Service, a national scheme already in place in other areas and which is to be introduced in Widnes. Key aspects of the scheme and the issues discussed are below:-

- The Street Pastor service is essentially a good Samaritan scheme, where trained volunteers are on hand to offer assistance to those in need.
- The Widnes scheme will operate between 11pm and 4am at Victoria Square on a Saturday night.
- The Street Pastor Service was well received by members of the Scrutiny Topic Group

#### **5.5.1 Conclusion**

The Widnes Street pastor Service was well received by members, although was not operational at the time of the presentation.

#### **5.5.2 Recommendations:**

- **Members would like to go out and witness the Street Pastor Service in action when it is operational. This was agreed with the Rev Jeremy Duff but no date has been arranged.**
- **Review the Street Pastor Scheme and its success through a report to the Safer PPB in 6 months.**



- **If the Street Pastor Service is considered a success (following a review and report to the Safer PPB) members would like to ask the Runcorn churches to support a similar scheme to operate in Runcorn Town Centre.**

## **5.6 Underage Alcohol Sales**

Phil Ramsden, Community Safety and Enforcement Team leader at Warrington Borough Council, gave an overview of the role of the joint Consumer Protection Service that he manages on behalf of Halton and Warrington councils. Key points discussed were:-

- Test Purchases and failure rates in Halton
- Parental responsibility - it is often parents who supply alcohol to their children rather than retailers selling illegally
- Responsible Retailers courses
- Role of Consumer Protection in raising alcohol awareness
- Operation Ice which targets the use of and supplying of fake IDs

### **5.6.1 Conclusion**

The work of consumer protection in tackling underage sales is essential. Operation Ice was well received as a means of tackling the use and supplying of fake IDs. However the problem with parents supplying their children with alcohol is a more difficult issue and we know that this is a common problem in Halton.

### **5.6.2 Recommendations:**

**Continue to monitor underage sales to ensure that our good performance is maintained. Also we need to check the frequency of the test purchasing as part of the joint contract with Warrington Borough Council, with six monthly reports to the Safer PPB.**

## **5.7 Alcohol Harm data for Halton**

Amanda Lewis, Commissioning Manager for Halton presented a report on alcohol related health issues for Halton. Key areas discussed included:-

- Binge drinking culture
- Alcohol related hospital admissions
- Availability and cost of alcohol
- Attitudes and to alcohol and changing people's mind sets.

### **5.7.1 Conclusion**

It is recognised that Halton and the North West has significant alcohol related health problems, which are worse than other areas.

### **5.7.2 Recommendations:**

**Tackling alcohol related health problems will continue to be a key priority for the council and its partners. We recognise that it is only by continuing to work together that we will start to address this problem. Six monthly update reports to Safer PPB.**

## **5.8 Alcohol Harm Reduction Plan**

Collette Walsh, Head of Alcohol at NHS Merseyside, Halton and St Helens presented the Alcohol harm reduction Plan and how this Plan builds upon the good work that has been happening to date. Key themes were:-

- Strong infrastructure for alcohol treatment in place in Halton
- Need to change hearts and minds and help people make informed choices about their drinking
- Drinking at home is the biggest health issue relating to alcohol
- Collection of A& E data on where people had their last drink, so we can work with those pubs and clubs
- Alcohol as a coping mechanism particularly in difficult times
- Work with GPs to identify vulnerable people at risk of becoming problem drinkers so we can help people much earlier.

### **5.8.1 Conclusion**

Robust alcohol treatment services are now in place, but more needs to be done on changing attitudes to alcohol. Drinking at home remains the biggest problem. We need to work together to identify individuals who would benefit from treatment services particularly early intervention services.

### **5.8.2 Recommendations:**

- **Look to introduce an alcohol free bar in Halton.**
- **The NTE Scrutiny Group recognise that we need to build on the existing partnership approach but we also need to investigate potential ways to get local landlords and businesses on board to bring about change. A possible example is for landlords who are often best placed to identify vulnerable people who regularly drink to excess working with health care teams to help signpost individuals to services where appropriate.**

## **5.9 Tales from behind the bar**

Chris Patino, DM Community and Environment gave some background information on the Stadium, which has the largest alcohol sales in the borough. Chris was accompanied by Adam and Graham who have

worked at the Stadium for over 10 years. They gave members their perspective as bar managers on alcohol sales. At a later meeting John Caldwell (Stadium Bar Manager), gave a further perspective, reinforcing the points below. Key points discussed included:-

- Use of wristbands as proof of age
- Importance of common sense in dealing with individuals who are drunk
- Role of PubWatch
- Issue with people smuggling alcohol into the stadium to drink whilst attending an event

### **5.9.1 Conclusion**

The Stadium is well managed and has systems in place to deal with underage drinking and managing those who become drunk whilst attending events at the Stadium. There are rarely any problems with drinking on match days and there is usually friendly banter between fans.

