

Public Document Pack



Safer Halton Policy and Performance Board

Tuesday, 22 September 2009 6.30 p.m.
Civic Suite, Town Hall, Runcorn

A handwritten signature in black ink, appearing to read 'David W R', positioned above a faint rectangular stamp.

Chief Executive

BOARD MEMBERSHIP

Councillor Shaun Osborne (Chairman)	Labour
Councillor John Stockton (Vice- Chairman)	Labour
Councillor Marjorie Bradshaw	Conservative
Councillor Susan Edge	Labour
Councillor Martha Lloyd Jones	Labour
Councillor Keith Morley	Labour
Councillor Margaret Ratcliffe	Liberal Democrat
Councillor Linda Redhead	Liberal Democrat
Councillor Colin Rowan	Conservative
Councillor Mike Shepherd	Liberal Democrat
Councillor Dave Thompson	Labour

*Please contact Lynn Derbyshire on 0151 471 7389 or e-mail
lynn.derbyshire@halton.gov.uk for further information.
The next meeting of the Committee is on Tuesday, 17 November 2009*

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

Part I

Item No.	Page No.
1. MINUTES	
2. DECLARATION OF INTEREST (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: Safer Halton Policy & Performance Board

DATE: 22nd September 2009

REPORTING OFFICER: Strategic Director, Corporate and Policy

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: Safer Halton PPB

DATE: 22 September, 2009

REPORTING OFFICER: Chief Executive

SUBJECT: Performance Management Reports for 2009/10

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

1.1 To consider and raise any questions or points of clarification in respect of the 1st quarter performance management reports on progress against service plan objectives and performance targets, performance trends/comparisons, factors affecting the services etc. for;

- Health & Partnerships
- Highways & Transportation
- Environmental & Regulatory Services
- Culture & Leisure

2.0 RECOMMENDATION: That the Policy & Performance Board;

- 1) Receive the 1st quarter performance management reports;
- 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 The departmental service plans provide a clear statement on what the services are planning to achieve and to show how they contribute to the Council's strategic priorities. The service plans are central to the Council's performance management arrangements and the Policy and Performance Board has a key role in monitoring performance and strengthening accountability.

3.2 The quarterly reports are on the Information Bulletin to reduce the amount of paperwork sent out with the agendas and to allow Members access to the reports as soon as they have become available. It also provides Members with an opportunity to give advance notice of any

questions, points or requests for further information that will be raised to ensure the appropriate Officers are available at the PPB meeting.

4.0 POLICY IMPLICATIONS

There are no policy implications associated with this report.

5.0 OTHER IMPLICATIONS

There are no other implications associated with this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

The quarterly performance monitoring reports demonstrate how services are delivering against the objectives set out in the relevant service plan. 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 priorities listed below;

6.1 Children and Young People in Halton

6.2 Employment, Learning and Skills in Halton

6.3 A Healthy Halton

6.4 A Safer Halton

6.5 Halton's Urban Renewal

6.6 Corporate Effectiveness and Efficient Service Delivery

7.0 RISK ANALYSIS

N/A

8.0 EQUALITY AND DIVERSITY ISSUES

N/A

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

Document	Place of Inspection	Contact Officer
N/A		

MONITORING REPORT

DIRECTORATE: Health & Community
SERVICE: Health & Partnerships
PERIOD: Quarter1 to period end 30th June 2009

1.0 INTRODUCTION

This quarterly monitoring report covers the Health & Partnerships Department first quarter period up to 30 June 2009 It describes key developments and progress against all objectives and performance indicators for the service.

The way in which traffic light symbols have been used to reflect progress to date is explained in Appendix 6

2.0 KEY DEVELOPMENTS

Housing

On 29th June Government announced an additional £1.5 billion stimulus to boost the housing market. A range of initiatives were announced or expanded, to build more social housing and unblock stalled private sector developments.

The announcement also referred to plans to allow Councils more flexibility in framing their allocations policies to give increased priority to local residents, although no detail has yet emerged on this.

To the extent that these are new initiatives, and the outcomes of the bidding process are not yet known, it is difficult to predict what the local impact will be.

Quality Assurance

Tender for advocacy and service user involvement service completed- contract awarded to SHAP.

Commissioning

Draft dementia strategy complete.

Report taken to PCT MET to offer assurance that the PCT and its local authority partners are responding appropriately to Government policy and strategy as it relates to Adults with a Learning Disability.

Business Support

The Annual Review Meeting with the Care Quality Commission (CQC) to assess the Directorates performance took place on the 15th July 2009 and initial feedback received from CQC was positive.

Carefirst 6 is due to be implemented by the Adults with Learning Disabilities team in September 2009. The system will then be rolled out across all operational teams.

Service Planning & Training

A comprehensive training programme commenced in April 2009 to support the implementation of Self Directed Support and Personal Budgets. The training programme aims to provide managers and staff with the appropriate skills they require in order to implement self-directed support effectively. We have also commissioned training for contracted providers, which will help them make the changes that are required to deliver personalised services and Individualised Service Funds.

3.0 EMERGING ISSUES

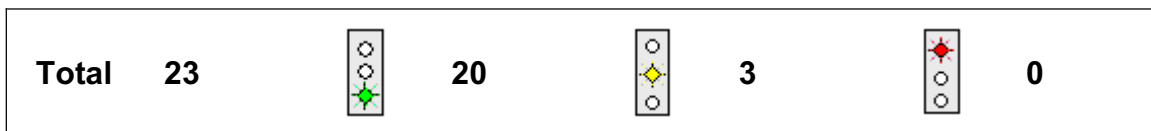
Housing

Following the initial consultation exercise by 4NW on Draft RSS Traveller pitch requirements, a revised set of proposals has emerged. Halton’s initial target to identify sites to accommodate an additional 60 permanent pitches by 2016 has been reduced to 45. Representations will continue to be made to 4NW to seek a further reduction.

Commissioning

Halton in collaboration with the PCT and St Helens MBC is submitting an expression of interest to the NDTi to become a demonstration site around supporting learning disabled people to move out of residential accommodation and achieve housing and support options that promote social inclusion. The target group will be people currently in “specialist” out of area placements. The EOI will also cover the reconfiguration of LD residential services to supported living.

4.0 PROGRESS AGAINST MILESTONES/OBJECTIVES

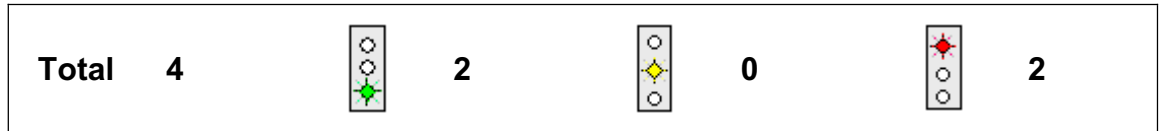


Most milestones are on target. Where this not the case plans are in place to rectify the situation and additional details are provided within Appendix 1..

5.0 SERVICE REVIEW

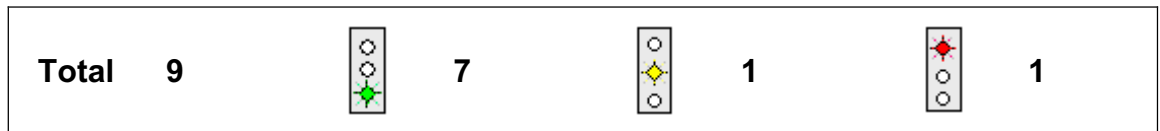
There are no service review issues to report this quarter

6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS



Where KPIs have not reached target commentaries explain that actions are planned or underway to rectify the situation and additional details are provided within Appendix 2

6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS



Where a target has not been reached, that is in the case of homeless households and the number of directly employed SSD staff that have left policies are being reviewed to rectify the situation. Some PIs are still awaiting data from Health Authorities

7.0 PROGRESS AGAINST LPSA TARGETS

There are no LPSA targets for this service

8.0 RISK CONTROL MEASURES

During the production of the 2009-12 Service Plan, the service was required to undertake a risk assessment of all Key Service Objectives.





Where a Key Service Objective has been assessed and found to have associated 'High' risk, progress against the application of risk treatment measures is to be monitored, and reported in the quarterly monitoring report in quarters 2 and 4.

9.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS



During 2008/09 the service was required to undertake an Equality Impact Assessment. Progress against actions identified through that assessment, with associated High priority are to be reported in the quarterly monitoring report in quarters 2 and 4. Please refer to Appendix 4



10.0 APPENDICES





Appendix 1- Progress against Key Objectives/ Milestones
Appendix 2- Progress Against Key Performance Indicators
Appendix 3- Progress against Performance Indicators
Appendix 4 Financial Statement
Appendix 5- Explanation of traffic light symbols





Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
HP 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 the community of Halton	Develop commissioning strategy for challenging behaviour/Autism Spectrum Disorder Mar 2010 (AOF 6 & 30)		Appropriately skilled Project Manager now appointed. There is strong multi agency commitment across the agencies. Refined Business case developed
		Commission combined advice, support and sanctuary service for people experiencing domestic violence Mar 2010 (AOF 6, 30 and 31))		Service specification agreed - Tender process underway- on target for completion.
		Commission feasibility study for Supporting People 'Gateway' or single point of access service Mar 2010 (AOF 6, 30 and 31)		Feasibility study complete - recommends phased approach to introduction of gateway service.
		Establish effective arrangements across the whole of adult social care to deliver self directed support and personal budgets Mar 2010 (AOF6)		Comprehensive training programme underway. Additional staff appointed to team. Good progress being made.




Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		<p>Commission supported living services for Adults with Learning Disabilities and People with Mental Health issues Mar 2010 (AOF 6, 30 and 31)</p>		<p>Learning Disability services: Purchase of property progressing for 2 people whose health needs now require more accessible accommodation. Assessments of 12 people in residential provision underway and advocacy support in place to offer choice for more independent living. Work is progressing with the PCT, St Helens, Warrington and Knowsley to develop options for a comprehensive community based service to more effectively supported people with complex needs enabling further reductions to be made to in-patient capacity and to reduce reliance on out-of-area placements.</p> <p>Mental Health Services: Contracts section leading on the review of MH supported living and residential services. Sector reviews planned – some delay to start of project due to a change in the role of the Joint Commissioning Manager for Mental Health.</p>




Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		Redesign the housing solutions service to ensure the continued effective delivery of services Mar 2010 (AOF 6 & 30)		Work is ongoing to integrate the homeless prevention and homeless assessment teams, and to identify accommodation to relocate the service from Catalyst House.
		Deliver against the government target to reduce by half (by 2010) the use of temporary accommodation to house homeless households Mar 2010 (AOF 6, 30 and 31)		A range of measures are being developed to ensure achievement of the target, including the re-designation of Grangeway Court as supported housing and negotiations with RSLs to provide a smaller number of units for use as furnished temporary accommodation.

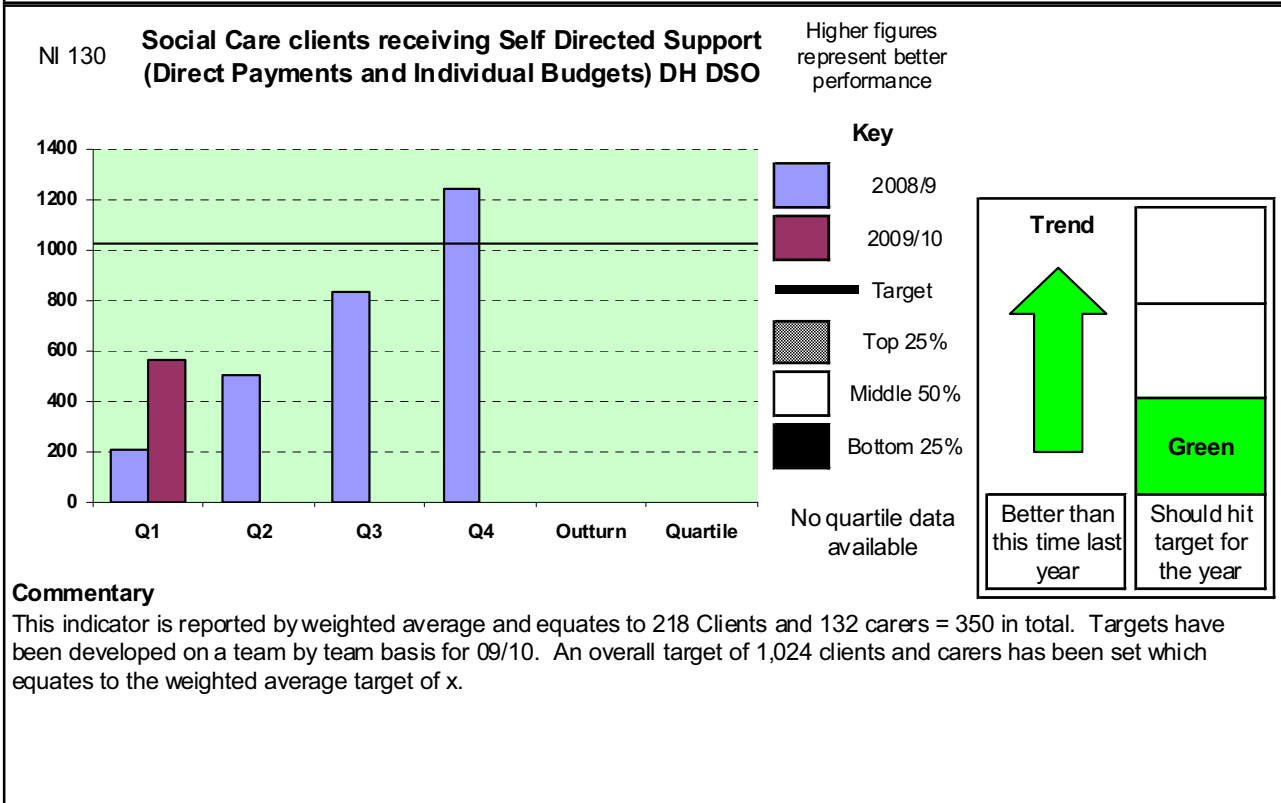
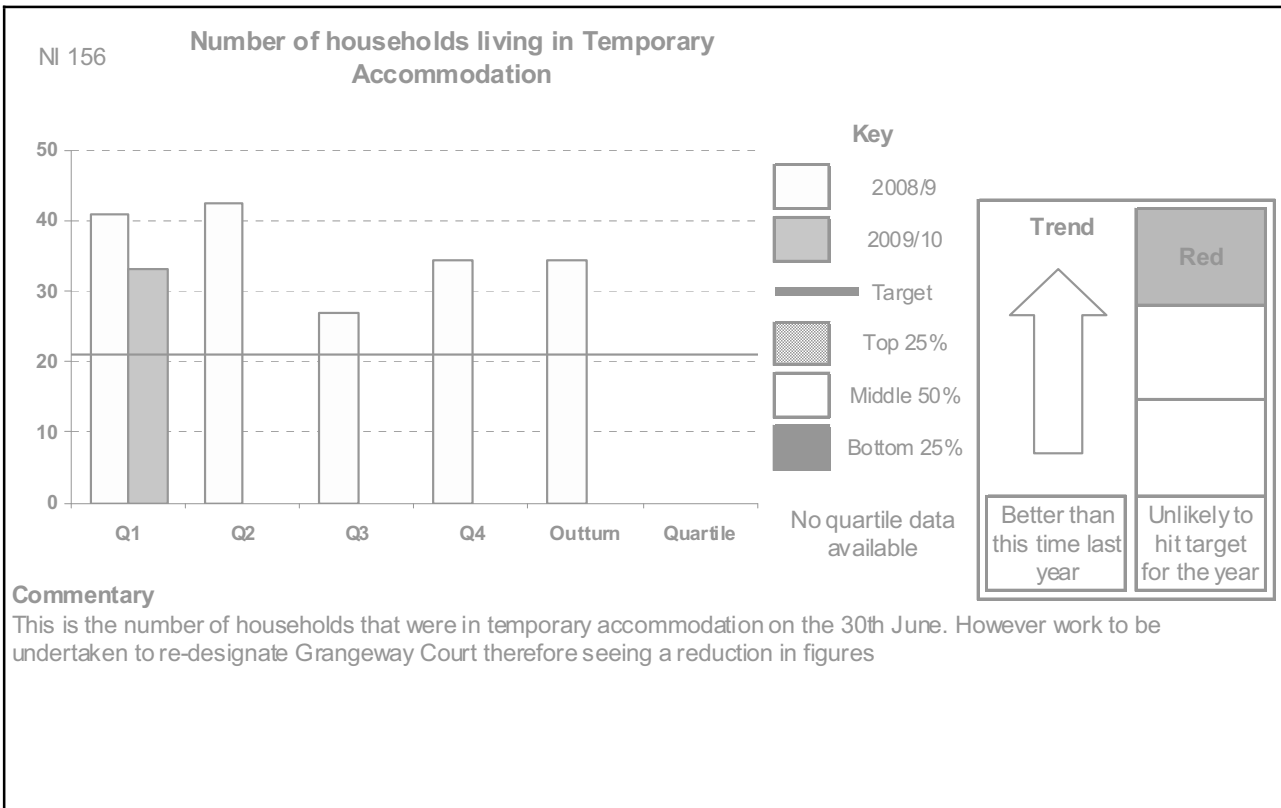
Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		<p>Introduce a Choice Based Lettings scheme to improve choice for those on the Housing Register seeking accommodation Dec 2010 (AOF11and 30.)</p>		<p>Following Exec Board in principle agreement to participate in the development of a sub regional CBL scheme, work with sub regional partners to draft a common allocations policy has been slow but is now nearing the stage where the policy will be presented to the respective Councils. A preferred ICT supplier has been identified, subject to agreement by the partner Councils, and work is about to start to put some costings to the project. It is anticipated that a report will go to Board in the Autumn seeking endorsement of progress to date, and for Halton's continued involvement in the project.</p>
		<p>Commission floating support services for vulnerable groups Mar 2011 (AOF 6, 30 and 31)</p>		<p>Work ongoing to review floating support services - tender to be prepared to procure services within 12 months of the commencement of the Gateway service.</p>

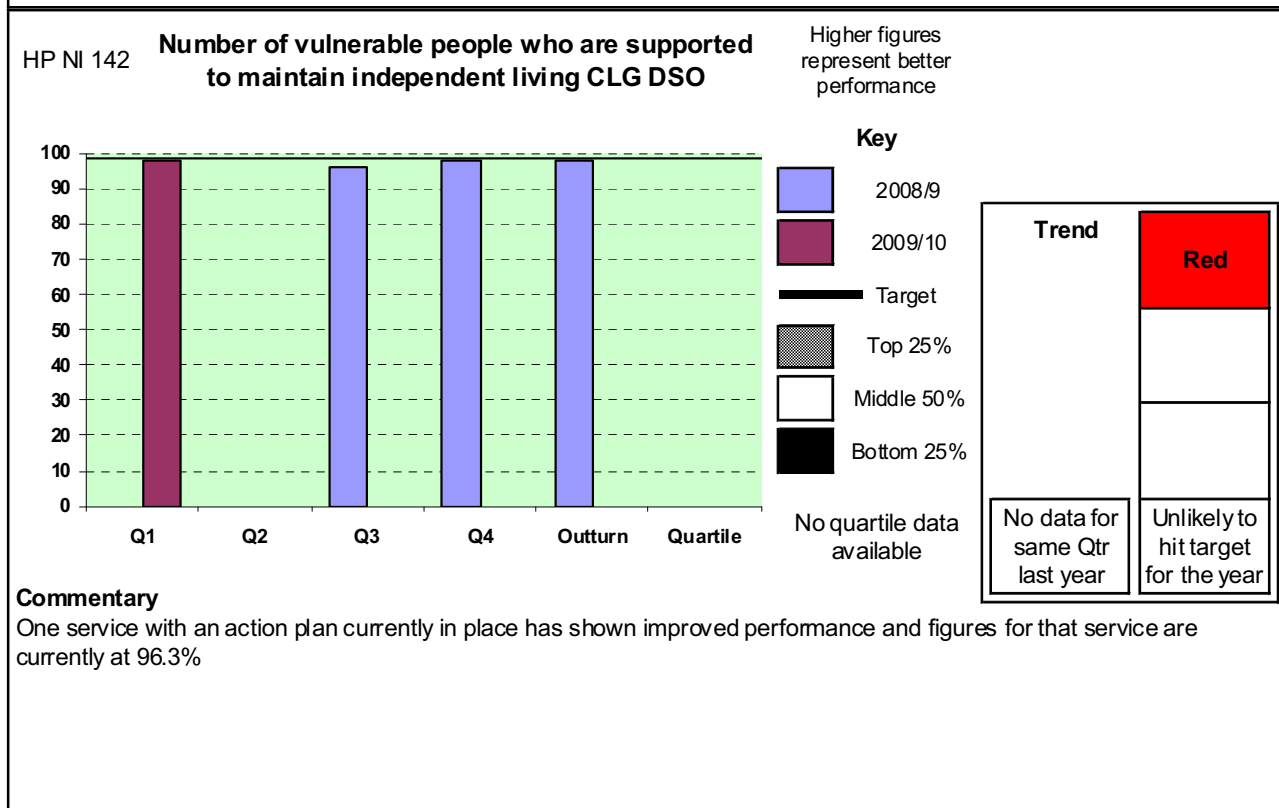
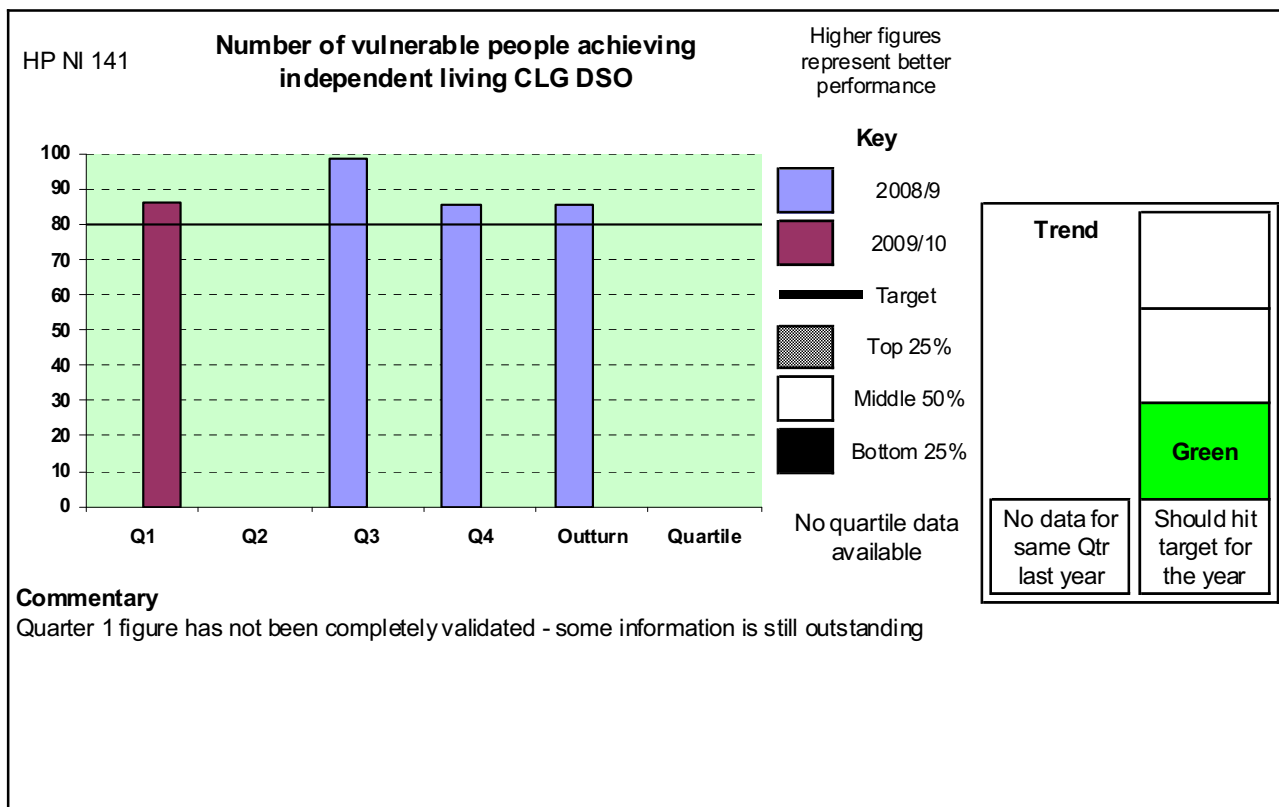
Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		Work with the Council's Planning Department to introduce an affordable housing policy within the Local Development Framework Mar 2011 (AOF 11)		The Local Development Scheme timetable currently envisages an adopted affordable housing SPD by November 2011 but, depending on whether the issue is dealt with under the Core Strategy, a Development Plan Document or a Supplementary Plan Document, it may be possible to accelerate this.
HP2	Effectively consult and engage with the community of Halton to evaluate service delivery, highlight any areas for improvement and contribute towards the effective re-design of services where required	Introduce new advocacy and service user involvement service Mar 2010 (AOF 6 and 30)		A Tender process complete - contract awarded to SHAP. Aim to have service up and running August 2009.
		Update JSNA summary following community consultation Mar 2010 (AOF 6)		JSNA 2009 refresh process under way, ahead of full JSNA to be completed in line with 2011 key strategic documents. Research & Intelligence Section currently looking at data updates for core and localised datasets.
		Continue to survey and quality test service user and carers experience of services to evaluate service delivery to ensure that they are receiving the appropriate outcomes Mar 2010 (AOF 32)		Surveys are ongoing however in addition outcome focussed assessment; planning and reviews will enable more accurate recording of outcomes delivered and satisfaction with services to be assessed. Processes will be reviewed as part of the Carefirst 6 project.

Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
HP3	Ensure that there are effective business processes and services in place to enable the Directorate to manage, procure and deliver high quality, value for money services that meet people's needs	Agree with our PCT partners the operational framework to deliver Halton's section 75 agreement Mar 2010 (AOF 33,34 and 35)		External Consultants, commissioned by PCT currently producing options to develop operational and commissioning framework.
		Review commissioning framework for Supporting People to ensure links to LSP Mar 2010 (AOF 33 and 34)		Work ongoing to review performance reporting and commissioning plans in line with government strategy for SP-draft PPB report and commissioning plan produced- to be presented to CB and members by Sept 08.
		Assess, on a quarterly basis, the impact of the Fairer Charging Policy strategy to ensure that the charging policy is fair and operates consistently with the overall social care objectives Dec 2009 (AOF34)		To ensure service delivery the teams have on the job training and team meetings to access workload issues. Procedure manuals are updated when necessary.
		Following the publication of the new national guidance on complaints, review, develop, agree and implement a joint complaints policy and procedure to ensure a consistent and holistic approach Nov 09 (AOF 33)		National guidance has not been published yet. It is anticipated this will be published in Nov 09.

Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		Review and revise the performance monitoring framework according to changing service needs to ensure that any changing performance measure requirement are reflected in the framework and the performance monitoring cycle Sep 2009 (AOF33)		Helen Sanderson Associates will be commissioned to produce an outcomes performance framework for the Directorate that links to the work they are currently doing on the development of person centred process within the Directorate.
		Develop and implement appropriate workforce strategies and plans to ensure that the Directorate has the required staff resources, skills and competencies to deliver effective services Mar 2010 (AOF 39)		2009/10 Workforce strategy complete and approved at SMT. Work ongoing to develop workforce strategy linked to the personalisation agenda.
		Develop a preliminary RAS model and explore impact on related systems Apr 2010 (AOF 34)		Regular meetings are ensuring any areas of concern are addressed quickly. This coupled with wide spread training is proving to be successful. The questionnaire is being developed and the RAS development underway.



Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		Review existing Direct Payment arrangements to ensure alignment with the personalisation agenda May 2010 (AOF 34)		Direct Payment consultation event held on 24/04/09 to inform DP users about Personal Budgets. Building Common Ground consultation event held on 09/06/09 with service users, carers, self-funders to form a Transformation steering group. Consultations will be arranged throughout the year as and when required.
		Review & update, on a quarterly basis, the 3 year financial strategy Mar 2010 (AOF 34)		Work is scheduled appropriately to meet the Directorate's needs.
		Review and deliver SP/Contracts procurement targets for 2009/10, to enhance service delivery and cost effectiveness Mar 2010 . (AOF35)		Annual work plan completed and incorporated into divisional workplan. Progress to be reviewed on a quarterly basis at DMT.





The following KPI has not been reported graphically: -

NI 127; Self reported experience of social care users – this figure is to be reported by the NHS and Social Care Information Centre to councils but is not yet available

Ref.	Description	Actual 2008/09	Target 2009/10	Quarter 1	Progress	Commentary
HP LI 5	Households who considered themselves as homeless, who approached the LA housing advice service, and for whom housing advice casework intervention resolved their situation (the number divided by the number of thousand households in the Borough).	5.4	4.0	1		58 cases 58 / 54.392 = 1 Due to the high volume of referrals to the team there has been a backlog of 'inputting' outcomes on the database. Steps have been taken to rectify this, but it means that the number of prevented cases recorded is probably lower than the actual number. Next quarters statistics therefore will be amended to show this.
HP LI 7	Percentage of SSD directly employed staff that left during the year.	7.58	8	8.82%		At quarter 1 the leavers figure is slightly over the target set for this year. The Exit Interview Policy is due for review over the next couple of months and as part of this review the exit interview questionnaire will be revised.

HEALTH & COMMUNITY - HEALTH AND PARTNERSHIP

Revenue Budget as at 30th June 2009

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Expenditure					
Employees	4,105	1,009	979	30	997
Premises Support	142	18	15	3	15
Other Premises	33	8	10	(2)	44
Supplies & Services	497	219	218	1	292
Training	36	9	7	2	8
Transport	19	5	7	(2)	8
Departmental Support Services	174	0	0	0	0
Central Support Services	733	177	177	0	177
Agency Related	219	19	17	2	31
Supporting People Payments to Providers	7,222	1,661	1,658	3	1,658
Unallocated Grants	240	0	0	0	0
Asset Charges	963	0	0	0	0
Total Expenditure	14,383	3,125	3,088	37	3,230
Income					
Sales	-13	-3	-3	0	-3
Receivership Income	-69	-17	-20	3	-20
Rents	-92	-102	-105	3	-105
Departmental Support Services Recharges	3,687	0	0	0	0
Supporting People Main Grant	-7,411	-1,882	-1,885	3	-1,885
Social Care Reform Grant	-559	-559	-559	0	-559
Adult Social Care Workforce Grant	-364	-91	-91	0	-91
Supporting People Admin Grant	-112	-28	-28	0	-28
Disabled Facilities Grant	-40	-40	-42	2	-42
Homelessness Grant	-30	-46	-46	0	-46
Other Grants	-88	-88	-88	0	-88
Re-imbursements	-121	-84	-86	2	-86
Other Income	-84	0	0	0	0
Total Income	-12,670	-2,940	-2,953	13	-2,953
Net Expenditure	1,713	185	135	50	277

Comments on the above figures:

In overall terms revenue spending at the end of quarter 1 is £50k under budget profile, due in the main to staff related expenditure being less than expected at this stage of the financial year. There is also a slight overachievement of income particularly on rents and receivership income. Employee costs are lower than expected due to the number of vacancies within the department and the secondment of staff to other areas within Health & Community.

Unallocated Grants include the Social Care Reform Grant and the Adult Social Care Workforce Grant. These grants will be allocated to specific budgets throughout the year as project plans are developed further.




Health & Partnership**Capital Budget as at 30th June 2009**

	2009/10 Capital Allocation £000	Allocation To Date £000	Actual Spend To Date £000	Allocation Remaining £000
IT	28	0	0	28
Total Spending	28	0	0	28

Housing Strategy & Support Services**Capital Projects as at 30th June 2009**

	2009/10 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
<u>Private Sector Housing</u>				
Housing Grants/Loans	354	30	13	17
Disabled Facilities Grants	1,301	325	108	217
Home Link	10	0	0	0
Energy Promotion	100	0	0	0
	1,765	355	121	234

The traffic light symbols are used in the following manner:

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

QUARTERLY MONITORING REPORT

DIRECTORATE: Environment
SERVICE: Highways, Transportation & Logistics
PERIOD: Quarter 1 to period end 30th June 2009

1.0 INTRODUCTION

This quarterly monitoring report covers the Highways, Transportation & Logistics Department's first quarter period up to 30 June 2009. It describes key developments and progress against 'key' milestones.

The way in which traffic lights symbols have been used to reflect progress to date is explained within Appendix 4.

It should be noted that this report is presented to a number of Policy and Performance Boards. Those objectives and indicators that are not directly relevant to this Board have been shaded grey.

2.0 KEY DEVELOPMENTS

1. Mersey Gateway Public Inquiry - The Public Inquiry into the Mersey Gateway Project opened on Tuesday 19 May and concluded with the closing statements on Thursday 25 June.

The main phase of the Inquiry, which was expected to last up to ten weeks, concluded after less than six weeks, as a number of objectors withdrew their objections, whilst others chose not to have their case cross-examined in public.

During the Inquiry the Inspector heard support for the project expressed by a wide range of businesses and organisations, including The Stobart Group, Peel Holdings, the Halton and Liverpool branches of the Chamber of Commerce, and the Federation of Small Businesses. Cheshire West and Chester Council and local MP's Derek Twigg and Mike Hall also backed the project.

A total of 19 expert witnesses appeared on the Council's behalf and there were 16 statements of opposition from objectors.

The Inquiry will, however, be re-opened on 28 July, for a short period, to consider an outstanding land related issue.

The Inspector will forward his report and recommendations to the

Secretaries of State for Transport and Communities and Local Government in the autumn. A decision is expected in early 2010.

2. **Road Construction:-** Construction of the Upton Rocks Distributor Road (Queensbury Way to A5080 Cronton Road) was completed in May 2009, along with Phase 2 of the A56/A558 improvement.
3. **Rail Improvements:-** A bid made through DfT's Strategic Studies Budget for funding towards a study into the feasibility of a new railway station at Daresbury, was not accepted as the work was required to be done by Network Rail, rather than the nominated consultants for the Strategic Studies. Instead, the Council will use its own funds and Section 106 funding to carry out the GRIP (Guideline to Rail Investment Projects) stages 1, 2 and 3 studies.

Halton is in the process of commissioning Network Rail to carry out the study. This will investigate the preliminary technical feasibility issues associated with providing a new railway station at Daresbury. It is anticipated that the proposed station could be situated on the Chester to Manchester Line, but could also provide stopping facilities on the West Coast Main Line.

A new multi-storey car park opened in May 2009 at Runcorn Main Line Station. This provides an additional 307 car parking spaces.

4. **Kickstart Bid -** Halton has submitted a 'Kickstart' bid to the DfT to improve the frequency of the bus service 62, which is operated by Halton Borough Transport Ltd (Monday to Saturday daytimes). If successful this service will improve bus service links between Widnes / Runcorn and Warrington via Sandymoor and Stockton Heath. We should be notified in the autumn if successful, with any funding being made available from the start of the 2010/11 financial year.
5. **SJB Bridge Maintenance:-** Balvac Ltd have been appointed as the Works Partner for the HBC Bridge Maintenance Partnership and have commenced delivery of the 2009/10 works programme, the majority of which is funded through LTP Grant.
6. **Public Rights of Way Improvement Plan:-** Consultation on the the draft Rights of Way Improvement Plan (ROWIP) has been taking place and is due for completion on the 3rd July 2009. Consultation on the Sustainability Appraisal is also in progress and due for completion on the 17th July 2009.
7. **Liverpool City Region Multi Area Agreement:-** Work has been completed on the development of a Multi Area Agreement for the Liverpool City Region. However, it is not expected to be signed off by Government until September 2009. City Region partners are currently progressing actions in advance of the formal signing.

3.0 EMERGING ISSUES

No items reported this quarter.

4.0 PROGRESS AGAINST OBJECTIVES / MILESTONES

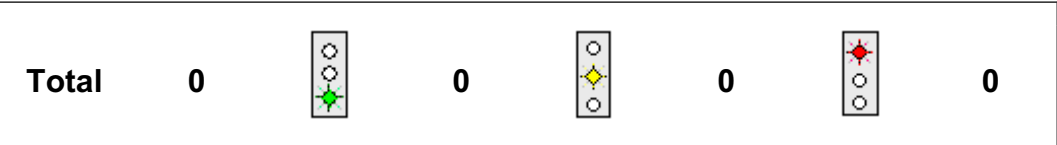


Good progress towards objectives/milestones, the majority (7) are likely to be met, whilst one will incur a delay it is expected to be within the year. For further details, please refer to Appendix 1.

5.0 SERVICE REVIEW

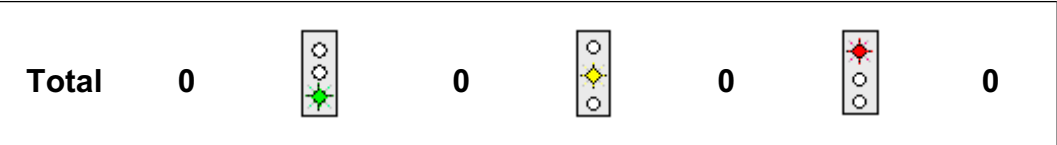
The Halton Accessible Transport Study is nearing completion. The purpose of the study is to critically evaluate the current and potential future demand for accessible transport across the Borough up to 2015/16, taking into account key demographic and other trends. The draft final report will be forwarded to Urban Renewal and Healthy Halton PPBs for comments and on to Executive Board for approval.

6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS



The “Key” performance indicators are reported on an annual basis and none are reported this quarter. For further details, please refer to Appendix 2.

6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS



There are no “Other” performance indicators reported this quarter.

7.0 RISK CONTROL MEASURES

During the production of the 2009 -12 Service Plan, the service was

required to undertake a risk assessment of all Key Service Objectives.

Where a Key Service Objective has been assessed and found to have associated 'High' risk, progress against the application of risk treatment measures is to be monitored, and reported in the quarterly monitoring report in quarters 2 and 4.

8.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS

During 2008/09 the service was required to undertake an Equality Impact Assessment. Progress against actions identified through that assessment, with associated High priority, are to be reported in the quarterly monitoring reports in quarters 2 and 4.




No actions have been identified as high priority for the service.



9.0 DATA QUALITY



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.


10.0 APPENDICES

Appendix 1- Progress against Objectives/ Milestones
Appendix 2- Progress against Key Performance Indicators
Appendix 3- Financial Statement
Appendix 4- Explanation of traffic light symbols

Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
HTL 1	Mersey Gateway – Complete the procedural processes to achieve all necessary orders for the construction of Mersey Gateway within the timescales required	Complete Public Inquiry into objections raised to enable scheme to progress in accordance with required timescales. Aug 2009		The Public Inquiry started on 19 May and was adjourned on 25 June, until 28 July. The adjournment is to allow time for the Inspector, the Council and landowners to consider technical issues regarding an area of open space in Widnes, adjacent to the Thermphos plant.
		Secretary of State confirms the necessary orders for the construction of the Mersey Gateway. Feb 2010		Decision pending.
HTL 2	Mersey Gateway – Commence the procurement process for the construction of Mersey Gateway to ensure that the project can be completed within the required timescales	Conditional funding approval. Mar 2010		Subject to Secretary of State's decision to approve the project.

Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
HTL 3	LTP Capital Programme - Deliver the LTP Capital Programmes to ensure that the transport system is maintained and developed to meets local needs	To deliver the 2009/10 LTP Capital Programme Mar 2010		On going monitoring is taking place to ensure that the LTP is delivered on time and within budget.
HTL 4	Local Transport Plan 2 – Submit progress reports as required by DfT and monitor progress against the Council’s transport objectives to meet statutory requirement and ensure progress is maintained	Progress report to Members Sept 2009		Report to be forwarded to Urban Renewal PPB in September 2009.

Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
HTL 5	Silver Jubilee Bridge Complex Major Maintenance– Secure funding, complete procurement and deliver works to enable the bridge and associated structures to reach a steady state of maintenance	Initiate delivery of PRN Grant funded programme of works through the HBC Bridge Maintenance Partnership Apr 2009		Balvac Ltd have been appointed as the Works Partner for the HBC Bridge Maintenance Partnership and have commenced delivery of the 2009/10 works programme.
		Review progress, revise SJB maintenance Strategy document and deliver 2009/10 works programme Mar 2010		Programme for 2009/10 increased to include DfT approved carry over from 2008/09. 2009/10 schemes underway and resources allocated to ensure delivery aligns with programme.

Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		<p>In conjunction with framework consultants and Mersey Gateway Project Team, consider issues associated with integration of existing SJB Complex Major Scheme Bid into business case for delivery of Mersey Gateway and formalise full response to DfT Jun 2009</p>		<p>DfT advice was that priority would be given to consideration of the standalone SJB Complex Major Maintenance Bid.</p> <p>Formalisation of full response regarding integration of SJB Complex Major Maintenance Bid has been deferred until Oct 2009</p>

The following “Key” indicators will be reported at year end:

HTL LI6 - No. of passengers on community based accessible transport

NI 175 - Access to core services and facilities by individuals through public transport, walking and cycling (NB 4 parts)

NI 176 - Percentage of people of working age living within a catchment area of a location with more than 500 jobs by public transport and/or walking

NI 177 - Number of local bus passenger journeys originating in the authority area in one year

HTL LI10 - No. of people killed or seriously injured (KSI) in road traffic collisions. (Previously BVPI 99ai)

HTL LI11 – No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (Previously BVPI 215b)

HTL LI12 - No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (Previously 99bi)

HTL LI15 - Condition of Unclassified Roads (% unclassified road network where structural maintenance should be considered). (Previously BVPI 224b)

NI 47 - People Killed and Seriously Injured

NI 48 - Children Killed and Seriously Injured

NI 168 -Percentage of principal road network where structural maintenance should be considered

NI 169 - Non principal roads where maintenance should be considered

NI 178 - Bus service punctuality

NI 189 – Flood and coastal erosion risk management.

Note: NI 167 - Congestion during morning peak times – monitoring only is required using DfT data. NI 198 – Mode of children travelling to school, data to be supplied by DfT in August 2009.

HIGHWAYS, TRANSPORTATION & LOGISTICS
Revenue Budget as at 30th June 2009

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Expenditure					
Employees	3,381	835	818	17	818
Premises Support	524	97	97	0	97
Other Premises	156	79	55	24	63
Hired & Contracted Services	305	76	43	33	82
Supplies & Services	331	99	98	1	118
Highways Insurance	482	120	120	0	120
Street Lighting	1,810	261	277	(16)	340
Highways Maintenance	2,348	292	255	37	1,121
Bridges	127	38	6	32	24
Eastern Relief Road (met by grant)	214	53	21	32	45
Other Transport	219	77	76	1	106
Central Support Services	911	222	219	3	219
Departmental Support Services	341	0	0	0	0
NRA Levy	57	29	30	(1)	30
Subsidised Bus Routes	794	198	151	47	750
Halton Hopper	152	38	58	(20)	58
Out of Zone Transport	51	13	8	5	36
Grants to Voluntary Organisations	122	61	62	(1)	62
Asset Charges	5,025	0	0	0	0
Total Expenditure	17,350	2,588	2,394	194	4,089
Income					
Halton Hopper Sales	-152	-38	-54	16	-54
Sales	-45	-11	-6	(5)	-6
Out of Zone Transport	-51	0	0	0	0
Other Fees & Charges	-209	-17	-56	39	-56
Support Service Recharges	-1,084	0	0	0	0
Grants & Reimbursements	-523	-126	-104	(22)	-174
Recharge to Capital	-662	-52	-59	7	-59
Total Income	-2,726	-244	-279	35	-349
Net Expenditure	14,624	2,344	2,115	229	3,740

Comments on the above figures:

In overall terms revenue spending at the end of quarter 1 is below budget profile. This is due to a number of expenditure budget areas.

As a result of staff turnover and the vacancy management strategy staffing costs are below budget to date.

Other premises is below budget due to the NNDR bills for car parks being lower than budgeted and maintenance costs also being lower than budgeted.

Subsidised Bus Routes is below budget due to quarterly charges not yet received from other authorities and Merseytravel. This budget will be fully spent at the financial year-end, as indicated by the actual including commitment figure.

With regards to works budgets – Street Lighting, Highways Maintenance, Bridges and Eastern Relief Road these budgets usually incur expenditure towards the end of the financial year due to the nature of the work undertaken. As a result these budgets will be spent by the financial year-end.

With regards to income, grants and reimbursements is below budget to date due to low fee income from supervision of private sector development. This is a result of the decline in the housing market. This is offset by an increase in income from Temporary Prohibition orders

At this stage it is anticipated that the overall spend will be in line with the Departmental budget by the financial year-end.

HIGHWAYS, TRANSPORTATION & LOGISTICS
Capital Projects as at 30th June 2009

	2009/10 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
<u>Local Transport Plan</u>				
<u>Bridges & Highway Maintenance</u>				
Bridge Assessment, Strengthening & Maintenance	7,251	485	112	7,139
Road Maintenance	1,523	160	30	1,493
Total Bridge & Highway Maintenance	8,774	645	142	8,632
<u>Integrated Transport</u>				
	1,831	38	26	1,805
Total Local Transport Plan	10,605	683	168	10,437
<u>Halton Borough Council</u>				
Mersey Gateway Development Costs	3,738	1,520	1,529	2,209
Mersey Gateway Early Land Acquisition	9,500	2,375	522	8,978
Flood Defence	186	45	47	139
Street lighting – Structural Maintenance	200	50	32	168
Bringing Roads to Adopted Standard	200	7	0	200
Total Halton Borough Council	13,824	3,997	2,130	11,694
<u>Section 106/External Funded Work</u>				
Upton Rocks Distributor Road	225	225	263	-38
A56/Eastern Expressway Improvements	220	220	333	-113
Road Safety Grant	72	72	72	0
Transport Asset Management	39	18	18	21
Total Section 106/External Funded Work	484	535	686	-133

Comments on the above figures:

In overall terms the capital spending at the end of quarter 1 is below budget profile. An explanation of the key differences between the budget profile and spend is given below:

- **Bridge Maintenance:**

Expenditure in Q1 is below the anticipated profile due to the disruption created by the insolvency of the contractor originally appointed to undertake the works through the Bridge Maintenance Partnership contract. However the contract is now underway and increased maintenance activity in Q3 and Q4 will bring expenditure back on track.

- **Highway Maintenance:**

Expenditure in Q1 is below the anticipated profile largely due to the 3 month Streetworks notification period relating to Mayrise. However, orders have now been placed and the expenditure in the following quarters will retrieve the situation.

- **Mersey Gateway Early Land Acquisition**

The Council is continuing to enter into Agreements with businesses on the route of the MG road/bridge for acquisition of their land and premises in advance of CPO. Whilst contracts have been exchanged a large proportion of the purchase monies will be expended on completion when the Businesses have identified and committed to the acquisition of relocation premises. It is envisaged that the Capital Allocation for 2009/10 in respect of Mersey Gateway Early Land Acquisition will be drawn down over quarters 2, 3 and 4 with the bulk of the spend likely to be in quarter 4.

- **Bringing Roads to Adoptable Standard**

A scheme has now been prepared that is intended to be funded from this allocation. There has been a delay in the implementation of works due to ongoing negotiations with landowners. Consultation with residents on the proposals is planned before the scheme proceeds further. However, it is expected that the full allocation will be spent by year end.

S106 & Part Externally Funded Schemes

In respect of this allocation, works on the Upton Distributor Road and the Daresbury Expressway Junction improvement scheme are now complete. The over spend has resulted from outstanding developer part-contributions. However, when these contributions are paid, they will bring the expenditure in line with the allocated budgets.

Operational Services Division 2009/2010.**Revenue Budget as at 30th June 2009.**

	Annual Revised Budget £'000	Budget To Date £'000	Actual Spend £'000	Variance (over spend) £'000	Actual Including Committed Items £'000
<u>Expenditure</u>					
Employees	1,280	317	313	4	313
Building Maintenance	133	39	39	0	39
Operational Building	129	33	33	0	33
Other Premises Costs	170	67	59	8	59
Supplies & Services	86	26	13	13	17
Hired & Contracted Services	83	21	26	-5	26
Transport Recharges	219	55	62	-7	62
Transport - Contract Hire	1,325	296	299	-3	299
Transport - Road Fund Licence	8	2	2	0	2
Transport - Fuel	509	127	137	-10	137
Transport - Tyres	72	18	31	-13	31
Transport - Casual Hire	63	16	25	-9	25
Transport - Vehicle Parts	323	81	86	-5	86
Transport - Sub-Contractors	38	9	7	2	7
Transport - Garage Equipment & Consumables	35	9	7	2	7
Internal Support Costs	261	66	66	0	66
Asset Charges	334	118	118	0	118
Central Support Costs	569	144	144	0	144
Total Expenditure	5,637	1,444	1,467	-23	1,471
<u>Income</u>					
Fees & Charges	-145	-38	-47	9	-47
Rents	-1	0	-1	1	-1
Support Service Income	-940	-235	-235	0	-235
Reimbursement & Other Grants	-254	-64	-59	-5	-59
Transport - Contract Hire	-2,370	-592	-618	26	-618
Transport - Fuel	-532	-134	-141	7	-141
Transport - Tyres	-88	-22	-36	14	-36
Transport - Casual Hire	-75	-19	-32	13	-32
Transport - Vehicle & Plant Repairs	-368	-92	-95	3	-95
Community Meals	-146	-38	-36	-2	-36
Client Transport	-488	-123	-135	12	-138
Total Income	-5,407	-1,357	-1,435	78	-1,438
Net Expenditure	230	87	32	55	33

Comments on the above figures:

Overall, revenue expenditure is largely in line with budget profiles and is expected to stay within allocations.




Capital Expenditure - 2009/2010**Highways & Transportation****Expenditure as at 30th June 2009.**

Code	Scheme	2009/2010 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	2009/2010 Allocation Remaining £'000
N026	Fleet Replacement Programme	525	499	472	53
N027	Fuel Tanks/Generators	47	47	47	0
		572	546	519	53

Commentary

Overall, the capital expenditure to date is largely in line with budget profiles and is expected to stay within allocations.

The traffic light symbols are used in the following manner:

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

QUARTERLY MONITORING REPORT

DIRECTORATE: Environment
SERVICE: Environmental & Regulatory
PERIOD: Quarter 1 to period end 30th June 2009

1.0 INTRODUCTION

This quarterly monitoring report covers the Environment & Regulatory Services Department first quarter period up to 30 June 2009. It describes key developments and progress against key objectives and performance indicators for the service.

The way in which traffic light symbols have been used to reflect progress to date is explained in Appendix 4.

It should be noted that this report is presented to a number of Policy and Performance Boards. Those objectives and indicators that are not directly relevant to this Board have been shaded grey.

2.0 KEY DEVELOPMENTS

WASTE MANAGEMENT

Recycling Rewards Scheme

In this quarter the Executive Board approved the delivery of a pilot scheme to reward residents for recycling. The scheme, which will be administered by an American company called RecycleBank, will commence in October 2009 and will be implemented to 10,000 properties in seven pilot areas within the wards of Daresbury, Grange, Heath, Halton Castle, Broadheath, Hough Green and Halton View. Residents in the pilot areas who have blue recycling bins will be given the choice of joining the scheme as it is voluntary and free. They can also opt out of the scheme at any time. Halton Council will become the first authority in the north of England and only the second in the country to launch the scheme.

Residents in the pilot areas will be offered the choice of earning points for how much they recycle in their blue bins. The points are converted into vouchers that can be redeemed at national retailers, local shops and businesses, or residents can choose to make charity donations.

The system works by each bin having a micro chip fitted to the blue bin that identifies which household the bin belongs to. An automatic reader in the refuse wagon reads the weight of the content of the bin and calculates the amount of points awarded. Residents can track online how many points they have collected or phone for an update. Those who join the scheme will have to

activate the system that records their recycling waste themselves. Until they activate the system, it will not work.

The pilot will run for six months and, if successful, it is intended to offer the rewards scheme to every home across Halton. In a full 12 month scheme, an average household could claim up to £150 worth of recycling rewards.

ENVIROMNENTAL HEALTH

Violence in retail project 09/10

Within the local authority enforced sector retail premises have one of the highest rates of workplace violence. Workplace violence is any incident in which a person is abused, threatened or assaulted in circumstances relating to their work. Health and Safety law applies to risks from violence and is a regulatory function of the division. Reducing work related violence incidents is also national health and safety initiative and also impacts upon a number of national indicators e.g. NI16-acquisitive crime.

The departments Health and Safety Regulation Team are now involved in a project across Merseyside and Cheshire together with the Merseyside and Cheshire police authorities to reduce the number of work related violence incidents with the cash handling ,betting, banking, transit operations and licensed premises industries key target areas. The division are working locally with the Safer Halton Partnership and the local crime reduction officer. This involves carrying out joint targeted interventions to venerable businesses to offer advice

Health and Safety Enforcement Flexible Warrant Scheme (FWS).

Local Authorities (LA's) and the Health and Safety Executive (HSE) have joint responsibility for health and safety enforcement in England and Wales. The Health and Safety (Enforcing Authority) Regulations 1998 set out which premises LA's and HSE are responsible for. The HSE wants to work jointly with LA's and in partnership locally, regionally and nationally where it makes sense to do so in terms of resources and impact. A barrier to this is the inability of HSE and LA inspectors to take action in each other's area of responsibility, or for LA's to work across each other's administrative boundaries. Merseyside and Cheshire LA's and the HSE are entering into a FWS that will run for an initial period of 5 years and will allow inspectors to operate across enforcement responsibilities and geographical boundaries. The scope of any particular scheme is determined and agreed by the participating enforcing authorities. Senior representatives from those authorities form a management team to oversee the scheme and sign a Memorandum of Understanding (MoU) which strictly governs how the scheme is operated. The management team review the effectiveness of the FWS and agree projects to be undertaken within it. The Merseyside and Cheshire FWS will therefore enable authorities as part of this project to:

- share the resource of inspectors with specialist skills

- improve communication and cooperation
- increase flexibility and responsiveness to situations of significant risk
- Deliver a high impact awareness and enforcement campaign
- increase the opportunities for shared officer training and development

A review and assessment of air quality

It is statutory function to undertake a review and assessment of air quality for the borough and submit this to DEFRA for peer review in Q1 of each year. The updating and screening assessment is a technical review of seven air pollutants in the Borough of Halton, as required under Part IV of the Environment Act 1995, and has been undertaken in line with the Local Air Quality Management Technical Guidance document, TG (09).

