

# Public Document Pack



## Urban Renewal Policy and Performance Board

Wednesday, 19 September 2007 6.30 p.m.  
Civic Suite, Town Hall, Runcorn

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

**Chief Executive**

### **BOARD MEMBERSHIP**

<b>Councillor Ron Hignett (Chairman)</b>	<b>Labour</b>
<b>Councillor Keith Morley (Vice-Chairman)</b>	<b>Labour</b>
<b>Councillor Peter Blackmore</b>	<b>Liberal Democrat</b>
<b>Councillor John Bradshaw</b>	<b>Conservative</b>
<b>Councillor Ellen Cargill</b>	<b>Labour</b>
<b>Councillor Dave Leadbetter</b>	<b>Labour</b>
<b>Councillor Peter Murray</b>	<b>Conservative</b>
<b>Councillor Paul Nolan</b>	<b>Labour</b>
<b>Councillor Christopher Rowe</b>	<b>Liberal Democrat</b>
<b>Councillor Tim Sly</b>	<b>Liberal Democrat</b>
<b>Councillor Dave Thompson</b>	<b>Labour</b>

*Please contact Caroline Halpin on 0151 471 7394 or e-mail [caroline.halpin@halton.gov.uk](mailto:caroline.halpin@halton.gov.uk) for further information.*

*The next meeting of the Board is on Wednesday, 21 November 2007*

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

**Part I**

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<b>1. MINUTES</b>	
<b>2. DECLARATIONS OF INTEREST (INCLUDING PARTY WHIP DECLARATIONS)</b>	
Members are reminded of their responsibility to declare any personal or personal and prejudicial interest which they have in any item of business on the agenda, no later than when that item is reached and (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:** Urban Renewal Policy and Performance Board

**DATE:** 19 September 2007

**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 33(5).
- 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(11) states that Public Questions shall be dealt with as follows: -
- (i) A total of 30 minutes will be allocated for 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 submitted by 4.00 pm on the day prior to the meeting. At any 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 bare 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 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 that 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.

#### **4.0 OTHER IMPLICATIONS**

4.1 None.

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

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

None

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

None

##### **5.3 A Healthy Halton**

None

##### **5.4 A Safer Halton**

None

**5.5 Halton's Urban Renewal**

None

**6.0 RISK ANALYSIS**

6.1 None.

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

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

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

**REPORT TO:** Urban Renewal Policy and Performance Board

**DATE:** 19 September 2007

**REPORTING OFFICER:** Chief Executive

**SUBJECT:** Executive Board Minutes

**WARD(s):** Boroughwide

## **1.0 PURPOSE OF REPORT**

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

## **2.0 RECOMMENDATION: That the Minutes be noted.**

## **3.0 POLICY IMPLICATIONS**

- 3.1 None.

## **4.0 OTHER IMPLICATIONS**

- 4.1 None.

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

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

None

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

None

### **5.3 A Healthy Halton**

None

### **5.4 A Safer Halton**

None

### **5.5 Halton's Urban Renewal**

None

**6.0 RISK ANALYSIS**

6.1 None.

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

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

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

**APPENDIX 1**

**Extract of Executive Board, Executive Board Sub Committee and Executive (Transmodal Implementation) Sub Board Minutes Relevant to the Urban Renewal Policy and Performance Board**

**EXECUTIVE BOARD MEETING HELD ON 7 JUNE 2007**

**6. FUTURE OF HALTON LEA POST OFFICE**

The Board considered a report of the Strategic Director – Corporate and Policy regarding the consultation exercise being undertaken by the Post Office on the future arrangements for the provision of Post Office Services in Halton Lea Shopping Centre. The proposal was to transfer the existing Post Office Services from the existing location at 88 Forest Walk to the branch of WH Smith within Halton Lea. Attached as Appendix 1 to the report was a copy of a letter received from the National Consultation Manager from Post Office Limited which provided more details of the proposals.

The Urban Renewal Policy and Performance Board (PPB) had invited representatives from the Post Office to its next meeting on 20<sup>th</sup> June 2007 to provide more details on the proposed changes. Unfortunately, this would be after the date set by the Post Office for the receipt of comments: the deadline was 14<sup>th</sup> June 2007.

RESOLVED: That the Council:

(1) submits an interim objection to the new arrangements until the meeting of the Urban Renewal PPB takes place;

(2) requests to see the proposed layout of the new facilities; and

(3) authorises the Strategic Director – Corporate and Policy, in consultation with the Executive Board Member for Corporate Services, to make further comments after the meeting of the Urban Renewal PPB.

**10. APPOINTMENT OF CONSULTING ENGINEER FOR DESIGN OF HIGHWAY INFRASTRUCTURE PROJECTS**

The Board considered a report of the Strategic Director – Environment seeking approval for the waiver of Procurement Standing Orders for the award of highway infrastructure design work to appoint consulting engineers by the single tender



contract procedure.

It was noted that design work for the new highway access to the Mersey Multi Modal Gateway (3MG) freight park had now progressed to the detailed design stage. In order to meet the tight timescales required for delivery of this project, and to keep to the programmed network railway possessions currently planned for the construction of the replacement Hale Road Bridge, it was necessary to proceed with detailed design work without delay. The implications of missing the critical railway possession date was that additional costs would be incurred in arranging for an additional possession, and the provision of highway access to the site would be delayed.

Atkins Highways and Transportation had been involved in the 3MG since its inception, producing a number of reports and outputs relating to the project, which were outlined for the Board's consideration. This company was therefore considered to offer the most efficient and cost-effective means of delivering the next stage of design work.

The Board was advised that undertaking a competitive tendering process would delay the start of the detailed design and the use of Atkins had an added advantage for the management of the project in that its Rail Infrastructure Division was lead consultant for Network Rail in the replacement of the Hale Road bridge. It was therefore considered that the appointment of Atkins for this work would provide the Council with a clear financial and commercial benefit in bringing the 3MG site to the market on-programme.

Value for money, transparency, proprietary and accountability issues would be managed through a number of measures, which were outlined in the report for the Board's consideration. In addition, it was confirmed that the fees levied by Atkins could be assessed against existing contracts for comparability.

RESOLVED: That

- (1) Procurement Standing Orders 3.1 to 3.6 be waived; and
- (2) Atkins Highways and Transportation be invited to submit a price under the single tender contract procedure in accordance with Procurement Standing Order 1.5.

**EXECUTIVE BOARD MEETING HELD ON 19 JULY 2007-08-20**

**16. HOUSING ALLOCATIONS POLICY CONSULTATION**

The Board considered a report of the Strategic Director, Health and Community seeking approval to change the Council's Housing Allocations Policy with regard to accommodation offers made to homeless households and responsibility for undertaking first stage reviews of homelessness decisions.

It was noted that, further to the resolution of the Board on 15<sup>th</sup> March 2007, stakeholders had been consulted about the proposed changes to the Council's Housing Allocations Policy and the responses were outlined for consideration. In particular, Members noted the concerns regarding the proposal to adopt a "one offer within the Borough" approach to homeless households and the subsequent proposal to revise this to read "one offer in either Runcorn or Widnes as preferred by the applicant".

The Board was advised that the Policy needed to be tailored to reflect the local supply and demand situation rather than simply follow recommended practice. However, in view of the vulnerability of the clients involved, Members requested that this be reviewed by the appropriate Policy and Performance Board and a further report be submitted to the Executive Board in 12 months' time.

RESOLVED: That

- (1) the following revised wording to the Housing Allocations Policy be agreed – "Where the Council has a duty to secure accommodation for a homeless applicant, it will discharge that duty by making one offer only of suitable accommodation (under Part 6 of the Housing Act 1996), in either Runcorn or Widnes as preferred by the applicant. Whilst regard will be paid to the applicant's preferred areas of choice within either Runcorn or Widnes, it may not be possible to meet such preferences given the shortage of accommodation.";
- (2) future s202 homelessness reviews be undertaken by the Council's Service Development Manager (Homelessness) or other nominated officer; and
- (3) a report be submitted to the Executive Board in twelve months' time providing an update on how the revised

Policy is working in practice.

## **17. HALTON HOUSING TRUST PROGRESS REPORT**

The Board considered a report of the Strategic Director – Health and Community providing a further update on Halton Housing Trust's progress since the Executive Board's meeting of 16<sup>th</sup> November 2006.

Mr. Nick Atkins, Chief Executive of Halton Housing Trust, attended the meeting to present his report setting out progress to date in delivering some of the key pledges prior to stock transfer and progress in meeting the Housing Corporation's regulatory framework. In particular, the following issues were discussed and noted:

- Difficulties had been experienced with one of the partners involved in delivering the investment programme; however, a plan was now in place to resolve this and so it was intended that the programme be accelerated, whilst maintaining standards, in order that it could be completed before schedule. A possible barrier to this was the legal governance arrangements that had previously been signed up to. However, following discussions with the newly appointed Regulation Account Manager, it appeared favourable that these covenants could be amended.
- An interim plan had been set in place for customers suffering problems with fencing and security. Each case was risk assessed and looked at individually considering issues such as the vulnerability of the resident and the contribution to wider crime.
- The consultation timeframe of 18 months in respect of the Environmental Improvement Programme had been set on the advice of Groundwork Mersey Valley who was undertaking the work. However, this would be completed in four tranches and, as each tranche came to an end, the Trust would be looking to start work in that area.
- Regarding the wider issue of climate change, the Trust had secured an alternative site to relocate its construction services team where there was sufficient space to recycle a higher proportion of materials. The Trust was also looking to procure materials from sustainable sources and was addressing in-house issues regarding recycling. Suppliers

were being encouraged to look at alternative sources of fuel as part of any re-build programme and better use was being made of existing resources such as IT.

- It had been recognised that some aspects of Management Moves were overly complicated and this had now been resolved. It was anticipated that Choice Based Lettings would make the allocation process more transparent for applicants and the general public. In addition, a Business Analyst had been appointed for a two year period to strip out inefficiencies in the organisation: this was already proving to be successful.
- Customer Liaison Officers were available to assist people in completing application forms. A customer panel had been established, which provided valuable feedback, and a number of customers had come forward to stand for election for Halton Housing Community Voices. As there were more applicants than seats, some would inevitably be disappointed. However, those who were would be contacted to see how area based work could be done on a more customer friendly basis.
- Since the transfer, the maintenance service had been enhanced to improve the green spaces. There had also been a number of specific initiatives where there were “hotspots”, for example intensive estate management and “clean up” days where everyone in the organisation went out with residents and Halton Borough Council services to clean specific areas.
- The help of Halton Borough Council, particularly the Chief Executive and the Strategic Director – Health and Community, was commended by Mr Atkin as being vital in the early stages of the Trust’s development. The Trust was now keen to play its part alongside the Council to help deliver the requirements identified in the Housing Needs Survey.

The Chairman thanked Mr Atkins for attending the meeting.

RESOLVED: That the progress set out in the report be noted.

## **19. HOUSING CAPITAL PROGRAMME**

The Board considered a report of the Strategic Director – Health and Community outlining the financial outturn for the 2006/07 Housing Capital Programme and seeking approval for an amended 2007/08 programme. It was advised that the programme previously agreed by the Executive Board on 15<sup>th</sup> March 2007 had been amended in light of the actual outturn for 2006/07. The only new scheme was the provision of an additional £28,000 to fund further necessary repair works at Belvedere supported housing scheme in Runcorn, for which the Council was still responsible.

RESOLVED: That the 2006/07 outturn be noted and the amended programme for 2007/08, as set out in the appendix, be recommended to Council for approval.

**24. 2007 DRAFT LOCAL TRANSPORT BILL**

The Board considered a report of the Strategic Director – Environment outlining the key changes proposed within the 2007 draft Local Transport Bill and advising on the intended response to the Department for Transport on the proposal.

It was noted that, in May 2007, the Department for Transport had published detailed plans to improve the quality of local bus services in a document entitled “Strengthening Local Transport Delivery: The Draft Local Transport Bill”. The proposals built on the extensive review that was carried out into bus services across the country detailed in “Putting Passengers First” (December 2006). The draft Bill was intended to empower local authorities to develop local solutions to the local transport challenges they faced, consistent with the devolutionary principles set out in the Local Government White Paper “Strong and Prosperous Communities”.

The key proposals for Halton fell into three areas:

- improving the quality of local bus services;
- reforming local transport governance; and
- taking forward local road pricing schemes.

The proposed changes, and related comments and issues, were outlined for the Board’s consideration.

RESOLVED: That

- (1) the proposed changes facilitated by the draft Local Transport Bill be noted; and
- (2) the Operational Director – Highways, Transportation and Logistics, in consultation with the portfolio holder for Planning, Transportation, Regeneration and Renewal, be authorised to submit comments to Government on the Draft Local Transport Bill, reflecting those contained within the report.

**EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 7 JUNE 2007**

**7. DISPOSAL OF LAND AT JOHNSON'S LANE, WIDNES**

The Sub-Committee considered a report which sought approval for the disposal of land at Johnsons Lane, Widnes to Widnes Regeneration Limited.

It was noted that a restrictive covenant would be included on the disposal of land preventing residential use. In addition, an update report would be brought back to the Sub Committee detailing the outcome of the District Valuer's findings on the value of the land.

RESOLVED: That

- (1) a restrictive covenant be included on the disposal of land preventing residential use;
- (2) an update report be brought back detailing the outcome of the District Valuer's findings on the value of the land; and
- (3) approval be given to dispose of the land as identified on the plan to Widnes Regeneration Limited.

**EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 19 JULY 2007**

**12. WAIVER OF STANDING ORDERS TO ALLOW RESURFACING OF DITTON ROAD USING THE COLAS REPAVE PROCESS**

The Sub-Committee considered a report which sought approval for the waiver of Procurement Standing Order 3.1 to allow appointment of Colas Limited to undertake the resurfacing

of Ditton Road using their sustainable Repave process.

Ditton Road was a highly used section of the Borough's highway network, particularly with regard to HGVs. There was a 1.1km section of it which was considered to be in extremely poor condition and was a major source of public complaint. It was noted that there two main engineering problems with this length of highway. Firstly, there was a nine year old utility trench running the full length of the proposed section which was in poor condition and required reinstatement. Secondly there was a problem with localised poor vertical alignment due to the nature of the underlying galigu material. This was an industrial waste product which is thixotropic and was settling and moving non-uniformly.

The Repave process was currently unique to Colas Limited and so it was not possible to directly seek comparable alternative quotes. It was a tried and tested process which met Highways Agency Specification and had been successfully used on a wider range of projects for local authorities, Highways Agency trunk roads, motor racing circuits, airport runways and taxi ways. The cost of the work including traffic management would be in the order £70k as opposed to 120k for a traditional 50mm plane and relay contract delivered through the term maintenance contract.

RESOLVED: That Standing Orders 3.1 be waived and Colas Limited be engaged to undertake the resurfacing of Ditton Road using their Repave process.

#### **14. DISPOSAL OF LAND AT THOMAS STREET, RUNCORN**

The Sub-Committee considered a report which sought approval to dispose of a vacant site of land at Thomas Street, Runcorn. The site was located within a residential area and therefore it was anticipated that it would be sold for residential development. A statement from the Planning Officer would be included in the particulars.

There had been limited interest in the site for development, however it was now being brought forward because of recent incidences of fly tipping and therefore it was recommended that the site was offered for sale by auction. It was anticipated that a capital receipt would be received in excess of £50,000.

RESOLVED: That approval be given to dispose of the property by auction.

**REPORT TO:** Urban Renewal PPB  
**DATE:** 19 September, 2007  
**REPORTING OFFICER:** Chief Executive  
**SUBJECT:** Performance Management Reports for 2007/08  
**WARDS:** Boroughwide

## **1. PURPOSE OF REPORT**

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

- Highways, Transportation & Logistics
- Environmental & Regulatory Services
- Health & Partnerships
- Culture & Leisure
- Economic Regeneration
- Major Projects

## **2. RECOMMENDED: That the Policy and Performance Board**

- 1) Receive the 1<sup>st</sup> 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. 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. POLICY AND OTHER IMPLICATIONS**

4.1 There are no policy implications associated with this report.

**5. RISK ANALYSIS**

5.1 Not applicable.

**6. EQUALITY AND DIVERSITY ISSUES**

6.1 Not applicable.

**7. LIST OF BACKGROUND PAPERS UNDER SECTIONS 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
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## QUARTERLY MONITORING REPORT

**DIRECTORATE:** Environment  
**SERVICE:** Economic Regeneration  
**PERIOD:** Quarter 1, 2007/08

### 1.0 INTRODUCTION

This quarterly monitoring report covers the Economic Regeneration Department first quarter period up to 30 June 2007. 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 5.

***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

Following advice from the Heritage Lottery Fund (HLF), that the scale of the funding being sought from the HLF to develop a Lewis Carroll Visitor Centre in the former Parish Rooms in Daresbury village would not be approved, the Daresbury Church Council and Daresbury Parish Council have decided not to continue with the plan. Instead, work is now progressing on developing an HLF bid based on a scaled down Lewis Carroll interpretation project centred on a new annexe to All Saints Church, Daresbury. Planning permission has been applied for. If the plans are approved and the necessary funding is in place, the anticipated completion date for the project is October 2008.

Executive Board on 7 June gave approval to progress the development of Business Improvement Districts (BIDs) on Astmoor and Halebank Industrial Estates. Consultants have now been appointed to assist in the preparation for the formal vote by businesses that is scheduled for later this year. The same report approved the expansion of the Business Parks Improvement Programme (BPIP) to cover the Widnes Waterfront and adjacent areas. As such, the inaugural Widnes Waterfront Business Steering Group meeting will take place during August. Both these initiatives were recommended by the Urban Renewal Policy and Performance Board Scrutiny Panel that reviewed the BPIP during 2006/07.

The new Events Calendar has been posted on the homepage of the Council's Website. The calendar offers the facility to view, on line, the comprehensive range of events taking place in Halton. In the first two months there were over 61,000 visits by 34,000 users.

A new Victoria Square Traders Group has been established by the Town

Centre Manager to promote and improve the management of the area. As a way of encouraging local traders to become more involved in the day-to-day management of the town centres the three traders groups (Runcorn, Widnes and Victoria Square) have each been allocated part of the town centre management budget and asked to identify proposals for projects and events that would benefit the centres. The balance of the budget is being used by the town centre manager for key initiatives such as gum cleaning.

Preparations are underway to host this years national DICIDA Conference (Development Initiative for Chemical Industries Dependent Areas), which is being held on 11 and 12 October at the Daresbury Laboratory in Runcorn. The Conference will feature keynote speakers, from both the public and private sector, giving talks on the current challenges and topics of interest to the chemicals industry.

Following a Jobcentre Plus (JCP) competitive tendering exercise, the department has secured a contract worth £44,500 to deliver an 'In Work Support Service' across the boroughs of Halton, St. Helens, Knowsley and Sefton (the Greater Mersey JCP District). The project provides 26 weeks in-work support for up to 175 JCP Incapacity Benefit customers who move from Pathways to Work programme into employment to help them to acclimatise to work and keep their job. This is the first time that a district wide contract has been secured.

Following a Learning and Skills Council (LSC) competitive tendering exercise, the department has secured a contract worth £183,000 to deliver the 'Halton Public Sector Routeway'. This will provide 60 local residents with 13 weeks unpaid work experience within public sector organisations e.g. Halton BC, NHS, Cheshire Police, Cheshire Fire Service etc..

Following the establishment of the new Enterprising Halton service, 81 new business start-up enquiries have been received this quarter, all of which receive 1:1 business advice and support. 9 new business start-ups have been established with a further 5 business start-up plans pending approval from the external assessor.

The Halton People into Jobs service has been awarded Matrix in recognition of the quality of Information, Advice and Guidance, services (IAG) available to residents. Matrix is a quality standard mark awarded by ENTO – a national standard for IAG providers that is increasingly becoming a tendering requirement by funding bodies such as LSC and JCP. The Matrix Assessment Report recommended that HPIJ should seek the prestigious Matrix Excellence Award that is only held by 26 other organisation in the UK.

Children's Centre funding of £99,000 has been secured for provision and co-ordination of adult and family learning in CYPANs (Children & Young People Area Networks). This will enable enhanced levels of support over and above what the Learning and Skills Council funds.

The adult learning service has obtained Centre Approval from CACHE (Council for Awards in Children's Care and Education) for the delivery of childcare courses e.g. NNEB, CCE, Teaching Assistants

An expression of interest has recently been approved by the Big Lottery Fund for a Family Science project – it will now be fully worked up and submitted for

final approvals. The project involves a series of fun and interactive science workshops featuring 'hands on' experiments, science museum trip, industry site visits and progression support. Workshops will be fully accessible and delivered in the community in schools, children's centres and community learning venues, after school and at weekends, with creche and some transport support. The project will be delivered through partnerships with the Catalyst museum, Kings Cross project and the Daresbury Laboratory. It is hoped that by learning as a family, parents and children will develop a mutual appreciation of science and technology in their local community and the opportunities it affords/offers.

The Learning and Skills Council requires that each local authority establishes a PCDL (Personal and Community Development Learning) Partnership. In Halton, rather than develop another partnership, it has been agreed to utilise those partnerships that already exist, namely the Employment Learning and Skills SSP and its Skills Task Group. A PCDL mapping exercise is now underway to establish the total level of PCDL activity that takes place (as opposed to activity that is just LSC funded)

As a direct result of business surveys and follow up work, the adult learning service has introduced a range of cost effective quick fix courses for local businesses. These can be delivered on site and it is hoped that they will encourage both employers and employees to pursue more structure qualification based activity.

### 3.0 EMERGING ISSUES

An E survey of over 800 local businesses is taking place investigating what businesses think of council procurement. To date, some 190 businesses have returned the survey.

Lead by Cultural Services, a cross directorate steering group has been established to develop and deliver the Council's proposed Spike Island Capital Of Culture event next year. The event itself will be managed 'on the day' by the Promotions and Tourism team.

The Chief Executive will host a dinner on July 26 2007 for key players in the science and technology sector locally. It is intended that the dinner will kick start the 'Halton Science Initiative'

The creation of a Liverpool City Region Single Investment Agency (SIA) will have a profound effect upon the way investment enquiries are managed locally. Over the coming months it will be necessary to integrate new 'sub-regional' ways of working into existing, local, service delivery to ensure that the Borough isn't disadvantaged with respect to the generation of investment projects. A number of issues still need to be resolved with respect to the funding of the SIA. Each LA has agreed to contribute £50,000 per annum for a period of three years to support the SIA. The Borough Council has identified funding to support the initiative in Year 1.

The department currently has a small Next Steps Contract that provides Information Advice and Guidance to the unemployed. HPiJ has submitted a re-contracting application to Learning and Skills Council/Connexions to continue to deliver IAG services for 12 months from August 2007; a decision is expected

end of July 07.

The department has recently started developing a relationship with HMP Altcourse Liverpool, where, on average, 10-20 ex offenders are released each month that re-settle in Halton. A pilot pre-release programme will start in July that includes delivery of Next Steps IAG services and pre-HPIJ registration for those due for release in the next 6 weeks who wish to resettle in Halton.

The department is developing a 3-week pilot pre-employment programme for residents from priority groups and wards to better prepare them for interview with O2. HPIJ staff have been trained in the O2 recruitment process and have developed interview technique training guidelines to support applicants attending the pre-employment training. Neighbourhood Renewal Funding has been secured to run a pilot programme of activity.

The North West Regional Development Agency has now let a region wide contract for the provision of business start up activity. A consortium lead by A4E has been appointed though the local service will be provided by Blue Orchid that has been active in the borough in the past through the Merseyside Social Enterprise Initiative. A meeting has been arranged to find out more about the plans for Halton.




The Learning and Skills Council has released the budget figures for the Adult Learning Service for next academic year. There is no increase at all. This is in addition to the 6.5% cut for the present year. The impact of this is being assessed. It is already clear that the cost of some courses will have to rise.

Changes to legislation around ESOL (English for Speakers of Other Languages) learners will need to be taken into consideration when planning the curriculum for September 2007. Currently all ESOL provision is free to all ESOL learners and the changes will mean that non-EU learners will have to pay for learning, unless they fit particular categories. The cost of delivery compared to outcomes will be evaluated at the end of the academic year.

The LSC is introducing a new comprehensive performance assessment framework for the FE Sector (all adult learning providers are now included within the Further Education Sector) – Framework for Excellence. It is intended that this will provide a single unified framework for assessing and reporting achievement in key areas of performance. It will also provide information to providers for benchmarking purposes and will inform inspectors' planning decisions and assessments. The framework will provide clear numerical information for learners and employers to make informed choices. Initially it was to be introduced for adult learning providers from 2009/10, however this appears to have now been brought forward to 2008/09.




The FE Bill currently before Parliament will require FE providers to develop their own learner involvement strategy for the academic year 2007/08, for which there is no additional funding. Providers will have a duty to consult learners, employers and prospective learners about their provision. The Framework for Excellence will set a standard and criteria for providers to develop their own learner involvement strategy. It will have to be inclusive and also cover disadvantaged and potentially excluded groups.

**4.0 PROGRESS AGAINST KEY OBJECTIVES / MILESTONES**

<b>Total</b>	<b>20</b>		<b>18</b>		<b>1</b>		<b>1</b>
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Progress against the majority of objectives is on track. Two of the service objectives have not progressed as anticipated. Additional details are provided within Appendix 1.

**4.1 PROGRESS AGAINST OTHER OBJECTIVES / MILESTONES**




<b>Total</b>	<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>
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There are no “Other” objectives for this service.

**5.0 SERVICE REVIEW**




There have been no service reviews this quarter.

**6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS**

<b>Total</b>	<b>9</b>		<b>6</b>		<b>3</b>		<b>0</b>
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The majority of indicators are progressing well with the exception of those relating to inward investment and job creation/safeguarding. Additional details are provided within Appendix 2.

**6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS**

<b>Total</b>	<b>4</b>		<b>4</b>		<b>0</b>		<b>0</b>
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None of the remaining indicators for the service are presently showing cause for concern and are therefore not being reported at this time.

**7.0 PROGRESS AGAINST LPSA TARGETS**

Appendix 3. Both LPSA 10 & 12 show satisfactory progress towards their targets.

## **8.0 RISK CONTROL MEASURES**

During the production of the 2007-08 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 2006/07 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.

## **10.0 APPENDICES**

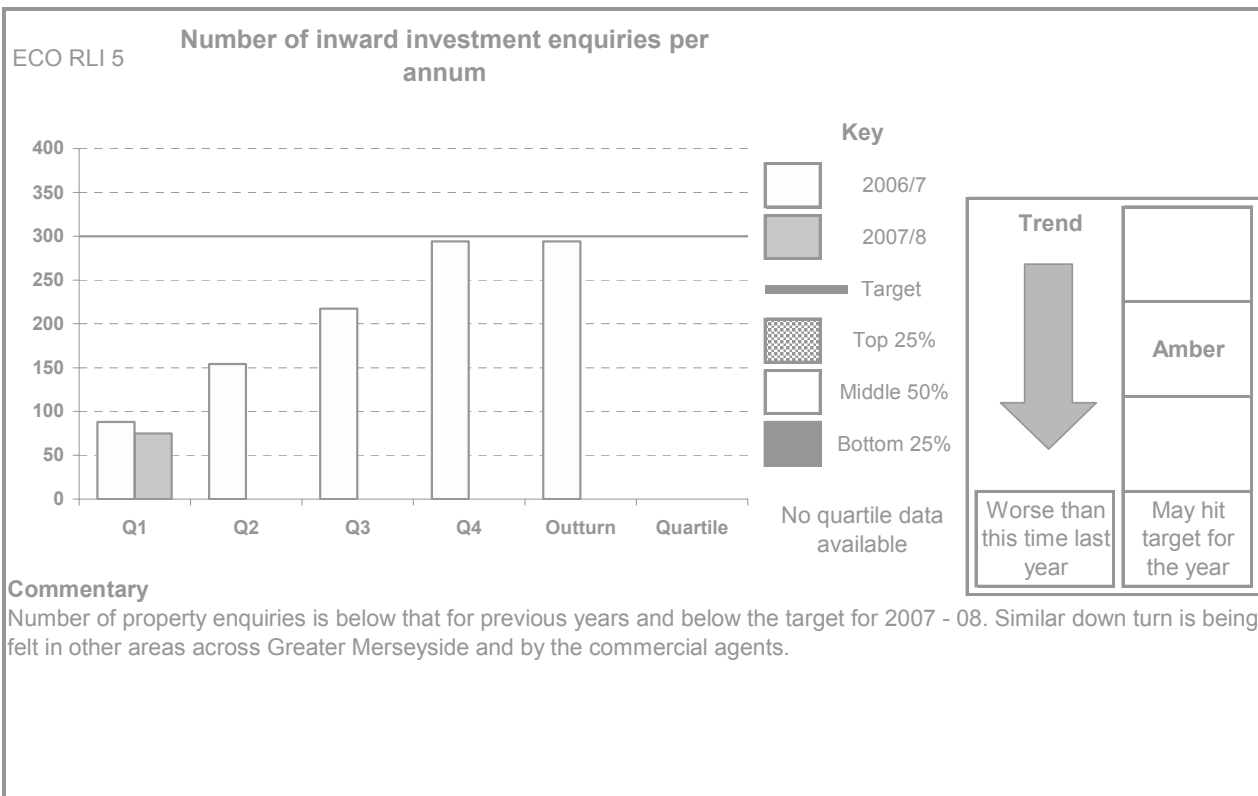
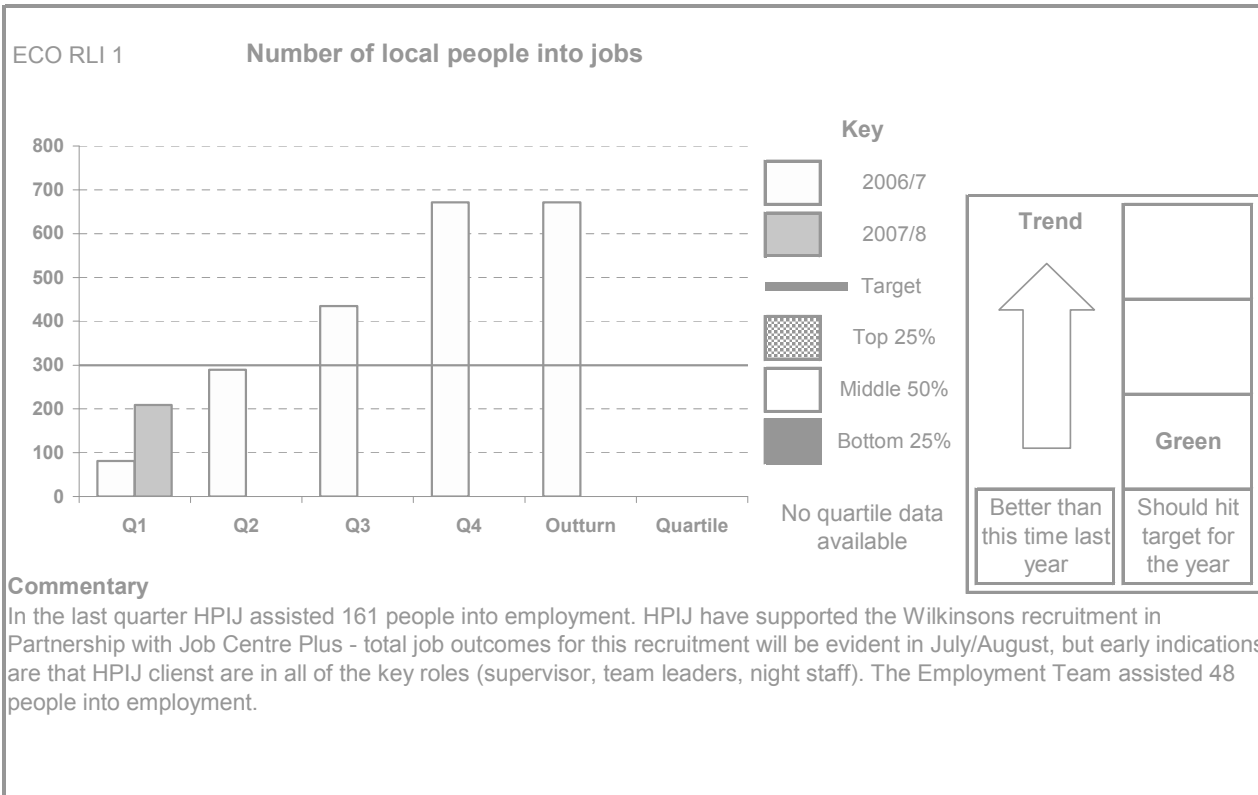
Appendix 1- Progress against Key Objectives/ Milestones  
Appendix 2- Progress against Key Performance Indicators  
Appendix 3- Progress against LPSA targets  
Appendix 4- Financial Statement  
Appendix 5- Explanation of traffic light symbols