### **5.9.2 Recommendations:**

- **We need to continue to monitor underage sales to ensure that our good performance is maintained. Also we need to check the frequency of the test purchasing as part of the joint contract with Warrington Borough Council**
- **Look to extend the wrist band scheme (used to identify over 18s following age checks) at the Stadium to other establishments**

## **5.10 Cleansing and the night time economy**

Paul Wright, DM Open Space Services gave an overview of the council's approach to street cleansing and the issues we have to deal with that are associated with the night time economy . Key areas covered by the discussion include:-

- The council's approach to street cleansing. Particularly on a Saturday and Sunday morning
- Fast food wrappers are a significant problem
- The cost and scale of street cleansing associated with litter
- Role of volunteer litter pickers
- The council's approach to litter enforcement

### **5.10.1 Conclusion**

The council's approach to street cleansing is effective with the resources we have available. However litter collection and disposal costs are significant. Fast food wrappers are a particular problem.

#### **5.10.2 Recommendations:**

- **The Council is currently exploring the opportunity of a scheme to enforce Fixed Penalty Notices. As yet no decision has been reached.**
- **Put information in 'In Touch' and 'Inside Halton' re: the amount and cost of litter collection**
- **Investigate the possibility of working with food establishments in town centres and colour coding packaging from each business establishment, so that we can identify where litter is from.**

### **5.11 Planning and the night time economy**

Alasdair Cross, Team Leader Planning, Economy, and Transport Strategy gave an overview on the role of planning and how this relates to the night time economy. Key issues discussed:-

- The role of planning in influencing the night time economy by identifying / promoting land for night time economy uses or seeking to restrict the development of certain uses in certain areas.
- Planning permission and hot food takeaways
- Policy restrictions within the UDP
- Breakdown of unit planning classifications in town centres and how these have changed over time

#### **5.11.1 Conclusion**

Planning has a role to play in identifying land for night time economy uses in town centres. There are significant numbers of hot food takeaways and planning are tackling this issue by seeking to resist new fast food establishments, however the potential for this is limited in the town centres, until the UDP policies which relate to old use classifications can be updated. Existing planning permissions and established uses will remain.

#### **5.11.2 Recommendations:**

**Planning policy is increasingly out of date (predating changes to Use Class Order). Delivery and Allocations Local Plan is being prepared.**

## 5.12 Site Visit to CCTV Control room

Members of the Scrutiny Topic Group visited the CCTV Control Room at Runcorn town Hall. Stephen Rimmer accompanied members and gave them an overview of the service.

- There are 101 cctv cameras operating across the borough, covering the town centres, local centres, the Hive, bus station at Halton Lea, CRMz and cemeteries.
- The cctv control room has a direct phone line to the police and airwave radio. The control room is staffed 24 hours a day, 365 days a year.
- Currently there are six operators and one supervisor operating the system. The system is transferring to a wireless connection to save on phone charges.
- The cameras are operated by the control room staff. They can angle the cameras and zoom in or out to monitor events as necessary.
- Businesses registered through Shop Watch and Pub Watch can log into the control room system to report problems and communicate with staff and other businesses.
- All images are kept for a 31 day period, after which time they are deleted. The images are of good quality and on 542 occasions last year the images were used by the police

**CCTV Report to Executive Board 28th Feb 2013**  
<http://members.halton.gov.uk/documents/s28502/CCTV%20Monitoring.pdf>

### 5.12.1 Conclusion

The CCTV control room has links with the police via radio and the Pubwatch radio schemes in Runcorn and Widnes and the images are of excellent quality.