The assessment considers emissions from a range of sources (in particular transport and industrial) that could potentially affect local air quality and where available monitoring data has been utilised.

The assessment has been completed and submitted and we await comment from DEFRA.

Joint Project - Smoke Free Homes

Smoke Free Homes is a joint project being undertaken with NHS Halton and St Helens smoking cessation service and the Fire Service to encourage parents who still smoke to make their home smoke free for the health of their children and to assist in stopping smoking should they wish to. This is done by direct contact with parents of children at schools.

It is very important to stop children taking up smoking. Children who take up smoking before the age of 18 years find it much harder to give up and suffer much longer poor health. Smoking in the home also increases the likelihood of domestic fires mainly due to the availability of the smoking paraphernalia such as matches etc.

About 60 homes have been signed up to date and 40 of these have registered with smoking cessation to give up.

Healthy Food Awards For Halton's Pre-School Venues

The medium to long term strategic aim is to develop and integrate initiatives that address the broader determinants of good health with the core regulatory function. This will be achieved by working effectively with strategic partners to exploit the expertise within the team and its unique day to day contact with food businesses and the public. NHS Halton and St Helens and Halton Borough Council's Environmental Health Team, launched an innovative new award to help local nurseries and pre-school venues provide nutritious meals and snacks for our young children. The award was developed in partnership with Environmental Health, the Community Paediatric Dietician, Oral Health Promotion and the Pre-School Learning Alliance. Environmental Health are accrediting the venues as part of their food hygiene inspections, and work is in progress to mirror this award across St Helens. The partnership has implemented the early years food award in 38% of pre-schools in the borough

(19/50). There are currently a further 5 working towards the standard. they are on target to achieve the year target of 70%

To complement this healthy diet initiative the team have initiated discussions with the PCT concerning a workplace healthy eating initiative. This is to be piloted in two large employers (one Runcorn and one Widnes). This will involve working to ensure food provided in the canteen facility complies with the Merseyside Food Charter. The PCT will provide employees with access to a personalised weight management programme which will include advice on diet and exercise.

PLANNING

Local Development Framework Policy Documents

The Core Strategy Development Plan Document will be placed on public consultation from 24th September to 5th November 2009. Detailed consultation plans have been produced to co-ordinate consultation activities.

Evidence Base

A series of technical evidence studies to support the Local Development Framework has been prepared and is progressing through public consultation. The Joint Employment Land and Premises Study has been on consultation since 29th May until the 23rd July. The Strategic Housing Land Availability Assessment will be on consultation from 16th July until 14th August. A Landscape Character Assessment has been prepared by TEP. The Local Development Framework Sustainability Appraisal Scoping Report has been revised and updated and is on statutory consultation with from 8th June until 20th July. Annual baseline monitoring reports have been prepared on Housing, Employment and Previously Developed Land issues.

A Health Impact Assessment was prepared on the Core Strategy by the Primary Care Trust. The recommendations of the report will be incorporated into the Publication version of the Core Strategy along with the results of the emerging Equality and Diversity Impact Assessment, Sustainability Appraisal and Habitat Regulations Assessment of the Core Strategy.

Development Management

Development Management Summary Stats for Q1:

Applications Received – 237 (includes applications withdrawn and returned)

Applications Decided - 118

Applications on hand (undecided) - 135

Pre-applications Received – 100

Pre-applications Closed – 154

Pre-applications on hand - 25

N.B. There are certain applications (such as tree preservation orders) that are not counted in the statutory CLG speed of processing statistics (NI 157). This accounts for the difference between the figures reported above and the figures given for NI157.

Summary of major applications received (but not necessarily decided) over the last Quarter.:

09/00244/FUL Proposed offices, technical offices and associated support space on part of Daresbury Science & Innovation Campus, Keckwick Lane, Daresbury, Warrington, Cheshire.

09/00245/OUT Outline application (with access, appearance, layout and scale matters reserved) for proposed residential development (up to 21 No. dwellings) at Our Lady Of Perpetual Succour R.C. Infant School, Avondale Drive, Widnes, Cheshire, WA8 7XE.

09/00250/HBCFUL Proposed remediation and restoration of golf course (including the diversion of Stewards Brook) at St Michaels Golf Course, Dundalk Road, Widnes, Cheshire, WA8 8BS.

09/00253/FUL Proposed construction of new two storey church/meeting house, re-laying of car park, car park lighting and boundary fences on Site Of Former Church Of Jesus Christ Of Latter Day Saints, Clifton Road, Runcorn, WA7 4TE.

09/00270/FUL Proposed construction of a two storey block of 12 No. new build flats with 3 communal entrances, 6 No. new build bungalows in two terraces (including 1 No. disabled bungalow), associated groundworks, parking and stopping up of public footpath at Clarke Gardens, Widnes, Cheshire, WA8 7UQ.

3.0 EMERGING ISSUES

Kerbside Recycling Services

A key emerging issue is the extension to the Council's kerbside recycling collection services. A further 16,000 properties will be added to the blue bin multi-material recycling scheme in July, taking the total number of properties receiving this service in the borough to 42,000. A pilot kerbside multi-material recycling service to 4,000 properties that cannot have blue wheeled bins is also planned for August 2009.

Digital switch over - health and safety

In the North West there have recently been two fatalities and one major accident involving aerial installers falling from height. Digital television switchover is occurring in the North West from November 2009. There is likelihood of more aerials and satellite dishes being installed in the region with the associated risk of work at height. A regional health and safety campaign

has therefore been identified aimed at aerial and satellite dish installation activities. The aim of the safety campaign is to ensure that aerial and satellite dish installers are competent and trained in the measures necessary to ensure installation is carried out safely. HSE is the enforcing authority for the peripatetic activity of installers. LAs are the enforcing authority for retail premises that are often either directly or indirectly contracting the installation work. LA and HSE inspectors will be able to undertake a programme of coordinated proactive inspections/visits to assess the full range of installation activities and advise or take appropriate enforcement activity where required. Utilising the flexible warrant scheme Halton will participate in this campaign with inspectors from HSE and local authorities across Merseyside.

Planning

The Waste Development Plan Document (DPD) has been delayed pending the revision of the energy from waste policies. This DPD facilitates the development of a network of sustainable and modern waste management facilities which serve the needs of the local communities of Merseyside and Halton, enabling them to be as sustainable and self sufficient as possible in terms of waste management.

The Planning for Risk Supplementary Planning Document (SPD) will be considered by the Executive Board on 16th July seeking approval to adopt the SPD. Adoption is expected in September 2009. The purpose of this Supplementary Planning Document (SPD) is to complement and expand upon policies set out in the approved Halton Unitary Development Plan (UDP) by providing additional and more detailed policies for deciding how new developments, which create significant potential off site accidental risks, should be balanced against the benefits they will bring. The SPD also explains how decisions about how new developments, in areas already exposed to significant existing potential accidental risks, should be balanced against the benefits they will bring.

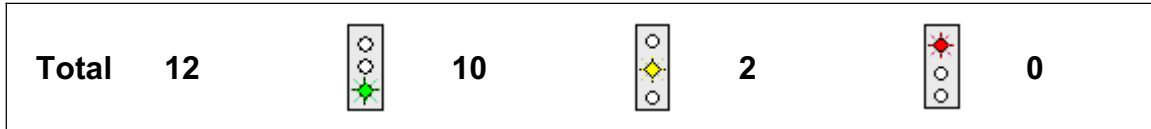
West Bank (previously called 'Southern Widnes') Supplementary Planning Document will be placed on public consultation in September 2009. This SPD will provide the policies and proposals for the comprehensive development / redevelopment of the wider West Bank area of Southern Widnes capitalising upon the opportunities of the Mersey Gateway Regeneration Strategy.

Design for New Residential Development is due on public consultation in August 2009. Specifically the SPD will guide the: -

- a. Design of new residential and mixed use developments that understand their context and embrace the principles of good urban design;
- b. Seek the use of quality materials that respond to the character and identity of their surroundings and reduce environmental impact;
- c. Ensure an appropriate mix of dwelling size and type within new development to create mixed and inclusive communities which meet the Borough's housing needs;
- d. Create better, more sustainable places where people will want to live;
- e. Secure "sustainable and environmentally friendly new housing developments, including affordable housing" (Planning Policy Statement 3

(PPS 3): Housing); and
 f. Provide provision for comprehensive and combined communication infrastructure.

4.0 PROGRESS AGAINST MILESTONES/OBJECTIVES

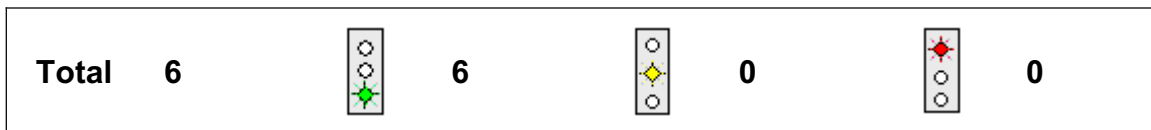


Of those milestones designated “Key”, most (10) are on track to be completed within timescales, whilst 2 may not be met. For further details please refer to Appendix 1.

5.0 SERVICE REVIEW

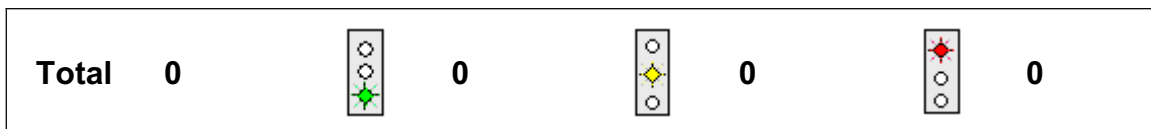
The Service is currently awaiting the outcome of the KPMG Efficiency Review and the impact of the proposed centres of excellence upon the Division.

6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS



Good progress towards targets for all “Key” performance indicators. For further details please refer to Appendix 2.

6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS



No “Other” performance indicators have been reported by exception this quarter.

7.0 RISK CONTROL MEASURES

During the production of the 2009-12 Service Plan, the service was required to undertake a risk assessment of all Key Service Objectives.

Where a Key Service Objective has been assessed and found to have associated 'High' risk, progress against the application of risk treatment measures is to be monitored, and reported in the quarterly monitoring report in quarters 2 and 4.

8.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS





During 2008/09 the service was required to undertake an Equality Impact Assessment. Progress against actions identified through that assessment, with associated High priority are to be reported in the quarterly monitoring report in quarters 2 and 4.






9.0 DATA QUALITY

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.




10.0 APPENDICES

Appendix 1- Progress against Key Objectives/ Milestones
Appendix 2- Progress against Key Performance Indicators
Appendix 3- Financial Statement
Appendix 4- Explanation of traffic light symbols

Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
EAR 1	Continue to improve Parks, Sports Grounds, Open Spaces and Local Nature Reserves (LNR's).	Undertake refurbishment and improvements at Runcorn Town Hall Park including additional imaginative play facilities for all age groups. March 2010		Phase one of the refurbishment programme which includes an arboretum and a new play area was completed by June 2009.
		Construct an imaginative new play area as part of the Playbuilder and Big Lottery programme at Spike Island and secure additional funding for refurbishment of the park and St Helen's Canal (links with South Widnes SPD), March 2010		Designs have been completed and works have been put out to tender. The project is on target for completion.
		Deliver key elements, including the construction of a new Play Area, improvement to paths and entrance features, of the Hale Park 'Parks for People' project. Commence year 1 events programme. March 2010		The physical improvements were completed on the 28th April 2009. The events programme began in the same month and will continue throughout the year.
		Refurbish and enhance the play area at Town Park (Stockham Lane), September 2009.		Early stage design work has been completed and public consultation will be undertaken in Q2. The Landscape Services Division has had a vacancy in its design team. It will be late August before a new post holder is in place. The play area should be completed by March 2010.

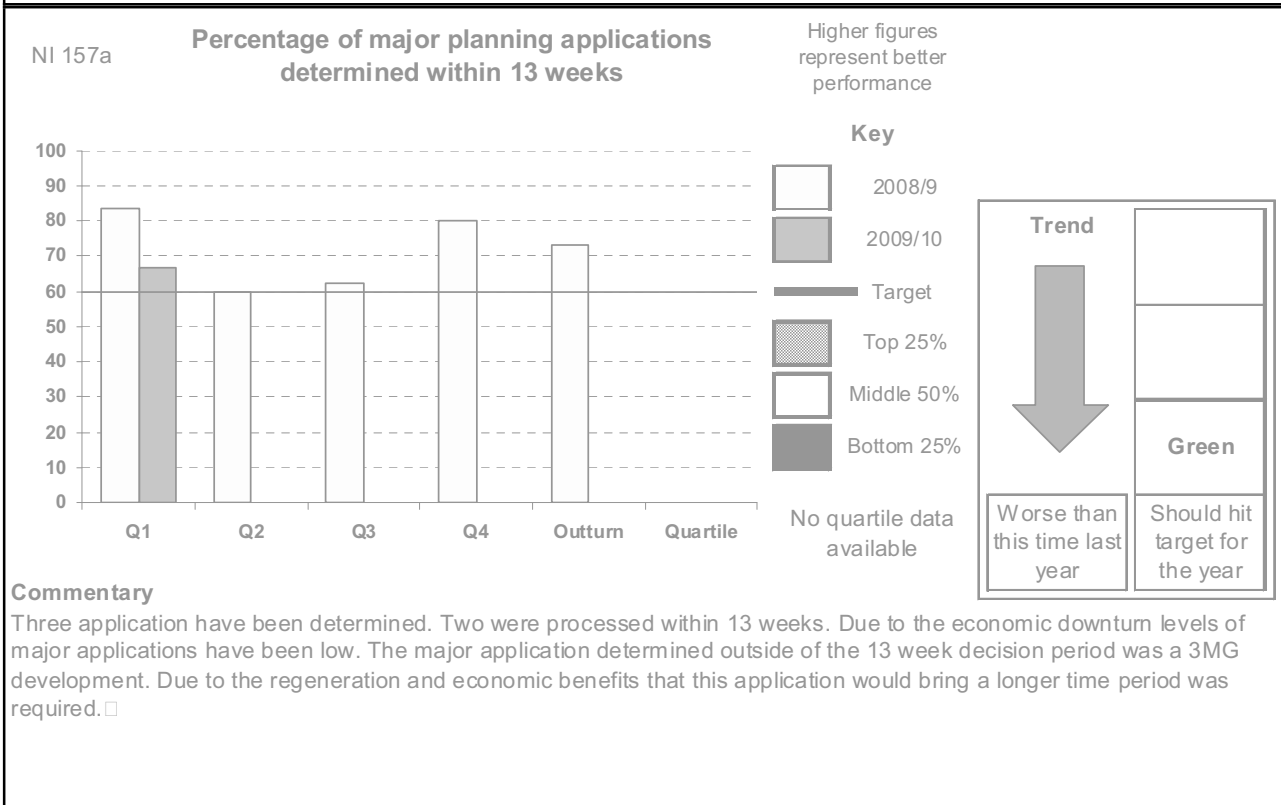
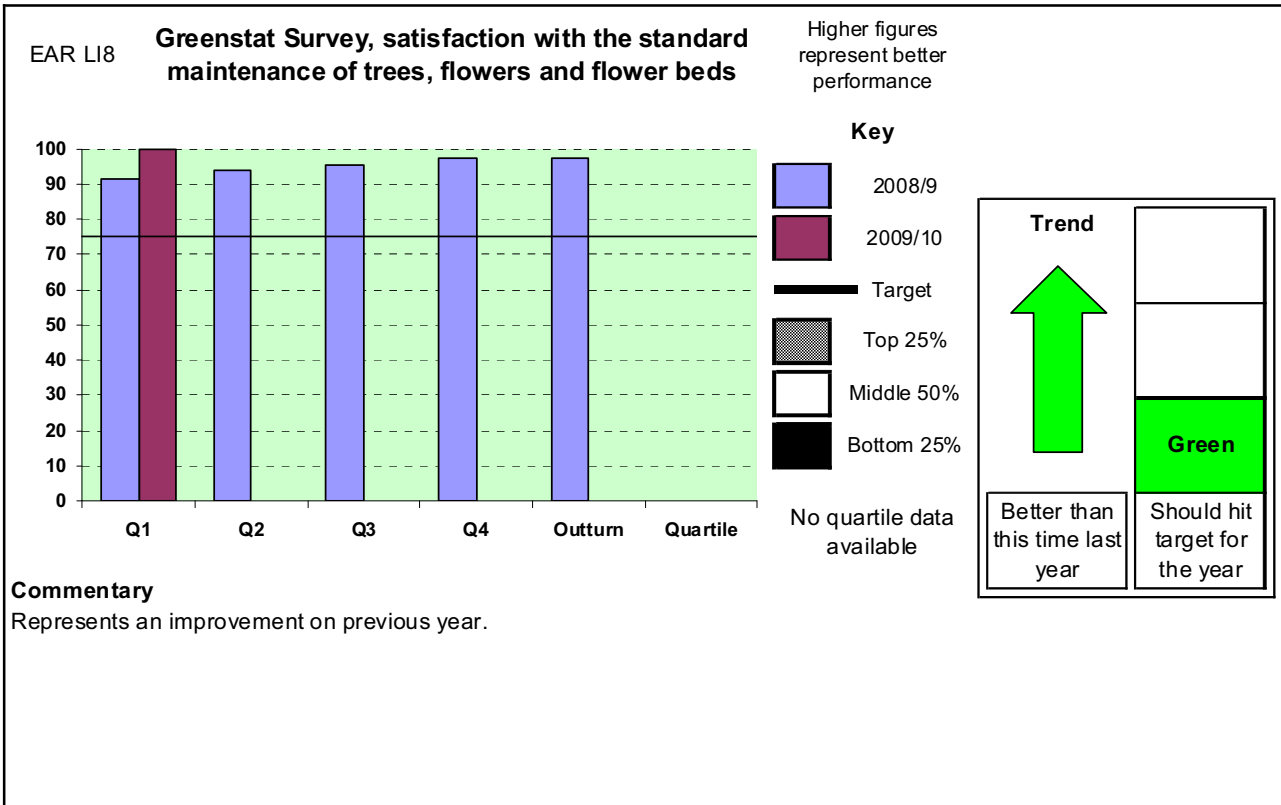
Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
EAR 2	To prepare and adopt a local development framework (LDF) and to review the LDF on a regular basis ensuring that an up to date development plan is available (statutory requirement). To achieve this by producing the following targets set out in the LDS 2009	Preferred Options for the Core Strategy placed on public consultation Sep 2009		Progress is satisfactory and public consultation will occur between 24th September and 5th November 2009.
EAR 3	Implementation of actions to meet the objectives of the Council's Waste Management Strategy and Waste Action Plans	Extension to kerbside wheeled bin multi-material recycling service. Sep 2009		See Emerging Issues
		Extension to kerbside wheeled bin green waste collection service May 2009		A further 5,000 properties were added to the green waste collection scheme.
		Extension to the network of neighbourhood recycling 'Bring Sites'. March 2010		Work is on-going to identify suitable sites
		Development and delivery of a co-ordinated Environmental Education and Communications Campaign. July 2009		This work is on-going. As part of the Council's comprehensive communications campaign to increase awareness and understanding of waste issues, a comprehensive information pack will be delivered to 42,000 households in July 2009 as part of the roll-out of the kerbside recycling services.

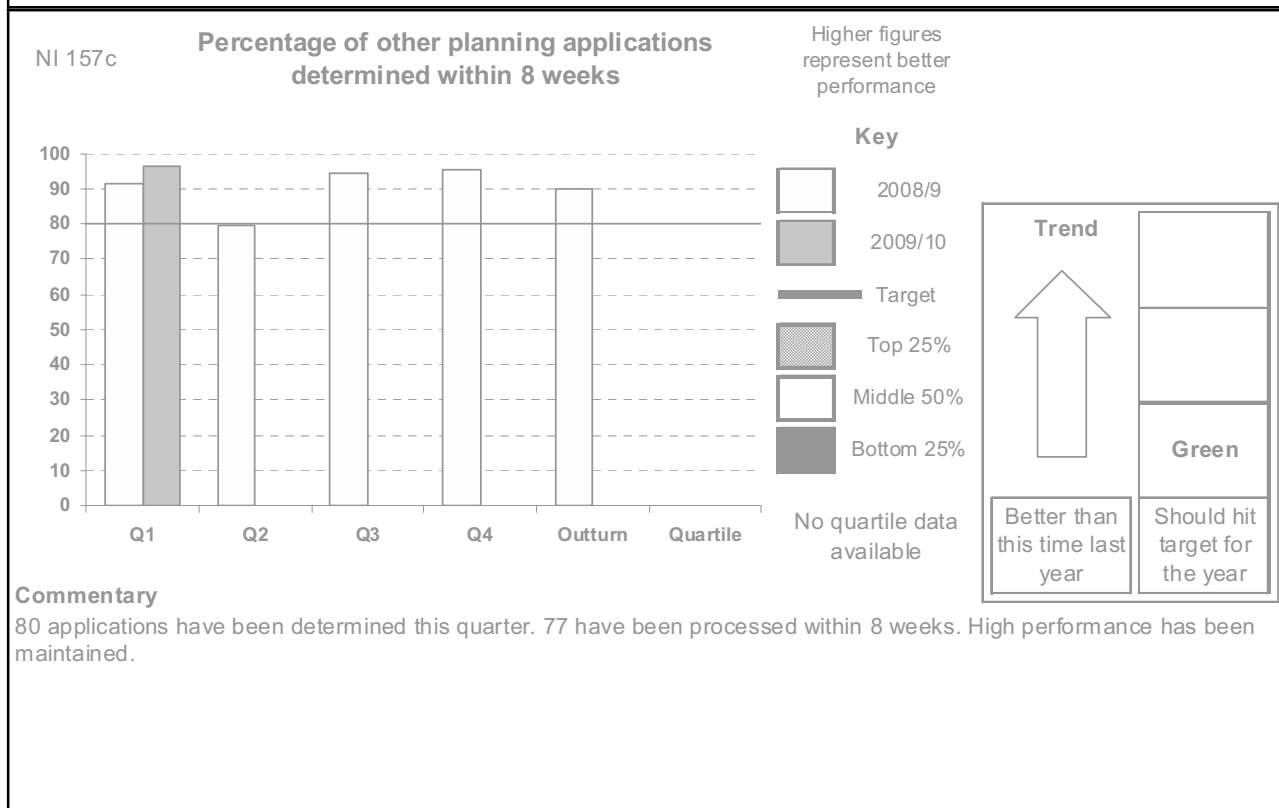
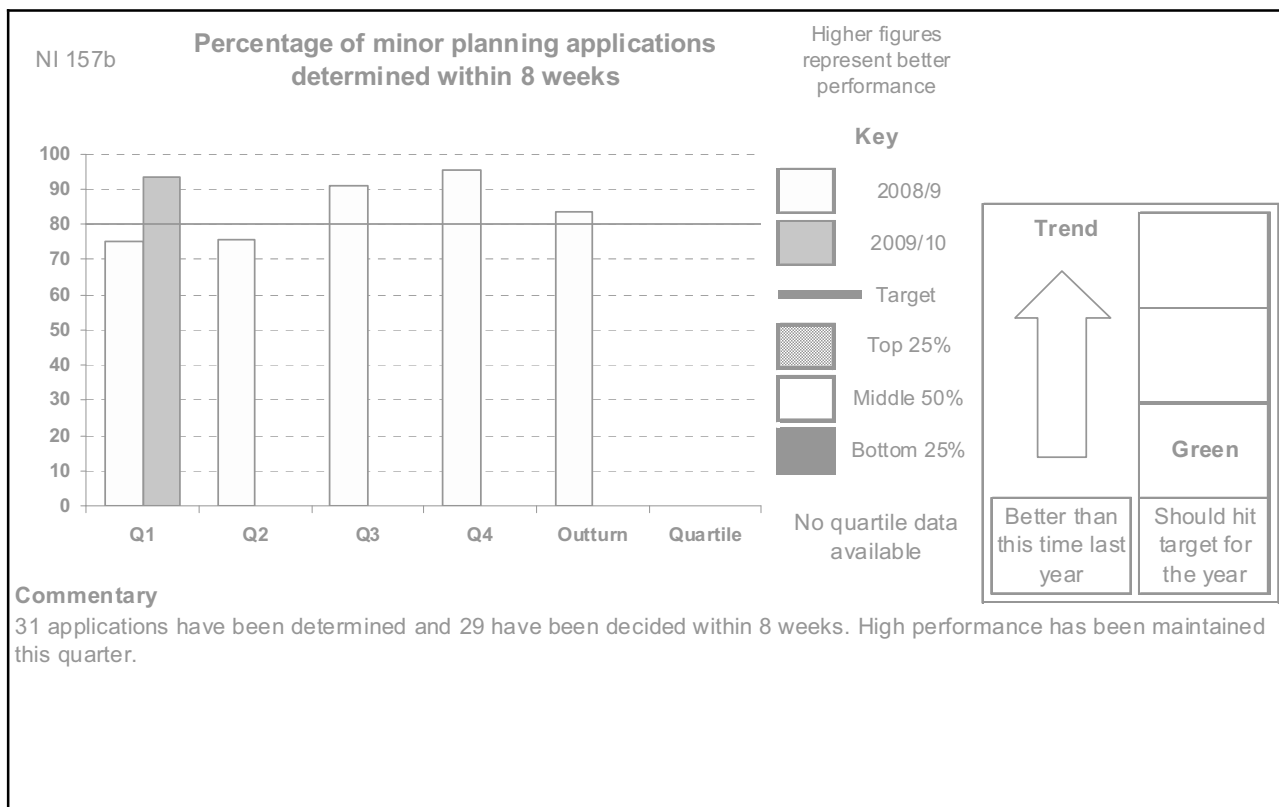
APPENDIX ONE - PROGRESS AGAINST OBJECTIVES/MILESTONES
Environmental & Regulatory