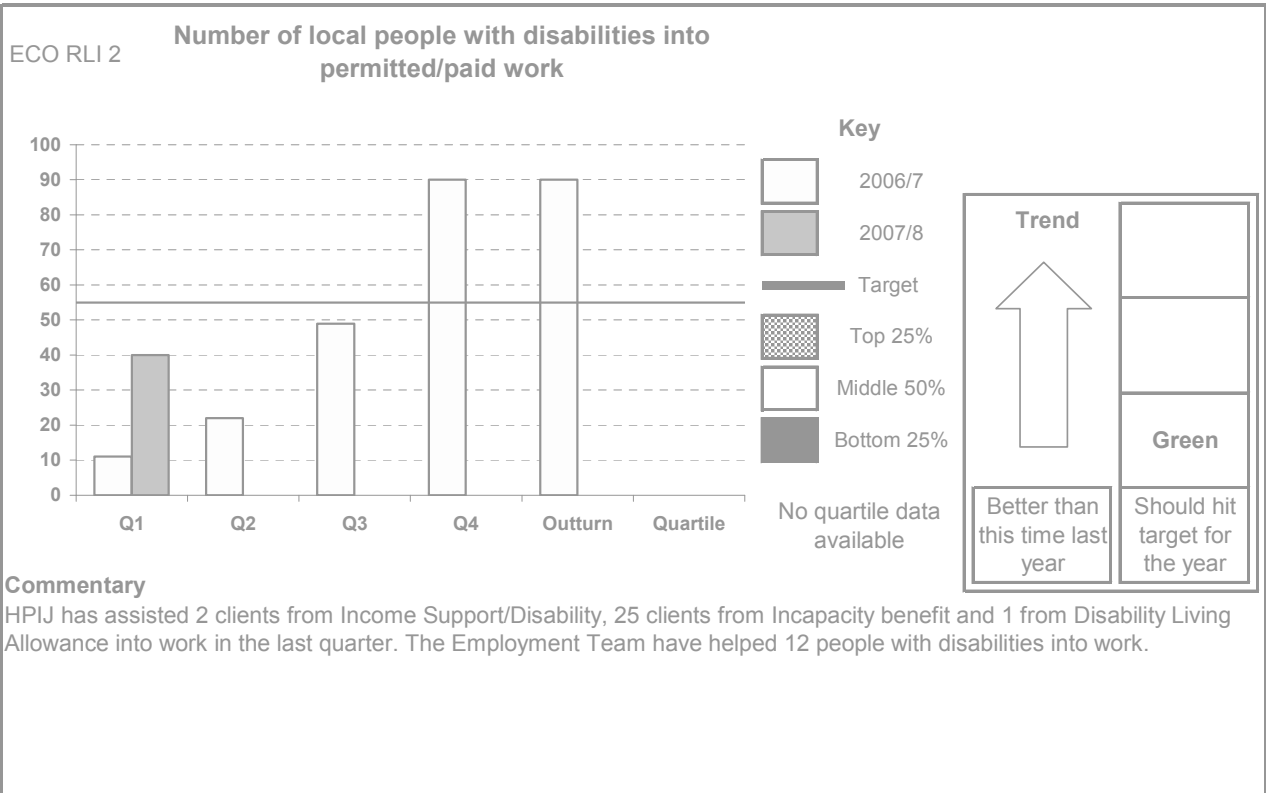
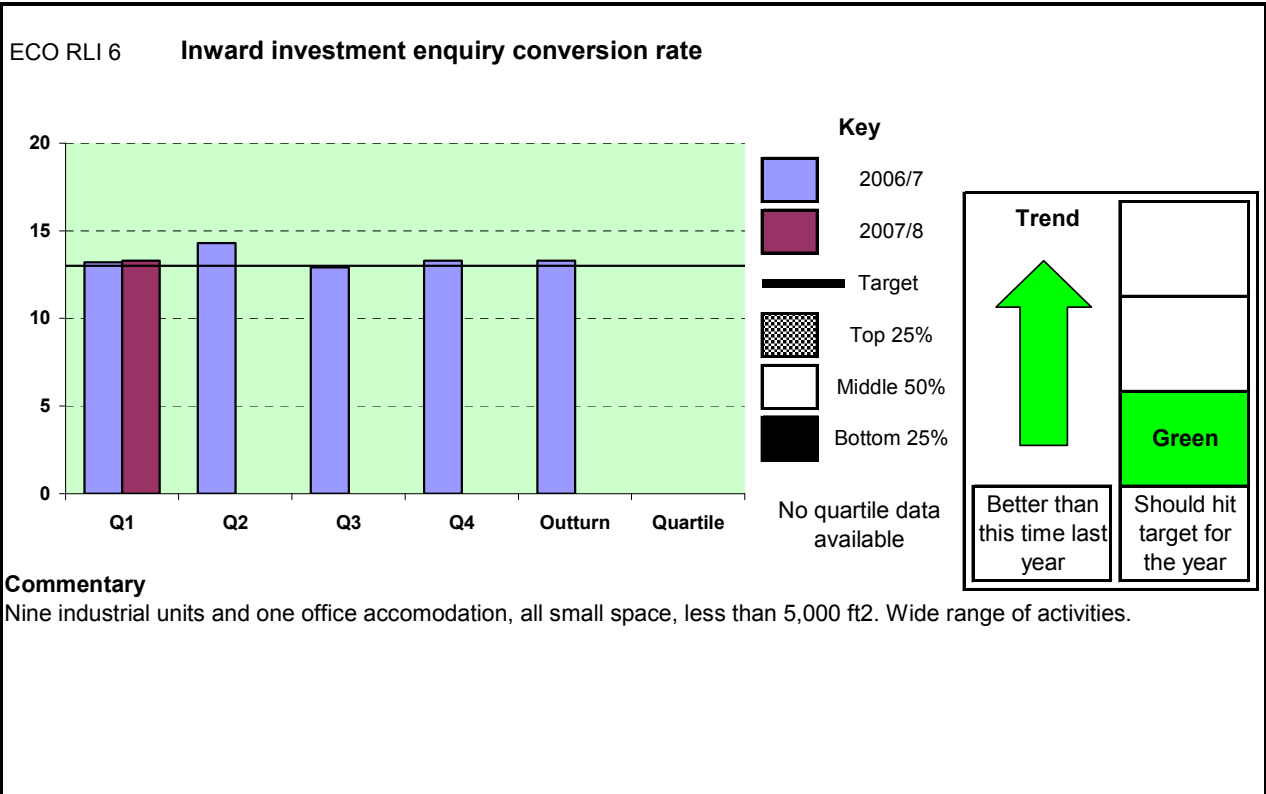
Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
ER01	Promote diversity and competitiveness, in order to develop a modernised and more competitive business base to provide greater employment security for the Halton community.	Implement Phase 2 marketing action plan by 30-3-08		On track
		Forward Strategy for eHalton by 30-9-07		In development
		Expand business Parks to another estate by 30-6-07 (dependent on funding)		Executive Board approved the expansion of the programme on 7 June 2008. Inaugural meeting August 2007
		Present options for future of eHalton to Strategic Director Environment by 31-10-07		On track.
ER02	Develop sectors and clusters with a view to developing stronger business inter-linkages and stronger overall business performance in Halton	Implement phase2 sector plans for tourism, science and chemicals – by 31-3-08		Halton Science Forum Steering Group to formulate Action Plan for science sector.
		Facilitate the development of Daresbury Science and Innovation Campus (DISC)		Business Development Team is fully engaged with DSIC master Planning Group and negotiations with the new owners of Daresbury Park
ER03	Foster enterprise and entrepreneurship in order to develop an enterprise culture that encourages people to consider starting a business and give new ventures every chance of success.	Explore on-line enterprise game by 30-9-07		The EBP are progressing several versions of the Game including separate Maritime and Primary School versions as well as an 'On-line game'.

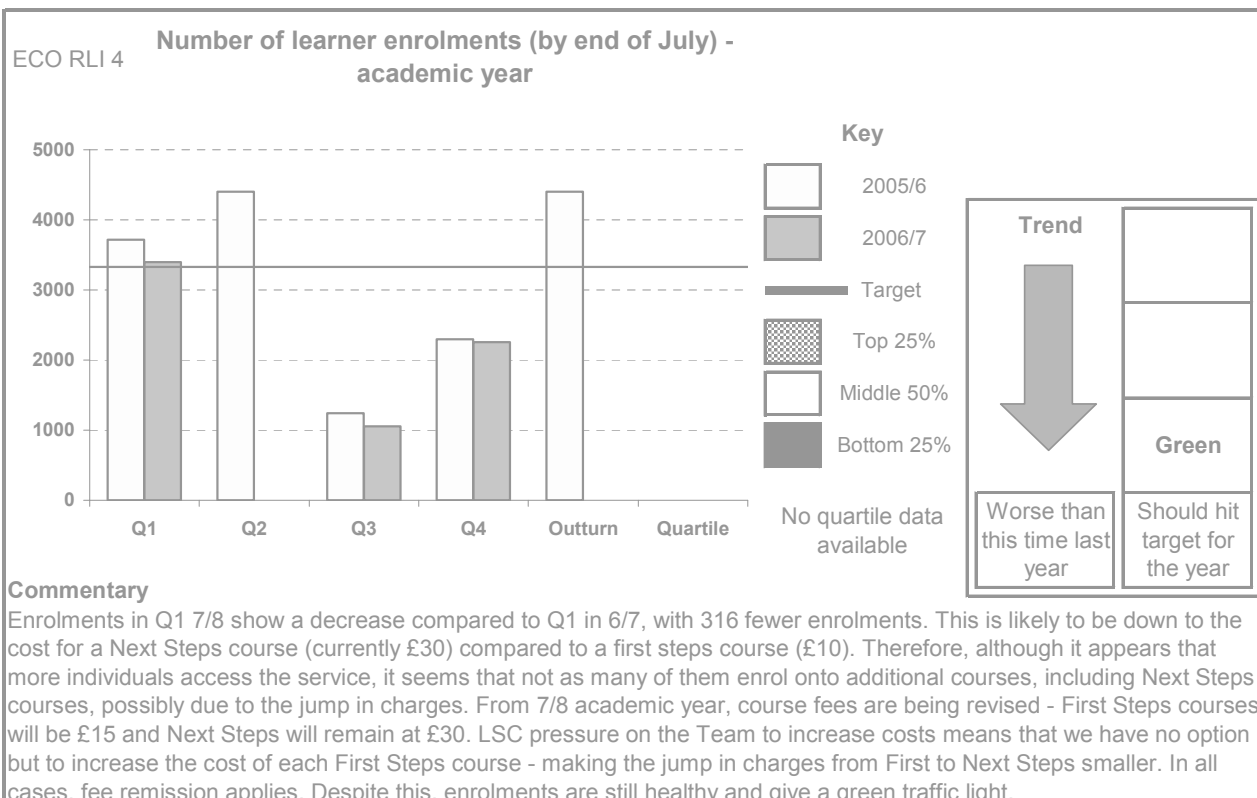
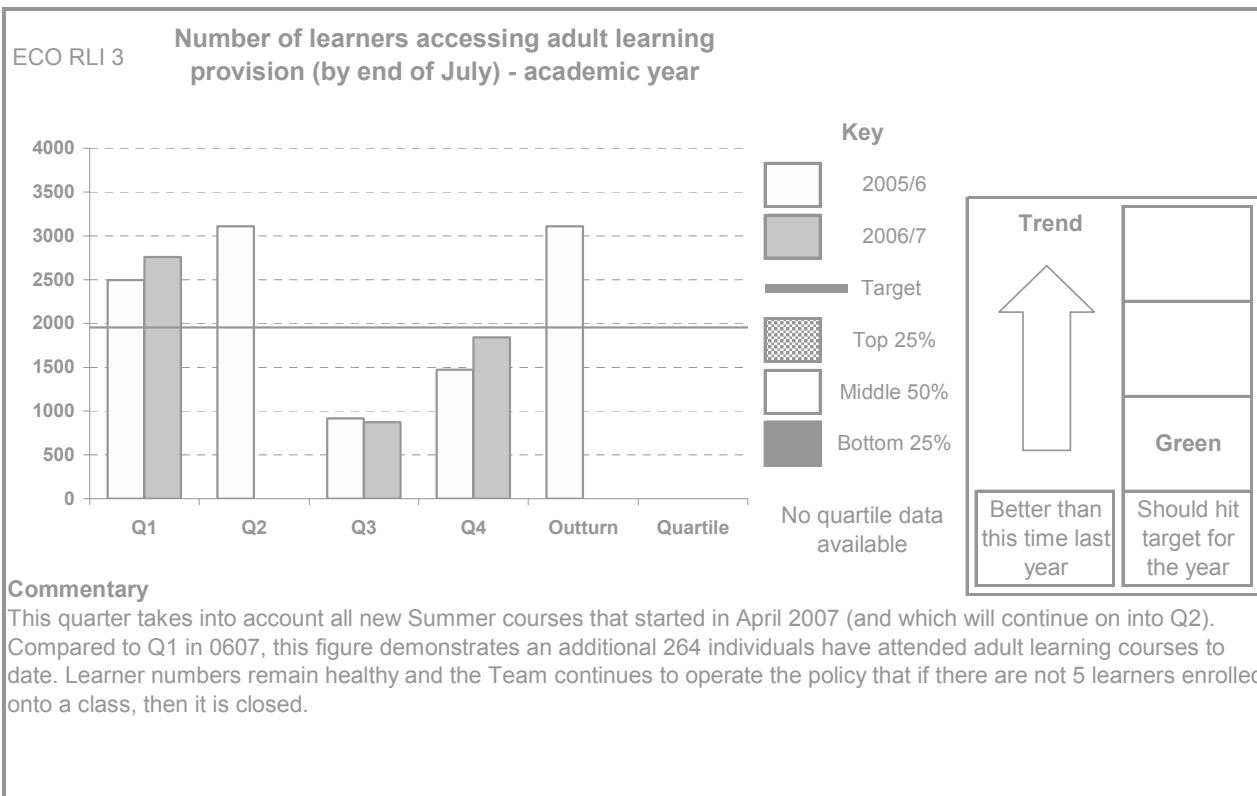


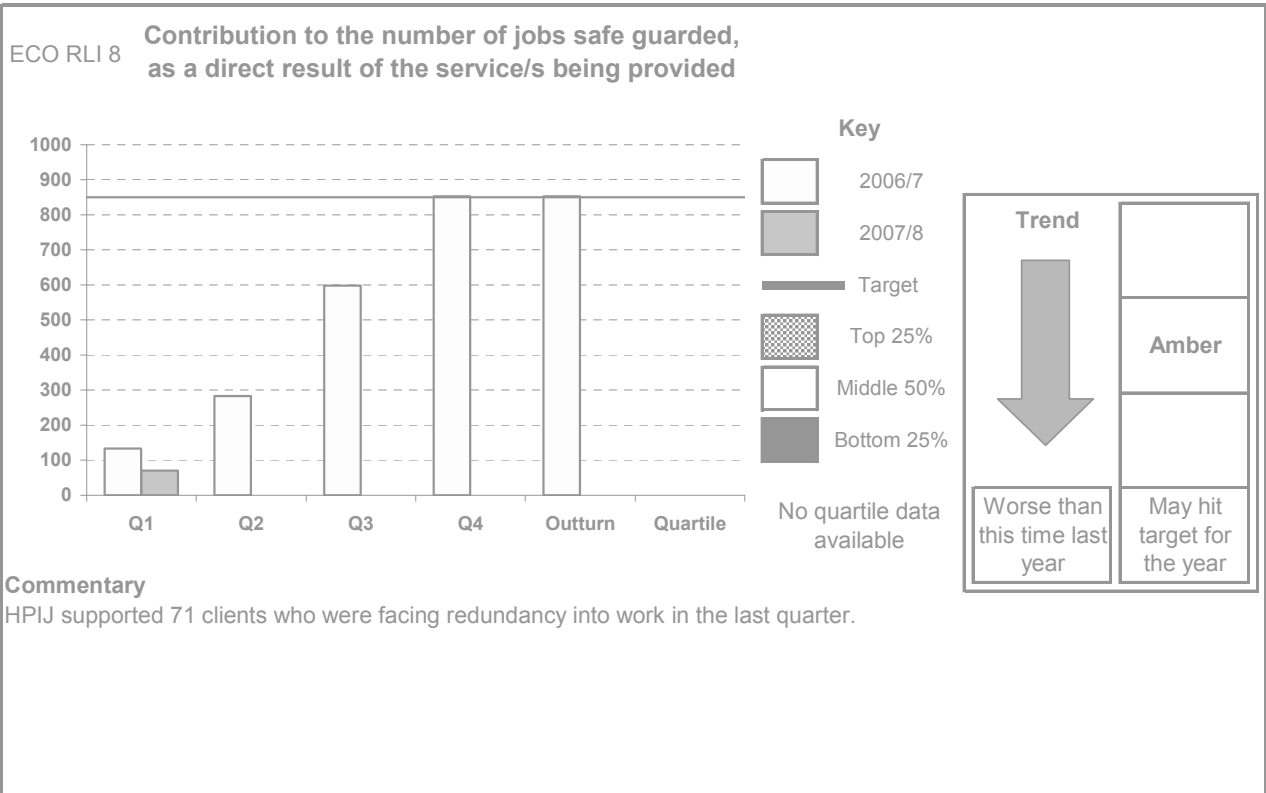
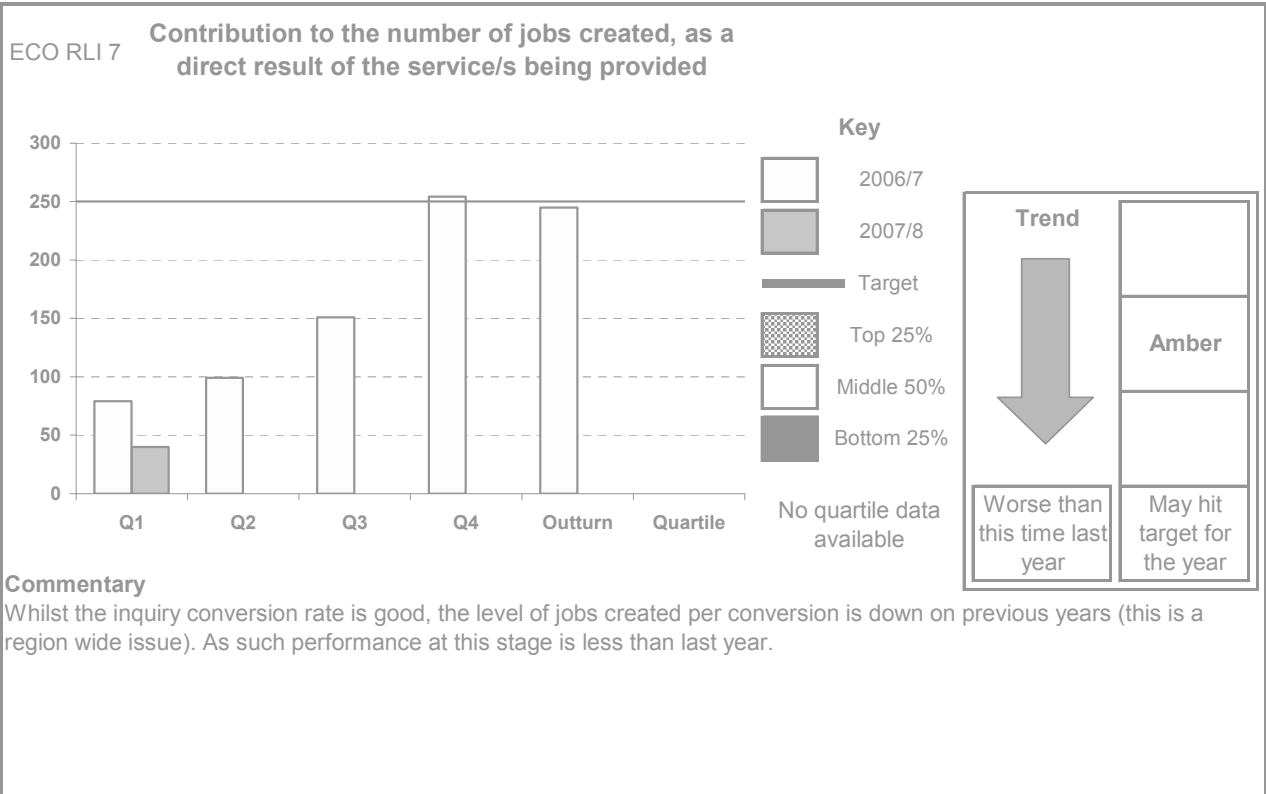
Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
		Establish Halton Enterprise Island pilot by 30-9-07		The Enterprising Halton Challenge pilot is on schedule for a summer launch.
		Develop LEGI bid by 31-3-08 (subject to round three taking place)		The Enterprise Action Plan has been refreshed in readiness for a Round 3 LEGI bid.
ER04	Reduce unemployment and increase employment by equipping people with the basic skills and assisting them to secure employment.	Review Basic Skills Strategy by 30-9-07		The Skills for Life Strategy is now being finalised and an executive summary is being developed.
		Outreach pilot programme to be evaluated by 31-12-2007		Programme was being delivered though secondments. However, Jobcentre Plus has recalled staff as part of a head count reduction programme.
		Deliver JCP co-finance contracts by 31-3-2008		All JCP co-financed contracts are running satisfactorily and meeting or exceeding targets.
		Deliver ILMs programme by 31.3.2008		Stepping Stones (Halton ILM) continuing to deliver job outcomes. Steps2Work (PCT funded Mental Health ILM) commenced. Preferred supplier status to LHT Jigsaw Environmental Services secured but start of project uncertain.

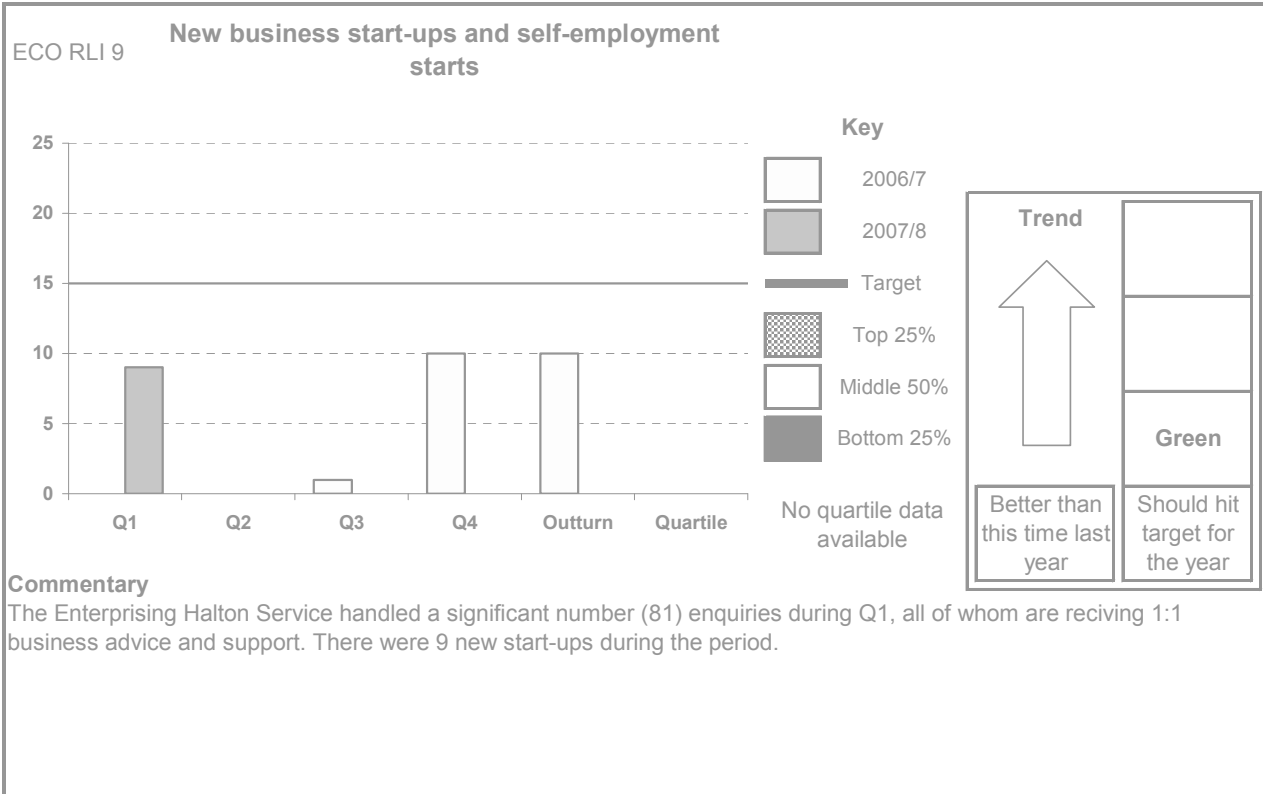
Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
ER05	Raise workforce skill levels by reviewing and addressing the skills deficit in Halton	Review TNA provision between 30-6-06 & 30-6-07		Targets set within the NRF WFD project in 2006/7 were overachieved with 89 individual employees benefiting from workforce training. TNA will now be delivered through the Train to Gain programme.
		Develop a Skills Sub-Group of the ELS by 30-6-07		Skills Sub-Group has met 3 times in Q1. To date, it has reviewed the Business Perceptions Survey and made changes to the survey planned for 2007/8.
		SSP to consider customer satisfaction post LSC revamp by 31-3-08		On track.
ER06	Encouraging investment in land and property to develop assets that meet business needs and help to produce an attractive and prosperous Borough.	Commence Implementing commercial property plan by 30-3-08		Astmoor Master Planning Group constituted. Position statement prepared
		Complete delivery of BIA scheme by 31-3-08		One new application received this quarter and a further five pending
ER07	Improving the environment and image of the borough including town centres, to appeal to residents, encourage visitors, businesses and investors.	Annual footfall statement by 30-9-07		Footfall counters installed and operational
		Finalise night time plan for Victoria square by 31-12-07		Risk assessment prepared













LPSA Ref.	Indicator	Baseline	Target	Perform 06/07	Perform 07/08 Q1	Traffic light	Commentary
10	Number of adults gaining a national Skills for Life qualification at level 1, 2 or 3 in literacy, numeracy or ESOL	19 04/05	116 measured in academic year ending 31/08/08	35	13		13 learners achieved Adult Literacy/Adult Numeracy Level 1 qualifications in Q1. Online testing (GOLA) has continued to open up access to nationally recognised qualifications.
12	Increase the number of people who have been claiming an incapacity benefit into sustained employment of at least 16 hours per week for 13 consecutive weeks or more	18 for year ending 31/03/06	179 3 year cumulative to 31/03/09	38	17		A further 25 IB claimants have been assisted into work during Q1 who are yet to complete 13 weeks.



**REGENERATION****Revenue Budget as at 30<sup>th</sup> June 2007**

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (Overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<b>Expenditure</b>					
Employees	1,319	328	284	44	284
Premises Support Office	2	0	0	0	0
Accommodation	110	1	1	0	1
Marketing Programme	53	1	2	(1)	2
Promotions	29	7	0	7	0
Development Projects	21	0	0	0	2
Supplies & Services	155	23	20	3	27
ICT Investment for Growth	20	0	0	0	0
Halton People into Jobs	125	0	0	0	0
Transport	33	8	7	1	7
Central Support Services	148	0	0	0	0
Departmental Support Services	29	0	0	0	0
Agency	4	1	1	0	1
Asset Charges	7	0	0	0	0
<b>Total Expenditure</b>	<b>2,055</b>	<b>369</b>	<b>315</b>	<b>54</b>	<b>325</b>
<b>Income</b>					
Sales	0	0	0	0	0
Fees & Charges	-13	-3	-1	(2)	-1
Reimbursements	-65	-9	-10	1	-10
Government grants	-382	-166	-166	0	-166
Employment Service	-257	-44	-44	0	-44
Recharges to Capital	-12	0	0	0	0
<b>Total Income</b>	<b>-729</b>	<b>-222</b>	<b>-221</b>	<b>(1)</b>	<b>-221</b>
<b>Net Expenditure</b>	<b>1,326</b>	<b>147</b>	<b>94</b>	<b>53</b>	<b>104</b>

**Comments on the above figures:**

In overall terms revenue spending to the end of quarter 1 is slightly under budget.

With regards to expenditure the staffing underspend relates to savings against costs for the Supported Employment Team, external funding is being used to fund eligible salary costs. There is also an underspend in salaries against the Foundation Modern Apprentice scheme as actual numbers going through the scheme are lower than estimated. A staffing vacancy also exists in the Tourism & Promotions team.

At this stage, it is anticipated that overall revenue spending will be within departmental budget by year-end.

**Local Strategic Partnership Schemes as at 30<sup>th</sup> June 2007**

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (Overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Halton People into Jobs	180	45	54	(9)	54
HPIJ	143	27	18	9	18
Neighbourhood Employment Outreach					
Halton ILM	163	41	35	6	35
Enterprise Development	84	21	16	5	16
Workforce Development	44	11	0	11	0
Supported Employment	129	32	27	5	27
Skills for Life	99	20	10	10	10
Town Centres Initiatives	75	19	10	9	10
<b>Total Expenditure</b>	<b>917</b>	<b>216</b>	<b>170</b>	<b>46</b>	<b>170</b>




**External or Grant Funded Schemes as at 30<sup>th</sup> June 2007**

	Annual Revised Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance To Date (Overspend) £'000	Actual Including Committed Items £'000
<b>ERDF</b>					
Halton People into Jobs	69	17	37	(20)	37
ICT Investment for Growth	112	28	26	2	26
<b>Total Expenditure</b>	<b>181</b>	<b>45</b>	<b>63</b>	<b>(18)</b>	<b>63</b>

**Capital Projects as at 30<sup>th</sup> June 2007**

	Actual To 30 <sup>th</sup> June £'000	07-08 Capital Allocation £'000	08-09 Capital Allocation £'000	09-10 Capital Allocation £'000
<b>Multi-Funded Projects</b>				
Business Improvement Area Scheme	0	458	0	0
<b>Total Capital</b>	<b>0</b>	<b>458</b>	<b>0</b>	<b>0</b>

The traffic light symbols are used in the following manner:

	<u>Objective</u>	<u>Performance Indicator</u>
<b><u>Green</u></b>	 <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>
<b><u>Amber</u></b>	 <p>Indicates that it is <u>unclear</u> at this stage, due to a lack of information or a key milestone date being missed, <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>
<b><u>Red</u></b>	 <p>Indicates that it is <u>highly likely or certain that the 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:** Environment & Regulatory Services  
**PERIOD:** Quarter 1, 2007/08

### 1.0 INTRODUCTION

This quarterly monitoring report covers the Environment & Regulatory Services Department first quarter period up to 30 June 2007. 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 6.

*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

#### **Environmental Health, Enforcement and Building Control Division**

In 2006 -2007 Local Authorities were required to submit an air quality review and assessment progress report. The report produced for Halton was submitted on time and is now being considered by Defra.

Results of Nitrogen dioxide monitoring using diffusion tubes, in areas close to busy roads, indicate that the objectives for air quality maybe exceeded. Further monitoring needs to be done in these areas using real time analysers. A further bid for funding from Defra has been submitted for the purchase of equipment in order to undertake a detailed assessment in these areas. If the results continue to exceed the objectives we will have to develop a plan in consultation with the Transport Division to improve the air quality.

The Team have been urging and helping businesses to be prepared for new smokefree legislation which will see all enclosed public places and work places in the Borough become smokefree from 1 July 2007. Volunteering organisations are also covered by the legislation so if, for example, a village hall is holding an event staffed by volunteers, the organiser has a duty of care to ensure the venue is smokefree. The law also means that indoor workplace smoking rooms must disappear. During March and April 8 free Breakfast Meetings were hosted for local businesses with 4 in Widnes and 4 in Runcorn. Ads were placed in local papers and businesses were sent invites in the post. The meetings were informal and gave businesses a chance to discuss how the law applied

to them.

Staff went around all the major trading estates and main shopping streets and other high profile areas handing out smoke free information packs. The packs were developed in-house in conjunction with the Halton and St Helens PCT to include quit smoking advice and information to help employers help their staff and Planning who provided a guide on obtaining planning permission for shelters. A guide to shelters was also devised as well as a simple seven steps easy guide for preparing for the legislation. High profile businesses where smoking commonly occurred such as bookies, cafes and pubs were given posters to display in the time leading up to the 1<sup>st</sup> July warning customers of the impending change. These were received very positively.

Presentations were also given to pub watch groups and the federation of Small businesses, the voluntary sector and to the Providers group who represent nursing and residential care in the borough. Banners were displayed at a number of local schools, which declared that they had gone smoke free. An "add van" toured the borough advertising the 1<sup>st</sup> of July. Staff across the division have been authorised to enforce the legislation.

#### **Planning and Policy Division**

The key developments in the production of the LDF (Local Development Framework) are: over the first quarter the Halton Lea and Runcorn Old Town, Town Centre Strategy SPDs (Supplementary Planning Documents) have undergone public consultation during the spring and are intended to be adopted in the autumn. Provision of Open Space SPD underwent a second stage of public consultation in the spring and will be adopted in the autumn. The Waste DPD (Development Plan Document) Issues and Options stage has completed the public consultation phase and will now move towards the Preferred Options phase. This is not expected to be open for public consultation until September 2008.

#### **Summary of major applications on-hand or decided over quarter:**

- 0600972FUL by McInerney Homes for 40 dwellings on Heath Road fire station. Informal hearing on the grounds of non-determination.
- Antler Homes submission 0700616FUL for 15 homes on Heath Road.
- 0700470OUT application for office building and new office development by EBL Group.
- 0700598ADJWST application to Cheshire CC on Ince Marshes for a resource recovery park and adjoining facilities.
- Ineos 0700068ELC for the EfW facility and 0700585FUL for demolition and relocate offices and workshops.
- 0700555FUL on Dawsons Dance Hall application for 16 houses referred to Secretary of State as the site is in greenbelt.
- Venture Fields full app 070061FUL for bowling, cinema, lazer quest and ice rink. No bingo or climbing wall.

- Blendraven application for a hotel on Ditton road 0700408FUL
- A site within the EDZ for truck servicing 0700444FUL.
- Bennetts Lane, developers are seeking Certificate for Lawful Use that has been refused 0700510ELD.
- Routledge 050057OUTEIA and 0500109OUTEIA pending Section 106 agreements but have been approved at committee.
- 0500289OUT Halton Lea shopping extension pending Section106 but approved at committee.
- Daresbury Hall, 2 old applications on main hall and managers house
- 0700122OUT up to 355 at Castlefields. HBC are applicants. This application has not been called in by Sec of State.
- HBC fields application at Halebank has been called in by Sec of State 0700362FUL.
- O'Connors extension to rail freight park 0700446FUL
- Pickering's Road, Halebank, 0700530FUL large single story waste transfer station

#### **Landscape Division**

There has been a change of Divisional Manager for the service and other key managerial positions have had to be filled. This has put strains on the service but front line service delivery activities have not been overly affected.