### 5.12.2 Recommendations –

- **Investigate options to provide additional CCTV monitoring capability at peak times, possibly by using police officers on restricted duties. Other options may be possible but require further consideration due to Data Protection and cost issues.**

## **6.0 Overall Conclusion**

This scrutiny review has been both a successful and a worthwhile exercise in terms of covering all the outputs and outcomes from the initial topic brief and gaining a sound knowledge and understanding of the issues affecting and resulting from the night time economy in Halton.

It is recognised that there is much good practice happening in Halton and our town centres are well managed through the excellent working relationships between the council and our partners and indeed businesses and the public.

There are recommendations for further improvement that have been identified from this scrutiny review and these have been arranged into an Action Plan at Annex 5 for ease of reference and monitoring.

DRAFT

## TOPIC BRIEF

<b>Topic Title:</b>	Night Time Economy
<b>Officer Lead:</b>	Operational Director (Commissioning and Complex Care)
<b>Planned start date:</b>	November 2012
<b>Target PPB Meeting:</b>	2013

### **Topic Description and scope:**

A review of the current issues associated with the night time economy across Halton, focusing on understanding how services support businesses and visitors to our night time economy and the discharge of statutory responsibilities/duties and guidance relating to the night time economy.

### **Why this topic was chosen:**

The night time economy brings many positive benefits to the borough, from job creation, spending in our local economy and provision of a diverse range of activities for local people, including restaurants, arts centre, ice rink, cinemas etc. However to continue the development of our thriving night time economy, it is important that it is accessible, safe, clean, well-managed and offers a range of activities to suit residents across a wide age range and attract visitors to the borough.

Management of the night time economy cuts across numerous council services including licensing, transport, environmental health, planning, community safety, trading standards, street cleansing and town centre management as well as services provided by partners including health and policing. It is only by working together particularly in these times of austerity, that we will be able to develop a thriving night time economy. The scrutiny review will provide a good opportunity to look at our night time economy, what works well and what could be improved to provide a safe, accessible, well managed night time economy that meets the needs of residents and businesses and attracts visitors to the borough.

### **Key outputs and outcomes sought:**

- A better understanding of the issues relating to the night time economy in Halton, what works well and what could be improved?
- Examine the effectiveness of the current services that support the night time economy, how they work together and whether they deliver timely and effective action to address the needs of businesses and visitors to our night time economy
- An understanding of the role of partner agencies in providing a safe, well managed night time economy in Halton
- Consider national and local best practice in relation to management of the night time economy

- Explore accreditation for the management of the night time economy in Halton, through the Purple Flag scheme. This scheme provides recognition that town centres are well managed and acts as an indicator for a safe night out, in the way that Green Flags do for quality parks and Blue Flags for safe and clean beaches.

**Which of Halton’s 5 strategic priorities this topic addresses and the key objectives and improvement targets it will help to achieve:**

**A Safer Halton:**

Key Objective A: To investigate and tackle the underlying causes of crime and disorder and respond effectively to public concern by reducing crime levels, with a particular focus on reducing the levels of crime that disproportionately affect some of the more deprived areas

Key Objective B: To tackle alcohol and drug/substance abuse in all its forms, supporting the victims and their families and taking enforcement action against perpetrators.

Key Objective C: To tackle alcohol and drug/substance misuse problems and the resulting harm that is caused to communities, families and individuals.

Key Objective D: We will work together to reduce fear of crime and increase public confidence in the police, council and other agencies to respond to reports of crime and anti social behaviour and tackle any potential tensions within communities.

**Nature of expected/desired PPB input:**

Member led scrutiny review of the Night Time Economy.

**Preferred mode of operation:**

- Invite speaker from a council who have been awarded a Purple Flag for their management of the night time economy, to provide an overview of the process and associated costs and benefits.
- Meetings with/presentations from relevant officers within the Council to examine current practice regarding managing our night time economy
- Invite partners including the police and health services to give their perspective of the night time economy in Halton
- Accompany the police on a night shift in our town centres, to see the issues they have to deal with resulting from the night time economy.