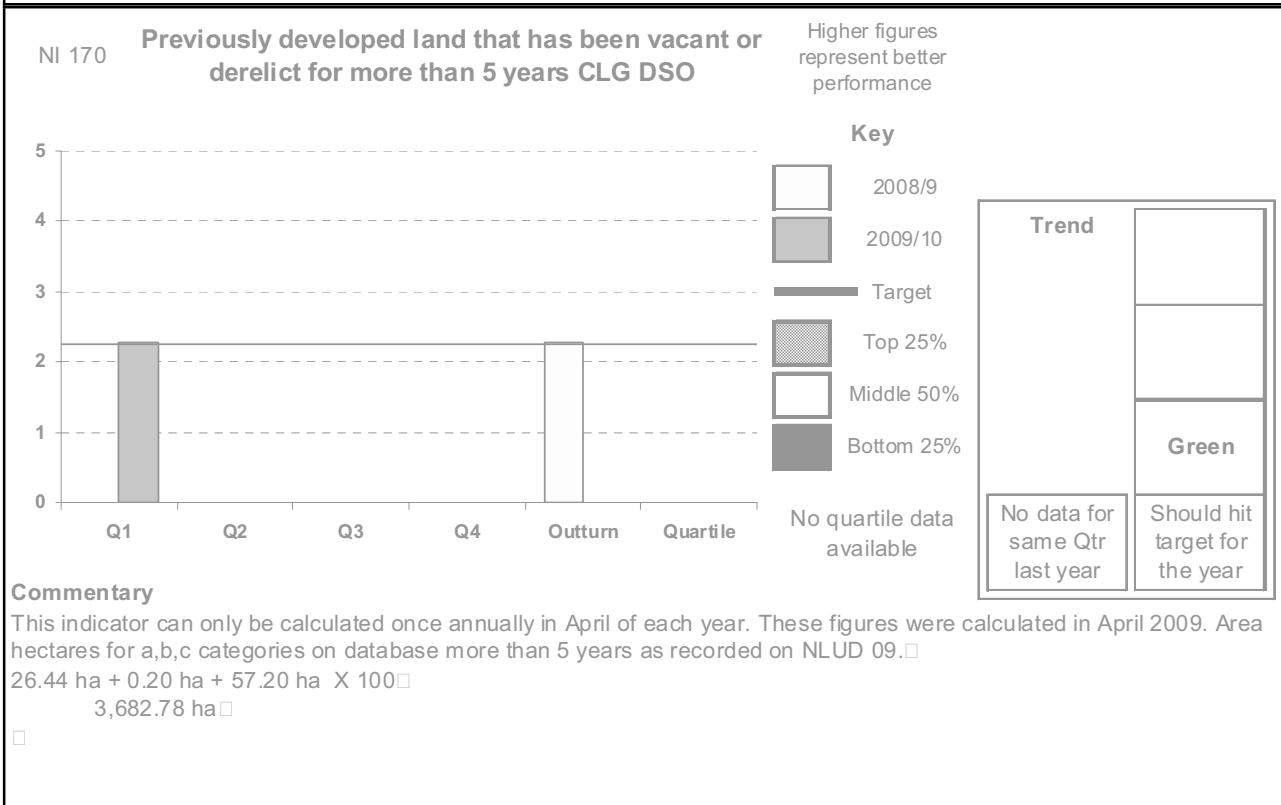
Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
EAR 4	Carry out local Streetscene environmental improvements. (Street Scene is part of the Council's Environment Directorate that incorporates a number of services that have an important impact on the "street" and public open spaces in terms of their appearance and condition. It is one of the few services that in some way affects everyone using the Borough. Keeping our streets and our open spaces looking clean and tidy and well maintained	Undertake 20 small scale environmental improvements. Will include items such as installation of new street furniture, repair of existing street furniture and improvements to soft landscape. Dec 2008		This objective has been met. Local improvements have included installation of new street furniture such as street bins that encourage recycling.
EAR 6	To support initiatives to address obesity within Halton by introducing the Halton Early Years Food Award (HEYFA) to all Pre-school settings in the Borough and to develop a Healthy Eating award (HEAFB) to be initially introduced in Business canteens in the Borough	Establish the HEYFA in 70% of Pre-school settings in Halton. Mar 2010		The partnership have implemented the early years food award in 38% of pre-schools in the borough (19/50). There are currently a further 5 working towards the standard. they are on target to achieve the year target of 70% An initiative is in progress to pilot a scheme in two large employers in the borough
		Initiate discussions with PCT and nutritionist for Healthy Eating Award for Businesses (HEAFB). Mar 2010		The division has initiated discussions with the PCT concerning a workplace healthy eating initiative. This is to be piloted in two large employers (one Runcorn and one Widnes). This will involve working to ensure

**APPENDIX ONE - PROGRESS AGAINST OBJECTIVES/MILESTONES
Environmental & Regulatory**

Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
				<p>food provided in the canteen facility complies with the Merseyside Food Charter. The PCT will provide employees with access to a personalised weight management programme which will include advice on diet and exercise.</p>







ENVIRONMENTAL HEALTH & BUILDING CONTROL DIVISION

Revenue Budget as at 30th June 2009

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Employees	1,470	362	396	(34)	396
Premises Support	147	37	37	0	37
Other Premises	9	1	0	1	0
Supplies & Services	183	52	22	30	82
Transport	72	11	10	1	10
Central Support Services	405	101	101	0	101
Departmental Support Services	282	0	0	0	0
Agency Related	19	19	18	1	18
Asset Charges	2	0	0	0	0
Total Expenditure	2,589	583	584	(1)	644
Income					
Sales	-45	-45	-27	(18)	-27
Building Control Fees	-372	-93	-33	(60)	-33
Pest Control	-67	-17	-31	14	-31
Other Fees & Charges	-12	-3	-2	(1)	-2
Grant Funding	0	0	0	0	0
Reimbursements	-12	-1	0	(1)	0
Total Income	-508	-159	-93	(66)	-93
Net Expenditure	2,081	424	491	(67)	551

Comments on the above figures:

In overall terms, revenue net expenditure at the end of quarter 1 is above budget profile.

With regards to expenditure, staffing is above budget to date due to the expected staff savings expected for the year having not yet been implemented Although supplies and services appears to be below budget to date this is not the case when the commitments are taken into account.

With regards to income, Building Control fees are less than budget to date as a result of increased competition from the private sector and the current economic climate. This item underachieved income by £125k last financial year and is forecast to underachieve again this financial year. Hence this budget will be monitored closely throughout the year.

At this stage it appears the only significant issue is the low Building Control income.

PLANNING DIVISION

Revenue Budget as at 30th June 2009

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Expenditure					
Employees	991	245	235	10	235
Premises Support	90	23	23	0	23
Hired & Contracted Svcs	136	34	19	15	19
Unitary Development Plan	29	7	0	7	0
Supplies & Services	104	26	6	20	9
Transport	10	2	2	0	2
Central Support Services	268	67	67	0	67
Departmental Support Services	243	0	0	0	0
Total Expenditure	1,871	404	352	52	355
Income					
Planning Fees	-877	-175	-67	(108)	-67
Support Services	-505	0	0	0	0
Housing & Planning	-246	0	0	0	0
Delivery Grant					
Burdens Grant	-17	-17	-17	0	-17
Total Income	-1,645	-192	-84	(108)	-84
Net Expenditure	226	212	268	(56)	271

Comments on the above figures:

In overall terms revenue spending at the end of quarter 1 is below budget profile.

With regards to expenditure, employees is below budget to date due to staff vacancies within the department.

With regards to planning fees, income received to date is well below the expected income. Due to a slow down in the development industry this income was below budget by £305k at the end of last financial year. It is therefore expected that there will be lower than budgeted income achieved at the end of this financial year.

Capital Projects as at 30th June 2009

	2009/10 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
Growth Points Award	1,450	0	0	0
Total Capital Expenditure	1,450	0	0	0

DOMESTIC SERVICES DIVISION 2009/2010.**Revenue Budget as at 30th June 2009.**

	Annual Revised Budget	Budget To Date	Actual Spend	Variance (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<u>Expenditure</u>					
Employees	2,867	722	691	31	691
Operational Buildings	21	6	6	0	6
Other Premises Costs	5	0	0	0	0
Supplies & Services	233	62	54	8	72
Hired & Contracted Services	8	2	4	(2)	4
Food Provisions	1,442	371	376	(5)	376
Transport	10	3	2	1	2
Agency Services	0	0	3	(3)	3
Internal Support Costs	57	15	15	0	15
Central Support Costs	198	50	50	0	50
Total Expenditure	4,841	1,231	1,201	30	1,219
<u>Income</u>					
- Sales - School Meals	-2,111	-545	-547	2	-547
Sales - Civic Catering	-177	-44	-25	(19)	-25
Support Service Income	-105	-26	-26	0	-26
Government Grants	-200	-50	-50	0	-50
Reimbursements & Other Grants	-17	0	0	0	0
School Meals - Free Children's Meals	-1,269	-327	-327	0	-327
School Meals - Catering Recharges	-294	-74	-71	(3)	-71
Civic Catering Recharges	-137	-35	-26	(9)	-26
Total Income	-4,310	-1,101	-1,072	(29)	-1,072
<u>Net Expenditure</u>	531	130	129	1	147

Comments

The service is operating in line with the budget

The underspend on labour costs is a result of number of vacant posts

Civic catering sales continues to be a problem area and it is unlikely that we will achieve the budget

WASTE MANAGEMENT SERVICES DIVISION 2009/10

Revenue Budget as at 30th June 2009.

	Annual Revised Budget	Budget To Date	Actual Spend	Variance (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<u>Expenditure</u>					
Employee-Operational	2,941	750	741	9	741
Employee-Administration	656	161	168	(7)	168
Operational Building	110	28	28	0	28
Other Premises Costs	49	19	23	(4)	23
Supplies and Services	343	98	110	(12)	123
Recycling	284	15	7	8	7
Hired & Contracted Services	84	21	31	(10)	31
Trade Waste Tipping	140	35	26	9	26
Refuse Collection	0	0	0	0	0
Agency Services	62	16	18	(2)	18
Waste Disposal - Fridges	21	5	5	0	5
Waste Disposal - Green Waste	137	46	59	(13)	59
Waste Disposal - Other	567	142	129	13	129
Waste Disposal - HWC"s	1,461	365	317	48	317
Waste Disposal - Domestic Refuse	594	148	154	(6)	154
Waste Disposal - Landfill Tax	1,996	499	404	95	404
Transport	1,332	335	311	24	311
Environment Overheads	249	63	63	0	63
Capital Finance	81	0	0	0	0
Asset Charges	24	6	6	0	6
Central Support Costs	833	210	210	0	210
Total Expenditure	11,964	2,962	2,810	152	2,823
<u>Income</u>					
Sales	-111	0	0	0	0
Fees & Charges - Trade Waste	-615	-154	-112	(42)	-112
Fees & Charges - Bulky Waste	-163	-41	-8	(33)	-8
Fees & Charges - Other	-84	-22	-10	(12)	-10
Support Cost Income	-53	-13	-13	0	-13
Building Cleaning Recharges	-760	-190	-197	7	-197
School Cleaning Recharges	-687	-172	-171	(1)	-171
Miscellaneous St Cleansing Recharges	-164	-41	-20	(21)	-20
Total Income	-2,637	-633	-531	(102)	-531
Net Expenditure	9,327	2,329	2,279	50	2,292

Comments

Although the service is operating within budget there are a number of underlying issues in particular income from Trade Waste & Bulky Waste. It continues to be a problem and it is unlikely that we will achieve the annual target.

Capital Expenditure - 2009/2010**Expenditure as at 30th June 2009**

Code	Scheme	2009/2010 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	2009/2010 Allocation Remaining £'000
H300	Litter Bin Replacement	20	0	0	20
N002	Flood Drainage Mitigation & Improvement	50	0	0	50
N004	Children's Playground Equipment	100	0	0	100
N009	Sports Pitch Improvement	95	1	1	94
N012	Recycling & Recycling Bins	370	53	53	317
N003 - 019	Landfill Tax Credit Schemes	340	198	198	142
		975	252	252	723

Local Strategic Partnership 2009/2010**Expenditure as at 30th June 2009**

Code	Scheme	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance To Date (overspend) £'000
7301	Area Forum 1. BroadHealth/Ditton/Hough Green	110	27	8	19
7302	Area Forum 2. Kingsway/Riverside/Appleton	89	22	13	9
7303	Area Forum 3. Farnworth/Birchfield/Halton	87	22	-11	33
7304	Area Forum 4. Halton Brook/Health/Mersey/Grange	127	32	-8	40
7305	Area Forum 5. Casthefields/Murdishaw/Norton	114	29	3	26
7306	Area Forum 6. Beechwood/Brookvale/Palacefields	53	13	0	13
7307	Area Forum 7. Hale, Daresbury, Moore & Preston Brook	20	5	0	5
7372	Pride Of Place Action Team	33	8	8	0
7377	Area Forum Co-ordinator	42	10	9	1
7382	Anti- Social Behaviour	50	12	2	10
7480	ASB Commissioned Services	350	87	-17	104
		1,075	267	7	260

LANDSCAPE SERVICES DIVISION 2009/2010.**Revenue Budget as at 30th June 2009.**




	Annual Revised Budget £'000	Budget To Date £'000	Actual Spend £'000	Variance (overspend) £'000	Actual Including Committed Items £'000
<u>Expenditure</u>					
Employees	3,164	791	767	24	775
Landscape Maintenance	271	72	19	53	40
Office Accommodation	144	36	36	0	36
Other Premises Costs	40	11	11	0	11
Supplies and Services	135	38	39	(1)	48
Hired and Contracted Services	58	14	25	(11)	54
Tipping	59	16	17	(1)	17
Grants to Voluntary Organisations	18	5	0	5	0
Transport	837	211	200	11	200
Central Support Recharge	169	44	44	0	44
Internal Support Recharge	556	139	139	0	139
Asset Charges	94	24	24	0	24
Total Expenditure	5,545	1,401	1,321	80	1,388
<u>Income</u>					
Sales	-17	-4	-1	(3)	-1
Fees & Charges	-294	-75	-69	(6)	-69
Rents	-15	-4	-1	(3)	-1
Landscape Maintenance Recharge	-3,191	-798	-798	0	-798
Support Services	-246	-62	-62	0	-62
Schools SLAs	-172	-44	-44	0	-44
Non Revenue	-101	-25	-24	(1)	-24
Total Income	-4,036	-1,012	-999	(13)	-999
Net Expenditure	1,509	389	322	67	389

Comments

Overall the service is operating better than anticipated.

The underspend on landscape maintenance is a result of delays in implementing projects.

The traffic light symbols are used in the following manner:

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

QUARTERLY MONITORING REPORT

DIRECTORATE: Health & Community
SERVICE: Culture & Leisure
PERIOD: Quarter 1 to period end 30th June 2009

1.0 INTRODUCTION

This quarterly monitoring report covers the Culture & Leisure Department first quarter period up to 30 June 2009. It describes key developments and progress against 'all' milestones and performance indicators for the service.

The way in which traffic light symbols have been used to reflect progress to date is explained in Appendix 5

2.0 KEY DEVELOPMENTS

The Executive Board have agreed to support the re-location of Runcorn Linnets F.C. back into the Borough, to be based at the Halton Sports site.

Halton has been awarded 12 Green Flags, the quality mark of excellence for parks. This is an increase of 2 on the previous year.

The scheme to offer free swimming for those aged 60 and over, and those aged 16 and under was operative from 1st April 2009. Thus far 813 people in the 60+ age range and 2924 under 16's have registered for the scheme. Halton have also made available 150 free swimming lesson packages (10 lessons) for the 60+ group.

A new adventure playground has been opened at Runcorn Town Hall Park, funded through the Playbuilder scheme.

Over 200 people attended an Intergenerational Conference in April 2009 to celebrate and enjoy activity that unite the young and old, and to develop a work programme for 2009/10.

3.0 EMERGING ISSUES

Halton Lea Library will re-open to the public on 24th August 2009, following its major re-furbishment.

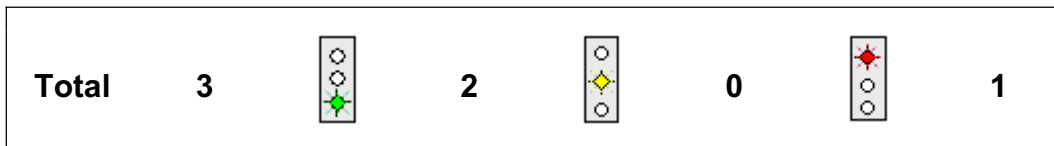
To support libraries in their role as providers of health and well-being information to the public, NHS Choices, the NHS's public health website, has developed an accessible online training platform.

The programme aims to provide library staff with a trusted source of reliable health and well-being information that they can use and refer the public to – training is currently being rolled out to all frontline staff.

As a legacy to Capital of Culture there is a proposal to establish a Cultural Collective for Merseyside to aid strategic planning for cultural activity in the sub-region.

Widnes Library Public PC's – 47 public access computers at Widnes Library will run out of warranty at the end of August. Whilst this may not have an immediate impact, if any PC's develop problems that can't be fixed they will need to be taken out of commission. A capital IT bid for PC replacement will need to be prepared for 2010/11.

4.0 PROGRESS AGAINST OBJECTIVES / MILESTONES



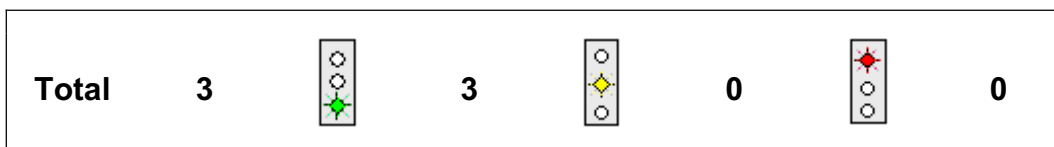
The only key milestone that did not reach target was the retendering of the drug and alcohol services contract. This was because there was a corporate decision to defer the contract by one year

5.0 SERVICE REVIEW

The Library Service undertook Halton 2000 Citizens Panel in May over 1000 responses provides valuable information about the use and non-use of the service and what might encourage non-users to use the facilities.




Initial and follow up questionnaires have been issued to new participants of the Physical Activity Programme to measure adherence levels and health and well-being gains as a consequence of attending the programme.

6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS



A number of key indicators derive data from biennial or other surveys therefore it has not been possible to report against targets for Quarter 1, although in most instances where reporting has been possible progress is encouraging.

6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS

Total	9		7		1		1
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A number of key indicators derive data from biennial or other surveys therefore it has not been possible to report against those targets for Quarter 1

In some cases data is not available from partner agencies until later in the financial year although in most instances where reporting has been possible progress is encouraging

7.0 RISK CONTROL MEASURES

During the production of the 2009/10 Service Plan, the service was required to undertake a risk assessment of all Key Service Objectives.

Where a Key Service Objective has been assessed and found to have associated 'High' risk, progress against the application of risk treatment measures is to be monitored, and reported in the quarterly monitoring report in quarters 2 and 4.

There are no Service Objectives for this service that have been assessed and found to have associated 'High' risks. Therefore, there is no progress to report.




8.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS

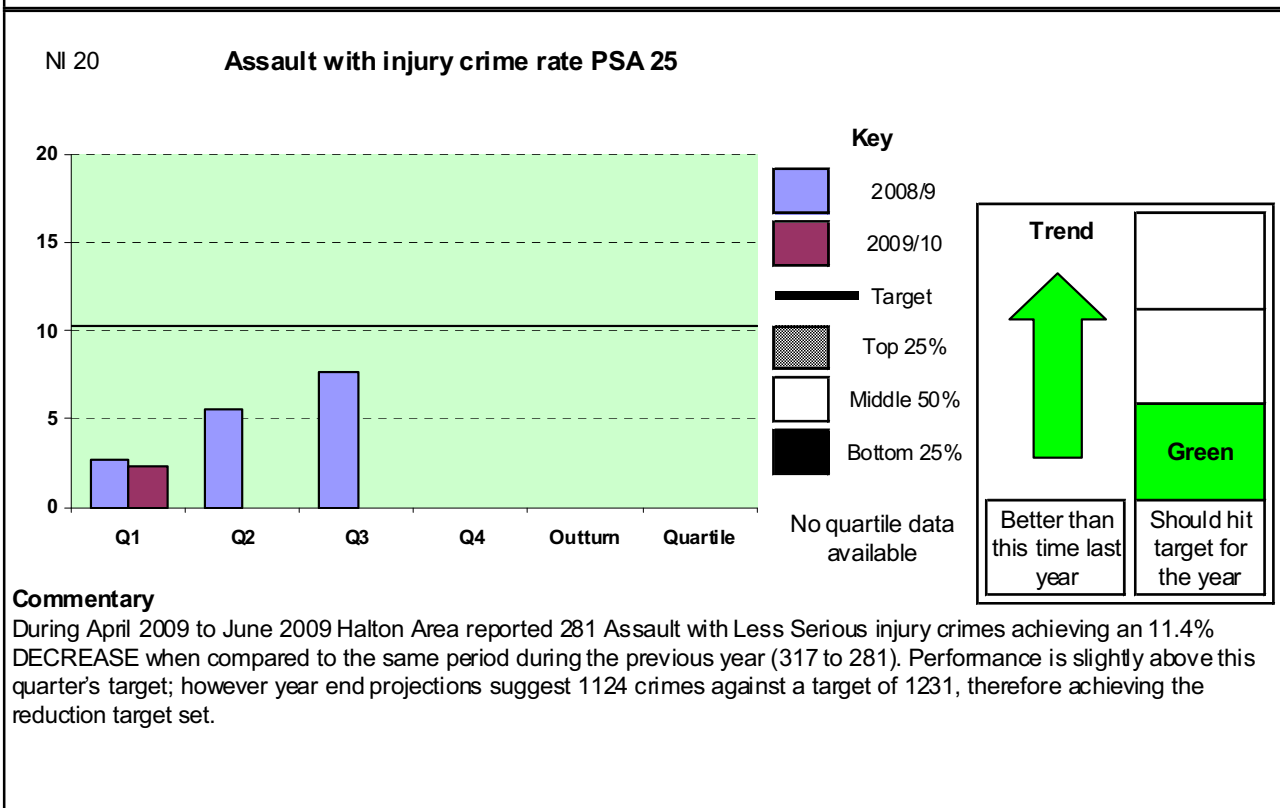
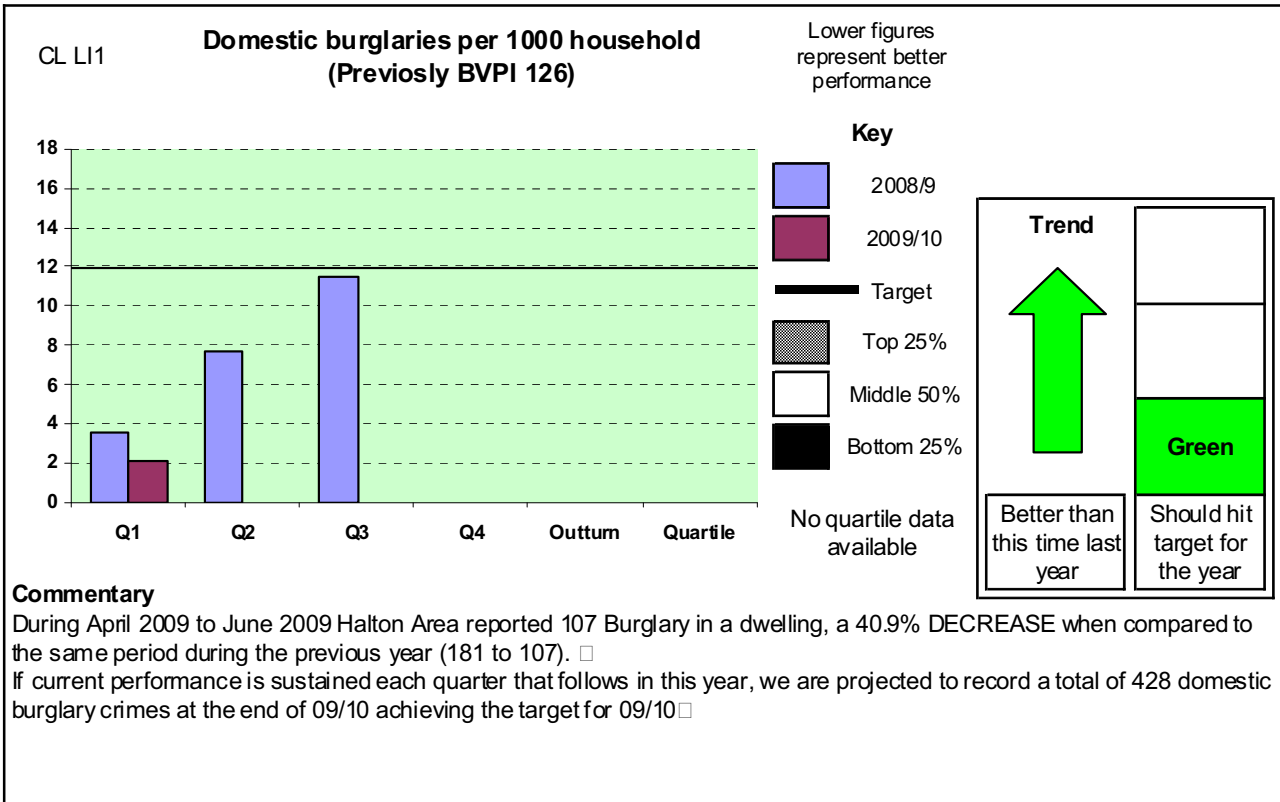
During 2008/09 the service was required to undertake an Equality Impact Assessment. Progress against actions identified through that assessment, with associated High priority are to be reported in the quarterly monitoring report in quarters 2 and 4.

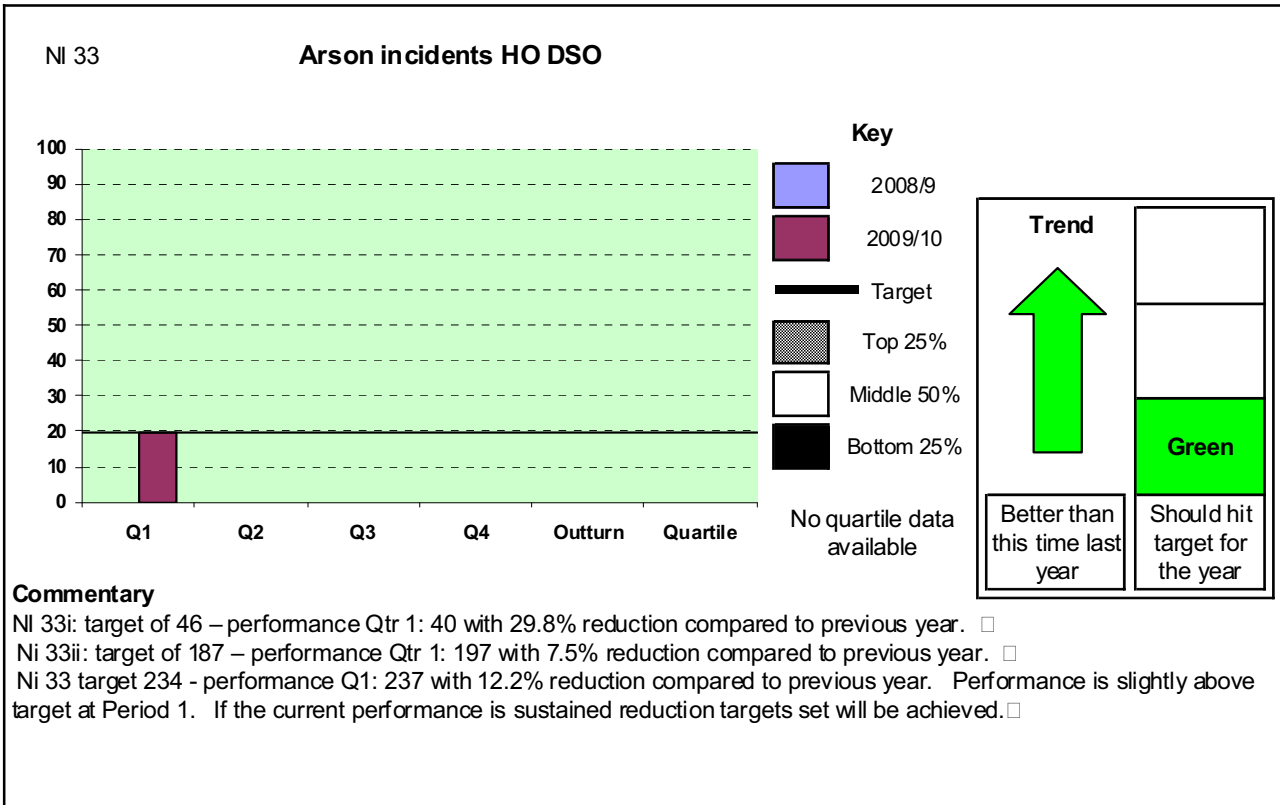
There are no High priority actions for this service; therefore, there is no progress to report.