#### **Waste Management Division**

A Members' Seminar on waste management issues was held on 12<sup>th</sup> June 2007 and set out the proposed future strategic and operational plans, including the implementation of enhanced recycling services and the partnership arrangement with Merseyside Waste Disposal Authority (MWDA). The seminar highlighted to Members the significant financial implications associated with Waste Management and the major investment required in both the short and long term. At a future date the Executive Board would be asked to consider and approve the formal Inter Authority Agreement (IAA) with the MWDA and the adoption of the Council's Waste Action Plan, which has been updated following the Members' Seminar.

Following a pre-qualification and evaluation stage, the drafting of Halton's landfill contract documents was completed in readiness for issue as an invitation to tender (ITT), to prospective bidders.

Following registration, Halton' two Recycling and Household Waste Centres have been approved as Designated Collection Facilities (DCF's) under Regulation 55 of the Waste Electrical and Electronic Equipment (WEEE) Regulations 2006. Arrangements are being negotiated with potential reprocessing contractors that will see electrical waste deposited at the sites being separated from other wastes allowing hazardous substances to be removed and a large amount of the waste being recycled. It is anticipated that the scheme to recycle electrical

equipment will be implemented at the sites by the end of September 2007.

### 3.0 EMERGING ISSUES

#### **Environmental Health, Enforcement and Building Control Division**

**The Legislative and Regulatory Reform Act 2006** (LRRRA), which received Royal Assent on 8 November 2006, contains powers to enable the Hampton principles to be established in UK law through a statutory **Regulators' Compliance Code** (RCC). Regulators will be legally obliged to have regard to the Hampton principles in deciding their policies and principles, and in setting standards and in giving advice. A draft of a RCC will be consulted on in 2007 and the Government intends that it should be enacted by the autumn and come into force on 1 April 2008. It will oblige all regulators (both national and local) to have regard to the following Hampton principles, namely:

- **Proportionality**
- **Accountable**
- **Consistent**
- **Transparent**
- **Targeted.**

The purpose of the Compliance Code is to promote efficient and effective approaches to regulatory inspection and enforcement. It compliments the Hampton Review, which looked at providing a more efficient approach to inspection and enforcement whilst maintaining the delivery of excellent regulatory outcomes. The Hampton Principles are targeted at enforcement and inspection and form the basis for future guidance to Regulators viz:

- Regulators should recognise that a key element of their activity will be to allow, or even encourage, economic progress and only to intervene when there is a clear case for protection.
- Regulators, and their regulatory system as a whole, should use comprehensive risk assessment to concentrate resources in the areas that need them most.
- Regulators should provide authoritative, accessible advice easily and cheaply.
- No inspection should take place without a reason.
- Businesses should not have to give unnecessary information or give the same piece of information twice.
- Businesses that persistently break regulations should be identified quickly and face proportionate and meaningful sanctions and,
- Regulators should be accountable for the efficiency and effectiveness of their activities, whilst remaining independent in the decisions they take.

When introduced the Compliance Code will replace the existing national voluntary Enforcement Concordat which although adopted by over 96% of all central and local government bodies.

Specific Obligations of the Compliance Code are detailed under the



following categories ;

**Supporting Economic Progress**

**Risk Assessment**

**Information and Advice**

**Inspections**

**Data Requirements**

**Compliance and Enforcement**

The National Audit Office (NAO) will be working with regulators and the Better Regulation Executive (BRE) to develop a process/measure for assessing the performance of regulatory services against Hampton principles.

The Regulators compliance code (RCC) and the associated measures being developed by the NAO are going to mean that the extent to which individual Departments implement Hampton principles will be transparent and reportable. The Department may well face legal challenges to Court action based on compliance with the RCC. The Department will need to look at rationalising the risk factor schemes for regulation used by Environmental Health.

The **Macrory report** recommends Government make changes that will create a sanctioning regime that is effective and credible. It surmises that “Most breaches identified in a risk based system, should face penalties that are quicker and more proportionate to the offence, while there will continue to be tough criminal sanctions for those offenders who persist in rogue trading activity”. The report envisages giving Regulators who can show they comply with Hampton (under a statutory duty to comply with the Regulators Compliance Code) a flexible toolkit of sanctions that they can use.

The Cabinet Office has agreed to take forward the following four key elements:

- Monetary Administrative Penalties (MAP's) both fixed and variable.
- Statutory Notices
- Introducing Enforceable Undertakings
- Setting up an effective Appeals route.

As a result the department will;

- have to prepare for the increased breadth of actions and routes for legal challenges.
- need to prepare for an increased workload from the issuing of MAP's and the new process for the enforcement of MAP's.
- have to be fully prepared in the use of and legality of Notices and Undertakings and follow up work.
- need to produce a clear enforcement policy across a wide range of sanctions and to follow that policy.

**The Rogers Review of Local Authority Regulatory Priorities**

Following the initial examination of 60 policy areas, the Rogers Review has recommended that Government should specify 5 national priorities for local authority trading standards and environmental health services.

The five priorities are:-

- Air quality, including regulation of pollution from factories and homes

- Alcohol, entertainment and late night refreshment licensing and its enforcement
- Hygiene of businesses selling, distributing and manufacturing food and the safety and fitness of food in the premises
- Improving health in the workplace
- Fair-trading.

The review has also recommended that animal and public health should be a further, time limited enforcement priority. It is noted that the LBRO will be asked to refresh these enforcement priorities on a regular basis.

The report also recommends the following local priorities;

- Local environmental quality
- Underage sales
- Operation of the housing health and safety rating scheme
- Licensing of houses in multiple occupation
- Consumer credit
- Imported food
- Contaminated land
- Noise nuisances

The Environmental Department will have to review its current levels of service provision as outlined in the service delivery plans if it is required to align itself with these proposals.

The **Consultation on the Regulators' Compliance Code** and the scope of the Code and the Principles of Good Regulation is currently being considered by the department together with professional colleagues across Merseyside with a view to making a detailed Merseyside response. Generally there is a favourable response to many of the principles being advocated but with the usual reservations on the potential additional uncosted administrative and financial burdens this could place onto local government.

The **Consultation on the Draft Regulatory Enforcement and Sanctions Bill** is also currently being considered by the department together with professional colleagues across Merseyside with a view to making a detailed Merseyside response. This is a far more extensive and detailed consultation with many questions of a technical nature concerning procedures and mechanisms for better regulation being proposed. Generally there is a favourable response to many of the principles being advocated but again with the usual reservations on the potential additional so far uncosted administrative and financial burdens this could place onto local government.

#### **Planning and Policy Division**

The production of Halton's Core Strategy (Preferred Options stage) is expected to be open to public consultation in autumn 2007.

An announcement on Planning Delivery Grant (PDG) is imminent. Expectations are high for a good award. Production of an LDF, a document recognised as a key strategy for local government alongside the community strategy and LAA, is expensive. A substantial PDG award is required to ensure delivery of a sound LDF.

**Landscape Division**

The wettest June on record has had an impact on service delivery. In particular phenomenal growth of trees and shrubs has placed extreme stress on the Divisions front line services. Programmed winter tree and shrub maintenance had not all been completed at the end of last year due to the storms of the 18<sup>th</sup> January which has compounded the problem. A plan has now been put into effect which will tackle the worst issues such as overhanging vegetation on Highways signs.

The current Landscape Services Division structure was put into place in 2000, was slightly altered in 2005 to allow for the management of streetscene and has during that time delivered an effective service. However there have been many changes over the last six years including the refurbishment of nearly all of Halton’s main parks, the transfer of Housing stock to HHT and the evolving streetscene approach to neighbourhood management. The structure of the Division is now being looked at in detail to see if changes could be made to better facilitate service delivery.

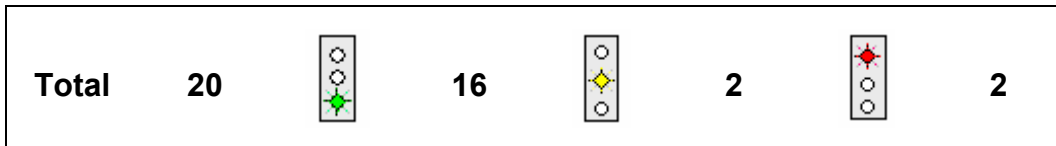
**Waste Management Division**

The Division is currently considering the following two Government consultations:

**Proposals for incentives for recycling by households.** If implemented this would give local authorities the power to introduce financial incentives for promoting recycling and reducing household waste. Introduction of financial instruments to influence public behaviour would be optional.




**Proposals for new Waste Performance Indicators** for local authorities following the publication of Waste Strategy for England 2007. The proposals include setting a mandatory minimum level against the waste indicators, with indicators for Household waste not *reused*, recycled or composted per head and % of household waste reused, recycled and composted. The changed indicators recognise the role of *reuse* as well as recycling and composting in diverting waste from landfill.

**4.0 PROGRESS AGAINST KEY OBJECTIVES / MILESTONES**



Progress towards objectives is generally satisfactory. Details can be found in Appendix 1.

**4.1 PROGRESS AGAINST OTHER OBJECTIVES / MILESTONES**

<b>Total</b>	<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>
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There are no “Other” objectives for this service.

**5.0 SERVICE REVIEW**

**Environmental Health, Enforcement and Building Control Division**

Nothing to report.

**Planning and Policy Division**

Nothing to report




**Landscape Division**

Nothing to report

**Waste Management Division**




Nothing to report

**6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS**

<b>Total</b>	<b>22</b>		<b>18</b>		<b>3</b>		<b>1</b>
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Progress towards targets is generally good although some concern is expressed in respect of some areas of performance in Planning and abandoned vehicles. Details can be found in Appendix 2.

**6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS**

<b>Total</b>	<b>20</b>		<b>17</b>		<b>0</b>		<b>3</b>
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Three “Other” indicators are of concern at this stage in the year and have been reported in Appendix 3.

**7.0 PROGRESS AGAINST LPSA TARGETS**

Progress against the 2 LPSA targets for this service is good and details

can be found in Appendix 4.

## **8.0 RISK CONTROL MEASURES**

During the production of the 2007-08 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 2006/07 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.

## **10.0 APPENDICES**






Appendix 1- Progress against Key Objectives/ Milestones  
Appendix 2- Progress against Key Performance Indicators  
Appendix 3- Progress against Other Performance Indicators  
Appendix 4- Progress against LPSA targets  
Appendix 5- Financial Statement  
Appendix 6- Explanation of traffic light symbols

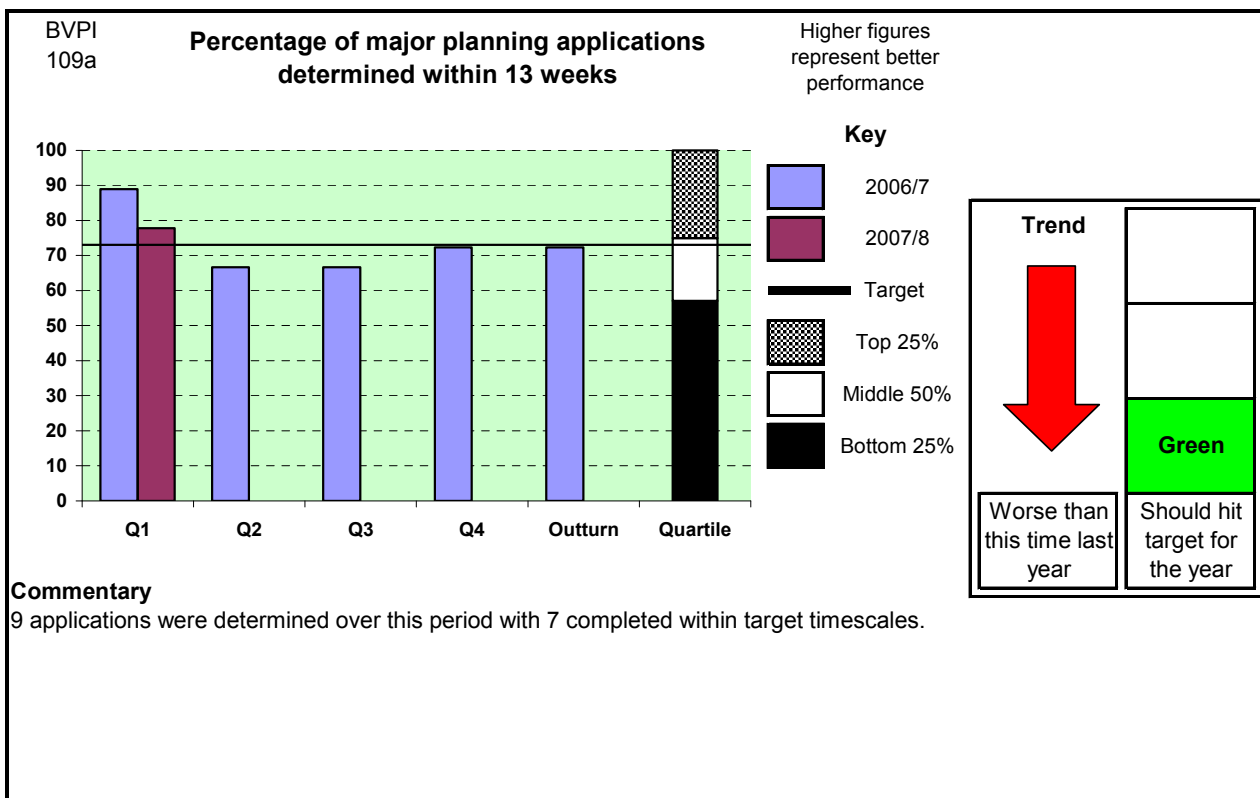
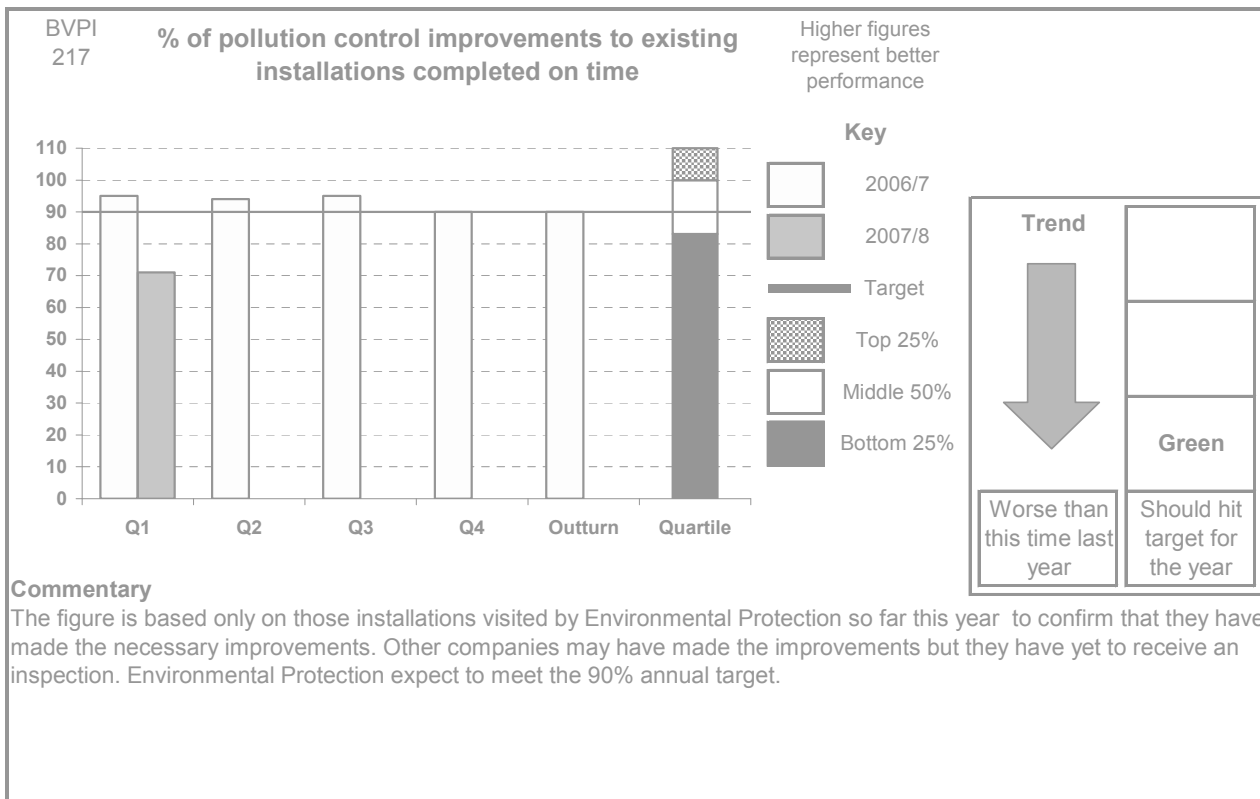
Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
ER 01	To maintain a co-ordinated and robust regulatory/enforcement regime operable and that authorised development is implemented in accordance with approved documents and that inappropriate unauthorised activity is quickly addressed.	To produce and have adopted a revised cross-cutting Enforcement Policy, <b>January 2008</b>		Recruitment of the requisite staff is underway and the policy is in development.
ER 02	Continue Borough-wide Playground Refurbishment Project to ensure compliance with national standard	Establish funding and agree 2 playground refurbishments, <b>June 2007</b>		Town Park, (funding sources are outlined but not all confirmed). Proposed works at Caldwell Road, and King Georges (from Capital programme) (to follow-on from the Town Park site).
		Monitor and report the success of playground refurbishment <b>March 2008</b>		Milestone expected to be achieved on time.
ER 03	Natural Assets Strategy - Publish the reviewed and revised Strategy and commence implementation of the relevant aspects of the new 5 year Action Plan.	Open Wigg Island Visitor Centre, <b>May 2007</b>		Due to ongoing issues with Scottish Power the Centre was not opened in May 2007. Recently things have moved forward and it is expected that there will be an opening ceremony in September 2007.
		Secure funding, from National Lottery Fund, for Hale Park restoration, <b>July 2007</b>		Hale Park has passed through the first stage of the bid process. A detailed plan is now being drawn up for the second stage of the bid.
		Hale Park restoration complete, <b>March 2008</b>		Hale Park has passed through the first stage of the bid process. A detailed plan is now being drawn up for the second stage of the bid. Delays

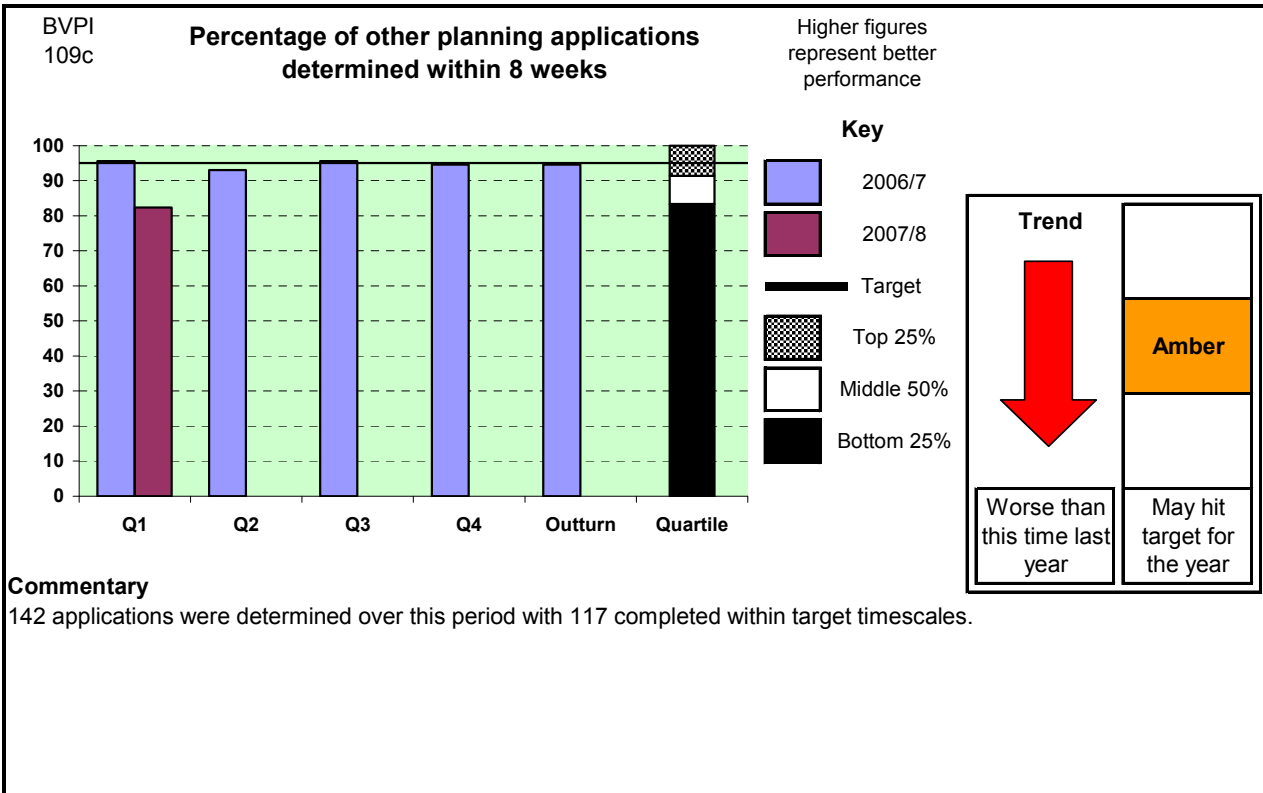
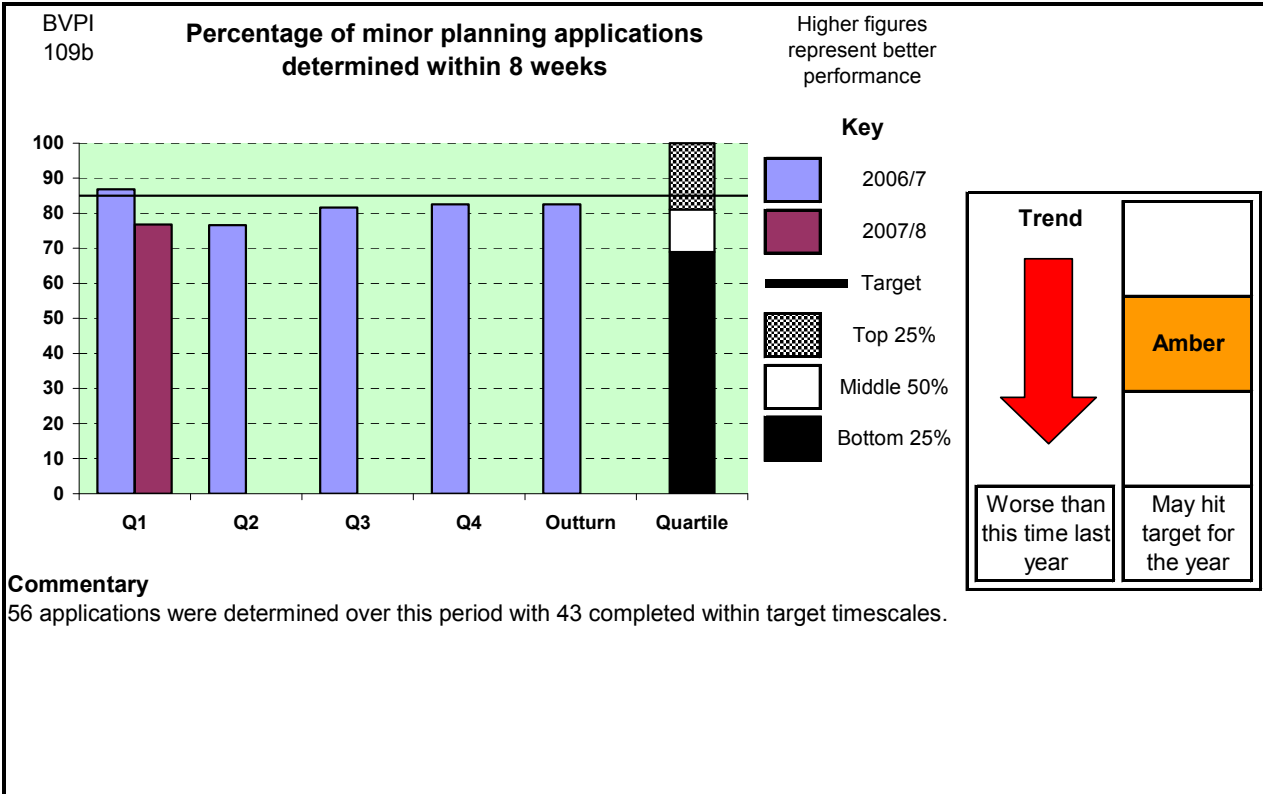
Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
		Secure 8 Green Flag Awards, <b>August 2007</b> (An additional site, Victoria Park, in for the award)		<p>incurred in the securing of funding could delay completion of restoration works</p> <p>In July 2007 the Landscape Services Division learnt the result of its eight bids. Runcorn Town Hall Park failed to gain an award for the third time running. Managers are evaluating the report supplied by the Civic Trust with a view to challenging this decision.</p> <p>Unfortunately Victoria Promenade failed to gain an award after holding Green Flag Status for two years. Initial study of the report from Civic Trust shows that this site was a marginal failure and that points were lost due to an error being made in the application. Unfortunately a draft copy of the site management plan was submitted instead of the completed full management plan.</p> <p>Victoria Park won a Green Flag Award for the first time. The achievement of the award for Victoria Park puts a quality mark against the recent HLF Restoration.</p> <p>Previous award holders Hough Green Park, Pickerings Pasture LNR, Rock</p>

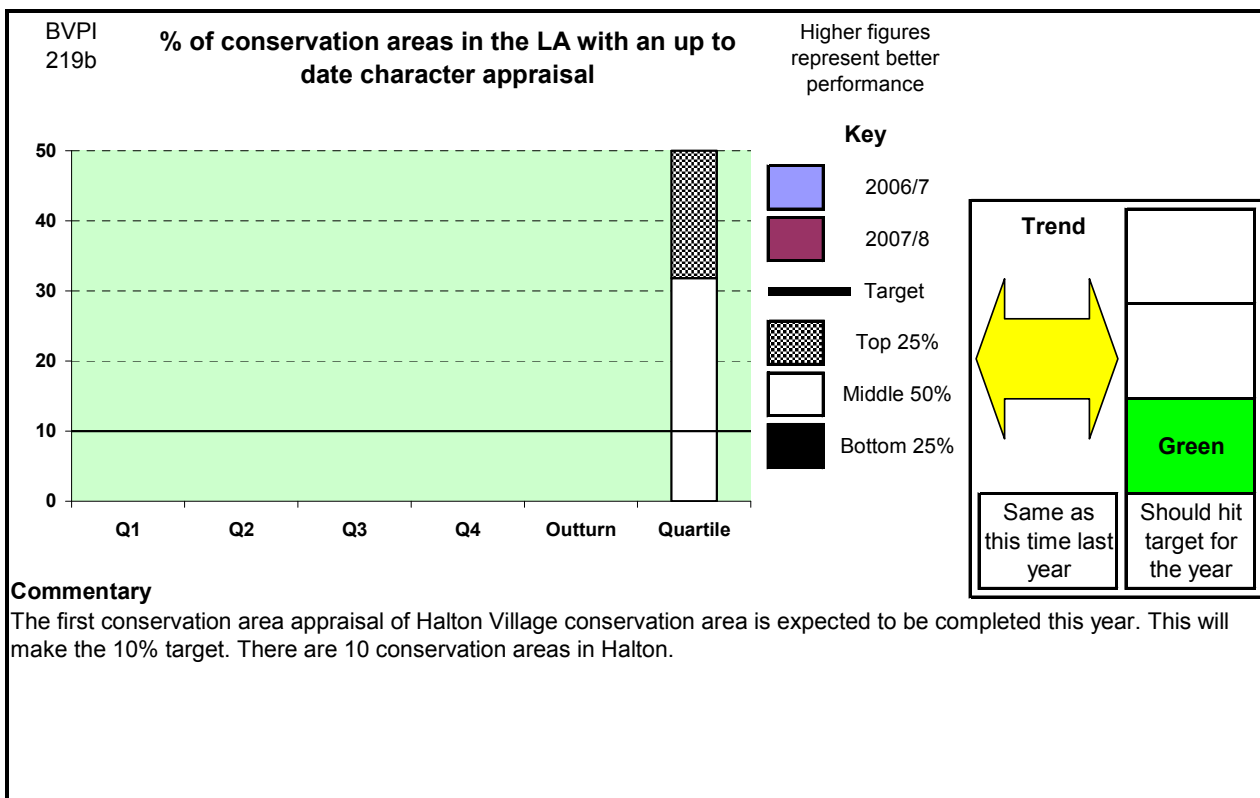
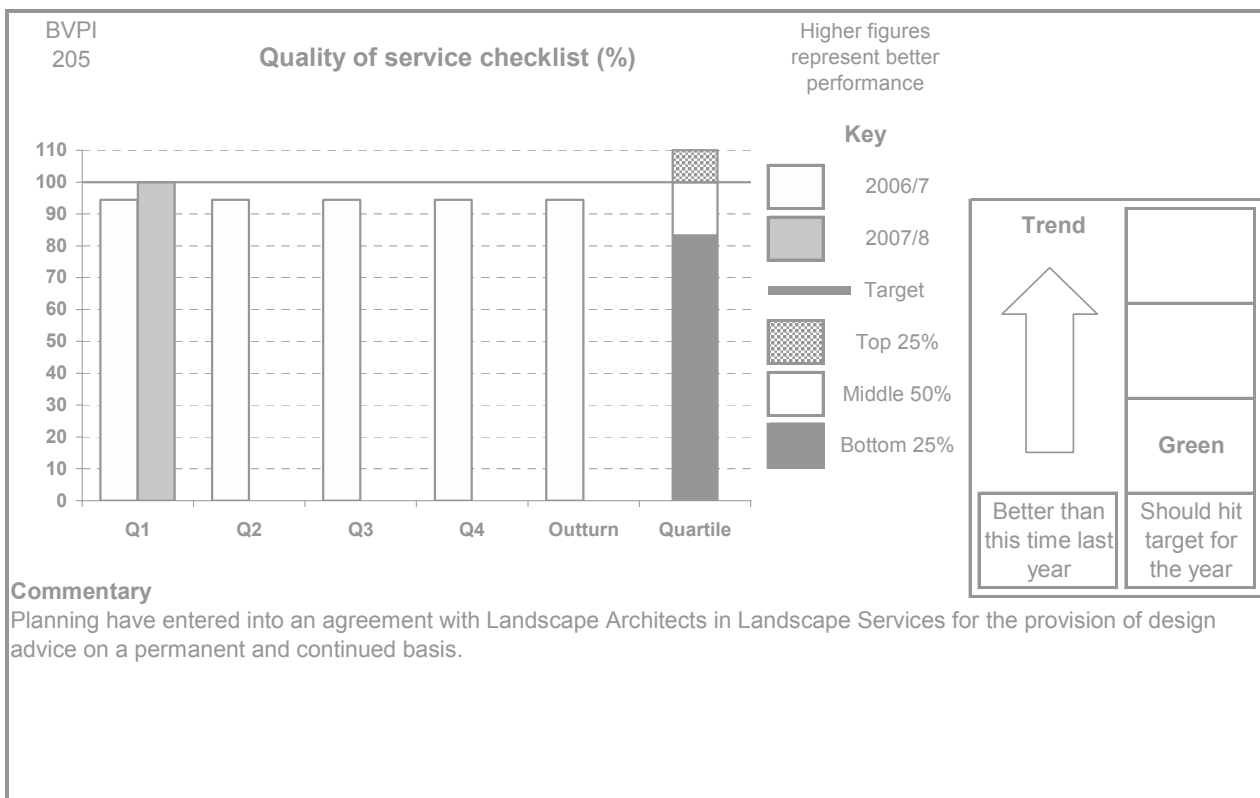
Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
				Park and Runcorn Hill Park & LNR all secured Green Flag Awards.
ER 04	To prepare and adopt a local development framework (LDF) and to review the LDF on a regular basis ensuring that an up to date development plan is available (statutory requirement). To achieve this by producing the following targets:-	Adoption of the Halton Lea Town Centre Strategy SPD, <b>September 2007</b> Adoption of the Sandymoor SPD, <b>February 2008</b>  Adoption of the New Residential SPD, <b>November 2007</b>  Adoption of the Transport & Accessibility SPD, <b>July 2009</b>	   	Progress has been made in the production of documents contained on the LDS plan (Local Development Scheme). All the documents listed as milestones are on target for the adoption dates contained in the LDS 2007.
ER 05	Review and publish an updated Municipal Waste Management Strategy and commence implementation of the relevant objectives contained within the strategy, so as to secure compatibility with wider Merseyside strategy.	Exercise to Update Waste Management Strategy, <b>April 2007</b>  Consultation on draft Updated Strategy, <b>Autumn 2007</b>  Adoption of Updated Strategy, <b>December 2007</b>  Approval of Waste Action Plan, <b>July 2007</b>	   	Work to update the Council's Waste Management Strategy commenced as planned.  Consultation on the draft updated strategy is on target to take place as planned  Although work is continuing on updating the Strategy, the timetable for the adoption may slip slightly.  Consultation on the draft updated strategy is on target to take place as planned