**Agreed and signed by:**

**PPB chair .....**

**Officer .....**

**Date .....**

**Date .....**



## METHODOLOGY DETAIL

### a) Presentations

The following officers gave presentations as part of this scrutiny review:

Name of officer	Title of Presentation
Jeff Briggs - Lead Officer Transport Co-ordination	Transport and the night time economy
John Findlow (JF) – HBC Licensing Enforcement Officer	Taxi Service in Halton
Debbie Houghton – Principal Policy Officer	Overview of Purple Flag Scheme
Mike Andrews – Community Safety Manager	Crime levels in Halton
Bill Seabury – Alcohol Licensing Enforcement Officer Chris Carney – Cheshire Police Licensing Officer	Licensing and the night time economy
Amanda Lewis – Commissioning Manager	Alcohol related Data for Halton
Collette Walsh - Head of Alcohol NHS Merseyside - Halton and St Helens	Alcohol Strategy and Action Plan
Dave Watson - Community Safety and Licensing Manager, Warrington Borough Council	Purple Flag Scheme Stockton Heath, Warrington
Phil Ramsden - Community Safety and Enforcement Team Leader, Warrington Borough Council	Under age Alcohol Sales
Reverend Jeremy Duff – Vicar at St Paul's Church, Widnes	Widnes Street Pastor Service
Paul Wright – DM Open Spaces Services	Cleansing and the Night Time Economy
Alasdair Cross – Team Leader Planning, Economy and Transport Strategy	Overview on the role of planning and how this relates to the night time economy
Chris Patino – OD – Community and Environment John Caldwell/ Adam/Graham (Stadium Bar manager and bar staff)	Tales from behind the bar



**Communities Directorate**

DRAFT

**Documents Considered including Best Practice within the review**

**National Guidelines:**

Purple Flag Scheme

<http://www.purpleflag.org.uk/>

**Halton Borough Council documents:**

Corporate Plan – 2011 – 2016

Sustainable Community Strategy – 2011 – 2026

**CCTV Report to Executive Board 28th Feb 2013**

<http://members.halton.gov.uk/documents/s28502/CCTV%20Monitoring.pdf>

**Safer PPB Night Time Economy Scrutiny Review  
ACTIONS PLAN**

Action No.	Action	Who	Timescale	Progress Update
<b>TRANSPORT</b>				
1	<p><b>Work with commercial operators to improve the late night bus services that they offer. In particular:-</b></p> <p><b>Commercial bus operators be asked to consider funding a commercial bus service (funded by the operators) to and from the Hive and Runcorn. (The Topic Group recognise that this would not currently be commercially viable but may be in the future)</b></p> <p><b>Commercial bus operators be asked to consider providing the funding to extend the late night service from Liverpool to Halton, operating it as a pick up as well as a drop off service (This would be funded by commercial operators if economically viable)</b></p>	Jeff Briggs		<p><b>Update from Ian Boyd</b> For the operation of the night buses it would cost approximately £60,000 per annum in subsidy to the operators to provide such a service. This would be to provide two journeys around Widnes and Runcorn and due to the significant costs, would not be viable at this time.</p>

2	<b>Whilst it is recognised that there is currently no demand for a taxi rank at the Hive, this should be kept under review, in case this situation changes.</b>	John Findlow		It is recognised that demand is not currently there but this should be kept under review.
3	<b>Area Forums be consulted re: possibility of funding a pilot radio scheme for taxi operators in Halton</b>	Cllr Norman Plumpton Walsh/ Mike Andrews		
4	<p><b>If funding should become available, possibly from businesses/transport operators, then consider a consultation exercise (survey) to determine who are accessing the HIVE, how individuals are traveling to and from the HIVE and to ascertain levels of demand for public transport and:-</b></p> <p><b>If commercially viable, bus operators should consider the potential to possibly fund the extension of the existing service routes to the HIVE e.g. Buses 79 and 82 – however this would be dependent on demand/potential future demand</b></p>	Jeff Briggs		<p>Not planned at this time, but should be considered if funding should become available in the future</p> <p>Not commercially viable at this time but to be kept under review should demand change</p>
5	<b>Consider the development of a transport app that will tell users the location of bus and taxi services, provide contact details etc, should</b>	Jeff Briggs		No funding currently available but should be considered should this situation change