9.0 APPENDICES

Appendix 1- Progress against Objectives/ Milestones
 Appendix 2 – Progress against Key Performance Indicators
 Appendix 3- Progress against Other Performance Indicators
 Appendix 4- Financial Statement
 Appendix 5- Explanation of traffic light symbols

Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
CL 2	Increase the use of libraries promoting reader development and lifelong learning, thereby encouraging literacy skills and quality of life opportunities.	Building refurbishment at Halton Lea Library complete and extended facilities fully operational. Sept 2009. (AOF 15,26)		Work progressing on schedule. Handover end of July – Library to re-open 17 th August, with building fully operational from September.
		Deliver a programme of good quality Reader Development activities with at least 1 major event per quarter. March 2010 (AOF 15,26)		Halton Literature Festival Library activities included author and poet sessions, family story times and a book launch. Voice Volunteers organised a “Twilight” prom event at Widnes Library, which was attended by over 80 young people.
		Deliver a programme of lifelong learning activities including IAG targets. March 2010 (AOF 15,21)		Ongoing. 139 individual sessions from April – June.
CL4	Improve drug and alcohol services through the re-tendering of the contract.	<ul style="list-style-type: none"> Finalise specification. April 2009 (AOF 30,3) Tender short-listing and interviews. October 2009 (AOF 30,3) Contract signed December 2009. (AOF 30,3) Handover/TUPE January – March 2010 (AOF 30,3) 		Corporate decision taken to defer contract by one year.





The following key indicators have not been reported graphically: -

CL L15 % of residents satisfied with sport and leisure
Active People Survey; next survey Dec. 09

CL LI4; overall satisfaction of library users



This indicator derives data from a 3 yearly CPFA Public Library User Survey, the next survey being taken in October, therefore there is no Q1 data to report.

NI 8; % of adults who have engaged in the arts

Further progress on target will be received on 27 August 2009.

Area Partner National Indicators:

The indicators below form part of the new National Indicator Set introduced on 1st April 2008. Responsibility for setting the target, and reporting performance data will sit with one or more local partners. As data sharing protocols are developed, baseline information and targets will be added to this section

Ref ¹	Description	Actual 2008/9	Target 09/10	Quarter1	Progress	Commentary
NI 32	Repeat incidents of domestic violence		28%	33%		NI32 formula is: Number of repeat cases in last 12 months/ number of cases X 100. Data used is for April 09 onwards – 42 cases and 14 repeats.
NI 40	Drug users in effective treatment	462*	528	**		*Vital signs month 11 2008/ 09. ** No figures are available for quarter 1 due to the 3 month delay in reporting from the NTA. Because of the methodology, only 08/09 data is currently available. April 09/10 data will be available in from around July 09/10. It is unlikely that the end of year target will be met. A short term improvement plan has been put into place by the 3 service providers concentrating on a) wider publicity of the service to other professionals to increase referrals - hospitals, hostels, social workers, GPs, b) improved tracking of new people into service so that those that don't attend appointments are contacted quickly & c) improved contact and support from outreach services where individuals look like they might drop out of treatment. The

¹ Key Indicators are identified by an underlined reference in bold type.

Ref ¹	Description	Actual 2008/9	Target 09/10	Quarter1	Progress	Commentary
						<p>providers have also set themselves weekly targets in order to try to bring performance back on track. The commissioners are meeting with senior managers from the 3 service providers on a monthly basis to track progress and provide additional support.</p>

Cultural & Leisure Services

Revenue Budget as at 30th June 2009

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Expenditure					
Employees	4,203	1,050	1,056	(6)	1,054
Grounds Maintenance	2,854	714	714	0	714
Premises Support	1,244	296	297	(1)	297
Other Premises	633	274	262	12	561
Book Fund	266	52	52	0	52
Hired & Contracted	946	152	150	2	306
Promotions	205	78	91	(13)	161
Other Supplies & Serv.	775	201	204	(3)	302
Transport	52	7	8	(1)	8
Leisure Mgt. Contract	1,395	233	227	6	227
Grants	631	309	313	(4)	330
Other Agency	68	7	7	0	9
Asset Charges	1,745	0	0	0	0
Support Services	1,996	499	499	0	499
Total Expenditure	17,015	3,872	3,880	(8)	4,520
Income					
Sales	-275	-69	-87	18	-87
Fees & Charges	-699	-127	-127	0	-127
Rents	-18	-16	-15	(1)	-15
Support Recharges	-1097	-274	-274	0	-274
Grant Funding	-818	-190	-187	(3)	-187
Reimbursements	-1,011	-280	-281	1	-281
Total Income	-3,917	-956	-971	15	-971
Net Expenditure	13,098	2,916	2,909	7	3,549

Comments on the above figures:

In overall terms revenue spending to the end of quarter 1 is below the budget profile.

The "Other Premises Costs" budget heading is currently showing expenditure £12,000 below the budget profile. However, expenditure on energy costs will need careful monitoring. In particular, expenditure on gas and electricity costs are anticipated to increase in the later stages of the year as a result of seasonal trends. Remedial action may be needed to ensure a balanced budget is achieved.

The expenditure above budget profile in relation to Promotions relates to income-generating activity, primarily at the Brindley arts centre. This expenditure is compensated for by income

achieved above target, specifically in relation to sales. Income is above target for the first quarter, although it cannot be assumed that a similar trend will continue for the remainder of the year. However, comparison with the previous year's income profile suggests a favourable outturn should be achieved should the present trend be continued.

At this stage it is anticipated that overall revenue spending will be in line with the Departmental budget by the end of the financial year.

Cultural & Leisure Services

Capital Projects as at 30th June 2009

	2008/09 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
<u>Show Pitches</u>	20	0	0	20
<u>Improvements To Pavilions/Changing Facilities</u>	28	0	0	28
<u>Skate Park</u>	100	0	23	77
<u>Halton Lea Library Refurbishment</u>	790	383	124	666
<u>Multi Use Games Areas</u>	200	0	0	200
<u>Electronic Access Bollards - Parks</u>	72	0	0	72
<u>Runcorn Town Hall Park</u>	395	0	151	244
<u>Improvements To Allotments</u>	60	0	8	52
	1,665	383	306	1,359

Cultural & Leisure Services




WNF, External or Grant Funded Items as at 30th June 2009

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Priority 1: Healthy Halton					
Sports Partnership	61	15	10	5	11
Health & Physical Activity	40	10	10	0	10
Alcohol Harm Reduction	350	87	0	87	0
Enhanced Sports	75	19	1	18	1
Sub Total	526	131	21	110	22
Priority 4: Employment Learning & Skills					
Budgeting Skills Project	33	8	-2	10	-2
Citizen's Advice Bureau	68	17	0	17	0
Sub Total	101	25	-2	27	-2
Priority 5: Safer Halton					
Youth Splash	128	32	5	27	14
Blue Lamp	505	126	0	126	0
Domestic Violence	100	25	15	10	75
Prolific & Persistent Offenders	45	11	0	11	0
Sub Total	778	194	20	174	89
	1,404	351	40	311	110

Comments on the above figures:

Regular monitoring reports are sent to the Local Strategic Partnership (LSP) in respect of all LSP projects and any areas of concern are dealt with throughout the year by the LSP support team and individual project managers. Some variances against the budget to date are expected, as the LSP have deliberately over-programmed in order to ensure that the full allocation of Working Neighbourhoods Fund grant is spent during the year.

The traffic light symbols are used in the following manner:

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

SAFER HALTON PARTNERSHIP

At a meeting of the Safer Halton Partnership Tuesday, 12 May 2009 in the Civic Suite, Town Hall, Runcorn

Present	S. Blackwell	Cheshire Police
	D. Cargill	Police Authority
	L. Cleworth	DAAT
	A. Collins	Police Authority
	C. Edwards	Cheshire Probation
	S. Henshaw	Cheshire Fire & Rescue Service
	D. Johnson	HBC Health and Community
	A. Jones	Committee Services
	G. Jones	Youth Offending Team
	J. Manley	Cheshire Police
	N. Mannion	Neighbourhood Management
	C. Myring	Community Safety
	N. Oldham JP	Bench Chairman, Halton Magistrates Court
	D. Parr	Chief Executive
	N. Sharpe	HHT

Action

SHP44 WELCOME AND INTRODUCTIONS

David Parr welcomed everybody to the meeting and introductions were made.

SHP45 APOLOGIES

Apologies had been received from Paul Boyce – Specialist Services C&YP, Steve Eastwood – Drug Action Team, Micheal Andrews – Community Safety, Gary Finchett – Cheshire Police, Christine Frazer – Riverside Housing, Debbie Houghton – Performance & Policy and Cllr Marie Wright.

SHP46 MINUTES - SHP 24.02.09

The minutes of the meeting held on 24 February 2009 were agreed as a correct record.

SHP47 MINUTES - SPECIAL SHP 12.03.09

The minutes of the special Safer Halton Partnership meeting held on 12 March 2009, were agreed as a correct record.

SHP48 ALCOHOL ENFORCEMENT TASK GROUP

The Partnership received a presentation from Inspector Simon Blackwell and Superintendent Jed Manley of Cheshire Police entitled "Licensing Enforcement within Halton – Presentation to the SHP".

In brief the presentation included the following:

- Background information on Halton's night time economies, licensing enforcement statistics, statistics on alcohol related hospital admissions and statistics on alcohol related violent incidents;
- How to tackle the problem and increase understanding of alcohol as a causation factor in crime and disorder;
- The recent developments and partnership responses including the recruitment of a Police Alcohol Enforcement Officer and Local Authority Enforcement Officer and the improved partnership working (CST/Fire/HBC Licensing/Consumer Protection etc).
- Overview of the ARPA Campaign (Dec 08 – March 09) a successful CDRP bid securing £25,000 for partnership preventative/enforcement activity within Halton (highest within Cheshire) and delivery of the associated action plan;
- Overview of the Op's Ford/Cleo Enforcement Campaign (Jan 09 – March 09) which was a dedicated Police led, partnership supported weekend operations in Widnes and Runcorn. Operating every weekend until 4am conducting licensing checks and high visibility hotspot patrolling to deter under age drinking/alcohol related violence;
- Statistics of violent crime volumes and alcohol related violent crime volumes in Runcorn and Widnes town centres in 2008;
- Examples of positive Partnership licensing action such as the 'Roll Inn Motel' which had been closed down and 'Breeze Bar' which had its licence revoked; and
- Challenges for the future. The Licensing Enforcement Task Group is always looking for support and future partners are welcome.

The 'Halton Night Time Economy Plan' was also distributed to members for information.

Some positive feedback had been received from traders in Widnes and they were impressed with the activity of the PCSO's and have expressed an interest in investing more money into CCTV's and more PO's.

It was announced that Halton Community Safety are to test a programme that includes the cooperation of supermarkets, shops and off licences in relation to the sale of alcohol. A paper will be added to the next meeting of the Partnership.

SHP49 TASK GROUP UPDATES

Arising from the task group updates the following was noted:

Partnership Tasking & Co-ordination – David Parr conveyed his thanks to Simon and his team for the good work.

Drugs – The treatment plan submission for 09/10 had been approved by the National Treatment Agency. The performance of drug service providers continued to be below target. The DAAT had commissioned a 12 month pilot abstinence based service, TTP counselling to be co-located at Ashley House and a new holistic living therapy service had also been commissioned, commencing in May 2009. A paper on the Halton DAT Stimulant Campaign 2009 was passed to the group for information.

Domestic Abuse – HHT are commissioning domestic abuse training for their staff, an agreement had been made with the DAT whereby frontline drug and alcohol staff will also be attending this training. The figures for the completion of the performance data would be forwarded to members after the meeting.

Neighbourhood Management – Members commented that the progress with Castlefields was encouraging.

Engagement & Liveability – The remit of the Task Group had been reviewed and the 'Terms of Reference' were attached to the report with the revised heading 'Engagement, Cohesion and Liveability Task Group'. Any comments would be welcome, please e-mail to Nick Mannion.

Anti Social Behaviour – Public perception of ASB is always

negative and the latest figures showing improvements should be published.

RESOLVED: That the Task Group Updates be noted.

SHP50 YOUTH CRIME ACTION PLAN

The Partnership received a report which informed of the Youth Crime Action Plan (YCAP) funding allocation. A copy of a letter received from the Department for Children, Schools and Families at the Ministry of Justice confirming the funding, was attached for information.

The group was informed that in July 2008 central Government published the Youth Crime Action Plan which sets out a comprehensive package of measures to prevent and tackle youth crime through a triple-track approach of tough enforcement, non negotiable support and prevention.

At the heart of this action plans was a recognition that the factors which contribute to offending behaviour also contribute to many other poor outcomes for young people. If we tackle these we would prevent youth crime and cut re-offending, but also deliver improvements in wider outcomes for children and young people.

It was explained that certain areas across the country had been selected for a more intense package, Halton being one of them. These areas had been selected on the basis of a ranking of deprivation, youth crime and perceptions of youth anti-social behaviour. There is up to £700,000 available to Halton over the next two years (209-11) with at least half of this being allocated to 'Developing Family Intervention Projects' and 'Implementation of the 'think family' reforms'.

RESOLVED: That

- 1) The Partnership notes the report and comments on the findings; and
- 2) The Partnership supports the development of an action plan to address the issues raised in the report.

SHP51 SAFEGUARDING VULNERABLE ADULTS

The group received a report from the Strategic Director – Health and Community, updating the Partnership on key issues and progression of the agenda for the

protection of vulnerable adults in Halton.

The report listed the key issues since the last report to the Partnership on 24 February 2009.

RESOLVED: That the Partnership notes and comments of the report's content.

SHP52 SSP RISK ASSESSMENT MANAGEMENT REPORT

The Partnership received a report to inform members of the Safer Halton SSP of the work required to ensure the Halton Strategic Partnership's Risk Register is completed in line with the approved Improvement Plan.

The Draft Partnership Risk Management Register was attached as appendix A. The Members of the Safer Halton SSP were asked to ensure that Partnership Risk Register is considered at their meeting, with a complete Register returned to the Board for endorsement at its next meeting on 20th May 2009. It was agreed that the SHP Chairs would meet to discuss this.

RESOLVED: That

- 1) SSP Members note the process endorsed by the Halton Strategic Partnership Board to ensure completion of the Partnership's Risk Management Register; and
- 2) Review the Risk Register for Safer Halton and ensure the update is completed.

SHP53 PROPOSED 'CONTEST' (COUNTER TERRORISM STRATEGY) BOARD FOR HALTON & WARRINGTON BOROUGH COUNCILS & THE CHESHIRE CONSTABULARY

The Partnership received a report from the Strategic Director – Health and Community on the proposed CONTEST (Counter Terrorism Strategy) Board for Halton and Warrington Borough Councils and the Cheshire Constabulary. Appended to the report was the 'Halton and Warrington Borough Councils and Cheshire Constabulary CONTEST Board' draft Terms of Reference.

The report highlighted how the CDRP/Safer Partnership Board should address counter terrorism. It further explained that CONTEST is the Governments cross-

departmental long term Counter Terrorism strategy and consists of four thematic workstreams: Pursue, Prevent, Protect and Prepare. Guidance had been issued to Constabularies and Local Authorities which recommend that local areas address issues surrounding countering terrorism. It was recommended that in the medium term that localities develop effective strategies.

All agreed that they were happy with the document. Anna Collins would report back to the Partnership with a name to represent the Police Authority within the work streams.

SHP54 ANY OTHER BUSINESS

PROPOSAL FOR MULTI AGENCY ENGAGEMENT MAPPING EXERCISE

The Partnership received a paper from Anna Collins entitled 'Proposal for Multi Agency Engagement Mapping Exercise'.

It is proposed to conduct a multi-agency exercise in mapping engagement activity across public services with the ultimate aim of developing a shared resource to allow planning of engagement activity to drive opportunities for joint working.

Comprehensive Area Assessments would require us all to demonstrate that we had benchmarked our approach to involving the public in the development of services to reduce crime and disorder, that we had identified the gaps and had joined up plans to close them, ultimately leading to increased confidence and satisfaction and improved outcomes for the public.

The ultimate product of the work would be to develop a shared resource across public service providers to manage engagement activity and to support a multi-agency engagement strategy.

Local Strategic Partnerships were already working in this area to develop and inform Sustainable Community Strategies and public services also had a requirement to develop and consult the public about our equality schemes.

The Local Criminal Justice Board had identified a need for closer partnership working or order to increase understanding of and confidence in the criminal justice system and had demonstrated commitment to working with

established partnerships in this area.

The idea had been presented to the Police and is now tabled at this meeting to encourage input from other partners so that the project would be a joint effort and avoid any duplication of activity.

David Parr would speak to Shelah Semhoff in the first instance to discuss who could participate.

SUSTAINABLE COMMUNITY STRATEGY

As some targets were not achievable, the audit figures would be circulated to the Police for comments.

Meeting ended at 3.55 p.m.

Minutes of MAPS Topic Group

Held on Thursday 28th May 2009 at 3.30pm

Civic Suite, Runcorn Town Hall

Present: Cllr John Stockton (Chair), Cllr Pamela Wallace, Cllr Ged Philbin, Cllr Marie Wright, Cllr Sue Edge, Alex Villiers, Howard Cockcroft, Cllr Colin Rowan, Cllr Linda Redhead, Mike Andrews, Alex Villiers, Howard Cockcroft

Item	Details	Action
1	Apologies: Cllr Shaun Osborne	
2	Minutes of meeting 14th April 2009 Accepted as a true record.	
3	<p>Responses to questions/issues on 14th April 2009</p> <p>➤ The Social Landlords do not appear to be a part of MAPS. They do, however, have significant issues around ASB and homelessness. Who scrutinises the Social Landlords?</p> <p>They are part of the ASB group, the housing group also sit on the Safer Halton Partnership. Halton Housing Trust (HHT) are seconding a member of staff for 12 months into the Community Safety Team.</p> <p>There was support for a register of private landlords, and a plea for consistency of approach by the Social Landlords and between HHT's Area Managers. Re-location from other authorities was a problem and members wondered what changes could be made via the Accredited Landlord scheme.</p> <p>➤ What is the progress on the Licensing Officer?</p> <p>There had been delays due to issues over the grading of the post. These had now been resolved, short-listing had been done, and interviews were scheduled for 24th June 2009. The post is funded by the PCT for 2 years.</p> <p>The 'non-alcoholic pubs' initiative for young people was noted. Members asked for a future report, assessing its value and effect.</p> <p>➤ What are the links with the Fire Service?</p> <p>They are part of the Performance Management Team. There are also regular meetings with Station Managers. They could not commit a dedicated member of staff, but links are excellent.</p> <p>➤ Where is the strategic thinking taking place?</p> <p>The 'thinking hierarchy' is represented below.</p> <div style="text-align: center;"> <p>Task Groups aligned to LAA's</p> <p>↓</p> <p>Mike Andrews/Simon Blackwell</p> <p>↓</p> <p>Strategic Performance Management Group</p> </div>	



Safer Halton Partnership

- **There is a need for a contacts list to guide people as to whom to approach, for what.**

A contacts list for Members will be drawn up following the move to the new offices.

- **Where is the public face of Community Safety, e.g. promotion of Community Watch Schemes?**

There are a number of different schemes. The community groups co-ordinator had been asked to pull these all together and begin a re-launch of the schemes.

Promotion via Area Forums was to be encouraged. The new Community Crime fighter scheme was noted. LSP's communications officer will liaise with Community Safety Team on general promotional issues.

- **Good progress had been made on restorative justice schemes, but information on them was not widely known.**

There are already 3,500 hours of restorative justice in Halton, but this needs to be more targeted. The Probation Service are trying to improve links with media. It was noted that under 18's can't wear 'uniform'.

- **How is performance measured?**

Through the Strategic Performance Management Group and the Safer Halton Partnership. There are to be regular monitoring reports on the LAA going to the Safer Halton PPB.

4 **Future work of the Topic Team**

It was suggested that there was a general need for information session and guidance notes re: the particular areas of activity of the Community Safety Team. There was a need to understand what 'levels of evidence' was required to address local issues, particularly in relation to anti-social behaviour and alleygates.

Stephen Timporley to be invited to the next meeting to consider issues re: the Social Landlords.

The Police to be invited to the next meeting to consider the Policing Pledge.

REPORT TO: Safer Halton PPB

DATE: 22nd September 2009

REPORTING OFFICER: Strategic Director – Health & Community

SUBJECT: Halton 2000 Citizen's Panel survey on Anti-Social Behaviour

WARDS: Boroughwide

1.0 **PURPOSE OF THE REPORT**

1.1 To receive a presentation on the findings of a Halton 2000 Citizens Panel's survey on Anti-Social Behaviour in Halton.

2.0 **RECOMMENDED:** That

- 1) Members of the PPB comment on the findings of the survey.
- 2) Members make recommendations to the Anti-Social Behaviour Topic Group in respect of any follow up work.

3.0 **SUPPORTING INFORMATION**

3.1 Anti-social behaviour and the public's perception of anti-social behaviour has consistently been highlighted as a major issue for the population in Halton.

3.2 A Survey of the public's view of anti-social behaviour was carried out in 2007. In October 2008 a further survey was undertaken, and the results are now presented to the Board. The previous survey enable comparisons over time to be made.

3.3 The presentation will cover the survey method and response rate, and will report the findings. This will include information on the types of anti-social behaviour, the public's experience of anti-social behaviour, the reporting of anti-social behaviour, and the public's perception of the seriousness of the problem.

4.0 **FINANCIAL IMPLICATIONS**

4.1 None as a consequence of the presentation.

5.0 **OTHER IMPLICATIONS**

5.1 The findings of the survey will help support the work of the Board's Topic Group in their consideration of all the issues relating to anti-social behaviour.

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

6.1 **A Safer Halton**

The public's perception of Anti-Social behaviour is a major issue in the public's feelings about the place they live.

7.0 **RISK ANALYSIS**

7.1 None identified by the survey.

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 The Halton 2000 Citizens Panel is representative of local residents to give a balanced view on a variety of issues.

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

None identified.

REPORT TO: Safer Halton Policy and Performance Board

DATE: 22nd September 2009

REPORTING OFFICER: Strategic Director, Health and Community

SUBJECT: Joint Trading Standards service

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

1.1 To inform the Board of the performance and activities of the joint Trading Standards Service between Warrington Borough Council and Halton Borough Council.

2.0 RECOMMENDATIONS

2.1 It is recommended that the Policy and Performance Board: -

- (1) Receive the 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 Background

This report gives an outline of the performance of the joint Warrington & Halton Trading Standards Service since the merger in late 2008. The main objectives of the joint Service were set out in the Service Specification (November 2008). The performance detailed below is referenced primarily against the objectives contained in the Service Specification.

It is vital that in today's environment of diminishing local government resources, and increasing commitments, we prioritise our activities to those, which have the greatest impact on health, wellbeing, community safety and economic prosperity. Balancing these priorities can be very difficult, as short term needs, such as rogues who are currently preying on the vulnerable, must be balanced against other issues which may take a generation to resolve, such as the rising levels of childhood obesity and alcohol harm. Building upon our commitments to improve public health, protecting the safety of our communities will bring further challenges, as will an increasingly complex and global market place. It is vital for all our stakeholders that the Service continues to modernise and improve so that we can deal with these new challenges. Consequently the first six months of the joint Service have been largely taken up with an internal restructuring to

help meet these challenges. Appendix 1 details the revised structure of the joint Service.

Alongside more effective linkages to key corporate objectives, the restructuring will enable the merged trading standards service to fully pragmatically embrace the principles of 'intelligence-led' prevention and enforcement. To enable this, the management team hold monthly tasking and coordination meetings, whereby key challenges are identified alongside managing current performance. This tasking process, which will utilise 'problem solving' approaches will again require flexible use of resourcing to be effective.

3.2 Consumer Engagement

a) Consumer Advice: Since 1st January 2009 we have dealt with **1425** Halton cases, an increase of **2.7%** compared to the same period in 2008. Whilst the nature of this rise is not 'significant', at this stage it is encouraging that consumers in Halton are not declining to use a joint service. Furthermore we expect that we will ultimately increase accessibility when we commence with our Community Engagement work later this year and in subsequent years.

b) Community Events: Attendance at 3 Money Matters/Credit Crunch Days organised by Riverside and Halton Housing. At these events we promoted Consumer Direct (the 'reception' for all trading standards advice calls in the North West), ICAN, No Cold Calling Cards and raised awareness of loan sharks, to maintain a high level of public interest following a successful conviction.

c) Consumer Education: In this period we have worked with Halton High and Wade Deacon schools on a theatre project to promote money awareness. The pupils worked with a professional drama facilitator exploring issues around money and developing a script on the theme of money. The play was then performed to peers and parents. As part of the same project we have been working with both schools to introduce credit union collections in the next academic year, to be organised and run by the pupils with guidance from Halton Credit Union.

d) ICAN: ICAN has been used to disseminate information on scams, on debt advice facilities at Halton CAB, on training for carers available through Halton Carers Centre, promoting an Age Concern money guidance service and to advise people how to make sure they don't get ripped off by debt management companies. There are now **271** ICAN members in Halton, an increase of **34%** since the start of the year. Furthermore in early July we supplied a Homewatch Coordinator (who has responsibility for organising fellow coordinators) with 300 application forms in the Preston Brook area. We trust that this will help to recruit a large number of 'trusted intermediaries' in the area. We have also registered Halton BC Internal Communications on the Scheme so that they can keep Halton employees informed of the latest scams etc.

3.2 Financial Inclusion & other Consumer Engagement Initiatives: In summary we have:

- Assisted Halton Credit Union with the production of a funding application for Health Grant monies to pay for a credit controller. This was successful.
- Continued to manage the Budgeting Skills Project (WNF) delivered by Halton Credit union. Since 1st January this project has saved Halton residents at least £188,999.
- Distributed loan shark posters and business cards to every doctor's surgery in Halton.
- Recently met with the North West Financial Inclusion Champions. Halton is one of their red areas and we are currently exploring how we can work together.
- Been working with Age Concern to help develop their Approved Trader Scheme.

3.3 Improving Health & Wellbeing

Test Purchase Statistics:

- Alcohol: We have already completed 39 of the 60 planned alcohol test purchase operations (65%). The current test purchase rate is **95%** (i.e. 95% of premises did not sell alcohol to our underage volunteers. This is a particularly high figure and demonstrates that alcohol interventions with the trade are having a positive impact.
- Tobacco: No test purchase operations carried out in Quarter 1 (Q1). Instead Test Purchasing is planned in Q3 & Q4.
- Knives: 6 operations were carried out in Q1 with 3 traders selling. Due to the relatively small number of test purchases we cannot state that this is statistically significant, however, we believe that the ongoing investigations and resultant legal actions will have the desired impact and reduce underage availability to knives.