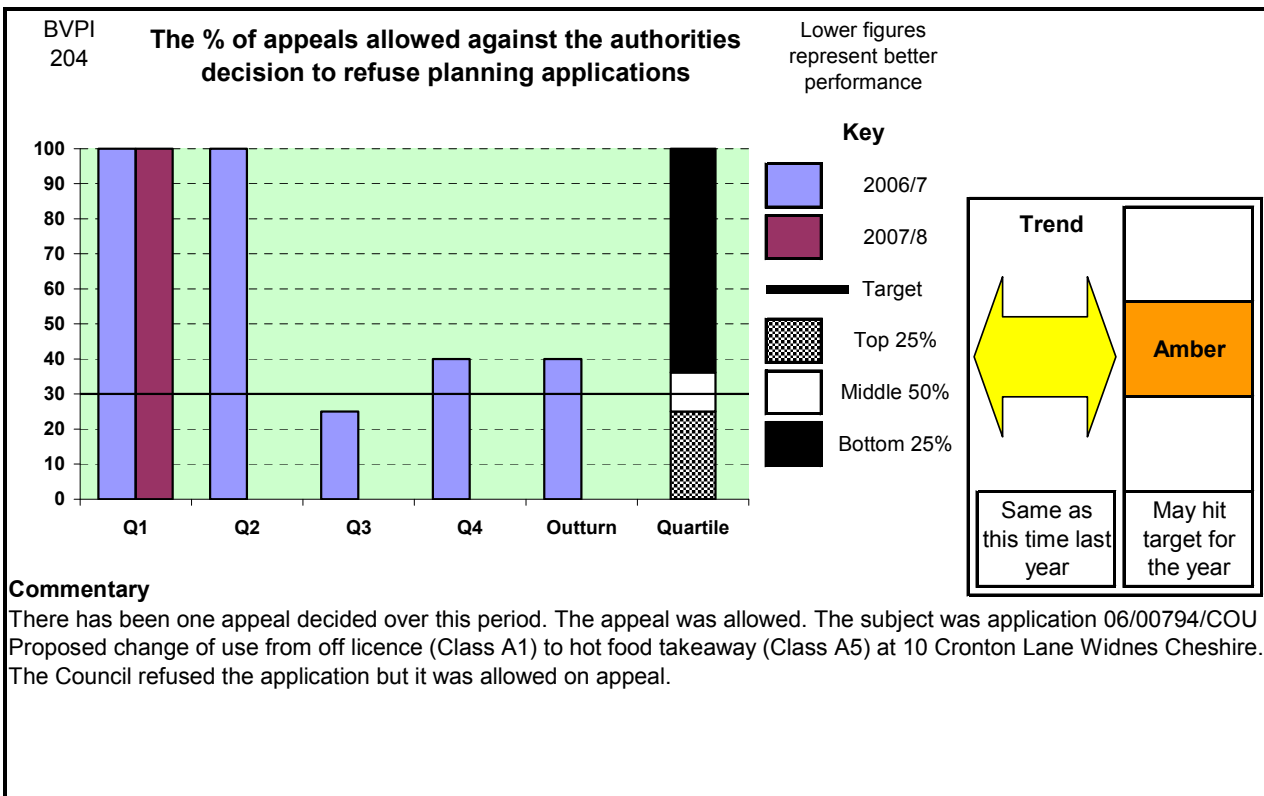
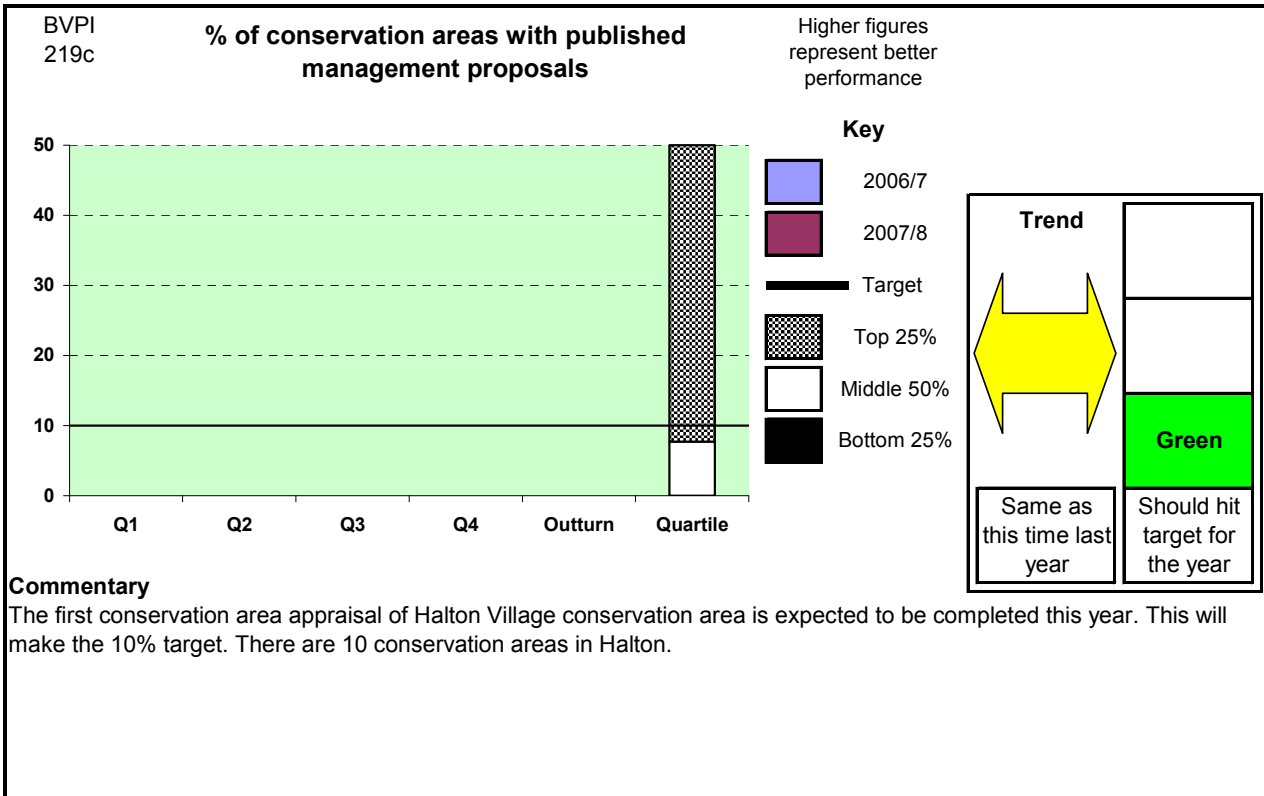


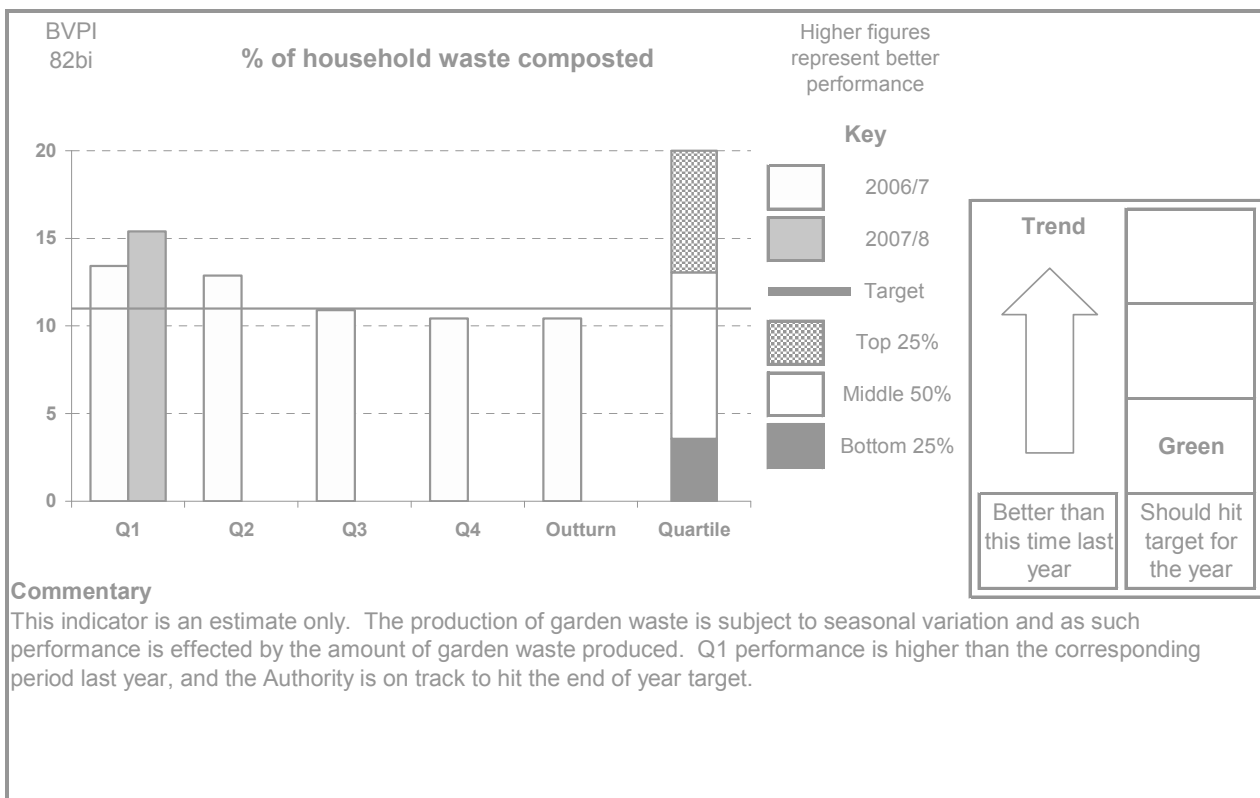
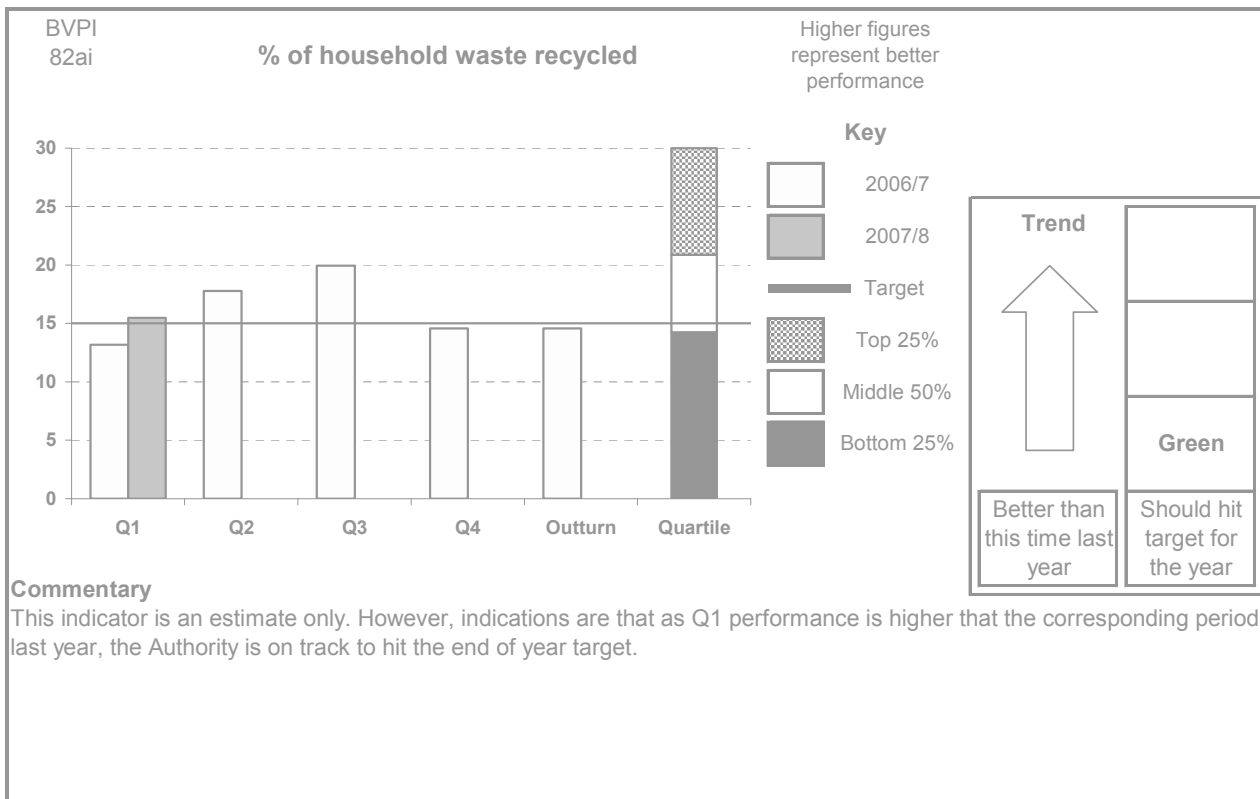
Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
		Pilot scheme to deliver kerbside multi-material recycling services (subject to the approval of the Waste Action Plan), <b>October 2007</b>		Subject to approval, the pilot scheme is on target to take place as planned.
ER 06	To procure an integrated waste management infrastructure/partnership to meet the requirements of the Municipal Waste Management Strategy	Halton agreed Contract Procurement Strategy with Merseyside Waste Disposal Authority, <b>March 2007</b>  Approval of Inter Authority Agreement (IAA) to formalise partnership arrangement with MWDA for the procurement of facilities and services, <b>July 2007</b>	  	Progress continues to be made on contract procurement strategy with the MWDA.  Negotiations are continuing with the MWDA, though the timetable for the approval of a formal IAA may slip slightly.
ER 07	Develop policy and practice regarding the introduction of legislation to ban smoking in public places introduce and continue to undertake effective balanced enforcement and review impact after 12 months and 24 months with the objective of ensuring appropriate smoke free environments.	Establish Smoking, Education & Enforcement Team by <b>May 2007</b> .  Complete programme of education for all premises by <b>July 2007</b> .	  	Smoking Compliance Officers in post. Programme of briefings to businesses complete by July 1 <sup>st</sup> .  Compliance visits continuing.

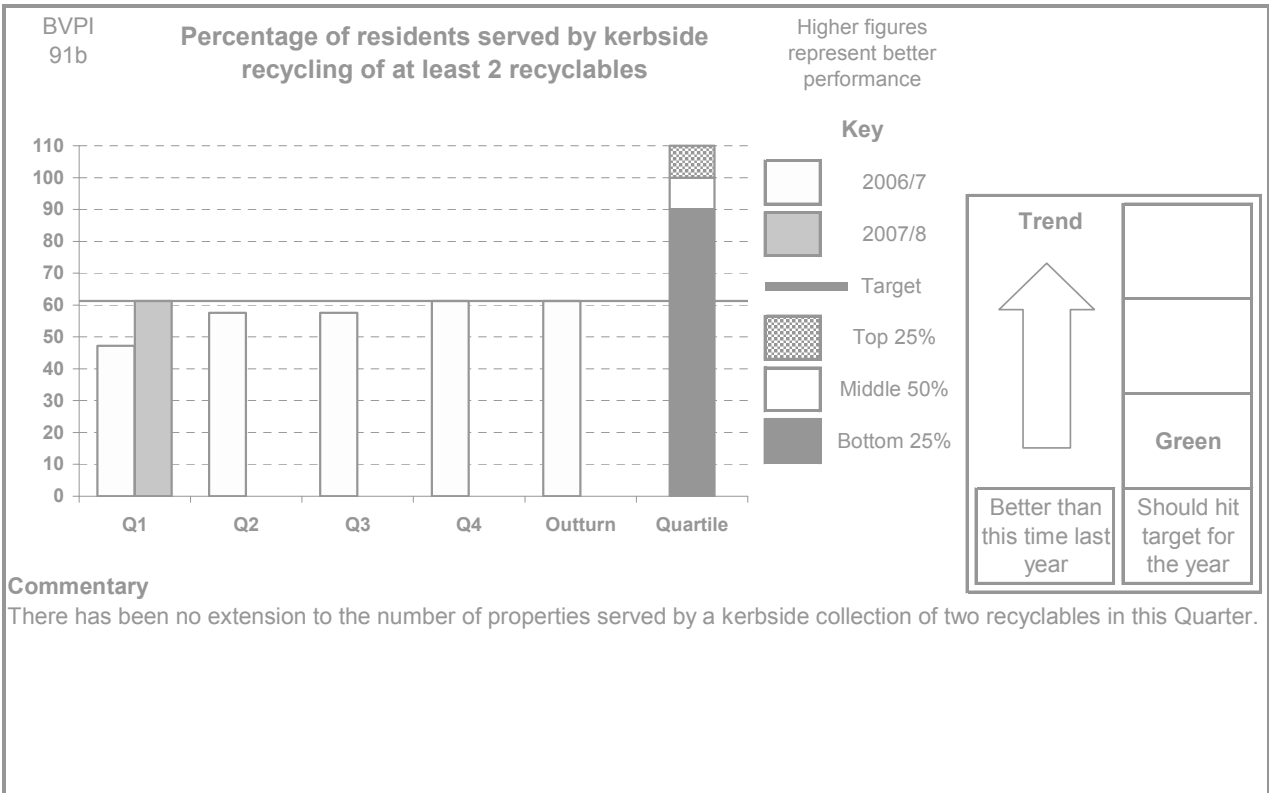
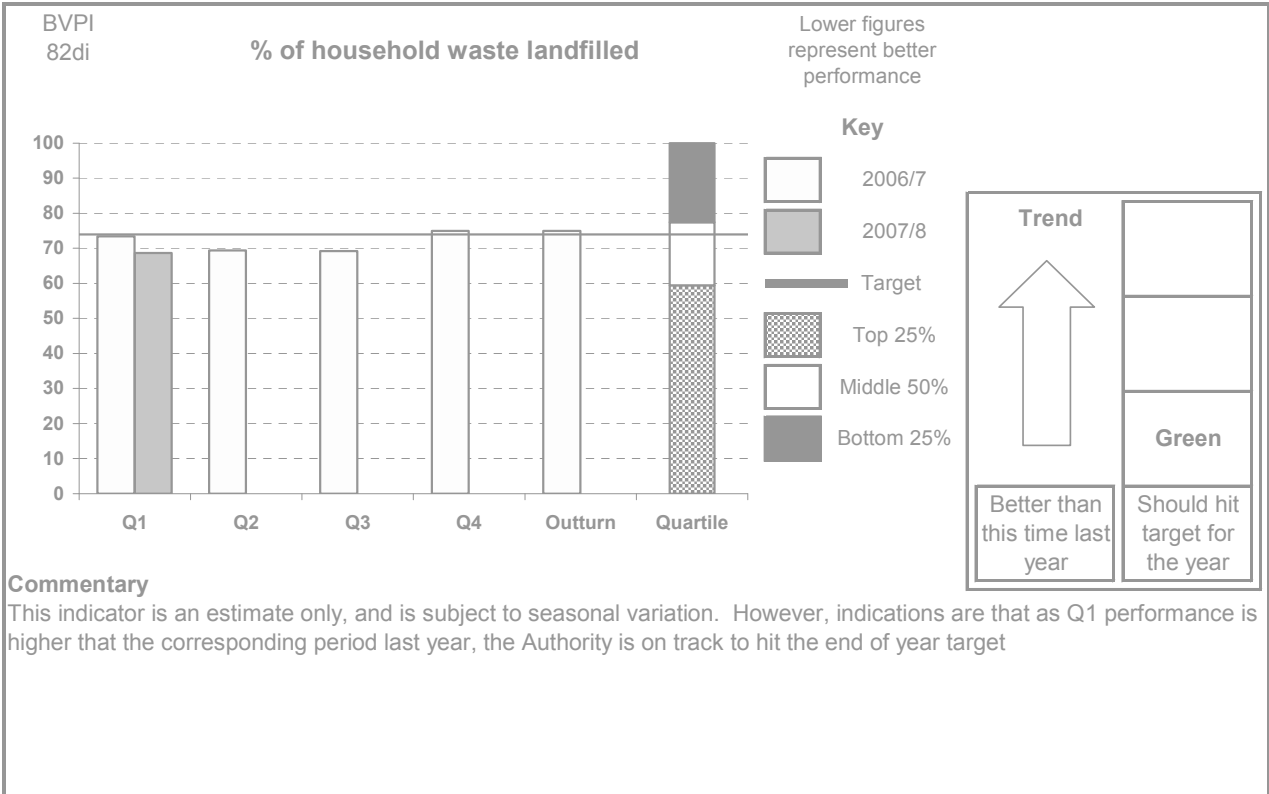


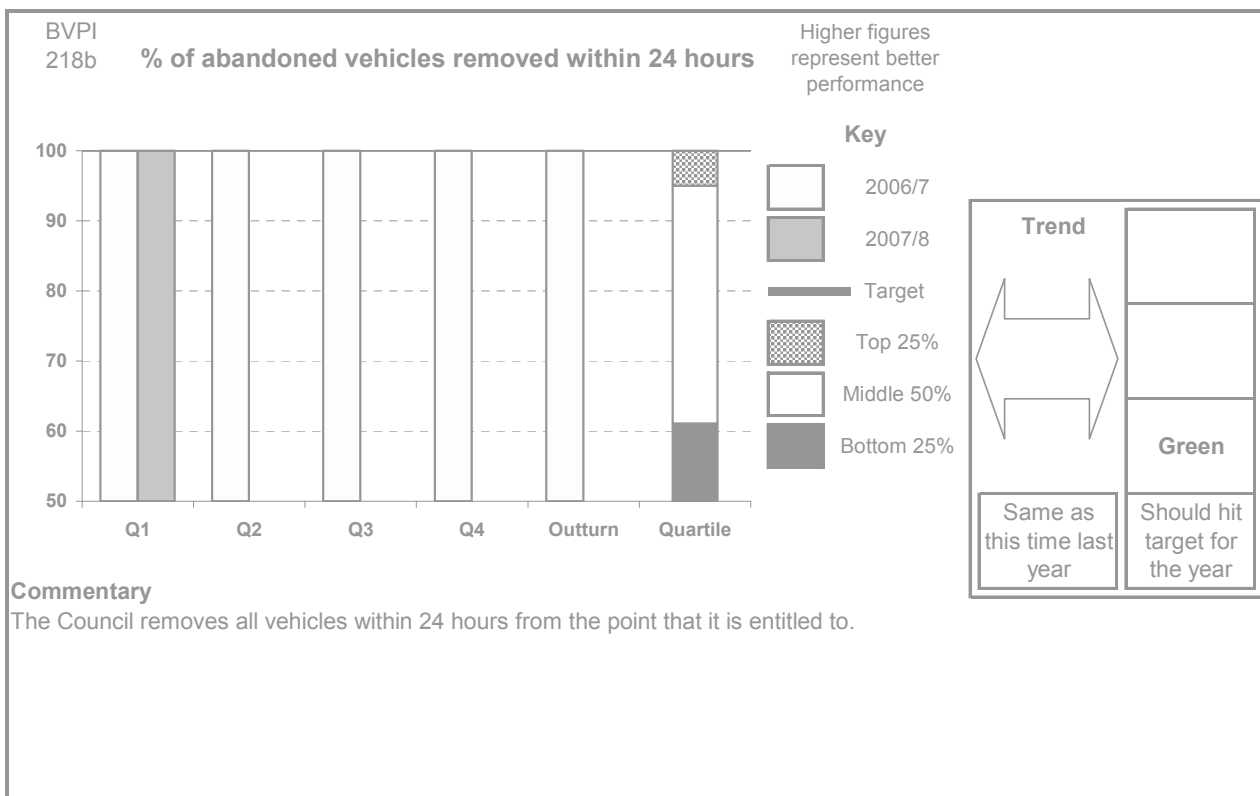
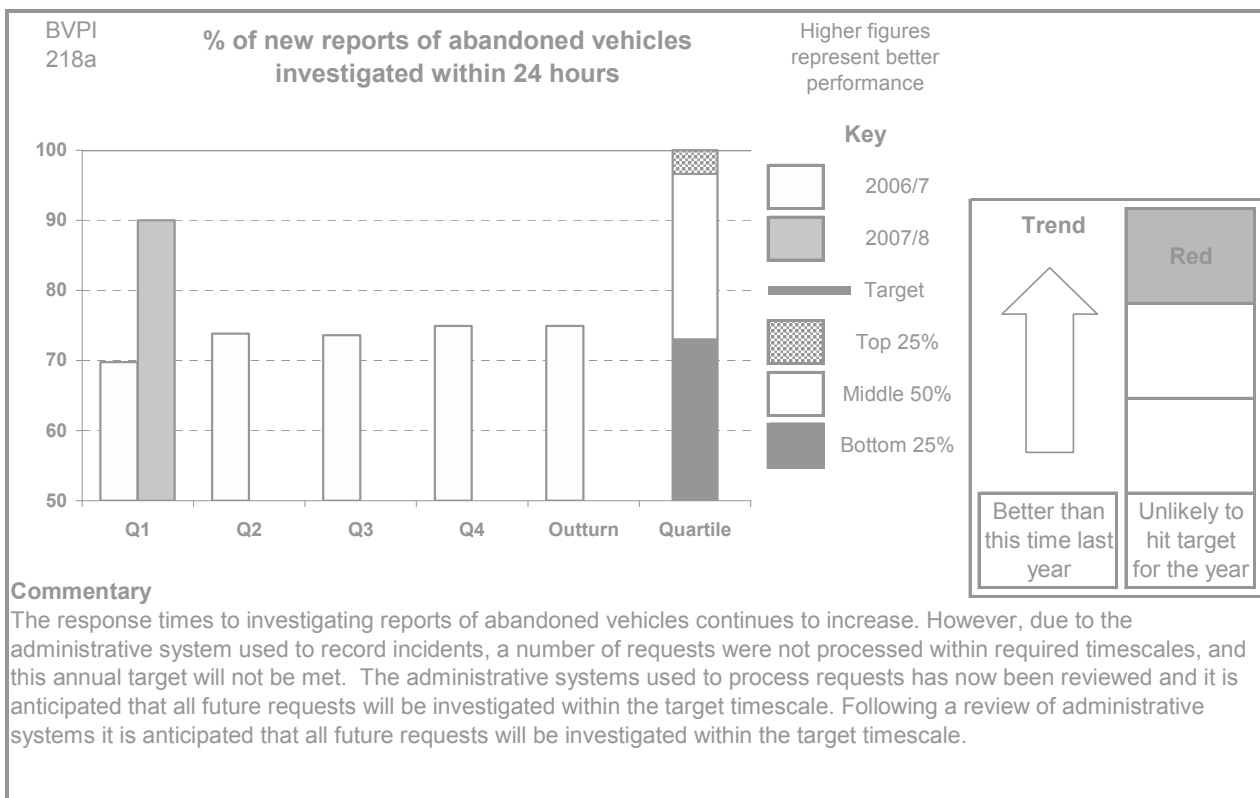




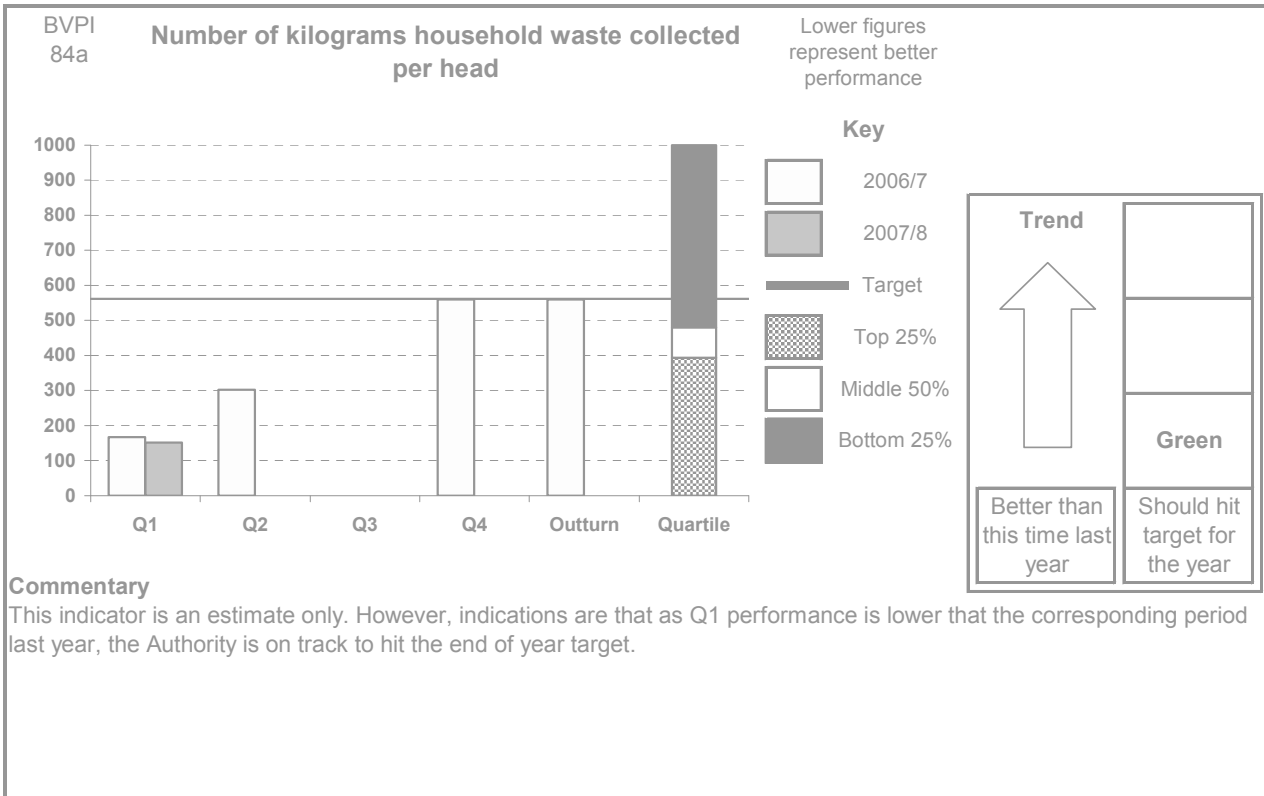

















The following indicators will be reported on an annual basis in Q4,

- BVPI 106
- BVPI 199a
- BVPI 199b
- BVPI 199c
- BVPI 199d
- BVPI 86
- BVPI 87

Ref	Indicator	Actual 06 / 07	Target 07 / 08	Quarter 1	Progress	Commentary
<b>Service Delivery Indicators.</b>						
ENV R LI 5	% of incidents of offensive graffiti responded to within 24 hours of notification	82.35%	100%	81.82%		Due to the administrative system used to record incidents, a number of requests for service were not processed within required timescales, and this annual target will not be met. Following a review of administrative systems it is anticipated that all future requests will be responded to within the target timescale.
ENV R LI 6	% of incidents of fly-tipping responded to within 48 hours	96.41%	100%	96.32%		Due to the administrative system used to record incidents, a number of requests for service were not processed within required timescales, and this annual target will not be met. Following a review of administrative systems it is anticipated that all future requests will be responded to within the target timescale.
<b>Quality of Service Indicators.</b>						
ENV R LI 3	Number of Green Flag Awards achieved for Halton	6	8	6		See commentary for Key Objective ER03 in Appendix 1 above.

LPSA Ref.	Indicator	Baseline	Target	Perform 06/07	Perform 07/08 Q1	Traffic light	Commentary
6	<b>Reducing vehicle arson:</b> The number of incidents of arson occurring to non derelict vehicles (during the year 1 April to 31 March)	200 (Jan – Dec 2005)	140 (Apr 07 – Mar 08)	143			Performance in this first quarter indicates that the year end target is anticipated to be met.
7	<b>Improving health and well-being:</b> The number of people reporting to the NHS stop smoking services who had set a quit date and who are still not smoking at the four weeks review (during the year 1 April to 31 March)	850 (2005/6)	2000 (2008/9)	1049	<b>159</b>		<p>This target is broken down into:            Q1 – 15% - Reported in August            Q2 – 20% - Reported in December            Q3 – 30% - Reported in February            Q4 – 35% - Reported in June</p> <p>The target is not split into an average 25% per quarter, as quitting smoking is seasonal. In the winter months there are more colds and chest problems and so people examine their health more. In the last quarter there are new years resolutions, valentines day and heart promotion and quit smoking day in March. This explains the targets for each quarter.</p> <p>The smoking ban from 1/7/07 is expected to influence figure for this year.</p> <p>Results:            Q1 – 416 people set a quit date &amp; 159 were not smoking at the 4 week review.</p>

## Financial Statement

### Environment Directorate 2007/2008.

#### Environmental & Regulatory Services.

Landscape Services Division 2007/2008.

Waste Management Services Division 2007/2008.

### Revenue Budget as at 30th June 2007.

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (Over spend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<b><u>Expenditure</u></b>					
Employees	6,541	1,652	1,571	81	1,571
Building Maintenance	27	0	0	0	0
Operational Buildings	108	0	0	0	0
Landscape Maintenance	271	71	47	24	70
Office Accommodation	59	0	0	0	0
Other Premises Costs	118	37	22	15	26
Supplies and Services	394	109	88	21	105
Recycling Plan/Strategy	133	0	0	0	0
Hired & Contracted Services	321	93	106	(13)	117
Tipping	212	60	49	11	49
Transport	1,898	497	528	(31)	534
Grants To Voluntary Organisations	18	8	1	7	1
Agency Services	128	32	20	12	20
Waste Disposal - Fridges	90	15	15	0	15
Waste Disposal - Green Waste	125	50	55	(5)	55
Waste Disposal - Other	276	64	57	7	57
Waste Disposal - HWC's	913	298	310	(12)	310
Waste Disposal - Domestic Refuse	536	178	145	33	145
Waste Disposal - Landfill Tax	1,334	291	292	(1)	292
Internal Support Costs	618	0	0	0	0
Central Support Costs	437	0	0	0	0
Capital Financing	81	5	5	0	5
Asset Charges	202	0	0	0	0
<b>Total Expenditure</b>	<b>14,840</b>	<b>3,460</b>	<b>3,311</b>	<b>149</b>	<b>3,372</b>

<b><u>Income</u></b>					
Sales	-138	-30	-40	10	-49
Fees & Charges - Trade Waste	-625	-156	-121	-35	-121
Fees & Charges - Bulky Waste	-213	-53	-9	-44	-9
Fees & Charges - Other	-107	-17	-2	-15	-2
Rents	-15	-4	-3	-1	-3
Grounds Maintenance Recharge	-3,112	-26	-4	-22	-4
Support Service Income	-233	0	0	0	0
Government Grants	-120	0	0	0	0
Reimbursements & Other Grants	-491	-118	-130	12	-130
School's SLA	-152	-39	-39	0	-39
Building Cleaning Recharges	-737	-194	-187	-7	-187
School Cleansing Recharges	-635	-158	-126	-32	-126
Miscellaneous St. Cleansing Recharges	-159	-34	-26	-8	-26
Non - Revenue	-110	-28	-28	0	-28
<b><u>Total Income</u></b>	<b>-6,847</b>	<b>-857</b>	<b>-715</b>	<b>(142)</b>	<b>(724)</b>
<b><u>Net Expenditure</u></b>	<b>7,993</b>	<b>2,603</b>	<b>2,596</b>	<b>7</b>	<b>2,648</b>

**Comments.**

1. The under spend on labour is a result of a delay in advertising and filling vacant posts.
2. Delays in procurement of the new refuse fleet have resulted in the transport overspend.
3. A continued reduction in the number of trade waste customers and fewer than anticipated requests for the bulky item and fridge collection service are the main contributors to the shortfall in income.