	<b>funding become available</b>			
<b>6</b>	<b>Investigate options to provide additional CCTV monitoring capability at peak times, possibly by using police officers on restricted duties. Other options may be possible but require further consideration due to Data Protection and cost issues.</b>	Stephen Rimmer		Needs further investigation prior to any action being taken
<b>PURPLE FLAG AUDIT</b>				
<b>7</b>	<b>Work towards the completion of a self-assessment/ gap analysis for the town centre areas in Widnes and Runcorn, using the Purple Flag criteria as a guide (consider both as 1 town centre).</b>	Mike Andrews/Debbie Houghton		Work on-going
<b>LICENSING</b>				
<b>8</b>	<b>Members wanted to accompany the licensing team when they are visiting premises to observe. (This visit was cancelled due to unforeseen circumstances)</b>			It was not possible to re-schedule the visit during the period of the review

9	<b>Whilst members recognise that it cannot be an enforceable condition through licensing, members were keen for establishments to be encouraged to participate in the PubWatch scheme, which is recognised as best practise.</b>	Mike Andrews		All licensed premises are members of Pub Watch, however their attendance cannot be made an enforceable condition on a premises licence.
10	<b>Investigate the possibility of developing a mandatory Code of Conduct for licensed premises.</b>			
<b>STREET PASTOR SERVICE</b>				
11	<b>Members would like to go out and witness the Street Pastor Service in action when it is operational. This was agreed with the Rev Jeremy Duff.</b>	Mike Andrews/Jeremy Duff		Widnes Street Pastor Service went live on 1 <sup>st</sup> June. It was not possible to arrange a visit during the Scrutiny Topic Group Review period.
12	<b>Review the Street Pastor Scheme and its success through a report to the Safer PPB in 6 months.</b>	Mike Andrews		Street Pastor Service Report has been planned into the Safer PPB Work Plan
13	<b>If the Street Pastor Service is considered a success (following a review and report to the Safer PPB in 6</b>	Mike Andrews		

	months) members would like to ask the Runcorn churches to support a similar scheme to operate in Runcorn Town Centre.			
<b>TRADING STANDARDS</b>				
14	Continue to monitor underage sales to ensure that our good performance is maintained. Also we need to check the frequency of the test purchasing as part of the joint contract with Warrington Borough Council with six monthly reports to the Safer PPB.	Eileen O'Meara		
<b>HEALTH</b>				
15	Tackling alcohol related health problems will continue to be a key priority for the council and its partners. We recognise that it is only by continuing to work together that we will start to address this problem. Six monthly update reports to Safer PPB.			Six monthly updates to be provided to the Safer PPB on alcohol related health issues.
16	Investigate the possibility of introducing an alcohol free bar in	Mike Andrews.		Mike Andrews to discuss with relevant



	<b>Halton.</b>			partners and to investigate a possible trial at the Select Stadium and report back to the Safer PPB, within the next 6 months
<b>17</b>	<b>The NTE Scrutiny Group recognise that we need to build on the existing partnership approach but we also need to investigate potential ways to get local landlords and businesses on board to bring about change. A possible example is for landlords who are often best placed to identify vulnerable people who regularly drink to excess working with health care teams to help signpost individuals to services where appropriate.</b>	Mike Andrews/Amanda Lewis		
<b>COMMUNITY SAFETY</b>				
<b>18</b>	<b>Whilst members recognise that it cannot be an enforceable condition through licensing, members were keen for establishments to be encouraged to participate in the PubWatch scheme, which is recognised as best practice</b>	Mike Andrews/ Licensing Team		

19	Look to extend the wrist band scheme (used to identify over 18s following age checks) at the Stadium to other establishments	Mike Andrews/ Licensing Team		
20	Continue to promote Arc Angel, which is a national scheme to licensed premises in Halton.	Mike Andrews		Generally establishments in Halton perform over and above the requirements of the Arc Angel standard, so they are performing well.
21	Continue to monitor alcohol related crime through regular reports to the Safer PPB and work together with health services and others to encourage people to drink sensibly.	Mike Andrews		
<b>STREET CLEANSING</b>				
22	The Council is currently exploring the opportunity of a scheme to enforce Fixed Penalty Notices.	Paul Wright		No decision has been made at the time of writing this report
23	Put information in 'In Touch' and 'Inside Halton' re: the amount and cost of litter collection	Paul Wright		
24	Investigate the possibility of working with food establishments in town centres and colour coding packaging	Paul Wright		This would involve the voluntary co-operation from food

	<b>from each business establishment, so that we can identify where litter is from.</b>			establishments and would need to be funded by the premises themselves
--	--	--	--	---