Alcohol: The TSNW (Trading Standards North West) Regional Survey of 14,000 14-17 years olds in the Region has now been published; however, we are awaiting the Halton Local Survey. From the Regional Survey, Halton is one of the 4 local authority areas that have been identified, in both 2007 and 2009, as having relatively high levels of regular binge drinking. Furthermore the percentage of 14-17 yr olds claiming to buy alcohol for themselves has slightly increased by **1%** since 2007 from **22 - 23%**. Overall however those surveyed highlighted that they obtained their alcohol from parents or family / friends over 18. To help further address the challenges posed by underage drinking we have just assisted in the recruitment of an Alcohol Licensing Officer to be sited within Halton Community Safety Unit. This new post should be able to offer some much needed assistance in the area of alcohol licensing.

Alcohol Compliance Case Study

One of the benefits of a joint service is our ability to share experiences and skills across both Halton and Warrington.

In April this year staff previously employed by both Halton and Warrington devised an innovative scoring system that helps to systematically measure compliance in premises selling alcohol.

This novel system has now been used to assess all off-sales premises across both Halton and Warrington. Halton currently has 71 off-sales premises - all of which have been assessed using various criteria i.e. number of sales during test purchase operations, intelligence received about the premises selling to underage, training of staff, systems in place and our confidence in the management at the premises. The maximum score to be achieved is 20, which indicates a high level of compliance.

Whilst no off sales premises in Halton scored poorly, 15 premises had below average compliance ratings. This novel system has certainly helped to identify these below average premises, which are now being targeted to help them improve. Part of this improvement process involves the provision of training which is being carried out by staff from the former Warrington Trading Standards Service, a good example of where the shared service enables other approaches to be incorporated, which will have the desired impact of improving compliance and consequently restricting access to alcohol amongst underage drinkers.

The average compliance score for Halton off-sales premises is currently **14.37 / 20**.

Tobacco: The above survey highlights that the smoking rate amongst Halton's 14-17 year olds has dropped from **24%** in 2007 to **20%** in 2009. However, the same survey identifies that underage access to illicit tobacco is worryingly high. Funding is being obtained (see section 12 below) to provide resources to tackle the issues of underage access and illicit tobacco in Halton. Furthermore, Warrington & Halton Trading Standards Service will host the Department of Health funded Regional Illicit Tobacco Team. This brings some kudos to both Councils as this programme will, we believe, help reduce smoking prevalence in our deprived communities.

Funding: We have been successful in attracting funding to focus on illicit and underage sales of tobacco and the underage sale of alcohol, primarily by Halton & St Helens PCT. In summary funding will provide the following:

- 'Tackling Health Inequalities' funding will provide us with 2 posts and some financial resource to Tackle Illicit Tobacco in Halton.
- Halton & St Helens PCT are providing funding for 2 years to employ an Under Age Sales Tobacco Officer for Halton.
- Halton Alcohol Working Group (PCT Monies) are providing funding for 2 years to employ an Under Age Sales Alcohol Officer for Halton.
- Halton Community Safety has bid for £2,000 for Halton Trading Standards to focus on alcohol test purchasing exercises including overtime payments for Officers.

3.4 Community Safety

Doorstep Crime: There were 63 reported incidents between 1 January 2009 and 22 July 2009. 22 of the complaints related to a company based in the area which has been involved in cold calling and offering to carry out roofing work. A report is being compiled, as there are offences in relation to the Consumer Protection Regulations CPR's. We responded immediately to all calls where there was a crime in the process of being committed. A number of complaints relate to power washing and sealing of driveways and gardening work. We have found that residents in Halton have tended to contact Trading Standards after they have paid money over, whereas by contrast in Warrington consumers and 'trusted intermediaries' tend to call Trading Standards at an earlier stage thus allowing us to intervene. We believe that this should improve with a greater saturation of ICAN.

Doorstep Crime Case Study

Earlier this summer an 85 year old partially sighted lady, living alone in Widnes was approached by two men offering to power wash her front paving. She agreed to pay £300 for the work. She gave them a cheque, which they were unable to cash. They then offered to take her to the bank. When she declined they said they would return on Tuesday to take her to the bank.

Fortunately the lady mentioned this to a relative who contacted the Warrington and Halton Trading Standards service. Trading Standards liaised immediately with both the victim and the relative on the best way to resolve this matter. Working with Cheshire Police, the trader was arrested when he visited the victim to take her to the bank.

As a result of our prompt action, the lady did not have to pay the extortionate amount for such a small job and was given 'reassurance' support by both TS and the Police to ensure she doesn't become a repeat victim. The police have since put a camera in her house, although we doubt any other traders will return!

Proceeds of Crime: We are currently managing 13 Proceeds of Crime (POCA) cases, all of which will generate vital funding to enable further investigations to take place. In order to support this function into the medium - long term we have begun to negotiate keeping percentage returns from recovered monies. Due to the nature of this work it takes time to fully enforce the payment of these monies through the Courts but following the conclusion of some of most recent cases we should begin to see some financial returns. The use of POCA financial returns is restricted and monitored but we are able to use it to further POCA work and this is the aim.

3.5 Fair Trading

Rogue Traders: There are only 3 that are currently active in Halton side, namely:

- **Digital Services:** Satellite TV systems maintenance/service provider. There have been allegations of deliberate confusion with Sky. Complaint volumes have been maintained at high levels and questionnaires have been sent to 65 complainants to assist with identifying breaches. 30 have returned their questionnaire and these are currently awaiting analysis.
- **North West Fascias/Homeshield/Mark Miles:** The principal of this business is/was an employee of NWF/HS. We have received allegations that he has misled customers and taken money under false pretences with no work being done. The owner has failed to attend interview on a number of occasions. Consequently a criminal report is imminent. Homeshield also are a cause for concern in their own right trading both as Homeshield and their former name North West Fascias. A fresh review of recent Homeshield complaints is due.

3.6 Conclusion

The above report details current activity, which is undoubtedly making a difference in Halton and which adequately demonstrates the value of a joint service. The ability, for instance, to complete effective intelligence led investigations into rogue traders and trading practices is a real strength of a joint service.

4.0 POLICY IMPLICATIONS

4.1 N/A

5.0 OTHER IMPLICATIONS

5.1 The joint service is within agreed budget.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

The joint service supports better outcomes through reducing underage drinking.

6.2 Employment, Learning and Skills in Halton

N/A

6.3 A Healthy Halton

The impact of the service is outlined in paragraph 3.3.

6.4 A Safer Halton

The joint service makes a major contribution to safeguarding vulnerable people.

6.5 **Halton's Urban Renewal**
N/A

7.0 RISK ANALYSIS

7.1 *The key risks/opportunities associated with the proposed action and an outline of the key control measures proposed in relation to these risks should be included.*

*A statement must be made as to whether proposals are so significant as to require a full risk assessment. If a full risk assessment is required, please describe high risk areas and control measures. (NB **all** key decisions automatically fall into this category of requiring a full risk assessment.)*

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

Document	Place of Inspection	Contact Officer
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REPORT: Safer Halton Policy & Performance Board

DATE: 22 September 2009

REPORTING OFFICER: Strategic Director, Environment

SUBJECT: Annual Road Traffic Collision & Casualty Report

WARDS: Boroughwide

1. PURPOSE

1.1 To report road traffic collision and casualty numbers within the Borough in the year 2008 and to recommend a continuance of road traffic accident reduction work.

2. RECOMMENDATIONS

It is recommended that:

- 1) The overall progress made on casualty reduction in Halton be noted and welcomed;**
- 2) The current programme of road traffic collision reduction schemes and road safety education, training and publicity be endorsed; and**
- 3) The concerns with regard to the achievement of the Government's proposed post 2010 casualty reduction targets be noted.**

3. SUPPORTING INFORMATION

3.1 The report attached as Appendix 'A' sets out full details of the numbers of traffic collisions and casualties in the year 2008, and compares these figures with those for previous years. The report also gives details of progress towards various national targets for casualty reductions and highlights concerns regarding the Government's casualty reduction targets for the ten years beyond 2010, which are set out in its consultation 'A Safer Way: Consultation on Making Britain's Roads the Safest in the World'.

3.2 In summary during 2008:

- There were 326 road collisions involving personal injury in Halton, producing 494 casualties;
- 55 of the casualties were classed as serious, and there were 4 deaths. These results are markedly higher than those recorded in 2006 and 2007, which at the time were considered to be exceptionally low;

- The child serious injury and fatality total of 11 remained the same as that of 2007, in keeping with the general trends of recent years;
- The number of people of all ages being slightly injured fell from 477 in 2007 to 435;
- The overall figures show a large decrease over those for 2007; and
- Casualty numbers in the three key nationally set target areas remain well below the 2010 final target levels.

Overall, the results confirm the success of casualty reduction work, funded through Halton's second Local Transport Plan, the Cheshire Safer Roads Partnership, supported by targeted enforcement, and local road safety education, training and publicity initiatives.

3.4 There is some concern that for casualties in the children killed or seriously injured category, as can be seen in Appendix 'A', the long term trend is for the numbers to be stabilising at around 11 per year, despite all the initiatives aimed at gaining reductions. This 'hard core' figure, which must be addressed as a priority, means that the CKSI rate in Halton is twice the national average. A child casualty audit is to be undertaken to analyse child casualties in Halton to enable better targeting of resources, with special consideration being given to the influence of deprivation.

3.5 The Government, through the DfT., has recently consulted on a series of road casualty reduction targets that it is proposing to set for the year 2020, based on the 2004-2008 baseline average. The targets are to reduce:

- Road deaths by at least 33%;
- Road serious injuries by at least 33%;
- Road deaths and serious injuries to children and young people (aged 0–17) by at least 50%; and
- The rate of KSI per km. travelled by pedestrians and cyclists by 50%.

These targets appear to be extremely onerous for Halton, given the huge reductions already gained and appear to penalise authorities, like Halton, which have been successful in achieving large casualty reductions against the 2004-2008 baseline. The DfT consultation was in the form of a series of set questions to which Halton has responded, and part of that response is reproduced in Appendix A. The rest of the questions and the replies given are available as background papers to this report.

3.6 There has been a trend over recent years towards distributing casualty reduction funding more widely, into the numerous sites with less intense groupings of collisions. This has resulted from both the success in treating the high-density casualty sites and the realisation that the resilient problem areas could benefit more from measures to address driver behaviour and attitude, rather than further engineering interventions.

3.7 At the sites now being treated, collision patterns are extremely hard to establish and greater reliance has had to be placed on Police advice and consultation to achieve further accident reductions. This approach is being combined with a greater emphasis on Road Safety, Education, Training & Publicity. However, the effectiveness of any casualty reduction approach can only be assessed over 3 and preferably 5 years to ensure that trends are firmly established and firm conclusions can be drawn.

4.0 FINANCIAL IMPLICATIONS

4.1 There are no direct funding implications of this report. However, the funding for casualty reduction work is derived from a number of sources. These include:

- **The Local Transport Plan** - Provides capital funding for engineering based casualty reduction schemes;
- **Halton's Revenue Programme** – Provides funding for local road safety education, training and publicity initiatives and the School Crossing Patrol Service: and
- **The Cheshire Safer Roads Partnership:** The partnership is funded through Halton's, Cheshire West and Chester's, Cheshire East's and Warrington's Road Safety Grants, which are used to support pan Cheshire safety camera enforcement and strategic road safety, education, training and publicity initiatives. A portion of the Road Safety Grant is retained by Halton to undertake more local safety initiatives.

5.0 RISK ANALYSIS

5.1 Failure to implement an effective annual programme of road traffic accident prevention measures and initiatives will lead to an escalation of accident and casualty numbers.

6. POLICY IMPLICATIONS

6.1 The work on casualty reduction is consistent with the policies and approaches incorporated in Halton's second Local Transport Plan

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

7.1 A Safer Halton

Road safety casualty reduction work of all types supports this priority through the introduction of initiatives and interventions designed to deliver a safer environment.

7.2 Children & Young People in Halton

By helping to create a safer environment, road safety casualty reduction work assists in the safeguarding of children and young people and in the achievement of accessible services.

7.3 A Healthy Halton

A reduction in road casualties will have the direct benefit of releasing health resources and thereby enable funding to be focused on other areas of health care.

7.4 Employment, Learning and Skills in Halton.

There are no direct implications for this priority.

7.5 Halton's Urban Renewal.

There are no direct implications for this priority

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 There are no direct equality and diversity implications.

BACKGROUND PAPERS

Information held in the Traffic Section, Environmental Services, Grosvenor House, Halton Lea, Runcorn. Contact S.Johnson, ext. 3010.

2008 again saw fewer traffic collisions in Halton and generally further reductions in casualties. Disappointingly, fatality and serious casualty numbers increased after the extraordinarily low numbers of 2006 and 2007, but only to levels in keeping with the trend of gradual reductions which have been achieved in recent years. Over just one year:

Serious injuries & deaths (KSI) rose from 44 to 59

Child serious injuries (CKSI) stayed the same at 11

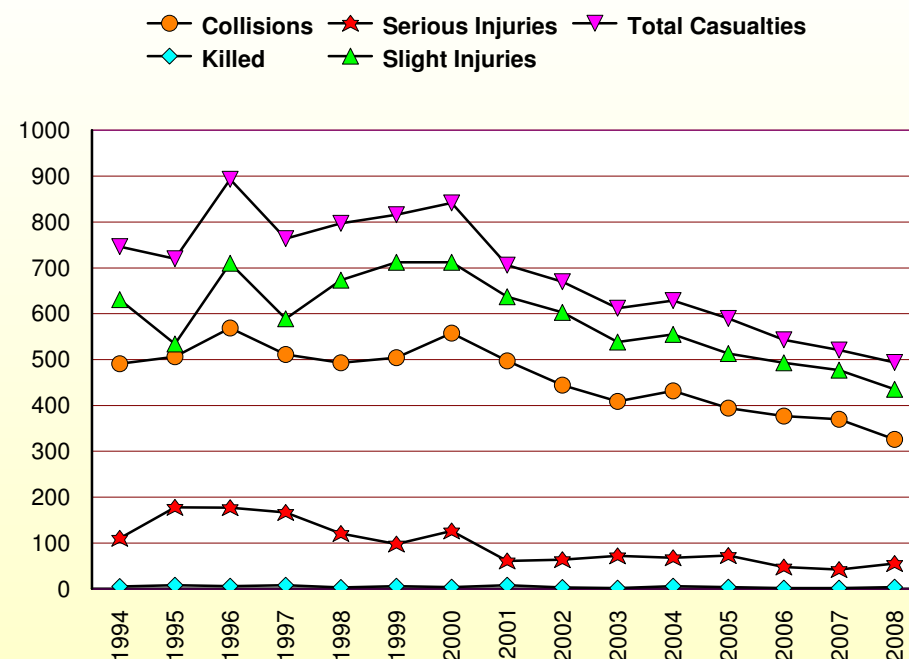
Slight casualty numbers (SLI) fell from 477 to 435

Halton is still comfortably on course to meet the Government's casualty reduction targets in 2010.

Year	Collisions	Deaths	Seriously Injured	Slight Injuries	Total Casualties
1994	491	5	110	631	746
1995	506	8	178	534	720
1996	569	6	177	710	893
1997	511	8	167	589	764
1998	493	3	121	673	797
1999	504	6	98	712	816
2000	558	4	126	712	842
2001	497	8	61	637	706
2002	444	3	64	603	670
2003	409	2	72	538	612
2004	432	6	68	555	629
2005	394	4	73	513	590
2006	377	2	48	493	543
2007	370	2	42	477	521
2008	326	4	55	435	494

Halton 2008 Traffic Collisions Review

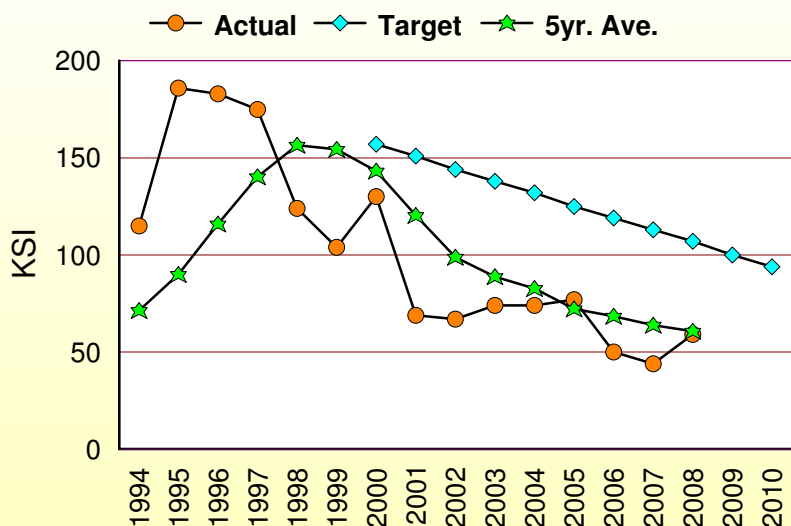
Collision & Casualty Trends



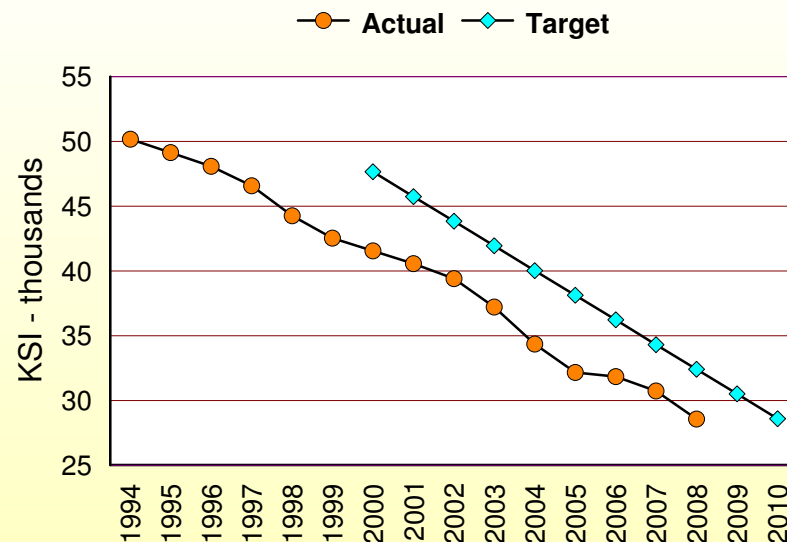
Killed/Seriously Injured All Ages (KSI) (National indicator)

	94-98 average	2007	2008	% change over base for	% change 2007-2008
Halton	157	44	59	-62% down	34% up
National	47,656	30,720	28,572	-36% down	-7% down

Halton KSI Trends & Targets



National KSI Trends & Targets



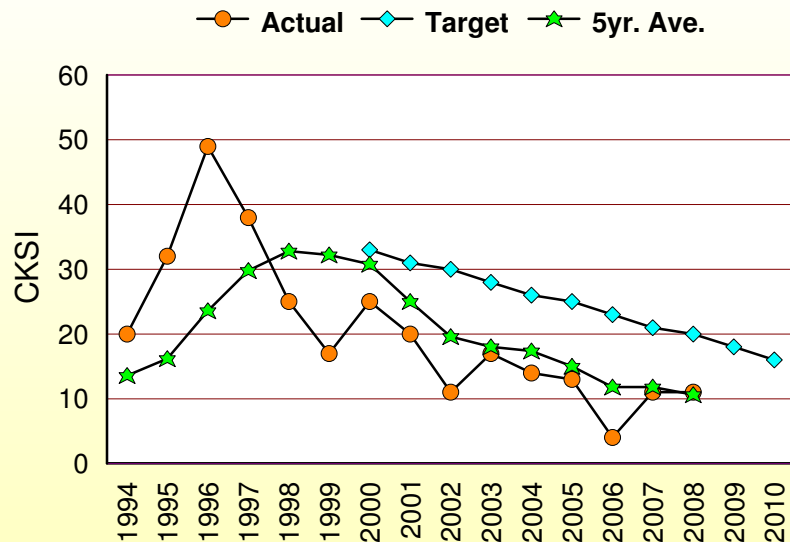
The unprecedented reduction in KSI casualties from 2005 to 2006 and 2007 should be seen as a statistical 'blip', which although very welcome was unlikely to be maintained, and so it has turned out. 2008 saw KSI numbers return to anticipated levels. The five year rolling average gives a more stable view of progress in this category, with the year to year numeric volatility smoothed out.

There is still every reason to expect Halton to meet the national 40% reduction in KSI casualties target quite comfortably in 2010.

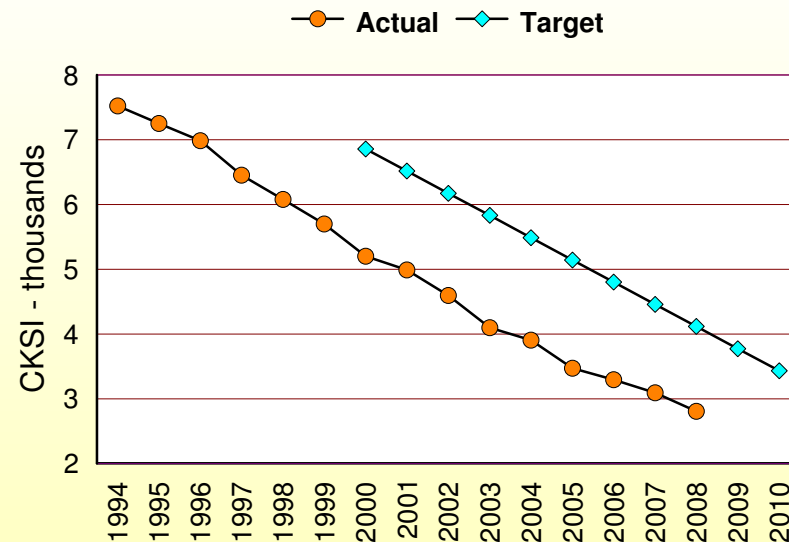
Children Killed/Seriously Injured (CKSI) (*National indicator*)

	94-98 average	2007	2008	% change over base for 2008	% change 2007-2008
Halton	33	11	11	-67% down	0%
National	6,860	3,090	2,807	-59% down	-9% down

Halton CKSI Trends & Targets



National CKSI Trends & Targets



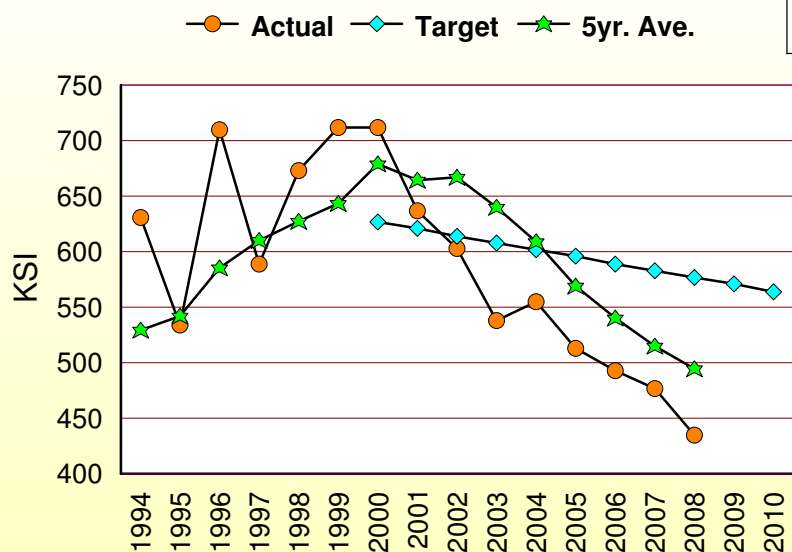
Years of road safety education, training and publicity, engineering and school travel plan work has produced a massive decline in child KSI numbers but it is evident that the progress is stalling with this indicator tending to flat-line. Achieving consistent reductions in future years is going to be extremely difficult, though national 2010 reductions should still be achieved.

Statistical volatility is a concern when dealing with such small numbers.

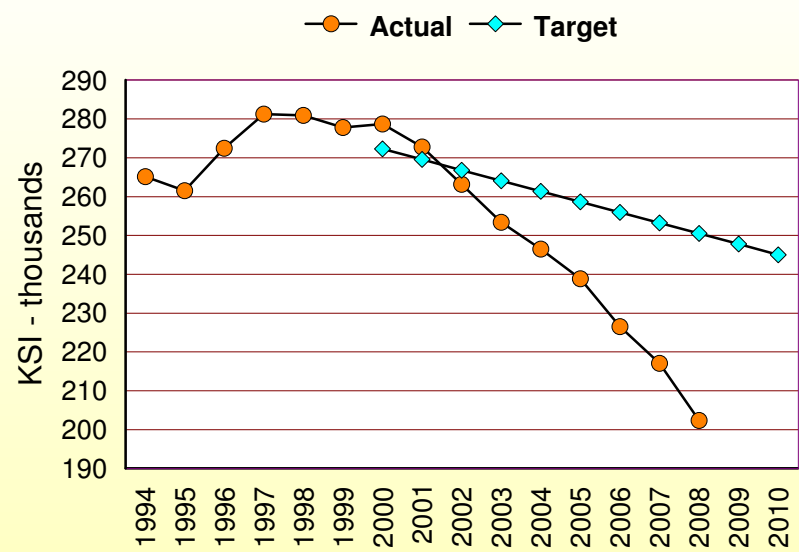
Slight Injuries, All Ages (SLI) (*National indicator*)

	94-98 average	2007	2008	% change over base for 2008	% change 2007-2008
Halton	627	477	435	-31% down	-9%
National	272,272	217,060	202,333	-26% down	-7% down

Halton Slight Injuries Trends & Targets



National Slight Injuries Trends & Targets



All figures for slight casualties are expressed as a pure number that have or may occur, not as a rate per distance travelled which is the basis of Government reduction targets. The total for 2008 represents another large reduction in the number of SLI casualties in Halton and continues the downwards trend since 2000.

Overall, Halton is in a very favourable position to achieve a 10% reduction in slight casualties by 2010 over the 1994-1998 average even without factoring in the growth in traffic volumes and distances travelled.

Mixed Messages From the 2008 Road Casualty Figures.

The year to year fluctuations in victim numbers across the various casualty categories have always been a problem in Halton, producing excessive swings in the individual year totals. It is for this reason that Halton shows a five year rolling average to produce more stable results in analysing trends.

Although it is gratifying to see reductions in the numbers of road traffic accidents and casualties overall, there are some reasons for concern in the 2008 road casualty figures.

KSI numbers rose sharply, but only from unsustainably low numbers from the two previous years. However, CKSI numbers appear to be stabilising at around 11 per year, despite a range of initiatives aimed at gaining a reduction in this number which is twice the national average.

The impact of traffic accident injuries on individuals and their families must not be forgotten and it is important that no effort is spared in continuing to secure further reductions in the road casualties recorded in Halton. Casualty savings are to continue being sought through a wide range of initiatives including traditional engineering work, the use of safety cameras and road safety education, training and publicity.

Although there is every expectation that Halton will meet its national targets in 2010, there appears to be no 'easy fixes' that will secure large scale reductions in casualty numbers to meet the extremely challenging - possibly unattainable - targets that the Government appears keen on setting. (See next page)

However, we will continue to work with our partner organisations including Cheshire Safer Roads Partnership, which through an initiatives fund is able to sponsor innovative road safety education, training and publicity projects to build on existing work in this area. The Partnership focusses on engagement with key high risk groups to change road safety attitudes and behaviour and thereby reduce the casualties incurred. It is complementary to work undertaken at a local level by Halton officers.