**Environment Directorate****Capital Expenditure - 2007/2008****Environmental & Regulatory Services**

<b>Code</b>	<b>Scheme</b>	<b>2007/2008 Allocation £'000</b>	<b>2007/2008 Spend £'000</b>	<b>2007/2008 Variance £'000</b>
H300	Litter Bin Replacement	20	0	20
H302	Victoria Park HLF	50	34	16
N002	Drainage Works at Household Waste Site	50	0	50
N004	Children's Playground Equipment	65	0	65
N009	Sports Pitch Improvement	400	0	400
N010	Wigg Island Visitor Centre	20	2	18
N021	Noise Equipment Replacement	10	0	10
N022	Air Quality Monitoring Station	20	0	20
N023	Refuse Collection Fleet	1,200	0	1,200
N529	Contaminated Land - Stenhills Quarry	170	0	170
	Landfill Tax Credit	340	46	294
		<b>2,345</b>	<b>82</b>	<b>2,263</b>

Environment Directorate.Environment & Regulatory Services.Local Strategic Partnership 2007/2008.Expenditure as at 30th June 2007.

Code	Scheme	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)
		£'000	£'000	£'000	£'000
7301	Area Forum 1	110	27	-15	42
7302	Area Forum 2	89	22	0	22
7303	Area Forum 3	87	22	-8	30
7304	Area Forum 4	127	32	-3	35
7305	Area Forum 5	114	29	-4	33
7306	Area Forum 6	53	13	0	13
7307	Area Forum 7	20	5	6	(1)
7338	Civic Pride	10	2	2	0
7343	Enterprise Development	102	25	16	9
7372	Pride Of Place Action Team	72	18	19	(1)
7373	Multi Skilled Maintenance Team	44	11	11	0
7375	Neighbourhood Pride	49	12	0	12
7377	Area Forum Co-ordinator	30	7	8	(1)
7382	Anti-Social Behaviour	27	7	12	(5)
7390	Graffiti Team	72	18	12	6
					0
		<b>1,006</b>	<b>250</b>	<b>56</b>	<b>194</b>

## ENVIRONMENTAL &amp; REGULATORY SERVICES DEPARTMENT

## PLANNING DIVISION

Revenue Budget as at 30th June 2007

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<b>Expenditure</b>					
Employees	993	245	222	23	224
Premises Support	68	0	0	0	0
Hired & Contracted Svcs	72	18	8	10	8
Unitary Development Plan	25	6	0	6	2
Supplies & Services	138	34	22	12	177
Transport	16	4	4	0	4
Central Support Services	229	0	0	0	0
Departmental Support Services	255	0	0	0	0
Agency	3	1	0	1	0
<b>Total Expenditure</b>	<b>1,799</b>	<b>308</b>	<b>256</b>	<b>52</b>	<b>415</b>
<b>Income</b>					
Planning Fees	-782	-195	-84	(111)	-84
Support Services	-400	0	0	0	0
Planning Delivery Grant	-250	-77	-77	0	-77
<b>Total Income</b>	<b>-1,432</b>	<b>-272</b>	<b>-161</b>	<b>(111)</b>	<b>-161</b>
<b>Net Expenditure</b>	<b>367</b>	<b>36</b>	<b>95</b>	<b>(59)</b>	<b>254</b>

Comments on the above figures:

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

With regards to expenditure, employees is under spent to date due to staff vacancies within the department. The underspend in supplies and services and hired and contracted services is mainly due to spend within the Spatial Planning section, however, it is anticipated that the full budget will be spent by the financial year end.

In terms of income, an estimated budget of £250,000 has been identified against the Planning Delivery grant although the full grant allocation has not yet been received. Planning fees for the year to date have underachieved against the budget by £111,344. This is not unusual in the first quarter with planning fee income normally increasing as the year progresses.



## ENVIRONMENTAL &amp; REGULATORY SERVICES DEPARTMENT

## ENVIRONMENTAL HEALTH &amp; BUILDING CONTROL DIVISION

Revenue Budget as at 30th June 2007

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<b>Expenditure</b>					
Employees	1,590	392	348	44	348
Premises Support	79	0	0	0	0
Other Premises	8	6	5	1	5
Supplies & Services	183	51	51	0	99
Transport	66	10	9	1	9
Central Support Services	324	0	0	0	0
Departmental Support Services	321	0	0	0	0
Agency Related	14	14	17	(3)	17
Asset Charges	2	0	0	0	0
<b>Total Expenditure</b>	<b>2,587</b>	<b>473</b>	<b>430</b>	<b>43</b>	<b>478</b>
<b>Income</b>					
Sales	-50	-45	-41	(4)	-50
Building Control Fees	-370	-92	-67	(25)	-67
Pest Control	-64	-16	-23	7	-23
Other Fees & Charges	-5	-1	-2	1	-2
Grant Funding	-24	0	-1	1	-1
Reimbursements	-7	0	0	0	0
<b>Total Income</b>	<b>-520</b>	<b>-154</b>	<b>-134</b>	<b>(20)</b>	<b>-134</b>
<b>Net Expenditure</b>	<b>2,067</b>	<b>319</b>	<b>296</b>	<b>23</b>	<b>344</b>

Comments on the above figures:




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

With regards to expenditure, staffing is underspent at the end of quarter 1. This is a combination of vacancies within the Enforcement Co-ordination, Building Control and Environmental Protection Teams.

With regards to income, Building Control fees are less than budget to date as a result of increased competition from the private sector.

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

The traffic light symbols are used in the following manner:

	<u>Objective</u>	<u>Performance Indicator</u>
<b><u>Green</u></b>	 <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>
<b><u>Amber</u></b>	 <p>Indicates that it is <u>unclear</u> at this stage, due to a lack of information or a key milestone date being missed, <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>
<b><u>Red</u></b>	 <p>Indicates that it is <u>highly likely or certain that the 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:** Health & Community  
**SERVICE:** Culture & Leisure Services  
**PERIOD:** Quarter 1, 2007/08

### 1.0 INTRODUCTION

This quarterly monitoring report covers the Culture & Leisure Department first quarter period up to 30 June 2007. 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 5.

***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

The Department has moved its Headquarters from Runcorn Town Hall to Grosvenor House (Abbeystead 3) for a one year period.

Halton was awarded six 'Green Flags', a quality mark for excellence in parks and open spaces. Victoria Park was a new award.

Visits to public libraries rose by 25,000 in the first quarter. This represents an increase of 14%.

The Specialist Domestic Violence Court was re-launched in April.

Halton successfully hosted the European Student Rugby League Games in April. The Halton Community Games attracted over 100 11-16 year olds. Friday Night Football at the Bankfield School began, working with the 'On the Streets' project and attracting 80 young men. Halton's Sports Fair in June offered a week of structured free activities for young people.

The Active People Survey is to be repeated annually so interim scores will now be available to monitor progress against C17/LPSA 3 prior to 2009 survey.

The Library Service will be co-ordinating the delivery of the national Booktime scheme in Halton which aims to give a gift of a free book pack

to every reception age child. Booktime promotes reading for pleasure by encouraging parents and carers to read aloud with their children, the first packs will be delivered to schools in September.

### 3.0 EMERGING ISSUES

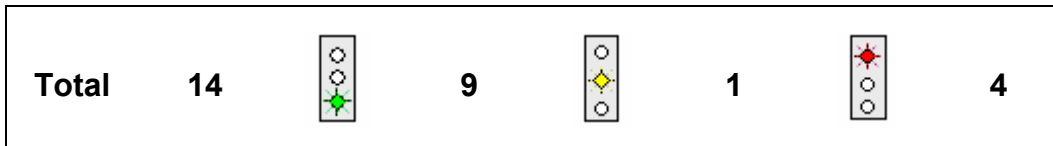
The Home Office has produced a new strategy 'Cutting Crime – a new partnership 2008-2011'. There is also to be a review of the Crime and Disorder Act.

A full review of the Drug Intervention Programme is being undertaken. It will be concluded by the end of August and will inform the commissioning decisions of this area of service for the treatment plan 08/09 onwards.

'Our Community, Your Say' is a national consultation exercise on the new drugs strategy, taking place over the summer and autumn of 2007.

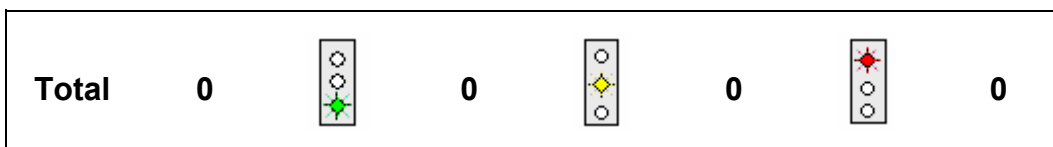
The contract with Groundwork Mersey Valley comes to an end on 30<sup>th</sup> September 2007. Groundwork are currently proposing a merger with Groundwork Wirral to form a new organisation covering the whole of Greater Merseyside. The Council will have to consider its future relationship with the new organisation.

### 4.0 PROGRESS AGAINST KEY OBJECTIVES / MILESTONES



Overall progress towards objectives is good. There are delays in the achievement of some milestones, further details can be found in Appendix 1.

### 4.1 PROGRESS AGAINST OTHER OBJECTIVES / MILESTONES



There are no "Other" objectives for this Department.

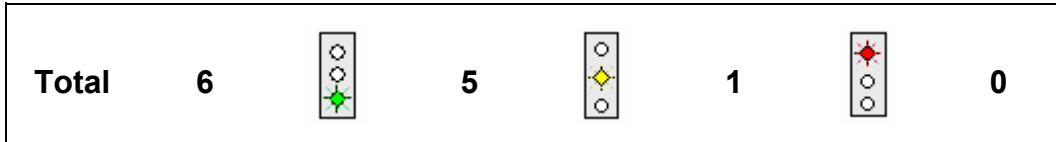
### 5.0 SERVICE REVIEW

A highly complimentary Regional Stakeholders Commentary has been received from Government Office North-West.

An equally pleasing review has been received from the IDeA from the self-assessment process 'Towards an Excellent Service'. An action plan for improvement has been developed. The IDeA are using Halton as a case study for their improvement agenda.

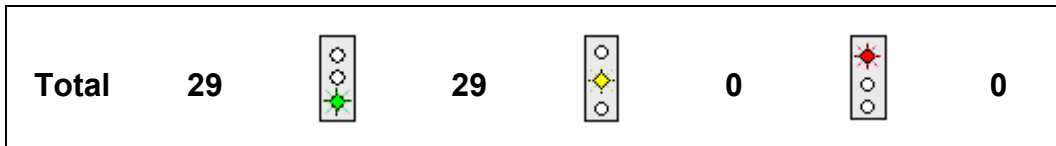
The Active People Survey is to be repeated annually so interim scores will now be available to monitor progress against C17/LPSA 3 (relating to participation in sport and physical exercise) prior to the 2009 survey.

**6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS**



Overall progress towards targets for key Indicators is good, however some concern is expressed regarding performance for BVPI 127a, Violent Crime. Further detail can be found in Appendix 2.

**6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS**



There are no "Other" performance indicators that are a cause for concern at this time.

**7.0 PROGRESS AGAINST LPSA TARGETS**

Detail regarding progress towards LPSA targets can be found in Appendix 4.

**8.0 RISK CONTROL MEASURES**

During the production of the 2007-08 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 2006/07 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.






**10.0 APPENDICES**


Appendix 1- Progress against Key Objectives/ Milestones Appendix 2- Progress against Key Performance Indicators Appendix 3- Progress against LPSA targets Appendix 4- Financial Statement Appendix 5- Explanation of traffic light symbols
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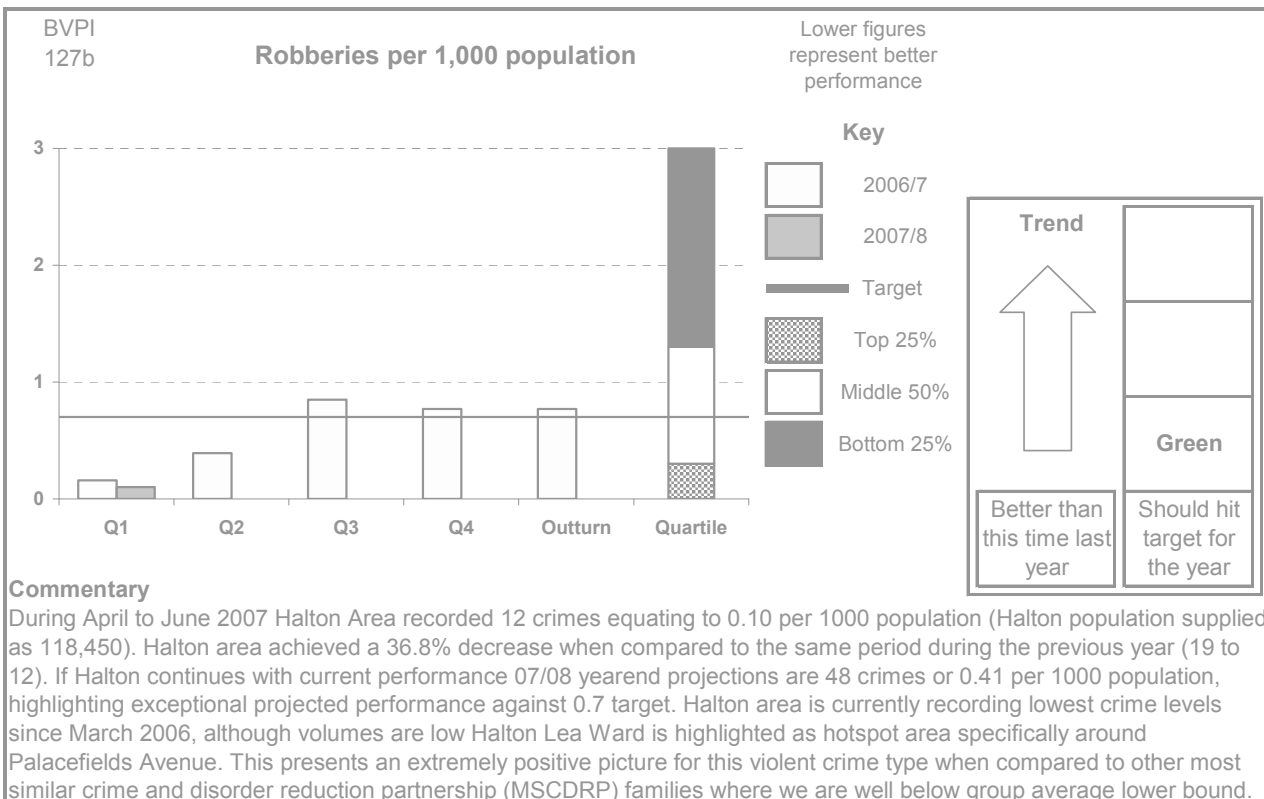
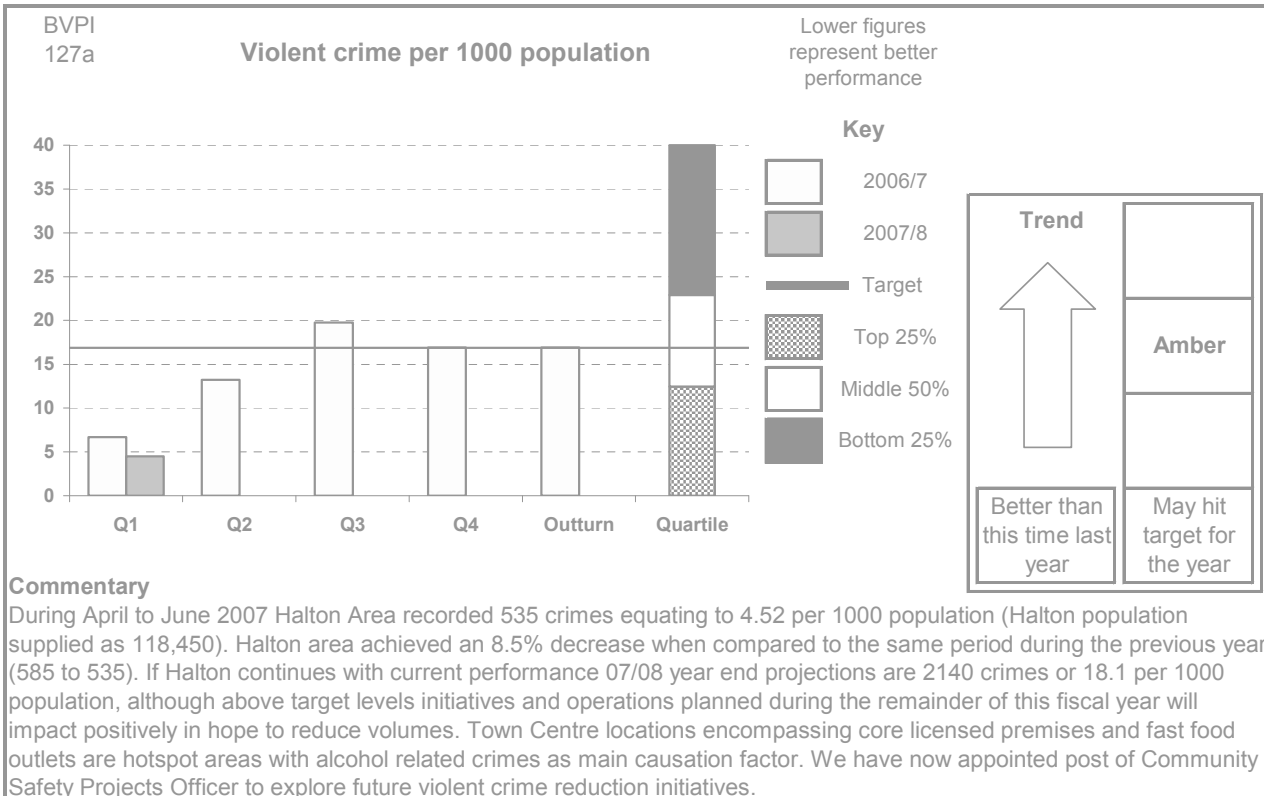
Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
CL 1	To contribute to the health and well-being of the people of Halton by developing self-confidence, providing opportunities for self-achievement, enjoyment and recreation by promoting healthy lifestyles through sporting and cultural opportunities.	<p>Secure funding to implement proposed programme of activity as part of Liverpool's Capital of Culture status.</p> <p>Ensure that Halton's people and their twin towns are able to participate in Liverpool's 800<sup>th</sup> Birthday celebrations in August 2007.</p> <p>Establish youth development/exchange programme with Newham B.C. (hosts of Olympics 2012) in respect of sporting and cultural opportunities.</p> <p>Establish an 'Olympics Support Fund', with appropriate criteria to allow young Halton talent to bid for funding to improve their chances of being able to participate in 2012.</p>	   	<p>£40k secured from Capital of Culture Company; HBC to underwrite Youth Cultural Festival, pending Exec Board sub approval on 6 Sept.</p> <p>3 Twin Towns to attend. Halton's Samba Band to perform.</p> <p>Contacts established. Dialogue regarding possibilities on-going. Will be invited to 2008 Youth Cultural Festival.</p> <p>Fund established. Criteria for applications being developed.</p>

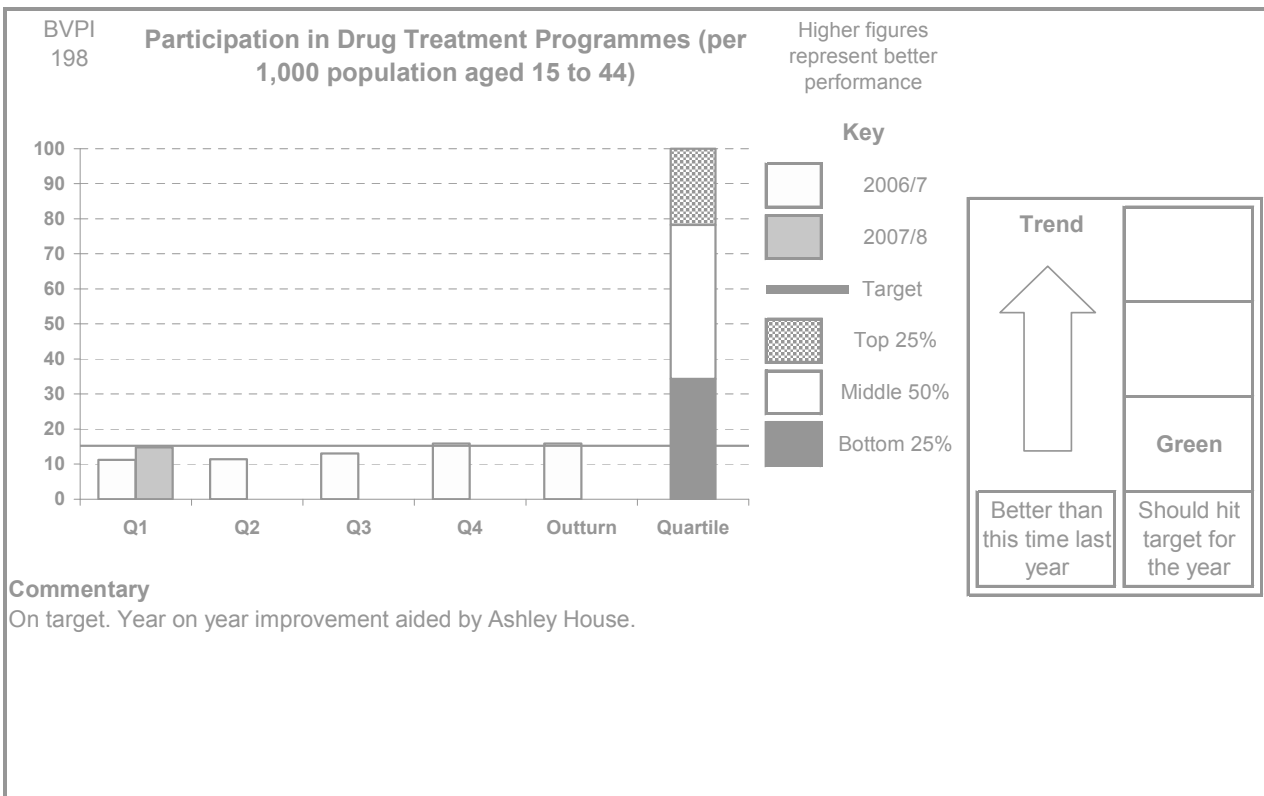
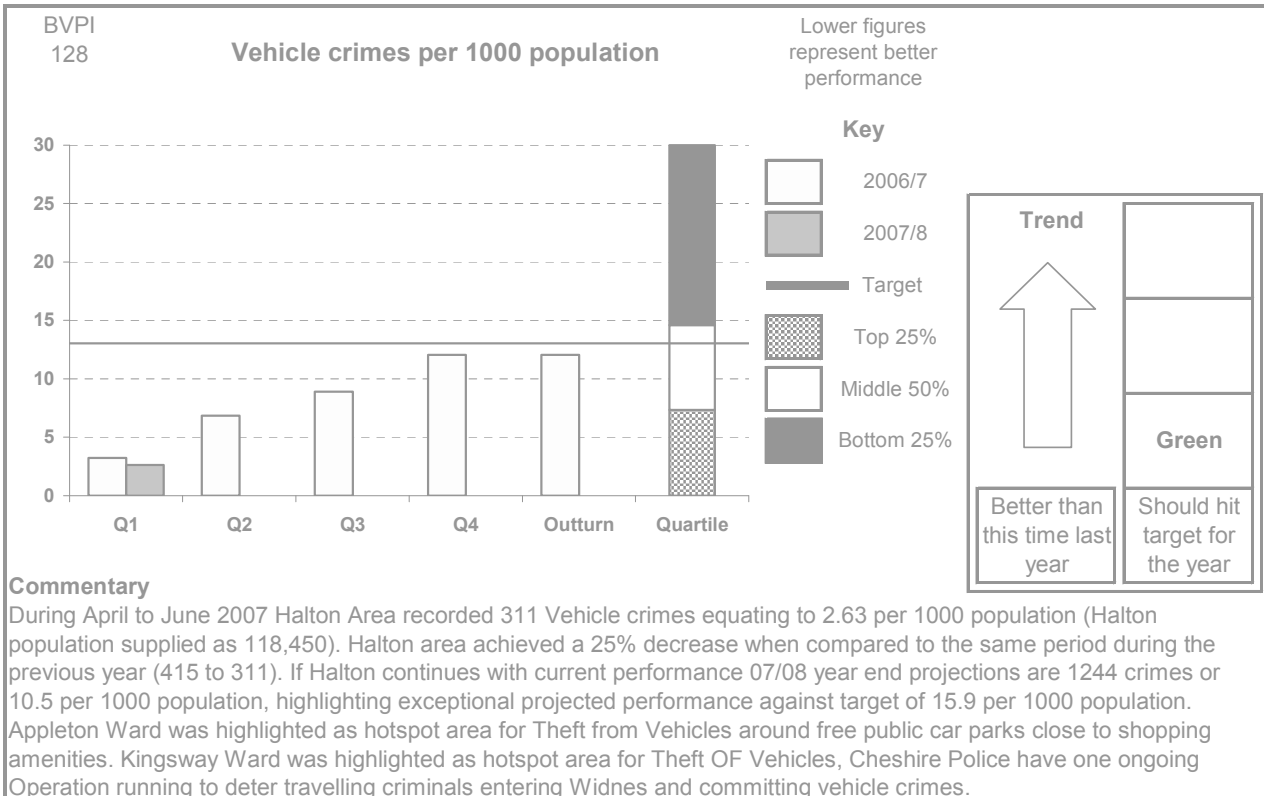
Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
		Establish funding and final work programme for St Chads Big Lottery Fund Sports Hall Scheme. Work to be completed October 2007.		Work on schedule. Lottery Budgets established.
		Complete design of the new Castlefields Community Centre as part of the the Castlefields Regeneration Scheme by June 2007. Establish funding package by March 2008 to allow work to proceed.		Designs complete. Public consultation being undertaken. Gap still exists in funding package.
		Develop local PI's for in-house ALD Day Services and SLA between Community Centres and ALD Services to measure and improve performance by June 2007.		PI's not yet fully developed. SLA's in place. Performance monitored by ALD through their personal action plans.
		Consult with users and local communities to prepare a Lottery Fund bid to upgrade Halton Lea Library in line with user expectations (May		Awaiting outcome of bid.

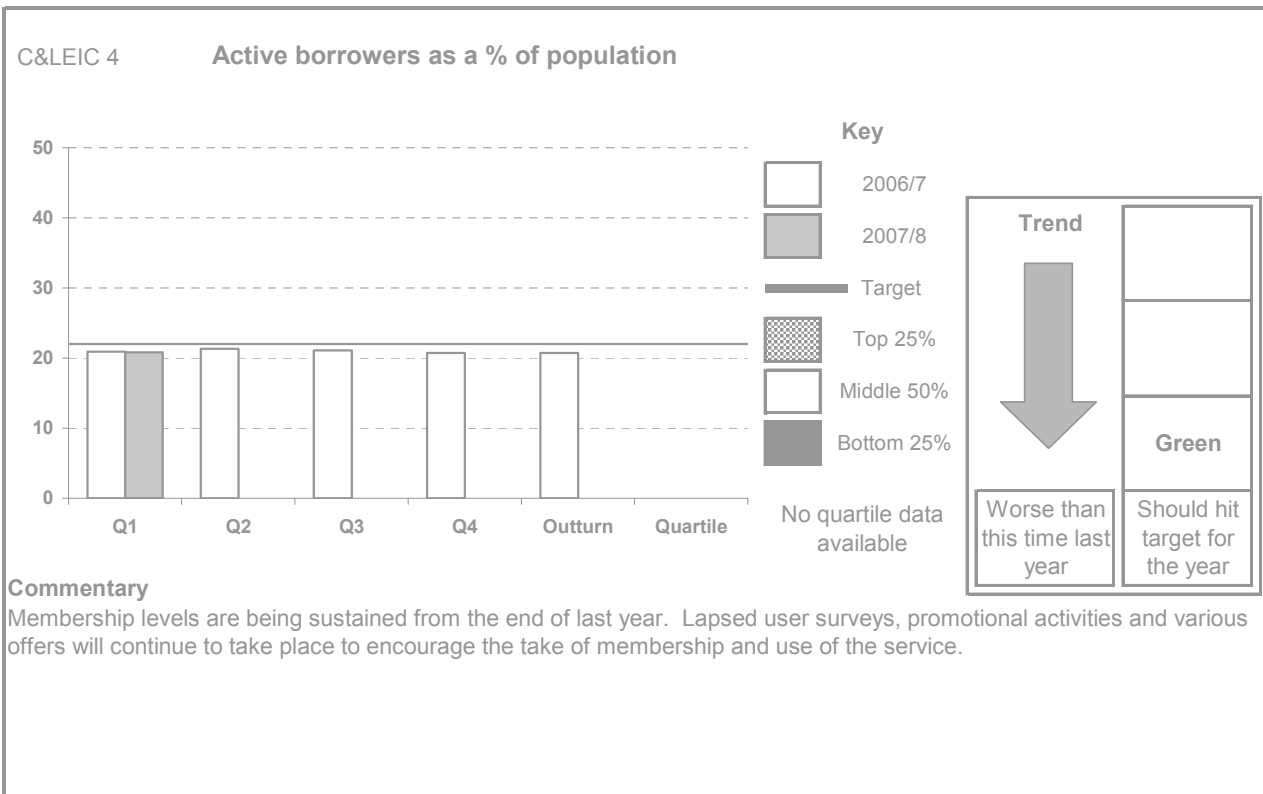
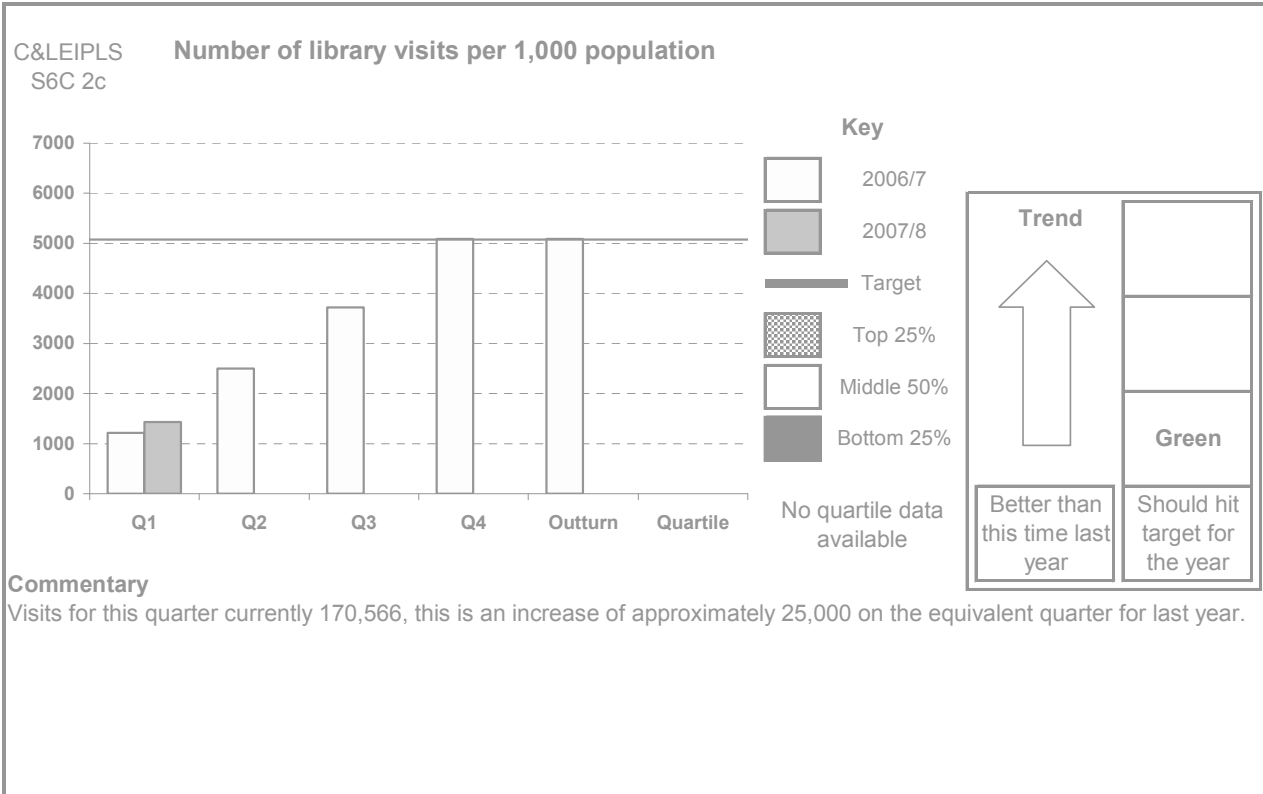



Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
		07). Outcome of bid known by September 07. If successful, develop detailed scheme by January 08.		
CL 2	To develop strategies and action plans to reduce anti-social behaviour and the perceptions of crime.	<p>Launch new Strategy April 07. Safer Halton Partnership to monitor Action Plans on a quarterly basis.</p> <p>Establish new structure for Community Safety Team Sept 07.</p> <p>Introduce system of dedicated Police Community Safety Officers (PCSO's) into Parks to manage security and anti-social behaviour issues by May 07. To be reviewed on a quarterly basis.</p>	    	<p>Strategy launched. Number of reports reduced.</p> <p>Appointment to senior post delayed until October.</p> <p>Team in place. Their duties still need to be developed more.</p>
CL 3	To implement the Action Plan of the self-assessment of 'Towards an Excellent Service' model as prescribed by the Department of Culture, Media and Sport. The plan will prioritise areas for self-improvement.	<p>Action plan agreed with IDEA by April 07.</p> <p>Plan to be presented to PPB/Executive Board in first cycle of Municipal Year.</p>	  	<p>Draft Plan agreed. Awaiting final sign-off.</p> <p>Report to Executive Board in September.</p>


Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
		Culture and Leisure Services Management team to monitor Action Plan on a quarterly basis.		Quarterly monitoring will commence once the Action Plan has been signed off.