As a high proportion of the Borough's schools now have Travel Plans in place, it is possible to place greater emphasis on implementing the measures recommended in the adopted Plans, some of which are aimed at reducing the risk of child involvement in road accidents. In addition, a child casualty audit is to be undertaken to allow better targetting of road safety education, training and publicity initiatives, with special reference to the effects of deprivation.

These initiatives will be continued and developed as will the shift of emphasis of recent times towards carrying out a larger number of smaller local safety schemes to ensure that further progress is made in reducing road casualties in Halton.

After 2010 - Government Targets Through To 2020

(As detailed in "A Safer Way" - Consultation on Making Britain's Roads the Safest in the World)

The Government, through the DfT., has recently consulted on a series of road casualty reduction targets that it is proposing to set for the year 2020, based on the 2004-2008 baseline average. The targets are to reduce:

Road deaths by at least 33%

Road serious injuries by at least 33%

Road deaths and serious injuries to children and young people (aged 0–17) by at least 50%

The rate of KSI per km. travelled by pedestrians and cyclists by 50%

This Council has lodged a series of responses to the Government's proposals, some of which follow:

'It is remiss that given the availability of data on past performance on casualty reduction that you have chosen to implement a 'one size fits all' approach to target setting. These targets fail to recognize the substantial reductions already achieved in some areas (authorities) and the inability of other areas to achieve the 2010 targets. This places unrealistic expectations on the 'high' performing authorities (such as Halton), whilst the lower performing authorities are 'let off the hook'.

Furthermore, no mention is made of increased levels of funding being made available to address the enhanced targets. This will present particular difficulties for smaller authorities that are facing huge cutbacks in public sector spending.'

The DfT have indicated that there is a belief that high casualty reductions in the future can be achieved through addressing the high casualty rate on rural, national speed limit roads. In relation to this, Halton responded

'It also needs to be acknowledged that small urban authorities that have a low proportion of the high casualty rural roads will find it more difficult to achieve the enhanced targets.'

And in relation to a target based on KSI casualties per kilometre travelled by pedestrians and cyclists;

'The reasons for introducing casualty rates into the performance indicators are well understood, but no mention is made of how the base data on distance travelled for each mode will be provided. If left to local authorities, this will place an unreasonable burden on smaller authorities to collect this data.'

The full set of consultation questions and the responses given are available as report background papers.

REPORT TO: Safer Halton Policy & Performance Board.

DATE: 22nd September 2009.

REPORTING OFFICER: Strategic Director, Environment

SUBJECT: Cheshire Safer Roads Partnership 2008/9 Annual Report.

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

1.1 To present the Cheshire Safer Roads Partnership's (CSRP) Annual Report for 2008/9.

2.0 RECOMMENDATION:

That the work of the Cheshire Safer Roads Partnership, in reducing road casualties, continue to be supported and welcomed.

3.0 SUPPORTING INFORMATION

3.1 In 2001, Halton installed its first 8 safety cameras as a Local Transport Plan funded safety initiative. In 2002 the Cheshire Area Safety Camera Partnership (CASCP) was formed and accredited under the national hypothecation programme. The project has continued to develop and Halton currently has 21 safety cameras in the Borough, all positioned at sites which comply with the national guidelines. The partnership was funded from fine income through a 'netting off' arrangement.

3.2 In December 2005 the Secretary of State announced changes in the organisation of camera partnerships. As from April 2007, the management and operation of the safety cameras was required to be integrated into the delivery of each highway authority's road safety strategy. There was also a major change in the funding arrangements, with highway authorities being allocated Road Safety Grants, which could be used to fund a wide range of safety initiatives complementary to the safety cameras.

3.3 In response to these changes, the Cheshire Safer Roads Partnership (CSRP) was established in April 2007, with a remit that not only included the management and development of Cheshire's speed and red light cameras, but also delivering Cheshire wide strategic road safety, education, training and publicity initiatives.

3.4 The Government does not prescribe arrangements for the operation of the CSRP but it is expected that partnership working will be a high priority allowing road safety to be tackled across a broad front. Reflecting this, the CSRP comprises representatives from the five highway authorities, (Halton, Warrington, Cheshire West and Chester, Cheshire East, and Highways Agency), the Police, Fire and Courts Services.

3.5 The work undertaken by CSRP complements that currently undertaken by each of the partner organisations, which is important in maintaining the progress that has been made on casualty reduction to date.

3.6 The 2008/09 Annual Report, (See Appendix 1), sets out the activities undertaken by CSRP, progress against targets, its financial position and intended actions for 2009/10.

3.7 The core business of the CSRP remains enforcement with cameras of speed limits and red light running at known collision sites. During 2008-09 the Partnership undertook 99,321 hours of enforcement and issued 35,054 fixed penalty notices. There has been a reduction in the number of collisions and on average, 44 fewer people a year are killed or seriously injured at safety camera sites.

3.8 There are now 20 red routes across Cheshire,(which since Local Government Reorganisation in April 2009 is now split into Cheshire West & Chester & Cheshire East), Halton and Warrington. These routes have been chosen because they carry a higher risk of an injury collision and they are now subject to extra policing and safety camera enforcement, as a result of this initiative.

3.9 Speed Awareness Workshops have been introduced by Cheshire Police, in conjunction with the Partnership, for speed offenders who have only exceeded the speed limits by a small amount. The course takes offenders through the consequences of their actions and looks at their motivations to speed.

3.10 A range of targeted schemes and programmes have been introduced to address issues within certain sections of the public, which included:

3.10.1 Focus on Young Road Users:

- **IMPACT** - This aims to ensure that those services who work with young people are aware of the risks to young people of using the roads and assists them in getting help and support. However, the initiative is primarily focused on providing assistance to young people not fully engaged in traditional education;
- **R8URM8** - Rate Your Mate, a campaign where young drivers are encouraged to rate their friend's driving, with prizes for good drivers;
- **Pimp My Panda** – This initiative involves teams of students competing to modify a Police van, in safe and legal ways. The prize for the winning team is to see its design implemented; and
- **Creamfields** – This summer campaign was aimed at reminding young road users across, Cheshire, Lancashire and Greater Manchester of the consequences of drink or drug driving. Young people were offered advice and the opportunity to win tickets to Creamfields.

3.10.2 Focus on Drink and Drug Driving:

- **Christmas Drink Drive** – the Partnership supported Cheshire Police’s traditional seasonal campaign; and
- **Other Media Campaigns:** -The Partnership also undertook other high profile media campaigns aimed at those issues that continue to present casualty problems.

3.10.3 Raising Awareness:

- **Speeding? STOP** – This was a publicity campaign, based on billboards, radio adverts and show visits; all aimed at young male drivers:
- **DfT Seatbelt Launch** – The Partnership supported the DfT’s countrywide publicity campaign:
- **Dark Nights** – This alerted people, in the autumn, to the fact the nights are drawing in and of the need to take more care when driving, walking and cycling:
- **Cheshire Show** – The opportunity was taken engage with the public on a number of key road safety issues associated with seat belts and child restraints, impairment and speed:
- **Regional Working** – This initiative was able to exploit the economies of scale by working with colleagues in Cumbria, Lancashire, Greater Manchester, Merseyside and Cheshire to promote a consistent road safety message across the North West. The first joint initiative comprised a radio campaign to raise awareness of parents to the dangers faced by young drivers: and
- **Rev and Trip** – This initiative targeted young drivers of small motorbikes and scooters and offered them the chance to better understand the associated risks and refine their riding skills.

3.10.4 Working With Communities:

- **Heelz on Wheelz** – The main purpose of this initiative was to give young women drivers a better understanding of their vehicles, but also to raise awareness of road and personal safety issues:
- **Access to Pass Plus** - Cash subsidies were provided by the Partnership to encourage young people to participate in the Pass Plus scheme for newly qualified drivers:
- **Young Driver Safety Course** - Based in Crewe, this initiative was targeted at young drivers that had committed a driving offence and was designed to improve their driving skills:
- **Petrol Hedz** – This event was targeted at young ‘at risk’ road users to encourage them to seek further training:
- **Moto-Go** – This project was targeted at young people, who were identified as being ‘at risk’ of involvement in anti- social motorcycle behaviour. It offered a diversionary programme of road safety training and supervision to enable participants to become legal moped and motorcycle riders;

- **Biker Safety In Vale Royal** – This identified key road safety tactics that the biking community would see as relevant, which were then subsequently used in the ‘look out’ campaign; and
- **Bertie** – This project involved the production of a road safety DVD, which was used, along with a supported lesson plan, to discuss road safety issues in Crewe and Nantwich secondary schools.

4.0 POLICY IMPLICATIONS

4.1 The initiatives undertaken by CSRPs support Halton’s Local Transport Plan’s Safer Roads strategy.

5.0 OTHER IMPLICATIONS

5.1 Financial Implications

The total 2008/9 Road Safety Grant received by the Partnership’s local highway authorities was £2.612m, of which £583.7k was retained by the individual highway authorities, leaving expenditure for the CSRPs of £2.03m.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 A Safer Halton

The work of the partnership directly supports this priority through the introduction of initiatives and interventions designed to deliver a safer environment.

6.2 Children & Young People in Halton

By helping to address road safety issues faced by children and young people, the activities of the Partnership are supportive of this Council priority.

6.3 A Healthy Halton

A reduction in road casualties will have the direct benefit of releasing health resources and thereby enable funding to be focused on other areas of health care.

6.4 Halton’s Urban Renewal

There are no direct implications on the Council’s ‘Halton’s Urban Renewal’ priority.

6.5 Employment, Learning & Skills in Halton

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

7.0 RISK ANALYSIS

7.1 In order to minimise the risk of failing to deliver the programme set out in the Annual Report, progress will be closely monitored by the partnership.

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 Document	Place of Inspection	Contact Officer
Background information	Traffic Section, Rutland Hs.	Steve Johnson, x 3010

Cheshire Safer Roads Partnership Annual Report 2008-09





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www.mysaferroads.org.uk

Executive summary

The Cheshire Safer Roads Partnership brings together those agencies with a collective will to reduce the number of people killed or injured on the roads of Cheshire East, Cheshire West and Chester, Halton and Warrington. The Partnership's core business remains the use of safety cameras to ensure compliance with posted speed limits and traffic signals. It also undertakes coordinated activities aimed at reducing the number of people killed and seriously injured, especially within our more vulnerable road users such as young drivers and our known collision cluster roads such as red routes.

This annual report highlights the work undertaken by the Partnership in 2008-09, reports on the progress being made against the casualty reduction targets set by Government and summarises the expenditure incurred by the Partnership in 2008-09.

The Government has set very demanding casualty targets to be reached by 2010 and our progress against these targets is good.

Casualty group	Government target by 2010	2008 position
Number of people killed and seriously injured	40% reduction	37.2% reduction
Number of Children killed and seriously injured	50% reduction	44.9% reduction
Slight casualty rate	10% reduction	28.2% reduction

Furthermore the Partnership has also focused on young male drivers.

Group	CSRP target by 2010	2008 position
Young road user casualties	7% reduction	10% reduction

Safety cameras continue to play a role in reducing death and injury on our roads. During 2008-09 we undertook **99,321** hours of enforcement and issued **35,054** fixed penalty notices. Average speeds at safety camera sites have reduced and there has been a reduction in the number of collisions. Of those that still occur the severity of collisions has reduced. On average **44 fewer** people a year are killed or seriously injured at safety camera sites in the Partnership area.

The Partnership incurred £2.4 million of expenditure in 2008-09, a significant proportion of which was to run the core business of safety cameras.

Going forward into 2009-10, the Partnership will continue to deploy safety cameras to known collision cluster sites and to areas of community concern. We will develop working groups to work with our most vulnerable road users such as young drivers and riders of high powered motorcycles.



The Cheshire Safer Roads Partnership (CSRP) was formed on April 1st 2007 and is a collaborative partnership with the aim of reducing the number of people killed and or injured on our roads.

The partners are;

- [Cheshire Constabulary](#)
- [Cheshire County Council](#)
- [Cheshire Fire and Rescue Service](#)
- [Halton Borough Council](#)
- [Her Majesty's Courts Service \(Cheshire and Merseyside\)](#)
- [The Highways Agency](#)
- [Warrington Borough Council](#)

As well as these formal partners, the Partnership has developed working relationships with Connexions, Youth Offending Teams, North West Ambulance Service, Safeguarding Children Boards, Young Carer's Services and Drug and Alcohol Teams.

On April 1st 2009 Cheshire County Council ceased to exist and in its place 2 new unitary councils

were formed - Cheshire East Council and Cheshire West and Chester. These new councils will continue to work collaboratively to reduce death and injury on our roads.

The Partnership is managed by an officer led partnership board made up of lead officers from each partner. In December 2008 a Governance Board consisting of representatives from the four local authorities and police and fires authorities was established to own the annual business plan and monitor the work of the Partnership. The Partnership has an annual budget of approximately £2million. The budget is provided from the specific road safety grant paid annually by central Government to the local authorities. Each local authority retains an element of the specific grant it receives and puts the remainder into the collaborative arrangement.

A partnership agreement exists which runs until March 2011 and sets the roles and responsibilities of each partner, and the financial arrangement for governance of the budget.

Introduction

In 2000 the Government launched a 10 year road safety strategy and set very demanding targets for casualty reduction. They looked at the level of road casualties between 1994 and 1998 and set an annual baseline. They then set the following targets to be reached by 2010.

- A 40% reduction in the number of people killed and seriously injured as a result of vehicle collisions
- A 50% reduction in the number of children killed and seriously injured as a result of vehicle collisions
- A 10% reduction in the slight injury rate.

Cheshire East and Cheshire West and Chester both have, as part of their Local Area Agreement, a commitment to reduce the number of people killed and seriously injured on their roads.

The Partnership has a comprehensive number of tactics that it uses to reduce death and injury on our roads. Starting with road safety education in pre-school and developing sensible safe independent road use right through life long learning, we look to encourage people to be responsible on our roads.

- Each Highway Authority is responsible for providing safe roads and seeks to provide a sustainable highway infrastructure.
- The Fire and Rescue Service continue to attend collisions to extricate people safely and they continue to promote community safety through its advocates system.

- Cheshire Police investigate vehicle collisions and proactively police the roads targeting illegal road use and illegal drivers.
- The Magistrates Courts continuing to administer justice. The majority of this work goes on as normal business by each partner.

The Partnership aims to coordinate these strategies into one collective effort to ensure we are doing the right things in the right place at the right time so that our community is safer. One of our primary tactics is the use of Safety Cameras. These cameras have been shown to reduce the level of death and serious injury by over 40% where they have been installed across the Country. Cameras work by slowing traffic down to the posted speed limit or ensuring compliance with traffic signals.

As well as coordinating generic road safety initiatives across partners, and the deployment of safety cameras at collision sites the Partnership seeks to target the most vulnerable road users and involve the community in creating a safer road environment. This is achieved by working with vulnerable road user groups such as speeders, people who have caused a collision, young road users and providing grants to enable community based projects to take place.

This annual report sets out what activities the Partnership undertook in 2008-09, where we are in meeting our casualty reduction targets and the financial position. It then presents a forward plan for the operation of the Partnership in 2009-10.

What have we done this year?

Safety Cameras

Prior to 2003, safety cameras were deployed to roads in consultation between the local highway authority and the police. Usually these cameras were installed at collision hotspots, as part of a route treatment or in response requests from the community. Cheshire joined the National Safety Camera Programme in April 2003. The scheme had very prescriptive rules for where safety cameras could be deployed. At the end of the National Safety Camera Scheme in March 2007 these rules became guidance for the deployment of cameras.

To place a fixed speed camera on a road there needs to have been 4 collisions per kilometre over a 3 year period, where someone has been either killed or seriously injured, and the average speed of traffic has to be comparable to the Association of Chief Police Officer (ACPO) guidance of the speed limit plus 10% plus 2mph (so 35mph on a 30mph road).

Within the Cheshire Police area there are **57** fixed speed cameras and **12** fixed red light cameras. Furthermore mobile units are used for enforcement at a number of areas across the road network. We have a series of collision clusters that did not meet the criteria for a fixed camera so we deploy a mobile camera either on foot or from a highly visible camera van to these **33** sites. For more information on safety camera locations please go to www.mysaferroads.org.uk

We will from time to time also deploy mobile units to roads of community concern, however, a camera is only considered for such sites when there are

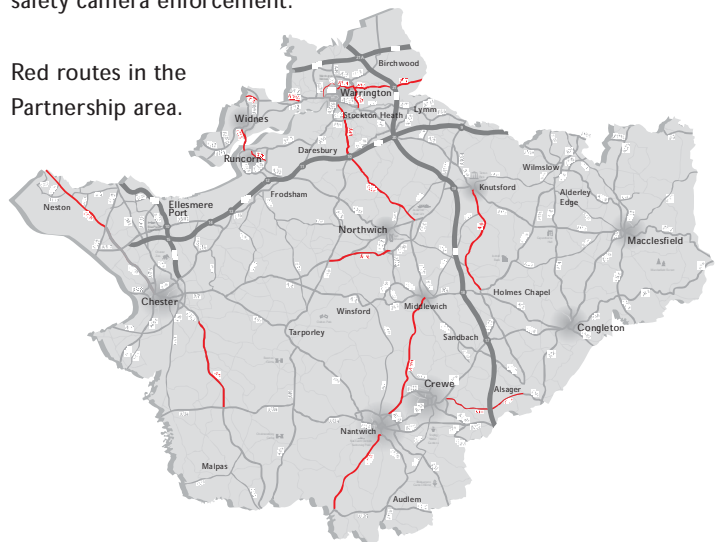
no other options available. Alternatively, neighbourhood policing teams will respond to requests from communities to address illegal and anti-social road use. To find your local neighbourhood policing team visit www.cheshire.police.uk.

Safety cameras continue to play a role in reducing death and injury on our roads. During 2008-09 we undertook **99,321** hours of enforcement and issued **35,054** fixed penalty notices.

Red routes

There are now 20 red routes across Cheshire, Halton and Warrington. These routes have been identified as carrying the highest risk of a personal injury collision. Each route has been signed accordingly to make road users aware of the high level of collisions. Some routes have also been subjected to engineering measures and each route is subject to police and safety camera enforcement.

Red routes in the Partnership area.





Speed awareness

In April 2008 Cheshire Police in conjunction with the Partnership began to offer Speed Awareness Workshops to those drivers and riders who were eligible as low end speed offenders. The principle of the speed awareness course is that people who attend may have made a mistake rather than them being habitual offenders, and takes the attendees through the consequences of their actions and looks at their motivations to speed. The course is offered to people who haven't been on a similar course

in the last 3 years and only to those who have marginally exceeded the speed limit by up to the 10% plus 6mph. The workshops themselves were delivered by Cheshire County Council (and now Cheshire West and Chester Council) on behalf of the wider partnership. Cheshire County Council road safety unit dealt with 75,000 clients in the first year.



Newsletter

This year saw the launch of the Partnership newsletter which is distributed amongst officers, elected members and communities to highlight the good work going on within the safer roads environment. Issued quarterly, the newsletter provides summaries of the work that has been undertaken and provides information on the campaigns that are being supported.



The newsletter gives the partners a good opportunity to highlight their good work and share good practice and learning.

WORKING WITH VULNERABLE ROAD USERS...

Focus on young road users

Assessment of our casualty information shows that some road user groups are more likely to be injured in a collision. These groups are young road users (17-25), Males aged 35-50, male motorcyclists on high powered machines, and increasingly young female road users. In 2008-09 the Partnership focused predominantly on young road users as they account for nearly 25% of all people killed and seriously injured.



Road death is the single biggest cause of death of people aged 16-25

IMPACT

Young road users are more likely to be involved in a vehicle collision than any other road user group. People under the age of 25 account for nearly 1 in 4 of our serious injuries. In November 2007 the Partnership submitted a bid to Government to set up the IMPACT project with Connexions. IMPACT aims to ensure that those

services who work with young people all the time are aware of the risks to young people of using the roads and assist them in getting help and support. The project is particularly focused on providing assistance to those young people who for whatever reason may not be fully engaged in traditional education. IMPACT will hopefully contribute not only to a reduction in casualties but to other areas affecting life chances such as increasing the number of people leaving secondary school going into further education, employment or training.

As part of the project we have provided free driving lessons to children who are in looked after care and to young carers. The young people who receive the lessons will also attend 3 road safety workshops. The IMPACT scheme will run until March 2010.

Conference

In April 2008 we held the second road safety conference focusing on the issues of young road users which attracted 120 delegates. Rob Gifford from the Parliamentary Advisory Council on Transport Safety (PACTS) chaired the day which saw nationally renowned speakers such as Simon Christmas and Professor Frank McKenna speak. The conference was notable not only for delivering a high quality programme but also for the number of delegates who attended from outside the traditional road safety community such as Connexions and Children's Services. It is essential that the risk to young road users are seen in the same context as the risks presenting from alcohol, drugs and sexual health issues.



R8URM8 ('rate your mate' in text speak)

Building on young people's familiarity with the internet and the known risks of them carrying passengers, back in May 2008, we devised a campaign where friends of drivers "R8" their "M8's" driving ability via a website (www.r8urm8.com).

The site is being run in conjunction with an awareness raising campaign for young road users. This included leaflets and posters and the production of a viral video showing Emmerdale actress Hayley Tamaddon in a car crash posted onto youtube.



We are enticing young drivers to the site with the offer of prizes if they can score a top rating and keep a clean driving licence for 12 months – good driving has its rewards.

Throughout 2008, we took the 'R8URM8' roadshow out to a number of events including Cheshire Oaks' car event and pop in the park.

Pimp my Panda

A competition was offered to teams of students from colleges across Cheshire, Halton and Warrington to design a "pimped up" version of a police "panda" van. As part of the competition rules, they had to show their modifications were safe and legal and they had to answer questions from an expert panel. Their designs were presented back to a panel of judges comprising the competition sponsors – Global ICE Wired, Nationwide Autocentres, KC Autos and the Partnership. West Cheshire College were picked as the winners and their design will now be turned into reality. The aim is to use the van to tour around events and engage with young people; it will be ready in July 2009.



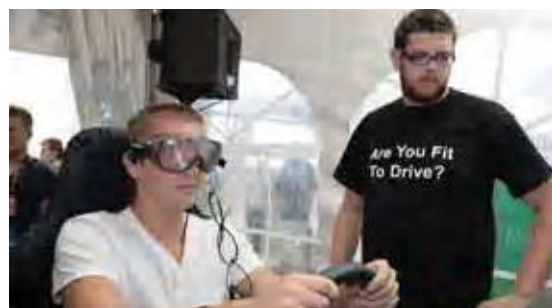


The Partnership this year invested significantly in raising the awareness of the dangers of driving whilst impaired by drugs and or alcohol. Following on from 2007 when we provided funding to Cheshire Police to train 2 officers to be drug recognition experts, Cheshire Police are now widely recognised as having a robust process in place for identifying and prosecuting people who are driving whilst impaired through drug use.

The aim for the Partnership this year was not only to make people aware of the dangers of driving whilst impaired by drink or drugs, but also to raise awareness in our community so that they can now be tested for impairment by drugs which carries an identical punishment to drink driving. During 2008 the number of Field Impairment Tests carried out in Cheshire rose by 33% leading to 55 arrests for impaired driving compared to 31 arrests in 2007.

Creamfields

As well as supporting the Impaired Driving Subgroup, the Partnership also funded and facilitated 2 high profile impaired driving campaigns – one in the summer and one at Christmas.



The summer campaign again focused on young road users and used a mixture of traditional and social marketing techniques to remind young people of the consequences of drink and or drug driving. A multi agency project team rolled the campaign out across Cheshire, Lancashire and Greater Manchester. Town centres and night clubs were visited, where young people were offered advice and the opportunity to win tickets to Creamfields. A leaflet entitled 'your done if you do'

WORKING WITH VULNERABLE ROAD USERS...

Focus on driving whilst impaired through drink and drugs



was circulated reminding drivers of the affects of drug and drink driving and the legal implications. The campaign was supported by radio advertisements and on-line viral marketing. The campaign culminated in a presence at the Creamfields music festival in Halton and Warrington. Signage, including motorway signs was erected on the roads into Creamfields making road users aware the police would be testing for drug and drink drivers leaving the festival. On site, a driving simulator was deployed, which allowed people to see the effects of alcohol and drugs on their driving ability. We also took the chance to talk to people about drink and drug driving. The police provided a high visibility presence on the exit to the festival where they would undertake Field Impairment Tests on any drivers they suspected of being impaired.

Christmas drink drive

Christmas continues to be a time when we need to reinforce drink driving messages. In December 2008, the Partnership supported Cheshire Police's annual Christmas drink drive campaign. The Partnership provided funding to ensure more police officer time on top of the usual robust police response to Christmas drink drive. We also funded radio and media activity to make our community aware of the increased police presence on our roads throughout December. This was supported by the Fire Service and local authorities delivering consistent key messages throughout their extensive network.



There was a 32% increase in the number of breath tests (4426 tests) undertaken over the Christmas period in 2008 (compared to 2007) and a 28% reduction in the number of positive test results (211 failures). This would indicate that the high profile media campaign and the increased police presence reduced the number of people drink driving.

The Partnership also undertook high profile media campaigns aimed at those issues that continue to present us with casualty problems.

WORKING WITH VULNERABLE ROAD USERS...

Raising awareness

Speeding? STOP

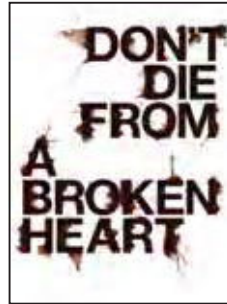
The campaign launched in May with the unveiling of a specially built billboard. A series of radio adverts were run and we placed adverts throughout June on the Auto-trader website. We also continue to attend events and shows to raise these issues with our community.



The whole campaign was backed up by a series of posters and leaflets which we placed in schools/colleges/libraries etc. The graphics were aimed to appeal to younger male drivers who are more likely to be involved in a collision where speeding is a factor.

Department for Transport (DfT) seatbelt launch

The Department for Transport launched their new seatbelt campaign at the beginning of November. The Partnership provided statistics from the local driver engagement days that showed 68% of those stopped in Cheshire were not wearing a seatbelt. This was then included in a local Department for Transport release to the media.



Not wearing a seatbelt continues to be a major issue on our roads. The results from the driver engagement days show a worrying amount of people still do not see the need to wear a seatbelt, this appears to be especially true

of younger drivers and people driving for work purposes.

Dark Nights

There is a significant peak in the number of collisions in October. Although we are not sure why this occurs we do feel that the darker evenings are a contributory factor.

The campaign alerted people to the fact the nights are drawing in and warned them to take more care, reminding drivers that driving in the daylight is not the same as driving at night time, with reduced visibility, poorer weather conditions, and increased road traffic (after the school holidays).

This campaign was launched the weekend the clocks went back across the UK. It warned drivers to pay more attention to the roads and look out for hazards and that pedestrians/cyclists need to make sure they are visible in the dark.



This poster stopped him.

What will  you speeding?