LPSA Ref.	Indicator	Baseline	Target	Perform 06/07	Perform 07/08 Q1	Traffic light	Commentary
1	<p><b>Reduce the level of violent crime:</b></p> <p>The number of recorded incidents of violent crime within Halton (serious woundings and common assault).</p>	2133 (2003/4)	1913 (Mar 08)	2128	535		<p>Data as supplied is based on objectives supported within LAA targets and therefore Violent Crimes consist of Common Assault and Woundings (serious and other) only.</p> <p>During April to June 2007 Halton Area recorded 535 crimes equating to 4.52 per 1000 population (Halton population supplied as 118,450). Halton area achieved an 8.5% decrease when compared to the same period during the previous year (585 to 535).</p> <p>If Halton continues with current performance 07/08 year end projections are 2140 crimes or 18.1 per 1000 population, although above target levels initiatives and operations planned during the remainder of this fiscal year will impact positively in hope to reduce volumes.</p> <p>Town Centre locations encompassing core licensed premises and fast food outlets are hotspot areas with alcohol related crimes as main causation factor.</p> <p>If we compare Halton performance</p>

LPSA Ref.	Indicator	Baseline	Target	Perform 06/07	Perform 07/08 Q1	Traffic light	Commentary
							<p>against MSCDRP for total violent crimes up to June 2007 Halton area is currently 10<sup>th</sup> position out of 15 in line with our peers and performance is clearly improving.</p> <p>Halton Safer Halton Partnership Team have now appointed post of Community Safety Projects Officer to explore future violent crime reduction initiatives.</p>
2	<p><b>Reduction in vehicle crime in Halton:</b></p> <p>i) The number of thefts of vehicles in Halton</p>	753 (2003/4)	558 (Mar 08)	530	113		<p>During April to June 2007 Halton Area recorded 113 crimes equating to 0.95 per 1000 population (Halton population supplied as 118,450).</p> <p>Halton area achieved a 31.9% decrease when compared to the same period during the previous year (166 to 113).</p> <p>If Halton continues with current performance 07/08 year end projections are 452 highlighting exceptional projected performance against targets.</p> <p>Kingsway Ward was highlighted as hotspot area for Theft of Vehicles, Cheshire Police have one ongoing Operation running to deter travelling criminals entering Widnes and committing vehicle crimes.</p>

LPSA Ref.	Indicator	Baseline	Target	Perform 06/07	Perform 07/08 Q1	Traffic light	Commentary
							<p>If we compare Halton performance against MSCDRP for theft of vehicle crime up to June 2007 Halton area is currently 5<sup>th</sup> position out of 15 and performance is well below MSG average.</p> <p>Total Vehicle crime (Theft From and Theft Of Vehicles) is currently showing no apparent change and performing better than our peers when compared to MSCDRP</p>
	ii) The number of thefts from vehicles in Halton	1108 (2003/4)	749 (Mar 08)	905	<b>198</b>		<p>During April to June 2007 Halton Area recorded 198 crimes equating to 1.67 per 1000 population (Halton population supplied as 118,450).</p> <p>Halton area achieved a 20.5% decrease when compared to the same period during the previous year (249 to 198).</p> <p>If Halton continues with current performance 07/08 year end projections are 792 highlighting achievable projected performance against targets.</p> <p>Appleton Ward within Widnes Area was highlighted as hotspot area for Theft from Vehicles around free public car parks close to shopping</p>



LPSA Ref.	Indicator	Baseline	Target	Perform 06/07	Perform 07/08 Q1	Traffic light	Commentary
							<p>amenities</p> <p>If we compare Halton performance against MSCDRP for theft from vehicle crime up to June 2007 Halton area is currently 5<sup>th</sup> position out of 15 and performance is well below MSG average lower bound.</p> <p>Total Vehicle crime (Theft From and Theft Of Vehicles) is currently showing no apparent change and performing better than our peers when compared to MSCDRP.</p>
<b>3</b>	<p><b>Improving the health and well-being of residents:</b></p> <p>The percentage of adults in Halton participating in at least 30 minutes moderate intensity sport and active recreation (including recreational walking) on 3 or more days a week, as measured by Sport England's Active People survey.</p>	19.62 (Nov 2006)	20.60 (Nov 2009)	19.62			<b>Data not yet available</b>
<b>4</b>	<p><b>Tackling the problems of domestic violence:</b></p> <p>1. The number of incidents of domestic violence reported to the police (directly or through a third party) in Halton.</p> <hr/> <p>2. The proportion of incidents of domestic violence which result in a sanction detection.</p>	1613 (2004/5)	1774 (Mar 08)	2132	<b>640</b>		Numbers of reports increasing as a consequence of publicity campaigns.
		269 (2005/6)	282 (Mar 08)	242	<b>57</b>		Slightly below projected targets. Police will review situation at half year.

LPSA Ref.	Indicator	Baseline	Target	Perform 06/07	Perform 07/08 Q1	Traffic light	Commentary
	3. The proportion of the total number of incidents of domestic violence reported annually to the police (directly or through a third party) in the same period, who are repeat victims.	23% (2003/4)	18% (Mar 08)	20%	Data not available	N/a	Data not available
<b>5</b>	<b>Reducing the harm caused by drug misuse:</b>						Has exceeded 2008/09 target
	1. The number of individuals in Halton who are in contact with structured drug treatment services.	604 (2004/5)	790 (2008/9)	879	<b>796</b>		
	2. The percentage of individuals in Halton starting treatment who are retained in treatment for over 12 weeks.	80% (2004/5)	88% (2008/9)	83%	<b>94%</b>		Percentage has been consistent since start of year. (see above)

**Financial Statement**  
**Cultural & Leisure Services**

**Revenue Budget as at 30<sup>th</sup> June 2007**

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<b><u>Expenditure</u></b>					
Employees	3,812	924	905	19	918
Grounds Maintenance	2,648	0	0	0	0
Premises Support	829	0	0	0	0
Other Premises	653	279	273	6	274
Book Fund	256	48	46	2	47
Hired & Contracted	464	84	70	14	157
Promotions	151	38	33	5	74
Other Supplies & Serv.	445	107	95	12	202
Transport	71	18	8	10	8
Leisure Mgt. Contract	1282	214	215	(1)	215
Grants	650	331	330	1	332
Other Agency	139	67	57	10	92
Asset Charges	1,570	0	0	0	0
Support Services	3,432	0	0	0	0
<b>Total Expenditure</b>	<b>16,402</b>	<b>2,110</b>	<b>2,032</b>	<b>78</b>	<b>2,319</b>
<b><u>Income</u></b>					
Sales	-118	-30	-54	24	-54
Fees & Charges	-652	-157	-176	19	-176
Rents	-17	-4	-10	6	-10
Support Recharges	-1,521	0	0	0	0
Grant Funding	-270	0	0	0	0
Reimbursements	-536	-34	-34	0	-34
<b>Total Income</b>	<b>-3,114</b>	<b>-225</b>	<b>-274</b>	<b>49</b>	<b>-274</b>
<b>Net Expenditure</b>	<b>13,288</b>	<b>1885</b>	<b>1758</b>	<b>127</b>	<b>2,045</b>

**Comments on the above figures:**

In overall terms revenue spending to the end of quarter 1 is under budget. The budget savings which arose from the 2007/08 budget setting exercise have been allocated to specific cost centres, and it is anticipated that these savings will be achieved in full.

The underspend on Employee costs relates to a number of posts which are vacant, but which are in the process of being filled. It is not anticipated that this budget heading will be underspent at the year-end.

The Brindley continues to perform well in respect of income generation. Budgets were revised for 2007/08 to reflect the increased income generated, and the resulting increase in income generating costs. However, current performance suggests these budgets may need to be further revised to reflect increased activity levels.




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 30<sup>th</sup> June 2007**

	Actual Spend To 30 June.	2007/08 Capital Allocation	2008/09 Capital Allocation
	£'000	£'000	£'000
<u>Show Pitches</u>	0	40	0
<u>Hale Park</u>	0	35	0
<u>Athletics track</u>	108	301	0
<u>Improvements To Pavilions</u>	0	30	0
<u>Brindley Forestage</u>	0	30	0
<u>Victoria Park CCTV</u>	0	28	0
<u>Skate Park</u>	0	100	0
	<b>108</b>	<b>564</b>	<b>0</b>

The traffic light symbols are used in the following manner:

	<u>Objective</u>	<u>Performance Indicator</u>
<b><u>Green</u></b>	 <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>
<b><u>Amber</u></b>	 <p>Indicates that it is <u>unclear</u> at this stage, due to a lack of information or a key milestone date being missed, <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>
<b><u>Red</u></b>	 <p>Indicates that it is <u>highly likely or certain that the 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:** Major Projects Department  
**PERIOD:** Quarter 1, 2007/08

### 1.0 INTRODUCTION

This quarterly monitoring report covers the Major Projects Department first quarter period up to 30 June 2007. 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 6.




### 2.0 KEY DEVELOPMENTS

- Work on the Brindley mound removal contract has been suspended following the discovery of a High Voltage cable in the mound.
- An 'Options Appraisal' for St. Michael's Golf Course has been completed and has been submitted to the Environment Agency for consideration.

### 3.0 EMERGING ISSUES

- Changes in the interpretation of State Aid rules by the North West Development Agency have led to the re-appraisal of project applications and subsequent delays in implementation.
- Castlefields: Phase three Housing Development proposals are now being prepared to facilitate a further funding application to The Housing Corporation in the Summer (2007).




### 4.0 PROGRESS AGAINST KEY OBJECTIVES / MILESTONES

<b>Total</b>	<b>17</b>		<b>13</b>		<b>4</b>		<b>0</b>
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Thirteen of the seventeen milestones have been assigned green lights. Two milestones relating to MP01 (To implement a regeneration plan for

the Widnes Waterfront EDZ) and a further two relating to MP04 (Monitor investment levels in the 3 town centres) have been assigned amber lights. For further details, please refer to Appendix 1.

**4.1 PROGRESS AGAINST OTHER OBJECTIVES / MILESTONES**




<b>Total</b>	<b>1</b>		<b>1</b>		<b>0</b>		<b>0</b>
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Objective MP06 - To devise and implement a regeneration plan for Halebank resulting in improved residential amenity - responsibility for this measure has ceased to be the responsibility of the Council with the housing site having been passed to Barratts. As a consequence it will be removed from future reports.

**5.0 SERVICE REVIEW**




There are no issues to report.

**6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS**

<b>Total</b>	<b>3</b>		<b>3</b>		<b>0</b>		<b>0</b>
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All three key performance indicators have been assigned green lights. For further details, please refer to Appendix 3.

**6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS**

<b>Total</b>	<b>6</b>		<b>5</b>		<b>1</b>		<b>0</b>
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LPI 3 - New private housing - Responsibility for this measure has ceased to be the responsibility of the Council with the Halebank housing site having been passed to Barratts. As a consequence it will be removed from future reports. Please see Appendix 4.

## 7.0 PROGRESS AGAINST LPSA TARGETS

There are no LPSA targets for this service.

## 8.0 RISK CONTROL MEASURES

During the production of the 2007-08 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 2006/07 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.





## 10.0 APPENDICES

Appendix 1- Progress against Key Objectives/ Milestones  
Appendix 2- Progress against Other Objectives/ Milestones  
Appendix 3- Progress against Key Performance Indicators  
Appendix 4- Progress against Other Performance Indicators  
Appendix 5- Financial Statement  
Appendix 6- Explanation of traffic light symbols







Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date*	Commentary
MP 01	To implement a regeneration plan for the Widnes Waterfront EDZ in accordance with the EDZ Team Plan and Regeneration Masterplan (See Team Plan) resulting in 44 ha. of regenerated land on the Widnes waterfront	<p>Implement North West Development Agency Performance Plan for 2007/8</p> <p>Initiate CPO procedure to secure land required for implementation of the Masterplan</p> <p>Oversee completion of Priority Sites, Langtree, Forward Group and Heron Business Park developments</p> <p>Oversee Venture Fields Leisure development construction</p>	   	<p>Changes in the interpretation of State Aid rules has led to delays in the approval of funding to two projects. These are being pursued with the Agency.</p> <p>External Support for the CPO process has been retained from Cobbetts (Solicitors) and GVA Grimley (purchase negotiations).</p> <p>Priority Sites' scheme is under construction; Langtree Developments purchased their site and secured all permissions; Heron Ph. 2 and Forward Group are affected by delay in North West Development Association funding (see above).</p> <p>Leisure scheme being progressed by St. Modwen Properties.</p>
MP 02	To implement a regeneration plan for Castlefields according to the Castlefields Team Plan and Regeneration Masterplan (See Team Plan) resulting in the achievement of The Masterplan's Vision of an improved estate	<p>Acquire the existing local centre via CPO</p> <p>Secure outline planning permission for HBC sites</p> <p>Dispose of 3 hectares of HBC land at Lakeside Castlefields</p> <p>Commence delivery of</p>	  	<p>CPO served; public inquiry scheduled for October 2007.</p> <p>Planning application submitted.</p> <p>Awaiting planning decision</p> <p>Work has commenced on the</p>

Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date*	Commentary
		<p>RSL phase two housing schemes</p> <p>Continue to Implement public realm improvements in accordance with the proposals of the Masterplan</p>	  	<p>redevelopment of LHT blocks at Hedge Hey and Meadow Row. A planning application for the demolition and redevelopment of the deck assess flats at Caesars Close has been approved.</p> <p>Public realm lighting improvements continue to be rolled out with the renewal of poor quality lighting in a number of the residential areas within Castlefields</p>
MP 03	To implement a regeneration plan for 3 MG (Ditton Strategic Rail Freight Park) (See Team Plan) resulting in the creation of a regionally-significant rail freight park	<p>Inauguration of CPO procedure to secure land required for implementation of the Masterplan</p> <p>Co-ordinate the construction of rail sidings</p> <p>Initiate arrangements for improved road access to Halton Borough Council Field</p> <p>Commence procedures for the disposal of Halton Borough Council Field in accordance with the Masterplan proposals</p>	      	<p>CPO process being reviewed.</p> <p>Planning application submitted for four rail sidings.</p> <p>W.S.Atkins preparing design for A5300 link.</p> <p>Will follow completion of road construction.</p>

Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date*	Commentary
MP 04	Monitor investment levels in the 3 town centres in order to comply with Community Plan objectives (See Team Plan) and ensure a continued improvement in the quality of Halton's Town Centres	<p>Implement Shopfront Improvement Programme</p> <p>Oversee the initiation of the Canal Quarter development</p> <p>Co-ordinate the implementation of the Windmill Centre redevelopment according to the appropriate planning permission</p>	  	<p>40 expressions of interest received; 1 shopfront improvement grant offer made.</p> <p>Architects AAHM progressing designs dependent on results of the parking, valuation and Site Investigation studies being undertaken with £200,000 secured from English Partnerships. Terms have been agreed for the purchase of 73 High Street (Garage). Negotiations are ongoing for other High Street properties. There has been a delay with the removal of the Mound. Two uncharted 11KB cables have been found on site restricting the work that can be done until they have been relocated.</p> <p>Construction phase being delayed by property acquisition problems being encountered by Stadium Developments.</p>
MP 05	Reclamation of contaminated and derelict land including 48 ha. at St Michael's Golf Course to produce a safe and attractive replacement course	Phase 1 reclamation of 18 ha. of the Golf Course begun – Formal determination and funding application to DEFRA.		Option Appraisal completed and submitted to the EA. Following approval of the Options Analysis by the EA, an initial application to DEFRA will be made for Phase 1 funding.

Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
MP 06	To devise and implement a regeneration plan for Halebank resulting in improved residential amenity	Implementation proceeding according to Masterplan including the redevelopment of the former Asda site for housing	N/A	Responsibility for this measure has ceased to be the responsibility of the Council with the housing site having been passed to Barratts. As a consequence it will be removed from future reports.

Ref	Indicator	Actual 06 / 07	Target 07 / 08	Quarter 1	Progress	Commentary
<b>Service Delivery Indicators.</b>						
MPLPI 9	Castlefields Regeneration Outputs as set out in Masterplan (% achieved)	100%	100%	100%		Refer to commentary for Objective MP02 in Appendix 1.
MPLPI 10	Urban Renewal Outputs as set out in Urban Renewal Strategy and Action Plan (% achieved)	100%	100%	100%		Renewal Strategy and Action Plan 2007-10 is currently in development. On line to achieve target.
MPLPI 14	3MG Outputs as set out in Masterplan (% achieved)	100%	100%	100%		Refer to commentary for Objective MP03 in Appendix 1.

Ref	Indicator	Actual 06 / 07	Target 07 / 08	Quarter 1	Progress	Commentary
<b>Service Delivery Indicators.</b>						
LPI 3	New private housing	60	24	N/A	N/A	Responsibility for this measure has ceased to be the responsibility of the Council with the Halebank housing site having been passed to Barratts. As a consequence it will be removed from future reports.
LPI 15	EDZ Programme  Outputs as set out in the North West Development Agency Performance Plan	N/a	100%	N/A		Refer to commentary for Objective MP01 in Appendix 1.

**MAJOR PROJECTS****Revenue Budget as at 30<sup>th</sup> June 2007**

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (Overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<b>Expenditure</b>					
Employees	716	156	152	4	152
Premises Support	25	0	0	0	0
Supplies & Services	66	15	13	2	13
Transport	39	8	8	0	8
Central Support Services	103	0	0	0	0
Departmental Support Services	26	0	0	0	0
<b>Total Expenditure</b>	<b>975</b>	<b>179</b>	<b>173</b>	<b>6</b>	<b>173</b>
<b>Income</b>					
Fees & Charges	-107	-27	-27	0	-27
Recharges to Capital	-473	-91	-91	0	-91
<b>Total Income</b>	<b>-580</b>	<b>-118</b>	<b>-118</b>	<b>0</b>	<b>-118</b>
<b>Net Expenditure</b>	<b>395</b>	<b>61</b>	<b>55</b>	<b>6</b>	<b>55</b>

**Comments on the above figures:**

In overall terms spend to the end of quarter 1 is slightly below budget.

The underspend against staffing relates to a vacancy




It is anticipated that overall revenue spending will be in line with the departmental budget at year end.

**Local Strategic Partnership Schemes as at 30<sup>th</sup> June 2007**

	Annual Revised Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance To Date (Overspend) £'000	Actual Including Committed Items £'000
Partnership Co-ordinator	20	5	11	(6)	11
<b>Total Expenditure</b>	<b>20</b>	<b>5</b>	<b>11</b>	<b>(6)</b>	<b>11</b>



The traffic light symbols are used in the following manner:

	<u>Objective</u>	<u>Performance Indicator</u>
<b><u>Green</u></b>	 <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>
<b><u>Amber</u></b>	 <p>Indicates that it is <u>unclear</u> at this stage, due to a lack of information or a key milestone date being missed, <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>
<b><u>Red</u></b>	 <p>Indicates that it is <u>highly likely or certain that the 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:** Health & Community  
**SERVICE:** Health & Partnerships  
**PERIOD:** Quarter Q1 to period end 30<sup>th</sup> June 2007

### 1.0 INTRODUCTION

This quarterly monitoring report covers the Health & Partnerships Department first quarter period up to 30 June 2007. 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

#### Housing

Work to refurbish Riverview Gypsy site got underway in May and is progressing well. Completion is anticipated by November.

Following a successful capital growth bid the Disabled Facilities Grant budget has been increased by £300k this year. Consultants have been appointed to increase architectural design capacity in order to maximise spend.

#### Consumer Protection

The unusually inclement weather towards the end of the quarter affected the grounds maintenance grass-cutting regimes, but the operatives put in a sterling effort to ensure that the cemeteries were as neat as they could be under the circumstances.

The 4<sup>th</sup> of July 2007 represented "Independence Day" in more ways than one for the Registration Service, when it gained a little more "independence" from the General Register Office (GRO) via a new Halton Registration Scheme. This provides for a more flexible, less prescriptive service framework and the Council now has more discretion over certain aspects of service delivery. Three of the five statutory officers have transferred to local government employment status as a consequence of the change. The scheme commits the Council to the

terms of a Code of Practice and to meeting, at least, the national standards contained in a Good Practice Guide. Halton's is the first Registration Service in the North West to achieve new governance status and is one of only nine out of the 172 such services in England and Wales to have completed this process.

#### Direct Payments & Appointee & Receivership

The number of service users in receipt of Direct Payments continues to increase and in total has exceeded this year's target. At 30<sup>th</sup> June, there are 176 service users and 103 carers receiving their services via a Direct Payment.

Training has been undertaken to ensure compliance with the Mental Capacity Act 2005 from October 2007 for the appointee and receivership service, and also on the changed Local Authority role as Court Appointed Deputies.

#### Commissioning

Halton's first Commissioning Strategy for People with Physical and Sensory Disabilities has now been approved by the Executive Board after scrutiny by the Health PPB

A draft Mental Health accommodation strategy has been produced for consultation with service users and stakeholders. Consultation is due to be conducted in October 07.

#### Contracts and Supporting People

A number of new short-term services have been developed including a homeless prevention service, a rent deposit scheme and a supported lodgings service. A provider has also been awarded a contract to deliver a floating support service for victims of domestic abuse.

### **3.0 EMERGING ISSUES**

#### Housing

The findings of a Cheshire wide assessment of the future accommodation needs of the Gypsy/Traveller community have been released. The Council will need to scrutinise the assessment closely as some of the figures appear to contradict the Traveller aspirations about where they would like to live. The Council intends developing a permanent transit site and has already received £500,000 funding from GONW to assist the Council with such a development.

#### Consumer Protection

In June 2007, the Ministry of Justice published "Burial Law and Policy in the 21<sup>st</sup> Century – The Way Forward" as a government response to earlier consultation on the subject. Amongst other things, the publication advises that work on devising an appropriate regulatory framework, and practical guidance on the re-use of old graves, is in

hand. This will be informed by the outcome of relevant pilot studies.

Members of the Consumer Protection team will be working with their Warrington colleagues with a view to developing one Trading Standards Service to serve both Boroughs.

The Registration team will be relocated in the older part of Runcorn Town Hall (RTH) during the RTH refurbishment works, which are due to commence in August 2007. The Civic Suite will be used for the various Registration ceremonies (civil weddings, partnerships citizenship ceremonies etc.) for the next 11 months or so

Information Technology

Corporate IT have completed a feasibility study on the implementation of Carefirst 6 and identified the need to move away from the use of Citrix thin client dumb terminals to FAT client. Given the number of users who have dumb terminals this will require investment in replacement PC's for social care staff. Corporate IT are going to review the implications of this in more detail and report back.

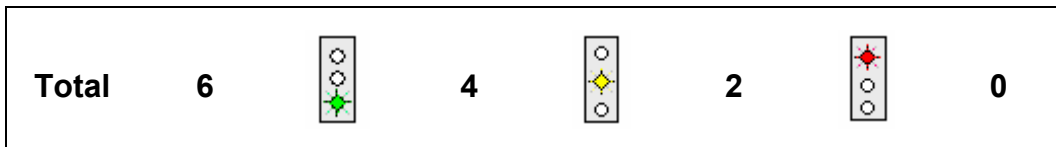
Client Finance - Direct Payments & Appointee & Receivership

A pilot scheme delivering individualised budgets will be in place by the end of 2007/8. Proposals to restructure these two teams to provide capacity to deliver this pilot have been approved

Financial Services Team - Income & Assessment

The Care Services Efficiency Delivery programme has led to improved inter authority working, one stream of this being detailed consideration of improvements to the financial assessment process to generate Gershon savings for 2008/9 onwards.

**4.0 PROGRESS AGAINST KEY MILESTONES**



Progress against four of the six key milestones for the service is satisfactory, and those four milestones have been assigned green lights at the end of quarter 1. Two milestones have been assigned an amber light. For further details, please refer to Appendix 1.

**4.1 PROGRESS AGAINST OTHER MILESTONES**

There are no other objectives for the service. Nine milestones within the key objectives are designated ‘non-key’. None of those milestones are a cause for concern at this stage and do not feature in this report. They will be routinely reported in Appendix 1 at Q2 and Q4.

**5.0 SERVICE REVIEW**




Consumer Protection  
 All three sections of the Consumer Protection Division were included in the first quarter internal audit into the authority-wide robustness of the health & safety stress risk assessment procedure. The Outcome of the audit is still to be finalised.

The Consumer Protection Team was one of a number of Council services that was included in the recent inspection by the Office of the Surveillance Commissioner into the Council’s use of surveillance, and adherence to surveillance rules. The Council subsequently received a very positive report on its approach to surveillance.

Adults with Learning Disabilities (ALD) Financial Recovery Plan  
 The Directorate Finance team is providing support to critically review all areas of spend and services provided, to identify ways of reducing the current ALD overspend. Reference has been made to national comparator unit costs and work undertaken by the North West Centre of Excellence into the procurement locally of high cost packages.




Housing  
 Redesign of the Homelessness service is continuing, with the recent introduction of a rent deposit scheme for private sector tenancies, and the establishment of a Welfare/Prevention Team. Changes to the housing allocations policy were also recently agreed in an effort to reduce the time households spend in temporary accommodation.

**6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS**

<b>Total</b>	<b>6</b>		<b>0</b>		<b>0</b>		<b>0</b>
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Progress against all six key performance indicators for the service is satisfactory, and all have been assigned green lights at the end of quarter 1. For further details, please refer to Appendix 2.

**6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS**

<b>Total</b>	<b>22</b>		<b>22</b>		<b>0</b>		<b>0</b>
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Other indicators for the service are routinely reported at quarters 2 and 4. None of the twenty-two other indicators for this service are showing any cause for concern and there are no 'other' indicators being reported by exception this quarter.

**7.0 PROGRESS AGAINST LPSA TARGETS**

There are no LPSA targets for this service.

**8.0 RISK CONTROL MEASURES**

During the production of the 2007-08 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.




For further details, refer to Appendix 5




**9.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS**

During 2006/07 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.

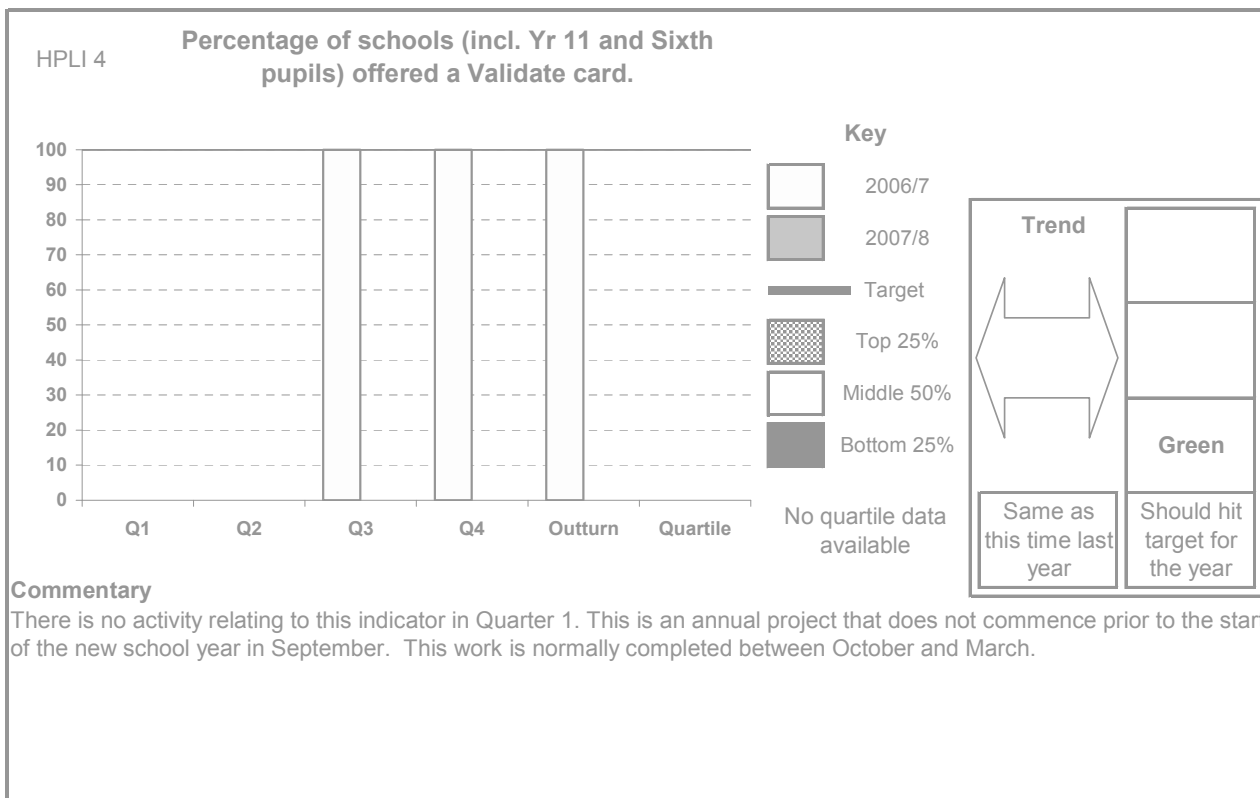
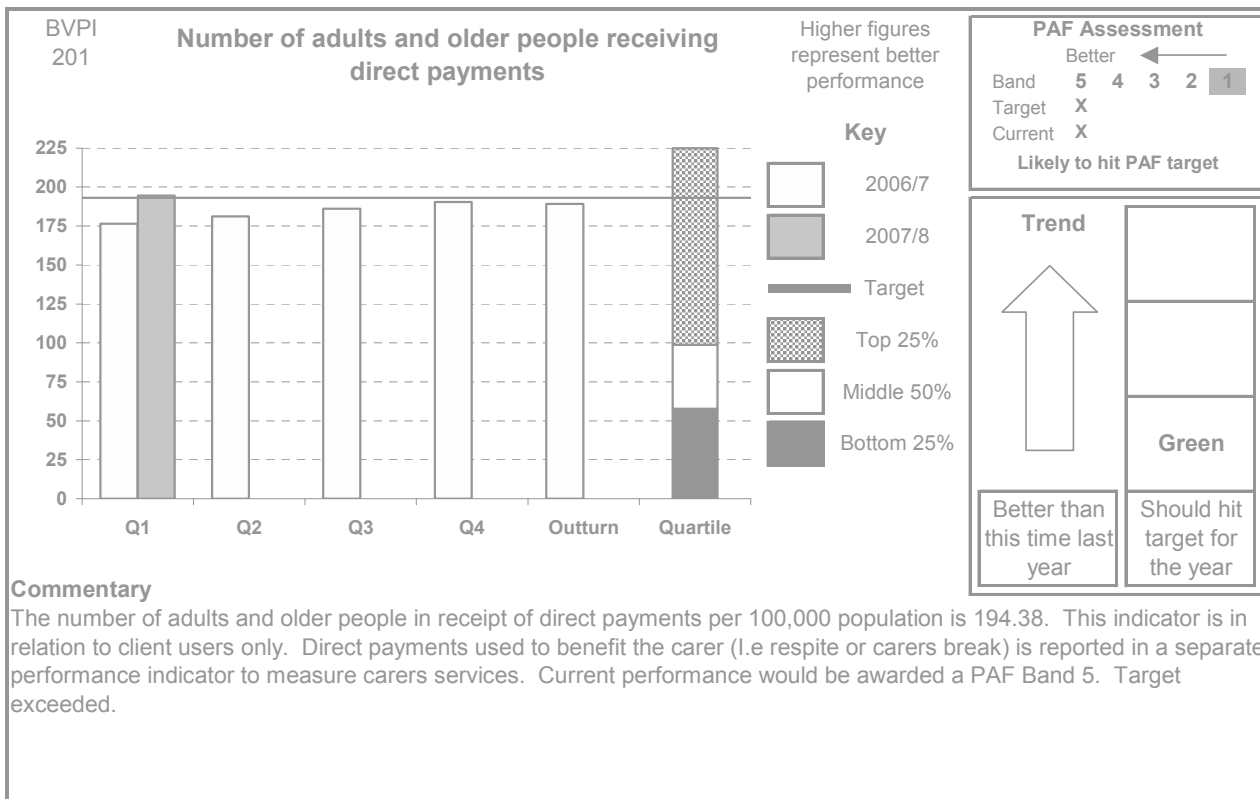
**10.0 APPENDICES**

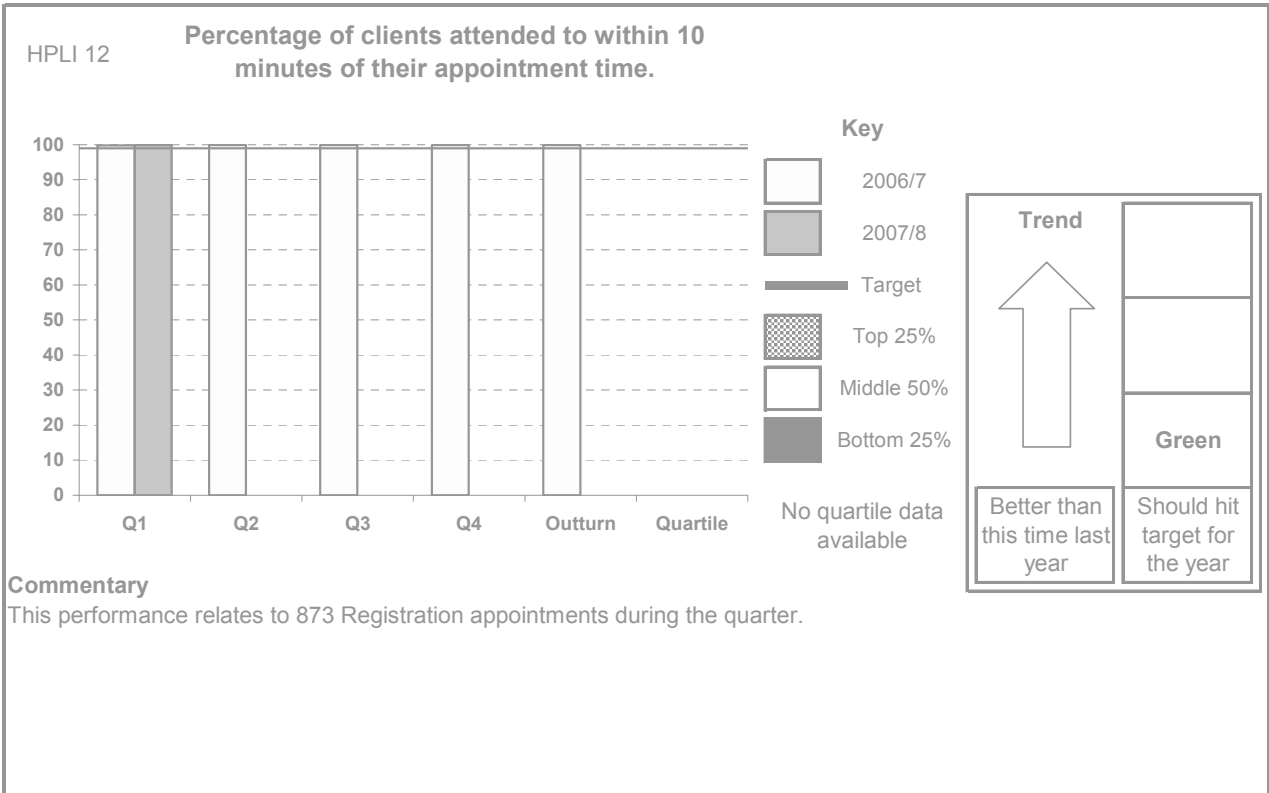
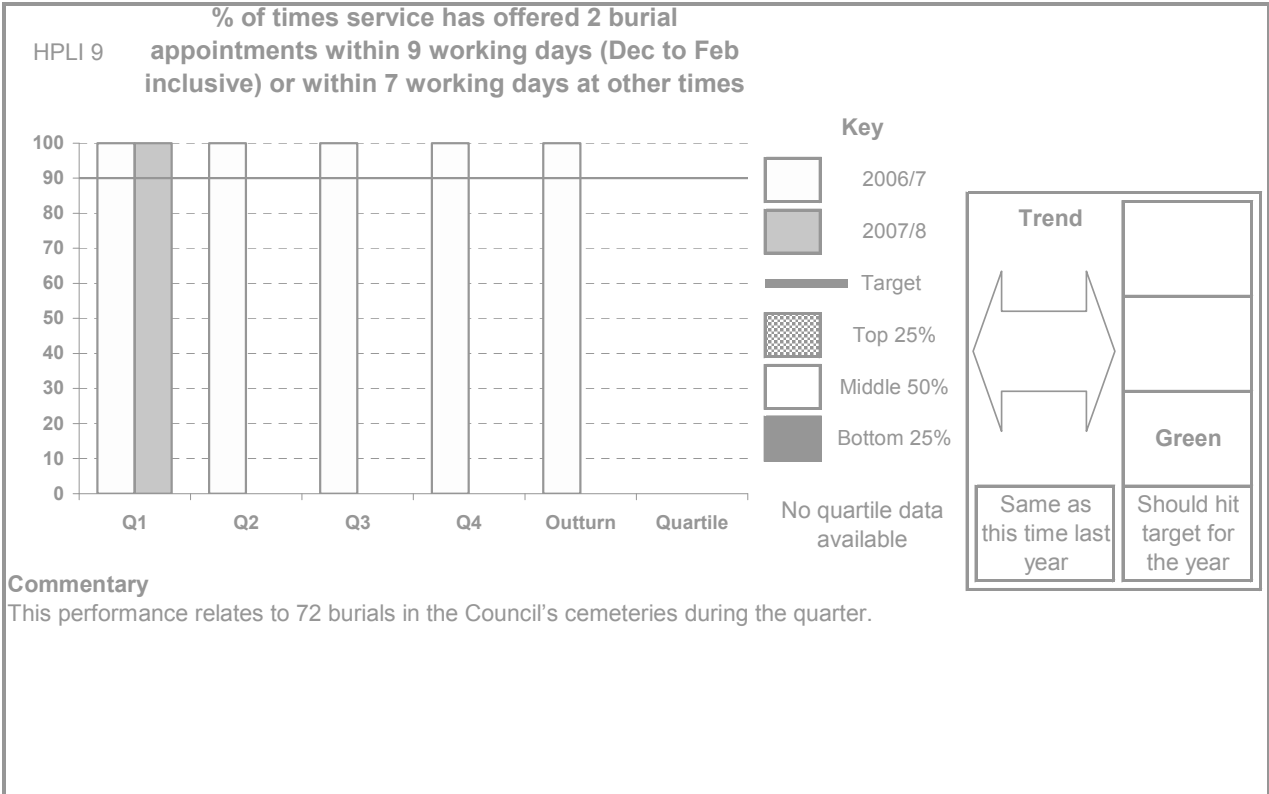
Appendix 1- Progress against Key Objectives/ Milestones  
 Appendix 2- Progress against Key Performance Indicators  
 Appendix 3- Financial Statement  
 Appendix 4- Explanation of traffic light symbols

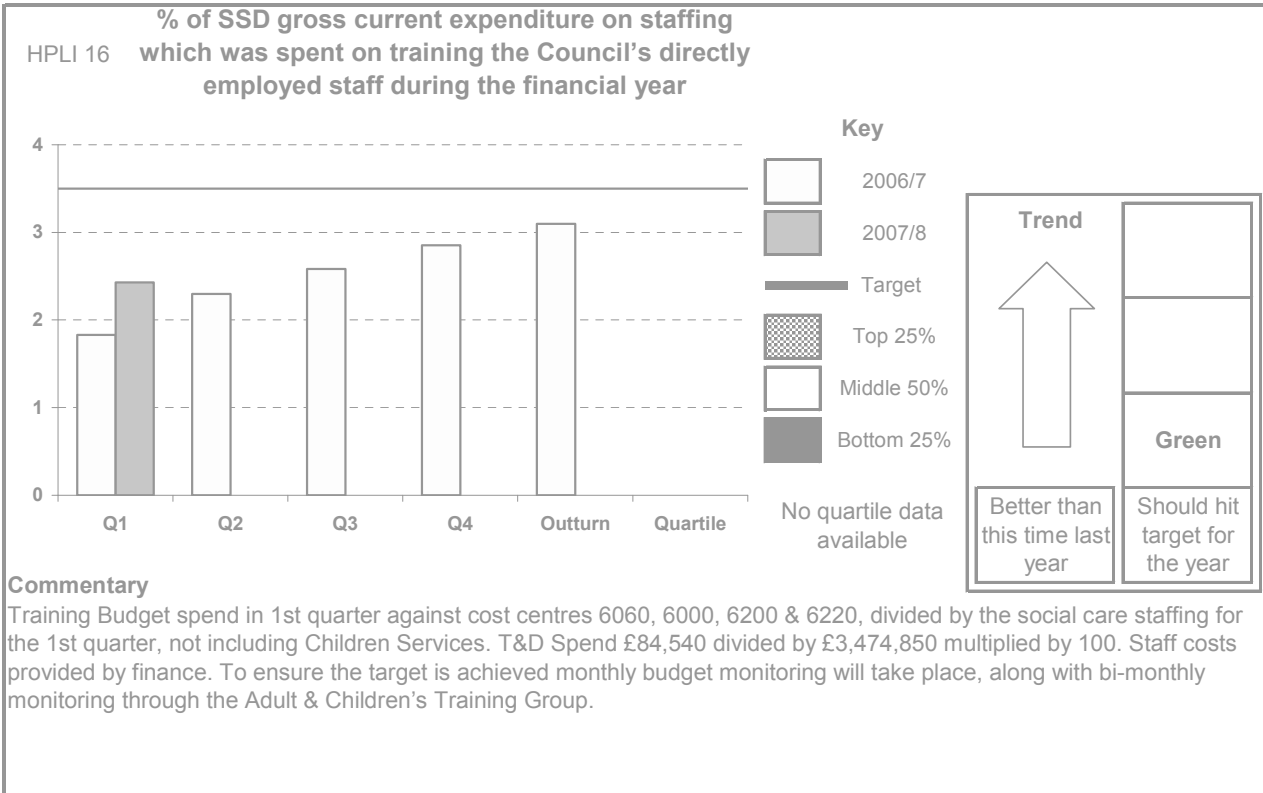
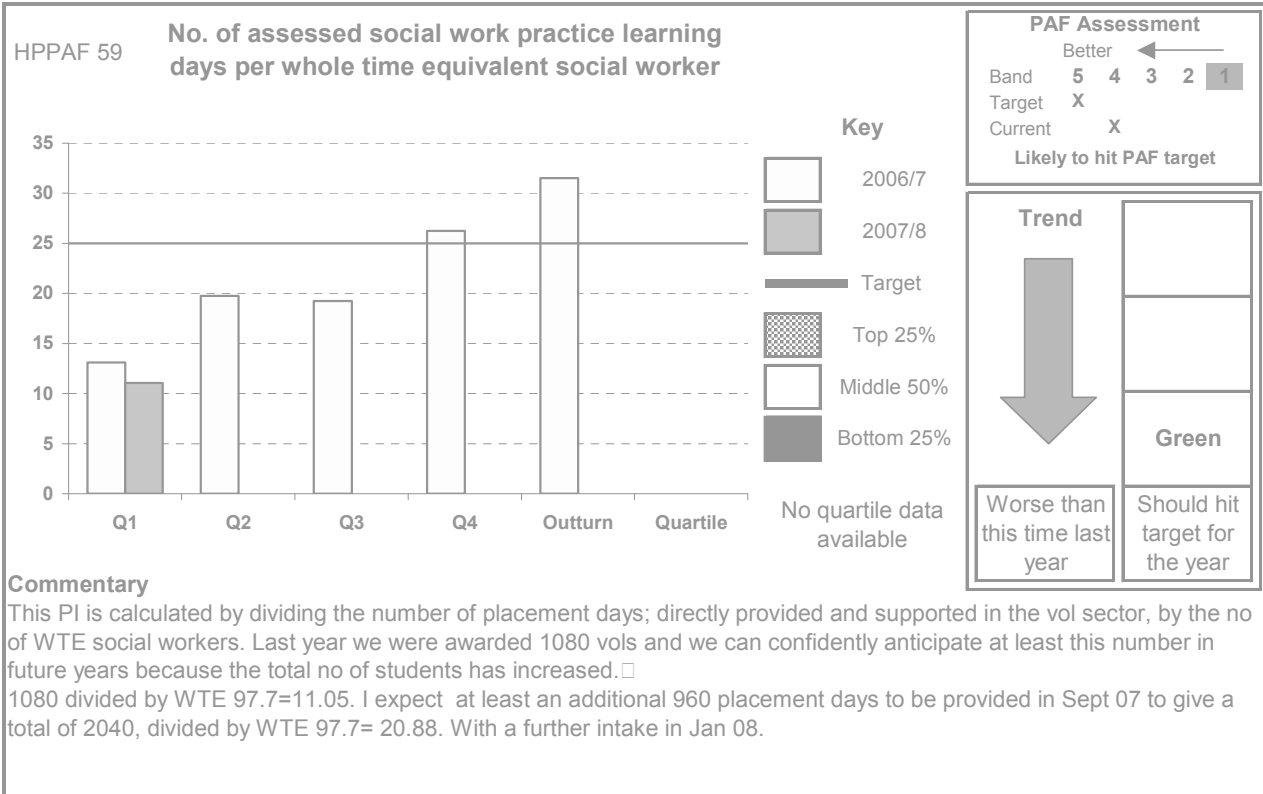
Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date*	Commentary
HP1	Ensure that high level strategies are in place, and working to deliver service improvements, and support frontline services to deliver improved outcomes to the residents of Halton	Update the Housing and Homelessness Strategy's to reflect findings of 2006 needs assessment and revised strategy and action plan by March 2008		Work to review and update the housing strategy has begun, as have discussions with the Planning Department on the development of an affordable housing policy. A scoping exercise has been completed to identify the requirements needed to undertake the review of the homelessness strategy.
		Review 5 year Supporting People Strategy to ensure diverse and flexible housing support services are in place to support people to live at home by July 2007		Progress against objectives set out in first year of the five year strategy is complete. The long term objectives are to be reviewed following the announcement of long term funding arrangements, which is expected in Autumn 2007.
HP2	Work with operational managers to design a performance management framework that will provide high quality performance monitoring and management information, to help improve service delivery and assist services to continuously improve	Develop a performance monitoring framework to meet the requirements of changing National priorities including outcomes and non care managed services by June 2007		Work has commenced on ensuring that outcomes following provision of, or use of services, are recorded. The framework is currently in an early development stage and work is on-going to review the far reaching effects, and the work that is required to ensure that we assess and plan care to deliver outcome focussed care to people.

Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date*	Commentary
		Establish an IT strategy in conjunction with Corporate IT so that Carefirst6, Carestore and CareAssess are implemented in accordance with agreed timescales so that Carefirst users have access to more effective data input systems – October 2007		Corporate IT have completed a feasibility study into the upgrading of Carefirst and the implementation of CareAssess. This report has identified a need for a further review and report on the implementation of Care store and the need to terminate the use of thin client Citrix terminals. When these reports are completed both H&C and CYPD will need to review future IT plans so that an effective 3-year IT and associated financial strategy can be developed.
HP3	To deliver high quality Bereavement, Consumer and Registration Services, that are fit-for-purpose and meet the needs, dignity and safety of the Halton community	Ensure that sufficient longer-term cemetery provision exists to meet the needs of the Halton people, by initially completing an options appraisal and securing member decision by 31 March 2008		The options appraisal has now been completed and once certain financial information has been obtained, member decision will be sought. This is expected to be achieved by September '07.
HP4	Ensure that effective financial strategies and services are in place to enable the directorate to procure and deliver high quality value for money services that meet people's needs	Develop, by April 2007, a 3-year financial strategy, to ensure that funding is matched to changing service requirements		Strategy completed for 2007/8 to 2009/10. Further detailed work undertaken on permanent and temporary staff in grant-funded posts and the potential impact of the loss of Supporting People funding









## HEALTH &amp; COMMUNITY - HEALTH AND PARTNERSHIP

Revenue Budget as at 30<sup>th</sup> June 2007

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<b><i>Expenditure</i></b>					
Employees	2,966	772	758	14	759
Premises Support	164	0	0	0	0
Other Premises	77	23	17	6	17
Supplies & Services	461	108	126	(18)	159
Training	291	12	8	4	9
Transport	24	6	6	0	6
Departmental Support Services	132	0	0	0	0
Central Support Services	1,052	0	0	0	0
Agency Related	400	44	38	6	43
Supporting People Payments to Providers	9,234	1,750	1,747	3	1,747
Specific Grants	662	0	0	0	0
Asset Charges	905	0	0	0	0
<b>Total Expenditure</b>	<b>16,368</b>	<b>2,715</b>	<b>2,700</b>	<b>15</b>	<b>2,740</b>
<b><i>Income</i></b>					
Sales	-13	-3	-2	(1)	-2
Receivership	-18	-4	-10	6	-10
Rents	-64	-62	-132	70	-132
HR Development Grant	-131	-131	-99	(32)	-99
National Training Strategy Grant	-284	-284	-284	0	-284
Information Management Grant	-95	0	-8	8	-8
Supporting People Main Grant	-9,290	-3,459	-3,459	0	-3,459
Supporting People Grant	-131	-32	-37	5	-37
Disabled Facilities Grant	-40	-3	-3	0	-3
Departmental Support Services	-3,990	0	0	0	0
Other Grants	-167	-147	-147	0	-147
Re-imbursements	-91	-91	-109	18	-109
Other Income	-84	0	0	0	0
<b>Total Income</b>	<b>-14,398</b>	<b>-4,216</b>	<b>-4,290</b>	<b>74</b>	<b>-4,290</b>
<b>Net Expenditure</b>	<b>1,970</b>	<b>-1,501</b>	<b>-1,590</b>	<b>89</b>	<b>-1,550</b>

**Comments on the above figures:**

In overall terms the revenue spending at the end of quarter 1 is below budget by £49k including commitments, mainly due to the overachievement of income targets as noted below.

The current underspend on employee costs is £13k including commitments. This is due to a number of posts being vacant and several staff members taking voluntary early retirements on the grounds of efficiency which took place on 31<sup>st</sup> March 2007. The full year effect being offset against the staff savings target.

The Supplies and Services budget is also overspent by £51k including commitments mainly due to the costs of computer equipment/maintenance agreements purchased by the I.T & Performance Team. The transfer of supplies and services budgets and expenditure incurred by Children's services to date will be agreed and actioned in Quarter 2, reducing the level of overspend on Health & Partnerships.

With regard to income, rent income is currently above budget due to a number of reasons. The rent for Riverview Gypsy/Traveller site is higher than was anticipated at the budget setting time. In addition there has also been a one off income item for the recovery of rent arrears/Supporting People overpayments.

The Human Resources Development Grant income is below budget as grant received for 2007/08 has been transferred to Children's Services. The budget will be adjusted in Quarter 2. Information Management Grant is above budget to date as £8k was carried forward from 2006/07. Like wise, £1.43million of Supporting People Main Grant was carried forward from 2006/07 together with £3.5k of Supporting People Admin Grant.

Other grants include two new grants for Community Roll Out £100k and Skills for Care £47k.

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.

## Health And Partnerships

**Capital Projects as at 30<sup>th</sup> June 2007**

	Actual To Date	2007/08 Capital Allocation
	£'000	£'000
Private Sector Housing Renovation/Modernisation Grants	35	586
Disabled Facilities Grants	22	942
Home Link	0	10
Energy Promotion	0	75
Castlefield Equity Release Loans	14	565
West Bank Neighbourhood Renewal Assessment	0	4
Riverview Refurbishment	230	1,272
Belvedere Repairs	0	28
Adaptations Initiative	0	92
Uncommitted	0	122
<b><u>Total Expenditure</u></b>	<b>301</b>	<b>3,696</b>

## HEALTH &amp; COMMUNITY – LOCAL STRATEGIC PARTNERSHIP BUDGET

Budget as at 30<sup>th</sup> June 2007

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (Overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<b>Priority 1 Healthy Halton</b>					
Recipe For Health	29	7	0	7	0
Five A Day Programme	49	12	0	12	0
Vulnerable Adults Task Force	592	126	80	46	127
<b>Vol. Sector Counselling Proj.</b>	39	10	0	10	0
Info. Outreach Services	34	9	0	9	0
Reach for the Stars	34	9	0	9	0
<b>Carer Support Development</b>	49	12	0	12	0
Healthy Living Programme	98	24	0	24	0
Advocacy	63	16	21	(5)	21
<b>Priority 2 Urban Renewal</b>					
Landlord Accreditation Programme	28	7	9	(2)	9
<b>Priority 5 Safer Halton</b>					
Good Neighbour Pilot	27	7	0	7	0
Grassroots Development	18	5	0	5	0
Domestic Violence	77	19	2	17	2
<b>Total Expenditure</b>	<b>1,137</b>	<b>263</b>	<b>112</b>	<b>151</b>	<b>159</b>




**HEALTH & COMMUNITY****Capital Budget as at 30<sup>th</sup> June 2007**

	Actual Spend to 30th June £000	2007/08 Capital Allocation £000
<b><i>Social Care &amp; Health</i></b>		
DDA	0	24
LDDF	0	7
Women's Centre & Other Projects	97	178
PODS (Utilising DFG)	0	40
Bredon Improvements	0	24
Improvement of Care Homes	0	150
Bridgewater Capital Improvements	0	1
Refurbishments to John Briggs House	0	90
Door Entry System – John Briggs	0	2
IT for Mobile Working	12	12
<b>Total Spending</b>	<b>109</b>	<b>528</b>

It is anticipated the capital budget will be fully committed by the end of the year.



The traffic light symbols are used in the following manner:

	<u>Objective</u>	<u>Performance Indicator</u>
<b><u>Green</u></b>	 <p>Indicates that the <u>objective</u> is <u>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>
<b><u>Amber</u></b>	 <p>Indicates that it is <u>unclear</u> at this stage, due to a lack of information or a key milestone date being missed, <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>
<b><u>Red</u></b>	 <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, 2007/08

### 1.0 INTRODUCTION

This quarterly monitoring report covers the Highways, Transportation & Logistics Department first quarter period up to 30 June 2007.

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

### 2.0 KEY DEVELOPMENTS

#### **Mersey Gateway**

The publication of orders and applications for the Mersey Gateway has now slipped to March 2008. This is due to the late delivery of the traffic modelling work required to support the case.

#### **Upton Rocks Distributor Road**

This scheme is being developed under a S106 planning agreement with joint developers Redrow and Persimmon Homes. Heads of terms for the purchase of a small piece of land owned by Riverside College were agreed in April although completion of the legal contract has taken longer than anticipated due to a delay in agreeing the exact extent and value of accommodation works to the college.

This has delayed the start of construction although a tender for the contract was accepted in March this year. Meanwhile formal agreements for the construction of the section of the road within Knowsley MBC boundaries are progressing satisfactorily.

#### **Watkinson Way Junction Improvement**

This proposed scheme upgrades the existing junction into a signalised gyratory to improve traffic flow and pedestrian & cycle links at this important transport 'gateway' to Widnes town centre and Widnes Waterfront EDZ. Tenders have been received for this £1.05m project which will be funded through a 'cocktail' of public and private sector funding related to the regeneration and redevelopment of the EDZ. A bid for the major share of funding from NWDA is currently being

assessed.

**Halton Lea Bus station**

Work has progressed well during Q1 on the refurbishment of the bus station. Funded through the LTP, this scheme will provide a high quality screened and sheltered passenger waiting area with 'real-time' public transport information, CCTV and improved seating. Completion of the scheme has been slightly delayed until mid August due to the discovery and subsequent removal of asbestos within the original roof and wall panels.

**3.0 EMERGING ISSUES**




Structural defects in street lighting columns have necessitated removal of a number of columns on the Silver Jubilee Bridge approach from Widnes. Testing of remaining columns on the bridge, its approaches and elsewhere was not scheduled but is now required in view of failures.

A draft Vision and Strategy for Transport for the Liverpool City Region has been developed between Halton, the 5 districts of Merseyside and Merseytravel. It is designed to inform the Merseyside Action Plan and the City Region Prospectus, by providing a framework against which future transport investment and governance arrangements can be set

The potential implications of the draft Local Transport Bill for both Halton and Merseyside have been considered and comments will be submitted to the Department for Transport as part of the formal consultation exercise which concludes on 7<sup>th</sup> September 2007.

While the final draft for the Major Scheme Bid for the Maintenance of the SJB Complex was submitted in March 2006, the Department for Transport have only recently indicated that further strands of work are required on it. However, it also indicated that we now have an opportunity to bid for maintenance funding of up to £5m per year through the Principal Road Network Bridge Strengthening and Major Maintenance route, a route previously thought unavailable to us. Bids for this funding have to be in by 31<sup>st</sup> August 2007 and we are on target to do this. Meanwhile, officers are still working with DfT to progress the Major Scheme Bid.




**4.0 PROGRESS AGAINST KEY OBJECTIVES / MILESTONES**

<b>Total</b>	<b>4</b>		<b>2</b>		<b>2</b>		<b>0</b>
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Appendix 1.

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**4.1 PROGRESS AGAINST OTHER OBJECTIVES / MILESTONES**




<b>Total</b>	<b>1</b>		<b>1</b>		<b>0</b>		<b>0</b>
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No “other” objectives have been reported by exception this quarter.

**5.0 SERVICE REVIEW**




There have been no service reviews this quarter.

**6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS**

<b>Total</b>	<b>2</b>		<b>2</b>		<b>0</b>		<b>0</b>
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Appendix 2.

**6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS**

<b>Total</b>	<b>22</b>		<b>20</b>		<b>2</b>		<b>0</b>
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Appendix 3. Two “other” indicators have been reported by exception this quarter - HT LI 05, Proportion of LGV’s that pass the annual MOT test first time and HT LI 10, Increase MOT test facility turnover by 5% per annum. Both have been assigned amber traffic lights.

**7.0 PROGRESS AGAINST LPSA TARGETS**

There are no current LPSA targets for this service.

**8.0 RISK CONTROL MEASURES**

During the production of the 2007-08 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.

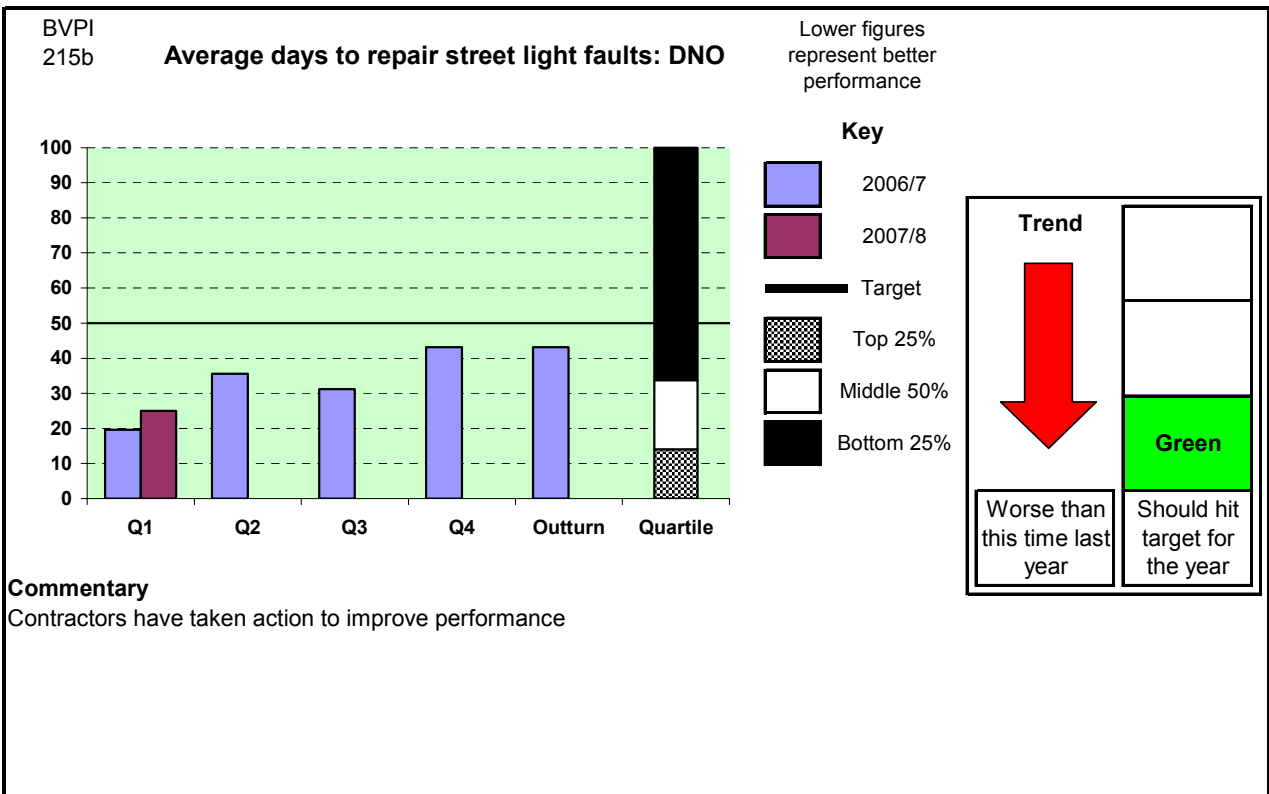
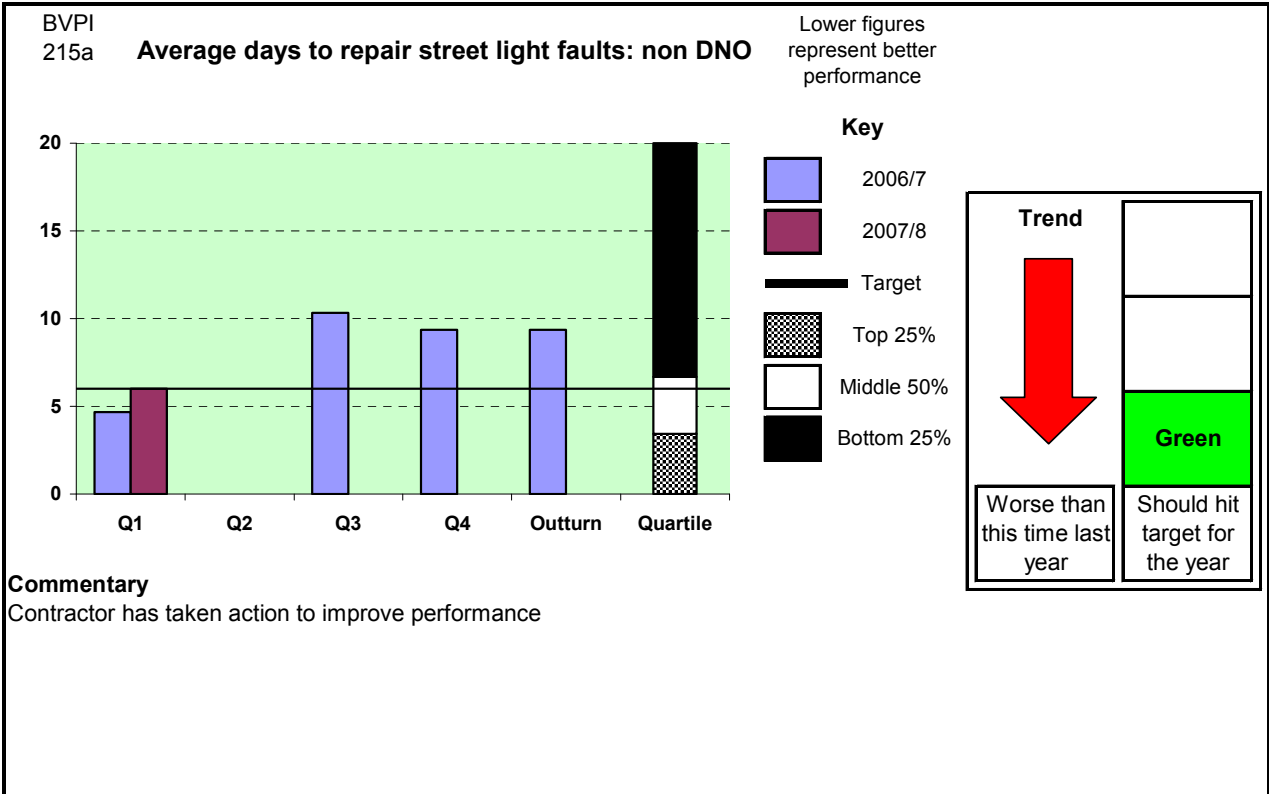
## **9.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS**



During 2006/07 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.

## **10.0 APPENDICES**

Appendix 1- Progress against Key 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	2007/08 Key Milestone	Progress to date	Commentary
HT 01	Mersey Gateway – to complete the procedural process to achieve all necessary orders for the construction of Mersey Gateway.	Publish orders and applications by January 2008.		Publication of Orders and applications has been delayed until March 2008 due to late delivery of traffic model. This should not affect the timetable for delivery of the new bridge.
HT 04	Local Transport Plan 2 – to deliver the implementation programme of LTP2, submit Progress Reports as required by DfT and monitor progress against the Council's transport objectives.	APR 2006/07-07/08 in preparation. Requirements yet to be confirmed by DfT.		APR not required until July 2008. However, officers have still provided DfT with a progress report on LTP Financial and Mandatory Indicators. DfT still to confirm requirements for July 2008 reporting.
HT 05	Silver Jubilee Bridge Maintenance Major Scheme – to secure funding, complete procurement and deliver works.	Funding secured (£47m), procurement means established, delivery programme initiated by 31.03.08		Detailed response to Major Scheme Bid still awaited from DfT. Will inevitably require further work by HBC before programme entry awarded, though details of this yet to be outlined by DfT. See Item 3.0 Emerging Issues regarding potential for parallel bidding for 3 years through PRN major maintenance route
HT 06	Vehicle Fleet Replacement Programme – Implement and complete tendering process.	Tenders advertised. Contracts awarded by 31.03.08		On target. Acquisition options appraisal complete. Report going to exec board sub in September.



Ref	Indicator	Actual 06 / 07	Target 07 / 08	Quarter 1	Progress	Commentary
<b>Service Delivery Indicators.</b>						
HT LI 05	Proportion of LGV's that pass the annual MOT test first time	84%	90%	89%		Target missed for first quarter, this should be rectified by the end of Q2
<b>Cost &amp; Efficiency Indicators.</b>						
HT LI 10	Increase MOT test facility turnover by 5% per annum	£144624	+ 5%	£32339		Target missed due to a slow start to retail income.