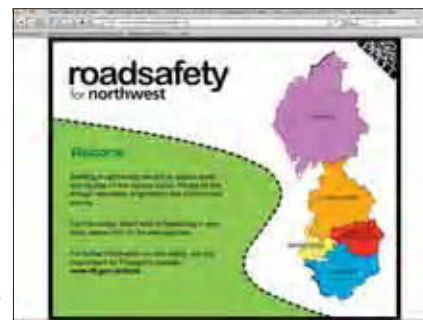
Cheshire Show

In June 2008, the Partnership attended the annual Cheshire Show. The theme was one of general road safety and we aimed to engage with the public around a number of key road safety issues – seatbelts and child restraints, impairment, and speed. We had an interactive game on site and used two Bentley cars (supplied by Bentley in Crewe) to draw people in. Our younger visitors (and their parents/carers) were especially keen to try the remote controlled cars and beer goggles. And whilst they manoeuvred around the course we took the opportunity to talk to them about the affects of being impaired by drugs and or alcohol.



Regional Working

At the start of 2008, the Communications Managers for the North West Road Safety Partnerships (Cumbria, Lancashire, Greater Manchester, Merseyside and Cheshire) started to meet on a regular basis. It was decided that to exploit economies of scale and to promote a consistent message, we should start to work regionally on appropriate initiatives.



The first example of this was a regional radio campaign with Smooth FM. Initially we conducted some research with the parents of young drivers that showed they were worried about their son/daughter's driving. Using this, we created a 4 week campaign on the radio station to alert parents to the fact they needed to keep a close eye on their child's driving and not buy/let them borrow their high powered cars. These adverts went out under the name of "Road Safety for North West"



Local problem profiles for each district have been developed and this data is used by local road safety groups to target the most vulnerable roads users in their community. A grant system was set up which encouraged new and innovative ways of working, with the hope of establishing good practice that could be shared with other groups.



Rev and rip

Young people riding small cc motorbikes and scooters were identified as an issue for Warrington. In response to this the Warrington Road Safety Partnership, delivered the Rev and Rip event in March 2009.

Riders attended the event and took part in 3 workshops: 'Defensive Riding' (on road practical with ROSPA Gold CBT instructors), 'The Motorbike Academy - Essential Wear' (interactive presentation with Cheshire Police on protective clothing and the law), and 'Know Your Limits' (field impairment test workshop with Cheshire Police). The workshops took between 45 – 60 minutes each to complete resulting in the riders gaining new skills through training and greater knowledge through education. The event hopes to leave attendees with a better understanding of the risks of riding smaller cc bikes in urban areas and equip them with skills to enhance their riding.

Working with communities

Heelz on Wheelz

In response to the emerging trend of increasing number of 17-30 year old females being injured in vehicle collisions, Warrington Road Safety Partnership held the Heelz on Wheelz event in November 2008.

The main objective of the event was to give women drivers a better understanding of their vehicles. This was done by explaining how to get to grips with changing a tyre, checking oil levels, water and tyre pressures and what to do in a breakdown. The event was staged over two days: stage one was held at a local hotel where ladies were invited to an evening with fashion and beauty advice mixed with road safety and personal safety messages. Attendees were then offered to attend the second stage of the event which gave the ladies the opportunity to have their vehicles checked by a mechanic and washed by the Fire Service, free of charge. The focus of the event was 'look after you – look after your vehicle'. The balance between serious and fun messages worked really well at the event.



Access to Pass Plus

Pass plus is a nationally recognised course run by the Driving Standards Agency to provide accompanied driving lessons to newly qualified drivers, exposing them to driving situations they will not come across when learning to drive, such as motorway driving. The modular course is expensive (especially after having just paid to pass your test!) and this can be a significant barrier for younger drivers. Focusing on some of our most risky postcodes, the Partnership through the local road safety groups offered cash subsidies to young people as a way of encouraging more people to undertake this additional learning. In total over 250 young people received pass plus, subsidised by funding from the Partnership, crime and reduction partnerships, road safety units and fire authority.



Working with communities

Young Driver Safety Courses

CW1 in Crewe had the most number of young road user casualties in the Cheshire Police area. In response to this, the Crewe and Nantwich Road Safety Partnership bid to the Partnership to run young driver safety courses. The course, delivered by the Cheshire Police and Cheshire Fire and Rescue Service, was offered to young road users detected committing a driving offence. Lasting 2 and half hours the course was attended by 69 drivers and dealt with issues such as hazard perception, driver awareness/responsibility, and defensive driving techniques.

Petrol headz

Halton Road Safety Partnership, through Halton Borough Council and the Partnership ran the Petrol Headz event, which was targeted at young road users, who congregated frequently in supermarket and college car parks with their peers. The aim was to run an event



to encourage younger 'at risk' road users to seek further training with a view to consolidating safe and responsible

attitudes to road use. Supported by the local radio station and marketed via facebook, the event was well attended at the Stobart stadium. It gave young people the opportunity to speak to road safety professionals and driving organisations and to openly discuss road safety issues. People who attended showed that their attitude to safe road use was changed by the event, which will hopefully lead to safer road user behaviour in the future.

Moto-Go

Anti-social behaviour (ASB) is a known nuisance and is often caused by youths (under the age of 20 years) riding illegal mini-moto's, mopeds and motorbikes. The 'MOTO-GO' project specifically targeted young people who were identified as 'at risk' of being involved with motorcycle anti-social behaviour, or those who had already come to the attention of the authorities.

Individuals (referred to the project by the police, Connexions and youth offending teams) were offered a diversionary programme of road safety training and supervision to become legal moped and motorcycle riders. The Moto-Go Scheme consisted of two full days of theory training, which was undertaken by Full Throttle, (Kent training providers) and then the Compulsory Basic Training (CBT). This occurred in February over two successive weeks and offered the potential to achieve an NVQ level 1 qualification in Community Awareness and Safer Motorcycling.



Biker Safety in Vale Royal

The Vale Royal road safety delivery group highlighted the continuing issue of high powered 2 wheeler casualties within its community. In order to produce relevant communication activities, the delivery group undertook



a road side survey of motorcyclists and recruited volunteers for discussion groups with the aim of identifying tactics that the biking community would see as relevant. The research also examined community views about safety on Vale Royal Roads, National road safety adverts, driving schemes, leaflets and road signs. The results informed the **look out** campaign undertaken in Vale Royal and across the 'Cheshire County' network.

Bertie

Funded through the IMPACT project and Cheshire Fire and Rescue Service, the Crewe and Nantwich Road Safety Partnership in conjunction with Crewe and Nantwich Borough Council produced the road safety DVD 'Bertie'. The DVD has been used in conjunction with a supported lesson plan as a tactic to discuss road safety issues in secondary schools in Crewe and Nantwich. The DVD was made by the local community who were involved in every part of the making of it, including the scripting, acting and production. In total 74 members of the community took part in making the DVD and as such reflects on the way safer roads issues are perceived by the local community.



Targeting routes

The Partnership continues to fund activity on our most risky routes. One example is targeting police officers to address local problems. During October 2008, police officers in Halton and Warrington undertook a zero tolerance campaign to crack down on illegal road use,

and dealt with 678 offences including speeding and seatbelt offences, poor driving and seized 4 uninsured vehicles.

During summer weekends the 'Cat and Fiddle' sees a big increase

in the number of motorcyclists using the road. Although the majority of motorcyclists ride the road safely, the number of motorcycle collisions does increase. A police presence is seen as an effective deterrent to those road users who may drive and ride illegally. Similarly the Partnership supported targeted use of police officers on roads in the west of the partnership area, addressing other known motorcycle routes and red routes.

Speed Limit review

In 2006, the Department for Transport (DfT) issued Circular 01/2006 'Setting Local Speed Limits' that requested all Traffic Authorities to review the speed limits of their A and B class roads. This sought to balance the need to travel with environmental and social objectives, as well as road safety. Under the auspices of Cheshire Safer Roads Partnership, Cheshire County

Council (now Cheshire East and Cheshire West and Chester), Halton and Warrington commissioned external consultants to review speed limits and then prepare detailed designs for those roads with proposed changes.

The review phase is complete and discussions with the local authorities and traffic police officers are well underway. Work on preparing the detailed design briefs and traffic orders is scheduled to be completed by September 2009.

In total, some 1,220 km (138 roads) have been reviewed. Of this some 504 km (117 roads) have proposals for additional speed management measures and 225km (78) have initial proposals for a speed limit reduction. This work has been prioritised into 11 phases, based on the accident savings of the proposed schemes against as assessment of the cost of their implementation. This will ensure each authority makes the best impact in the quickest time.

The formal public consultation for the first phase will begin when the funding necessary to implement the proposals is in place from the respective authorities.





Driver engagement days

Driver engagement days started life as a local initiative run by the fire service and police over in the Eastern part of the partnership area. Their success has resulted in them being rolled out across Cheshire, Halton and Warrington. Police officers are stationed on roads to detect traffic violations, such as using a mobile phone whilst driving, not wearing a seat belt and very low end speeding. Another officer then stops the offending vehicle and the driver is given a choice of receiving a fixed penalty notice or watching a short road safety presentation by the Fire and Rescue Service.

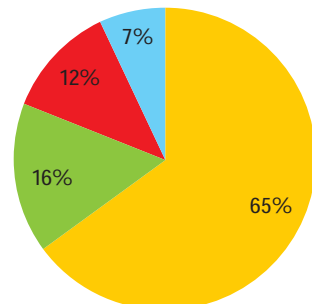
These events provide a highly visible presence on our roads and have been used on many of the red routes. Drivers who are stopped will be randomly contacted 6 months later to see if the intervention had a longer term effect on their driving.

During the year 43 events were run with 2103 drivers being stopped. Disappointingly 1380 (66%) were stopped for not wearing a seatbelt.

Seatbelts are a key life saving device, yet they are routinely being ignored, which probably demonstrates how indestructible some road users feel. It is an attitude we need to change.

Reason for being stopped

- Seatbelts
- Mobile phones
- Speeding
- Other



Costing

Funding for the Partnership comes from the Road Safety Grant paid annually by the Government to each local highway authority as part of the area based grant. The Highways Agency is provided with an annual grant from Government that is distributed amongst its area offices, but no specific allocation is made to the Partnership. The area based grant replaced hypothecation as a funding source for local road safety partnerships, and was intended for use to form wider road safety partnerships, whilst continuing to support the use of safety cameras at a local level. This grant was based on 2 factors:-

1) Need. The number of people killed and seriously injured in the area (based on the average of 1994-1998)

2) The costs to run the Cheshire Safety Camera Partnership

Each local highway authority retains an element of the road safety grant and puts the remainder into the pooled budget of the Cheshire Safer Roads Partnership. For 2008-09 the Cheshire Area (Cheshire, Halton and Warrington) received £2.6million

In addition to the Partnership contributions, a grant of £165k was received from central Government for the IMPACT project. Additionally £414k was carried forward from 2007-08 for identified projects. The Partnership has an operational Budget in 2008-09 of £2.608 million.

Figure 1 - Specific Road Safety Grant received for 2008-09 by Highway Authority

Highway Authority	Total RSG received	Grant retained	Partnership contribution
Cheshire	£1.825mill	£432k	£1.39mill
Halton	£381.4k	£75k	£306.4k
Warrington	£405.9k	£76.6k	£329.2k
TOTAL	£2.612mill	£583.8k	£2.028mill

Figure 2 - Cheshire Safer Roads Partnership - 2008/09 Year 2 - Expenditure Totals by Partner

	Police	Magistrates Courts	Cheshire County Council	Warrington Borough Council	Halton Borough Council	Connexions	Fire	Public Relations	TOTAL
Core Capital costs									
Camera equipment and site costs	131,614	0	52,849	0	0	0	0	0	184,463
Vehicle Replacement	32,310	0	0	0	0	0	0	0	32,310
Other capital costs	83,700	0	0	0	0	0	0	0	83,700
Specific Capital Costs									
Red routes	0	0	0	49,837	0	0	0	0	49,837
Subtotal – All Capital costs	247,624	0	52,849	49,837	0	0	0	0	350,310
Core Revenue Costs									
Staff costs	747,203	136,261	55,467	38,308	22,063	0	0	0	999,302
Equipment maintenance	56,572	0	38,168	2,305	0	0	0	0	97,045
Accommodation	491	0	0	0	0	0	0	0	491
Communications	3,141	0	0	28,538	5,285	0	0	218,200	255,164
Other revenue costs	60,450	28,072	20,701	0	1,500	0	2,000	0	112,721
Specific Revenue Costs									
Speed limit review	0	0	272,621	0	0	0	0	0	272,621
Red routes revenue/ Additional Enforcement	80,639	0	0	10,000	0	0	0	0	90,639
Driver Training	0	0	0	0	15,857	0	0	0	15,857
Impairment initiative	17,726	0	0	0	0	0	0	0	17,726
Innovation fund/ Local Safety Groups	10,424	0	8,134	21,085	0	0	0	0	39,643
IMPACT	210	0	36,302	0	0	125,937	0	14,823	177,272
Subtotal – All Revenue costs	976,856	164,333	431,393	100,236	44,705	125,937	2,000	233,023	2,078,481
Total Net Costs	<u>1,224,480</u>	<u>164,333</u>	<u>484,242</u>	<u>150,073</u>	<u>44,705</u>	<u>125,937</u>	<u>2,000</u>	<u>233,023</u>	<u>2,428,791</u>

Expenditure in 2008-09

The core business of the Partnership continues to be the enforcement of speed and red light traffic violations at known collision sites. However, in line with Government guidance, the Partnership is now also able to focus on other specific safer roads issues.

Figure 2 sets out the expenditure incurred by the partners in 2008-09. Core costs are those costs related to the

operation of safety cameras at collision sites. Specific activity costs are those costs related to the other areas of road safety, that the Partnership supported.

The Partnership incurred an underspend of just under £180,000 in 2008-09 which has been carried forward as specific expenditure for 2009-10.



All roads

By the end of 2008 significant progress has been made in reducing the number of people killed and seriously injured on our roads.

The Partnership has also made young male road users a priority and was seeking to reduced young male road user casualties by 7% by 2010.

Table 1 - Progress against the national targets

Casualty group	Government target by 2010	2008 position
Number of people killed and seriously injured	40% reduction	37.2% reduction
Number of Children killed and seriously injured	50% reduction	44.9% reduction
Slight casualty rate	10% reduction	28.2% reduction

Table 1a - Progress on young male targets

Group	CSRP target by 2010	2008 position
Young road user casualties	7% reduction	10% reduction

The total number of collisions where someone was injured has reduced year on year. Between 2001 and 2006 there were on average **4198** collisions per year where someone was injured. In 2008 there were **3316** personal injury collisions which is a reduction of **21%** on the first half of the decade. The reduction in serious injuries is evident along with slight injuries; however fatalities are reducing at a slower rate.

What progress is being made?

Safety Camera Sites

Safety cameras continue to play a role in reducing death and injury on our roads. On average across all safety camera sites we saw **71** killed or seriously injured casualties per year before cameras were installed (averaged over 4 years). Since cameras have been introduced this figure has fallen to **26** killed or seriously injured casualties - a reduction of **63%** percent. Static cameras show a greater reduction than mobile cameras as they function 24hrs a day. That is not to say all of this reduction is down to the camera, other factors will also have played a part. Speed cameras work by slowing down traffic to at least the posted speed limit, by comparing before and after data we can see whether speeds are reducing.

There has been a reduction of **4.4mph** across all camera sites. This decrease is more marked at static sites (**5.95mph**) than mobile sites (**3mph**).

Safety cameras continue to play a significant role in reducing death and injury on our roads.

On average 44 fewer people are killed or seriously injured per year at safety camera sites.

Although progress against Government targets is good, we cannot be complacent. Some areas are not seeing the casualty reduction that others are, and certain road user casualty groups are not reducing. Protecting our vulnerable road users will be a key facet to our future plans.



Where do we need to focus?

The Cat and Fiddle (A537)

The Partnership has long recognised that scarce resources need to be effectively used and we will continue to ensure we are targeting areas of most need. Safety cameras will continue to be deployed via static cameras, and through mobile vans at collision cluster sites and areas of community concern and we will enforce throughout the partnership area for approximately 100,000 hours during the year. We will continue to focus activities on red routes and other roads where, for example, we have known issues.

One such initiative is the A537 Cat & Fiddle Road between Macclesfield and Buxton. A successful bid for £596,000 was made to central Government to improve the safety record on the A537 and make it more appealing to all road users. The bid will be 100% match funded by Cheshire East Council, the Cheshire Safer Roads Partnership and the Derbyshire Partnership for Road Safety.

The Cat and Fiddle has long been an attraction to leisure riders (cycle and motorbike), walkers and day trippers, as well as providing the main route from Macclesfield to Buxton. Despite significant investment since the turn of the decade the Cat and Fiddle continues to have a high number of people killed or seriously injured each year and continues to be ranked as one of the most risky routes in Europe. Motorcyclists account for over 2/3rds of all casualties on this route.

On average 13 people are killed or seriously injured on this route every year. Six people have been killed on this road since 2001.

There are 2 strands to the project. Firstly to install rear facing average speed cameras along the length of the Cat and Fiddle and a section of the A54. These cameras will all be linked and we will be able to monitor average speeds over the whole length or just shorter stretches of the route and issue speeding tickets to people who exceed the speed limit. We are particularly keen to ensure compliance on the long straights and sweeping bends that precede some of the more challenging corners of the route where we have clusters of collisions. Average speed cameras have been successfully used on other rural roads in the Country. Secondly, we will undertake significant levels of engagement on the route and try to provide access to further training. We will also concentrate some of our media efforts across the Northwest, particularly Greater Manchester, which provides a high number of the casualties on the Cat and Fiddle route. The scheme will go live either just before or just after Christmas 2009. However in the meantime we will be using some of our traditional resources to make the Cat and Fiddle a safer road.



Working with Vulnerable road Users

Around 65-70 people a year die on the roads of Cheshire East, Cheshire West and Chester, Halton and Warrington. A further 650 are seriously injured with upwards of 4000 people reporting minor injuries. We would not tolerate this level of death and injury in any other walk of life. Some of our road users are more likely to be injured in a collision than others. Young road users (16-25), motorcyclists, people who drive for work purposes and children account for 66% of all of our casualties.

Also it should be noted that most people use our roads safely and responsibly.

The Partnership will aim to make the best use of its resources by working with these more vulnerable road user groups in order to facilitate access to more training, education and awareness. Thematic working groups have been set up with people across a range of disciplines and services to bring forward and deliver focused action plans.

Figure 3 Most vulnerable road user groups

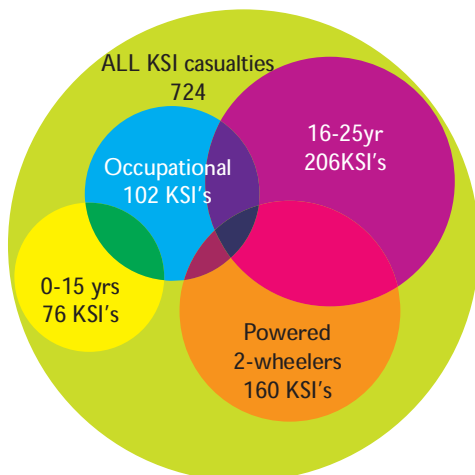


Figure 3 shows the total number of people killed or seriously injured in 2008 across the Partnership area. The circles represent the number of people who fall into one of the vulnerable road user categories. We can also see a number of people fall into more than one category, for instance 16-25yr olds who were injured could have also been travelling to work on a motorcycle. What this demonstrates is that we can focus our efforts in particular ways and reach some of the more vulnerable road users in more than one way. Of course, we will also still address the needs of all roads users and not just those in one of the four classifications, and the local road safety delivery groups will respond to local issues.



Young road users

Building on the success of the IMPACT project, a young road users group has been formed with a view to increasing awareness of the risks faced by young people on our roads. Road death is the single biggest cause of death of people aged 16-25. The group will focus on raising the profile of this issue so that young people, their parents, carers, friends, teachers and employers are aware of the risks involved with being a newly qualified driver or rider. This will include the launch of the Going Solo leaflet and website (www.goingsolouk.com). Going Solo is a booklet developed for parents of newly qualified drivers to encourage parents to discuss the issues with their young person. For example, the more passengers a newly qualified driver has in their car the more likely they are to be involved in a collision. The booklet then goes on to suggest options for parents to encourage safer driving by their son or daughter.

We will seek, where appropriate, to ensure more access to training such as Pass Plus and continue with existing young people interventions, such as theatre in education, road skills experience and drive survive.

Working with Motorcyclists

As part of the match funding activity for the Cat and Fiddle project, the Partnership has undertaken to work much closer with the motorcycling community. We have predominantly 2 types of motorcycle casualty: younger males on low cc bikes riding on local urban roads; and (male) high powered 2 wheelers on rural roads with a mixture of local and non-local riders. We already have



a robust number of interventions for motorcyclists, and this year we are looking to increase the opportunities for motorcyclists to undertake these interventions. Therefore a key strand for us, working with the motorcycle community, will be to facilitate easier access to existing measures. This will be done by attending

Where do we need to focus?

the numerous biker events and specific road side interventions such as - police operations, attending Oulton Park, Safer Superbikes, Bikesafe, Thundersprint, Lifetime skills, and Power-bikes at Fiddlers Ferry.

We will work with local biker groups to assess their attitudes and behaviours towards riding and enforcement – this will inform our future plans. Each quarter, we will look to hold at least one event or one engagement day, offering advice to motorcyclists. We'd look to talk on a one-to-one basis with at least 50 motorcyclists at these events.

We will look to produce a booklet detailing 'safe' and scenic bike routes around the county and will look to distribute at least 2,000 of these over the course of the year.



We will also look to increase the number of Bikesafe courses delivered by Cheshire Police, numbers attending Lifetime skills and liaison with other skills providers.

Working on Occupational Road Risk

Around 20% of casualties on our roads occur when the driver/rider is travelling for work purposes. Between all partners, we will be the largest employers across Cheshire, Halton and Warrington. Therefore the first stage of working under the banner Occupational Road Risk will be to look at our own internal policies and produce a robust model of a driving for work policy.

We will then...

- Produce a standard "report" regarding best practice regarding driver policy's for each individual partner organisation
- Identify 500 licence holders/drivers from each organisation, 3000 in total who need further training
- Complete a successful media campaign
- Deliver a conference and or road shows across the County for external organisations

Working with children

76 people under the age of 16 were killed or seriously injured across the Partnership area in 2008. People under the age of 16 have significant road safety support delivered as a matter of course by road safety officers through each local authority. We will continue to work hard to reduce the number of our very youngest people killed and injured on our roads. We will also be looking to form more robust relationships with our Safeguarding Children's Boards to ensure the well being of children on our roads is seen as a priority for every Children's Trust.

Dealing with driving whilst impaired through drugs or alcohol



The Cheshire Impaired Driving Group (IDG) brings together a variety of agencies who work to raise the issue of driving whilst impaired through drugs and alcohol. We would like to think that most people now know that drink driving is not only illegal but also dangerous. However in 2007, it was estimated that 14,480 casualties (6 per cent of all road casualties) occurred in the UK when someone was driving whilst over the legal limit for alcohol. 460 of these were fatal injuries. The level of death attributed to illicit drugs is lower, around 3% (64 deaths). Our concern is that drug driving is at least as prevalent as drink driving, but that we have not been as good at detecting impairment from drugs: therefore the actual level of casualties relating to impairment from drugs could well be under-reported.

In 2007, the Partnership provided funding to Cheshire Police to train 2 of its officers as Drug Recognition Experts. These 2 officers have been responsible for training Cheshire police officers in Field Impairment Testing. More Field Impairment Testers will not only allow us to determine whether people are impaired but actually get a more accurate assessment of the scale of the problem.

The impaired driving group will continue to raise awareness of the dangers of driving whilst impaired through drugs and or alcohol and ensure that people are aware of the consequences of being found guilty at court of impaired driving and the increased likelihood of detection.

Cheshire Safer Roads Partnership Budget 2009-10

	Capital	Revenue	Total
Core Business - based upon current activity			
Core Capital Costs	0	0	0
Core Revenue Costs	0	1,004,735	1,004,735
Project Office Costs	0	226,491	226,491
Communication Budget	0	30,000	30,000
<i>Funded by Earmarked 08/09 carry forward</i>			
Educational Research Project	0	20,000	20,000
Digital Camera Replacement Fund	0	38,342	38,342
IMPACT (Connexions U/Spend)	0	20,698	20,698
IMPACT Driver Training	0	86,064	86,064
Motorcycle Engagement	0	7,500	7,500
Collision Investigation (HBC - balance of £12k)	0	6,500	6,500
	0	1,440,331	1,440,331
Targeting Vulnerable road users			
Vulnerable Road Users			
IMPACT	0	140,000	140,000
Young Road Users	0	100,000	100,000
Impairment	0	10,000	10,000
Speed Limit Review	131,000	0	131,000
Research Project (Cat & Fiddle)	0	10,000	10,000
Cat & Fiddle Match Funding (Motorcycle Group)	0	85,000	85,000
Conference	0	14,000	14,000
Occupation Road Risk	0	25,000	25,000
Working with Communities	20,000	60,000	80,000
Routes	50,000	70,000	120,000
Contribution to the Digital Camera Replacement Fund	0	12,843	12,843
Local Road Safety Groups	0	30,000	30,000
	201,000	556,843	757,843
Total planned expenditure	201,000	1,997,174	2,198,174

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www.cheshireeast.gov.uk
www.cheshirefire.gov.uk
www.cheshire.police.uk
www.cheshirewestandchester.gov.uk
www.halton.gov.uk
www.highways.gov.uk
www.warrington.gov.uk
www.connexions-cw.co.uk
www.hmcourts-service.gov.uk

Useful road safety websites

www.fittodrive.info
www.goingsolouk.com
www.brake.org.uk
www.dft.gov.uk/think
www.euroncap.com
www.rospa.com/roadsafety
www.airso.org.uk
www.larsoa.org.uk



www.mysaferroads.org.uk



REPORT TO: Safer Halton Policy and Performance Board

DATE: 22nd September 2009

REPORTING OFFICER: Strategic Director, Health & Community

SUBJECT: Service Plans 2010/11

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

1.1 This report is the first step in the development of service plans for 2010/11 and beyond.

2.0 RECOMMENDATION: That the Safer Halton Policy and Performance Board

(1) Receives short presentations from the Operational Directors on key issues for consideration in the development of service plans 2010/11.

(2) Identifies any key areas of work that it wishes to see included in the service plans for 2010/11.

3.0 SUPPORTING INFORMATION

3.1 In the process of developing service plans, the Chief Scrutiny Advisor recommends the early identification and discussion of key issues. This gives the Board plenty of time to consider what the priorities should be for the following year and can inform future discussions regarding possible topic group scrutiny working.

3.2 The Operational Directors will each deliver short presentations on what they think are the up coming key issues as a prelude to a Board discussion about future service plans.

4.0 POLICY IMPLICATIONS

4.1 The Corporate Plan identifies clear key objectives for the regeneration of the Borough and delivery of council services. Service plans must take strategic direction from the Corporate Plan and activity of departments must contribute to the realisation of these objectives and specific targets therein.

5.0 OTHER IMPLICATIONS

5.1 None at this stage

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

None at this stage

6.2 Employment, Learning and Skills in Halton

None at this stage

6.3 A Healthy Halton

None at this stage

6.4 A Safer Halton

None at this stage

6.5 Halton's Urban Renewal

None at this stage

7.0 RISK ANALYSIS

7.1 Two key elements of risk that the Board may wish to take into account are any likely policy changes that may come from government next year and an inevitable tightening of public funding.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 All service plans must include the results of equality impact assessments and the identification of explicit diversity and equality targets.

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

None