## Financial Statement

## HIGHWAYS , TRANSPORTATION &amp; LOGISTICS

Revenue Budget as at 30th June 2007

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<b><u>Expenditure</u></b>					
Employees	3,273	808	722	86	722
Premises Support	260	0	0	0	0
Other Premises	152	59	51	8	52
Hired & Contracted Services	246	61	47	14	93
Supplies & Services	389	80	71	9	108
Highways Insurance	639	0	0	0	0
Street Lighting	1,694	213	202	11	279
Highways Maintenance	2,199	190	190	0	291
Bridges	113	28	11	17	22
Eastern Relief Road (met by grant)	205	42	42	0	59
Other Transport	244	40	35	5	63
Central Support Services	540	0	0	0	0
Departmental Support Services	284	0	0	0	0
NRA Levy	55	14	14	0	14
Subsidised Bus Routes	654	163	128	35	424
Out of Zone Transport	144	12	12	24	21
Grants to Voluntary Organisations	114	57	57	0	114
Asset Charges	4,988	0	0	0	0
<b>Total Expenditure</b>	<b>16,193</b>	<b>1,767</b>	<b>1,582</b>	<b>185</b>	<b>2,262</b>
<b><u>Income</u></b>					
Sales	-43	-11	-10	(1)	-10
Out of Zone Transport	-144	0	0	0	0
Other Fees & Charges	-108	-16	-25	9	-25
Support Service Recharges	-979	0	0	0	0
Grants & Reimbursements	-406	-234	-228	(6)	-228
Recharge to Capital	-638	-5	-10	5	-10
<b>Total Income</b>	<b>-2,318</b>	<b>-266</b>	<b>-273</b>	<b>7</b>	<b>-273</b>

<b>Net Expenditure</b>	<b>13,876</b>	<b>1,501</b>	<b>1,309</b>	<b>192</b>	<b>1,989</b>

**Comments on the above figures:**

In overall terms revenue spending at the end of quarter 1 is below budget. This is due to a number of expenditure budget areas which are underspent at this stage.

Staffing is underspent mainly in the Highways Engineers section as a result of staff turnover and vacancies for professional staff being slow to fill. The pay increase is still to be agreed for the year 07.08 which will also account for the variance.

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

Subsidised Bus Routes is underspent due to quarterly charges not yet received from other authorities and Merseytravel.

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

**HIGHWAYS , TRANSPORTATION & LOGISTICS****Capital Projects as at 30th June 2007**

	Actual To 30 <sup>th</sup> June £'000	07-08 Capital Allocation £'000	08-09 Capital Allocation £'000	09-10 Capital Allocation £'000
<b><u>Local Transport Plan</u></b>				
<b><u>Bridges &amp; Highway Maintenance</u></b>				
Bridge Strengthening - Calvers	0	150	0	0
A533 Desoto Road Railway Bridge	0	120	0	0
A533 Widnes Pedestrian Subway	0	30	0	0
A533 Widnes Approach Viaduct	0	284	0	0
A533 Brook Place Bridge	0	67	0	0
SJB Complex & Associated Structures	8	68	0	0
Other Bridges	1	60	0	0
HBC Bridges LTP Staff Costs	0	147	0	0
Seconded Staff Waterman	23	72	0	0
Retentions on Contracts from 04.05	0	20	0	0
Carriageway Reconstruction Major – PRN Minor	130	250	0	0
Carriageway Reconstruction MLI	0	150	0	0
Footway Reconstruction PRN	0	80	0	0
Independent Footpath Network (205k)	0	75	0	0
Footway Reconstruction MLI	0	100	0	0
Carriageway Reconstruction Other Roads	0	110	0	0
Footway Reconstruction Other Roads	0	45	0	0
Carriageway Major Drainage	0	45	0	0
Cycleways	34	30	0	0
To Be Agreed	0	10	0	0
HBC Highways LTP Staff costs	0	90	0	0
Seconded Staff Waterman	0	39	0	0
Lighting	0	150	0	0
<b>Total Bridges &amp; Highway Maintenance</b>	<b>196</b>	<b>2,192</b>	<b>0</b>	<b>0</b>
<b><u>Capital</u></b>				
LSS – PR Safety Schemes Barriers	0	17	0	0
Local safety schemes – Watkinson Way	0	89	0	0
Walking (Quality Corridor)	0	158	0	0
Walking (Outside Corridor)	0	33	0	0
Cycling (Quality Corridor)	0	161	0	0
Cycling (Outside Corridor)	0	49	0	0
Bus Route – Quality Corridor	0	170	0	0
Direct Contribution to Regeneration	0	40	0	0
A56/Eastern Expressway Improvements	0	130	0	0
Upton Lane Distributor Match Funding	6	60	0	0
Seconded Staff Waterman	10	75	0	0

Minor Works Staff Costs	0	199	0	0
<b>Total Capital</b>	<b>16</b>	<b>1,181</b>	<b>0</b>	<b>0</b>
<b><u>Lighting</u></b>				
Variable Message Signing	67	167	0	0
Traffic Signal Upgrades	3	27	0	0
Minor Works Staff Costs	0	18	0	0
<b>Total Lighting</b>	<b>70</b>	<b>212</b>	<b>0</b>	<b>0</b>
<b><u>Transport</u></b>				
LSS – Minor Works	0	65	0	0
School Travel Plan Support	0	19	0	0
Bus Shelter Improvements	0	33	0	0
Intergrated Transport Improvements	0	70	0	0
Accessibility Buses	0	145	0	0
Access Improvements	0	33	0	0
PRW	0	63	0	0
Greenways	0	40	0	0
Transportation LTP Staff Costs	0	97	0	0
<b>Total Transportation</b>	<b>0</b>	<b>565</b>	<b>0</b>	<b>0</b>
<b>Total Local Transport Plan</b>	<b>282</b>	<b>4,150</b>	<b>0</b>	<b>0</b>
<b><u>Halton Borough Council</u></b>				
Mersey Gateway	4,963	3,750	2,500	1,550
Flood Defence	0	50	50	50
Street lighting	0	200	200	200
<b>Total Halton Borough Council</b>	<b>4,963</b>	<b>4,000</b>	<b>2,750</b>	<b>1,800</b>
<b><u>Section 106 Schemes</u></b>				
Royal Avenue Car Parking	0	18	0	0
Widnes Station Access	0	80	0	0
Upton Rocks Distributor Road	0	743	0	0
Widnes Station Car Park Extension	0	100	0	0
B & Q Site Public Transport	0	39	0	0
<b>Total Section 106 Schemes</b>	<b>0</b>	<b>980</b>	<b>0</b>	<b>0</b>

**Comments on the above figures**

It is anticipated that the overall capital spending will be in line with the capital allocations by the financial year-end.

**HIGHWAYS , TRANSPORTATION & LOGISTICS****LSP, External or Grant Funded Items as at 30th June 2007**




	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Accessible Transport	24	6	12	(6)	12
Links to Work	20	5	2	3	2
Neighbourhood Travel Team	60	15	12	3	12
<b>Total Local Strategic Partnerships Funding</b>	104	21	26	0	26

**Environment Directorate.****Highways & Transportation.****Operational Services Division 2007/2008.****Revenue Budget as at 30th June 2007.**

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<b><u>Expenditure</u></b>					
Employees	1,142	278	260	18	260
Building Maintenance	51	0	0	0	0
Operational Building	125	19	19	0	19
Other Premises Costs	164	66	66	0	66
Supplies & Services	109	23	21	2	21
Hired & Contracted Services	95	26	25	1	25
Transport Recharges	193	48	49	(1)	49
Transport - Insurance Recharge	304	76	76	0	76
Transport - Contract Hire	1,497	374	354	20	354
Transport - Road Fund Licence	8	2	1	1	1
Transport - Fuel	420	105	99	6	99

Transport - Tyres	70	18	19	(1)	19
Transport - Casual Hire	20	5	18	(13)	18
Transport - Vehicle Parts	321	81	82	(1)	82
Transport - Sub-Contractors	38	9	18	(9)	18
Transport - Garage Equipment & Consumables	35	9	9	0	9
Central Support Costs	237	0	0	0	0
Internal Support Costs	262	63	63	0	63
Asset Charges	153	29	29	0	29
<b>Total Expenditure</b>	<b>5,244</b>	<b>1,231</b>	<b>1,208</b>	<b>23</b>	<b>1,208</b>
<b><u>Income</u></b>					
Miscellaneous Sales	0	0	-2	2	-2
Fees & Charges	-138	-36	-40	4	-40
Rents	-103	-26	-24	(2)	-24
Support Service Income	-943	-63	-63	0	-63
Reminbursement & Other Grants	-307	-77	-74	(3)	-74
Transport - Contract Hire	-2,317	-577	-604	27	-604
Transport - Fuel	-444	-112	-112	0	-112
Transport - Tyres	-84	-21	-23	2	-23
Transport - Casual Hire	-31	-8	-24	16	-24
Transport - Vehicle & Plant Repairs	-354	-85	-84	(1)	-84
Community Meals	-114	-32	-25	(7)	-25
Client Transport	-413	-101	-102	1	-102
<b>Total Income</b>	<b>-5,248</b>	<b>-1,138</b>	<b>-1,177</b>	<b>39</b>	<b>-1,177</b>
<b>Net Expenditure</b>	<b>-4</b>	<b>93</b>	<b>31</b>	<b>62</b>	<b>31</b>

The traffic light symbols are used in the following manner:

	<u>Objective</u>	<u>Performance Indicator</u>
<b><u>Green</u></b>	 <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>
<b><u>Amber</u></b>	 <p>Indicates that it is <u>unclear</u> at this stage, due to a lack of information or a key milestone date being missed, <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>
<b><u>Red</u></b>	 <p>Indicates that it is <u>highly likely or certain that the 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>

**REPORT:** Urban Renewal Policy and Performance Board

**DATE:** 19 September 2007

**REPORTING OFFICER:** Strategic Director, Environment

**SUBJECT:** Transit Site Provision

**WARDS:** Boroughwide

### **1.0 PURPOSE OF REPORT**

1.1 The report seeks to explain the approach taken in identifying sites and that taken to assess their suitability for use as a Traveller transit site.

**2.0 RECOMMENDATION:** That any observations and recommendations made by this Board be reported to the Executive Board for their consideration.

### **3.0 BACKGROUND**

3.1.1 In July the Executive Board considered a report relating to the provision of a “transit site” in the Borough. Extracts from this report are appended to this report.

3.1.2 The Board resolved that a further report should be received following referral to and consideration of the site selection process by the Urban Renewal Policy and Performance Board.

### **4.0 ADDITIONAL INFORMATION**

4.1 The criteria applied to the sites assessed prior to the matter being considered by the Executive Board included such factors, as the availability of the land within the required timeframe, its proximity to services, including schools, impact upon neighbouring uses, whether the land was currently used for an other beneficial or difficult to re-locate use, whether the land was contaminated or otherwise restricted, its potential to be landscaped and where appropriate screen, the ability to deliver relevant consents and whether or not the site was within the area of search identified by the Needs Study.

4.2 As a consequence the sites shown in the table below, were initially considered:



Location/Site (see map appended to report for location)	Comments/Review	Action
Land at Clifton	Site has access difficulties and may be impacted upon by Motorway /Mersey Gateway intersection improvements. Land is in private ownership (English Partnerships). The owners have indicated that they are in process of disposing to other end user.	Discounted: No guarantee of delivery either within or not of timetable.
Land at Astmoor	Although in HBC ownership considered too close to businesses; right in the heart of the industrial estate; and close to other sensitive receptors.	Discounted: Potential long-term management and "neighbour" issues.
Johnsons Lane	Although suitable temporarily, as for example, by accommodating the travelers, whilst the permanent site is improved, it is reserved for EDZ development and Mersey Gateway relocation; Not in area of search identified by Needs Study.	Discounted, as in wrong location and was not permanently available.
Busway Site	Site has proved useful but it cannot be considered as a permanent site. Road/Busway is required to provide access to housing development planned as part of Castlefields regeneration.	Discounted: Not a permanent solution.
Two sites on open land close to the	Deemed to be too close to residential properties	Discounted, mainly because of visual

Expressway/Windmill Hill Avenue Junction	and in very visible locations. Sites also affected by underground pipelines.	prominence.
Warrington Road	Adjacent to existing private caravan site, therefore possibility of shared management arrangements; well screened site; safe access; land owned by HBC and deliverable within time frame; within identified area of need.	Site chosen for further consideration.

- 4.3 The site chosen for further consideration, is in the ownership of the Council and would, it is believed, be possible to be develop as a transit site and to scheme completion within the timeframe available.

Similarly, it is anticipated that whilst the site is capable of being serviced and prepared comparatively easily, the project costs should not exceed the grant monies available and therefore not require capital support.

- 4.4 It may also be useful to the Members of the Board to consider the pattern of unauthorised Traveller encampments prior to the establishment of the tolerated site and since its presence. Although there were a number of incursions to the north of the River Mersey, largely around the EDZ/Widnes Waterfront development area, the majority of incursions prior to the busway site being used were in areas of Runcorn, including Manor Park, Sandymoor, Hallwood Park, Astmoor and around Daresbury.

The number of unauthorised incursions has during the last 10 months and since the busway has been used, been comparatively minimal, although incursions at Manor Park, Daresbury, Ditton and within the EDZ have occurred. In all of these cases the unauthorised encampments were quickly dealt with, with the assistance of the Police.

## 5.0 FINANCIAL IMPLICATIONS

The capital cost of the scheme can be met from reserves within the Housing Capital programme and other grant monies.

Notwithstanding the potential to vire the capital costs from the above source there will be on going revenue implications. The site will have to be maintained and managed from rental monies generated.

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

**6.1 Children and Young People in Halton**

The provision of a well managed and monitored site will assist with ensuring appropriate welfare for the children within the Traveller community.

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

There are no specific implications for this priority.

**6.3 A Healthy Halton**

The provision of a regulate facility will reduce the number of unauthorised incursions and help reduce the potential for tipping/untidy sites and the implications which go with such nuisance.

**6.4 A Safer Halton**

The provision of a transit site will enable the Council in conjunction with the Police to react positive and quickly in removing unauthorised incursions elsewhere in the Borough.

**6.5**

**Halton’s Urban Renewal**

The provision of an authorised site will enable the current tolerated site to be relocated and development sites within Castlefields to be brought forward.

**7.0 RISK ANALYSIS**

**7.1**

Evidence suggests that the provision of a site has reduced the number of incursions elsewhere and enabled the situation to be better managed. It cannot, however, be totally discounted that once the facility is at capacity that other incursions and costs for dealing with them, will occur.

**8.0 EQUALITY AND DIVERSITY ISSUES**

**8.1**

Local consultation will be carried out before the proposal is formally considered. Provision of a transit site in addition to the existing permanent site would make a significant contribution to the Council’s efforts to support equality and diversity.”

**9.0 BACKGROUND PAPERS**

Document	Place of Inspection	Officer
Traveller Site Needs Study	Rutland House Halton Lea	Phil Watts
Site Assessment	Rutland House Halton Lea	Phil Watts

## Appendix 1

### Extracts from Report to Executive Board

“Over recent years there have been a significant number of incursions of Travellers both into Widnes and Runcorn. Evidence shows that the travellers move predominantly into industrial areas, where usually large tracts of land can be found.

To secure the removal of the Travellers a process of serving notice and employing bailiffs when required has been used but in essence all this often served to do was to move the Travellers onto another site.

This process has proven not only to be inefficient but also hugely expensive. In an average 12month period this approach together with the consequential clean up costs, can cost the Authority upwards of £200,000. This figure, having regard to the general shortfall of transit pitches and the Council's recent adoption of additional areas of highway is unlikely to decrease. Indeed, unless positive action is taken it likely to greatly increase.

Between December 2006 and the present day the approach adopted has been somewhat different. Both before Christmas (06) and then again afterwards, a length of un-used bus way has been utilised as a tolerated/accepted unauthorised encampment for the Travellers, thus working with them and managing the situation as opposed to chasing them from site to site.

Largely this approach has been successful and has led to increased cooperation between the Council and Police in swiftly dealing with the small number of other unlawful encampments that have occurred.

The site currently being used does not, however, offer a permanent solution. The bus way will be relied upon to provide access to two key development sites, which form part of the wider Castlefields regeneration proposals. These sites are likely to be taken to market at sometime during 2008 and their subsequent development will follow. Delaying this process would have serious financial consequences and impact upon the implementation of the ongoing regeneration programme in Castlefields.

With this in mind the need to identify an alternative “transit” site location, if the current success is to be built upon, needs to be progressed with some urgency.

The alternative site search process initially gave rise to a number of possible locations, however, when tested against guiding criteria, for example, the right size, close to transport links/facilities, would not prejudice investment, was available within reasonable time and was within the catchment area identified by the Needs Study, only one viable option remained. The attached plan shows the location of the sites considered.

That option/site is located next to an established permanent private caravan site and between Warrington Road and the Manchester Ship Canal. It is land that is in Council ownership. It presently forms an area of informal green space, not generally accessed or used by the public.

The land although readily available and on assessment likely to receive planning permission for the use intended, is not entirely without development difficulty. Having previously had dredging deposited upon it, the land is particularly uneven and would require considerable engineering work to create a level and accessible pitch area for the caravans. Notwithstanding the complexity of the engineering it can be anticipated that the scheme can be provided within the identified budget.

If it is decided to progress with this option it will be necessary to work the existing detail up into formal working drawings and documents and then to go through a tender process to ensure best value is achieved.

The timescale for delivery of a site as shown on the attached plans, having regard to the time needed to prepare for statutory consents, tendering and then the subsequent construction period is estimated at between 12-15 months from the time authority is given to proceed.

### **Need for Sites**

The report on the Gypsy/Traveller Accommodation Assessment commissioned by the Cheshire partnership authorities and which has already been considered by the Cheshire Chief Executives suggests that there is an overall need for 42-54 pitches on transit sites to be provided on 6 sites of 7-9 pitches, throughout the sub region\*. Allowing for one scheme of 21 pitches already in development in St Helens, there is a residual need of 21-33 pitches.

\* It is worth noting that whilst St Helens and Warrington are amongst the partnership authorities, the study does not embrace the wider Merseyside region.

The present tolerated site at Haddocks Wood accommodates 17 pitches and if Halton were to proceed with the provision of a permanent facility of 15 pitches, it would be going a long way to fill the current identified sub regional shortfall and be playing its fullest part in addressing the Traveller issue. Indeed with the Halton and St Helens between them would be providing for approximately 60% of the overall identified need.

Within Merseyside there are permanent sites situated in Liverpool (14 pitches), Sefton (17), St Helens (20). There is no transit site provision although, as mentioned above, St Helens has secured funding to start such a site. Indeed, there are only 14 transit site pitches within the NW, all in Salford.

Having a transit site increases the enforcement powers available to both the LA

and the Police.

There are also a number of less measurable benefits, which arise from being able to provide the Traveller community with some stability such as the provision of welfare and education facilities. An exercise to quantify this benefit is currently being progressed.

### **SUGGESTED WAY FORWARD**

It is suggested that if the Executive Board support the provision of a Transit site in the location identified:

- That a detailed scheme be worked up to tender to confirm delivery within the set budget;
- that subject to this being confirmed, that formal permissions/consents be applied for; (September 2007)
- that subject to receiving necessary permission being given a contract be let and scheme commenced.

Subject to this process the site should be available by September 2008.

### **FINANCIAL IMPLICATIONS**

The capital cost of the scheme can be met from reserves within the Housing Capital programme.

Notwithstanding the potential to vire the capital costs from the above source there will be on going revenue implications. The site will have to be maintained and managed. An estimate of these costs is attached to this report.

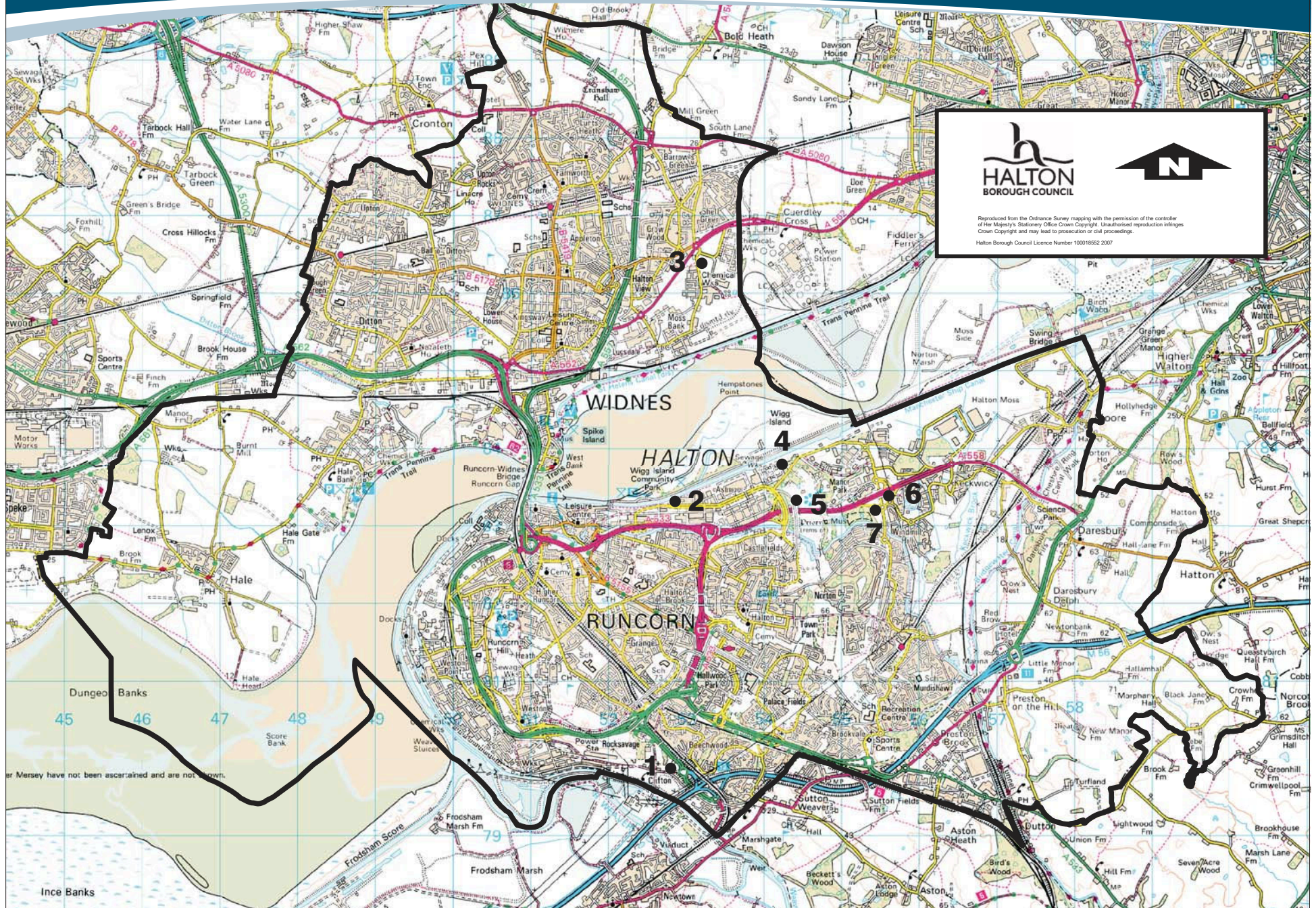
This estimate is based on the premise that a Traveller could be contracted to permanently reside on and manage the site (a similar arrangement exists at the Riverview site)

### **RISK ANALYSIS**

Evidence suggests that the provision of a site has reduced the number of incursions elsewhere and enabled the situation to be better managed. It cannot, however, be totally discounted that once the facility is at capacity that other incursions and costs for dealing with them, will occur.

### **EQUALITY AND DIVERSITY ISSUES**

Local consultation will be carried out before the proposal is formally considered. Provision of a transit site in addition to the existing permanent site would make a significant contribution to the Council's efforts to support equality and diversity."



**REPORT TO:** Urban Renewal Policy and Performance Board

**DATE:** 19 September 2007

**REPORTING OFFICER:** Strategic Director – Environment &  
Strategic Director – Corporate and Policy

**SUBJECT:** Formalising Relationships Between the Urban Renewal PPB and Urban Renewal SSP

**WARDS:** Boroughwide

## **1.0 PURPOSE OF THE REPORT**

- 1.1 To encourage the Urban Renewal PPB to move closer to the Halton Partnership/LSP's Urban Renewal Specialist Strategic Partnership (SSP)

## **2.0 RECOMMENDATION: That**

- (1) Members consider the options available to them to meet the Chief Scrutiny Advisor's advice on how to better align the PPB and the Urban Renewal SSP; and**
- (2) take the appropriate actions.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 The Chief Scrutiny Advisor has requested that the Policy Board consider a closer working relationship with the Urban Renewal SSP because:
- 1) PPBs and SSPs are structured on the same basis of Halton's 5 strategic priorities and, though they have differing roles, are interested in the same subject matter and issues. It makes sense for them to cooperate and to establish a constructive and complementary relationship to help ensure the best outcomes for local people
  - 2) the forthcoming Local Government etc. Act and the Police and Justice Act envisage a greater role for PPBs (or overview and scrutiny committees - OSCs - in the parlance more familiar to many other Councils) in the overview and scrutiny of LSPs. In the Halton context, this includes the SSPs. It is important that PPBs and SSPs understand and appreciate each others' roles and that SSPs welcome and come to develop a positive rather than a defensive view of the attentions of PPBs.
  - 3) there is a glaring gap in the performance monitoring role of PPBs. While they monitor performance of service plans regularly, there is no



systematic overview and scrutiny (O&S) of performance strategically e.g. against the higher level aims, objectives and indicators set out in the Community Strategy and Corporate Plan. Hence attention may be paid by PPBs to the time it takes to process invoices or the number of staff training days while, for instance, the (invented) fact that the population is dying like flies could be ignored. This is not terribly sensible.

3.2 In order to get the ball rolling in establishing a fruitful and trusting relationship between PPBs and SSPs and to prepare for new roles envisaged in the legislation, it is suggested that they should meet. I am aware that this approach is favoured by the Council's Leader and his deputy, who Chairs the LSP. The proposal for some kind of joint meeting was also raised at the recent Overview and Scrutiny Coordination Panel (OSCoP) meeting which brings together the PPB Chairs and some other Members. Those present were not averse to the idea but were resistant to their being any prescription or requirement to hold such meetings. Part of my purpose in setting out the rationale for having some kind of PPB/SSP meeting was to seek your help in encouraging PPBs along this path. There are good reasons for tailoring the format of suit liaison to suit different circumstances, including:

- a) informal joint PPB/SSP meetings involving the Chair and Vice Chair and perhaps a few other members of each SSP rather than being too much of a set piece involving all SSP members to discuss the more strategic performance information including a Community Strategy performance review, a 'trajectory' review, risk assessment, an outline of the respective roles of the SSP and the PPB and how their relationship might develop, results from the latest Best Value satisfaction survey, etc..
- b) the co-option of an SSP member onto the Urban Renewal PPB in order to maintain the desired relationship.

3.3 In recognition of the fact that the Urban Renewal SSP, unlike all other SSPs, is currently chaired by the Chair of the Urban Renewal PPB so that close working is already ensured, and in view of the fact that all diaries are becoming increasingly congested, it is recommended that the latter course of action would be the most appropriate for this PPB. This is a solution which it is considered would meet the objectives set out in paragraphs 3.1 to 3.5 above.

#### **4.0 POLICY IMPLICATIONS**

4.1 Not applicable

#### **5.0 OTHER IMPLICATIONS**

5.1 There are no financial or other implications

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

**6.1 Children and Young People in Halton**

Not applicable

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

Not applicable

**6.2 A Healthy Halton BC**

Not applicable

**6.3 A Safer Halton**

Not applicable

**6.4 Halton's Urban Renewal**

As set out in the report

**7.0 RISK ANALYSIS**

Not applicable

**8.0 EQUALITY AND DIVERSITY ISSUES**

Not applicable

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

9.1 Not applicable

**REPORT TO:** Urban Renewal Policy Performance Board

**DATE:** 19 September 2007

**REPORTING OFFICER:** Strategic Director, Environment

**SUBJECT:** Local Transport Plan Progress Report

**WARDS:** Boroughwide

## **1.0 PURPOSE OF THE REPORT**

1.1 The purpose of the report is to advise members on the progress that has been made during 2006/07 on implementing the policies, strategies and programmes contained within Halton's second Local Transport Plan (LTP2) and the funding being made available for Integrated Transport initiatives.

## **2.0 RECOMMENDATION: That**

- (1) the progress made during 2006/7 be welcomed; and**
- (2) the Integrated Transport Block funding for LTP2 be noted**

## **3.0 SUPPORTING INFORMATION**

3.1 In March 2006, Halton submitted its second LTP to the Department for Transport (DfT) for approval. An extensive and detailed assessment then followed, which resulted in the Plan being graded as 'Excellent'. This combined with a further grading of 'Excellent' for our LTP1 Delivery Plan resulted in the authority being placed within the top 13 local authorities within England (outside London) and the award of a 25% increase in funding in its Integrated Transport Block.

3.2 Throughout LTP1, detailed Annual Progress Reports were required to be submitted to the DfT each July, which were onerous both in terms of the local authority staff time required to prepare them and the DfT staff time required to undertake the necessary detailed assessments. The DfT has therefore reviewed the reporting of progress on LTP2 and has agreed to a much reduced report for 2006/07. A more comprehensive report will be required in July 2008, covering the first two years of delivery, but details have yet to be agreed.

3.3 This report summarises the programme of works and initiatives undertaken in 2006/07 and details the Integrated Transport Block allocations for each year covered by LTP2. In addition, the report describes the progress that has been made against the performance indicators contained within LTP2.

- 3.4 Unfortunately, the dates indicated by the DfT for the return on progress, precluded the information being reported to Board first. However, the information contained within this report formed the basis of the return.
- 3.5 A leaflet outlining the progress that has been made during 2006/07 will be published in the Autumn 2007.

### Local Transport Plan Capital Programmes

- 3.6 The December 2006 settlement letter from the DfT, provided details of Halton's Integrated Transport block allocations for the period covered by LTP2. As indicated above, these figures included a 25% uplift due to Halton achieving 'Excellent' grades for both it's LTP1 Delivery Report and it's LTP2. However, changes to the allocations previously indicated (Planning Guidelines) for 2008/09 to 2010/11, resulted in Halton receiving a reduction in the funding expected of £0.339m, as shown below.

**Table1. Integrated Transport Block 2006/07 to 2010/11**

Year	06/07	07/08	08/09	09/10	10/11	Total
<b>Integrated Transport Planning Guideline with 25% uplift. [Original PG] (£000's)</b>	2.111* [2.111]	1.958 [1.566]	1.953 [1.562]	1.943 [1.554]	1.926 [1.541]	9.891 [8.334]
<b>Integrated Transport Block Allocated (£000s)</b>	2.111	1.958	1.885	1.831	1.767	9.552
<b>Reduction in funding (£000's)</b>	0	0	0.068	0.112	0.159	0.339

\*25% Uplift to Planning Guideline only applied from 2007/08.

- 3.7 It should also be noted that Halton's Integrated Transport allocation for LTP2 is £237,000 less than that made available for LTP1 and as such will impact on our ability to deliver schemes and initiatives.
- 3.8 A similar situation arose with the Road Safety Grant. However, the sum involved was very much smaller. Instead of receiving an expected increase in the Planning Guideline figure, due to above average performance, a reduction of £2000 was incurred over the period of LTP2.

- 3.9 The allocation for the Maintenance of Roads & Bridges for 2006/7 was £2,274,000 and that for 2007/08 is £2,786,000. Allocations for the remaining years up to 2010/11 have yet to be determined from a revision to the current formula.
- 3.10 During 2006/07 we have continued to implement a wide range of schemes and initiatives to enable the development of our transport system, which is fit for both existing and future purposes. Table 2 overleaf describes the 2006/07 LTP capital programme of works and initiatives.

### Performance

- 3.11 In order to measure our progress during LTP2, an extensive list of challenging mandatory and local performance indicators was developed covering key areas of work. These are shown in detail in Appendices 1 & 2.
- 3.12 During 2006/07 excellent progress was made toward the achievement of the targets set. In particular, road casualties during 2006 saw a further large reduction for all categories of injury, with those associated with the 'Killed and Seriously Injured' (KSI) category showing the greatest reduction. Table 3 shows the progress made since 2002.

**Table 2 LTP Capital Programme 2006/07**

<b>Scheme Type / Description</b>	<b>Cost (£000s)</b>
<b>Road Maintenance</b>	
Structural Maintenance of Carriageways	617
Independent footpath Network	90
Footway Reconstruction	246
Lighting	172
Cycleways	41
<b>Total for Roads</b>	<b>1,166</b>
<b>Bridge Assessment, Strengthening and Maintenance</b>	
Bridge Assessment & Strengthening	339
Bridge Maintenance on SJB Complex and Associated Bridges	542
Minor Bridge Works (on SJB Complex and Associated Bridges)	163
Other Bridge works	67
<b>Total for Bridges</b>	<b>1,111</b>

<b>Integrated Transport Block</b>	
<b>Local Safety Schemes</b>	290
<b>Quality corridors</b>	
Walking	259
Cycling	252
Bus Route improvements	212
Real Times Passenger Information	0
<b>Interventions Outside Quality Corridors</b>	
Walking	138
Cycling	55
Bus interchanges	296
Integrated Transport	59
Traffic signals	54
Accessible Buses	88
School Travel Plan Support	26
Other Improvements	
SJB Variable Message Signing	233
A56/Eastern Expressway imp.	59
Upton Rocks Distributor Road	66
Contribution to Regeneration Schemes	21
<b>Total for Integrated Transport Block</b>	<b>2,108</b>
<b>Total for Roads &amp; Bridge Maintenance and Integrated Transport Block</b>	<b>4,385</b>

Table 3. Road Casualties in Halton

Category	2002	2003	2004	2005	2006
<b>General KSI</b>	67	74	74	77	50
<b>Child KSI</b>	11	17	14	13	5
<b>Slights</b>	603	538	555	514	491

3.13 An analysis of progress against all the targets, that can be reported on, has revealed that:

- 80% of core indicators are on target; and
- 77% of all indicators are on target.

This provides an excellent base up on which further improvements can be made.

#### **4.0 POLICY IMPLICATIONS**

4.1 There are no specific policy implications resulting from this report

#### **5.0 OTHER IMPLICATIONS**

5.1 The reductions in funding identified in paragraphs 3.6 & 3.7, will impact on our ability to implement schemes and initiatives during LTP2.

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

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

The above report shows the progress that has been made to improve the accessibility of children and young people's services in the Borough through the development of School Travel Plans and by reducing road accidents involving children.

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

Measures continue to be introduced through the Local Transport Plan to improve access to employment, training and learning facilities within the Borough. The Quality Corridor programme, for example, seeks to deliver an integrated package of walking, cycling and public transport improvements, which assist local residents accessing employment and training opportunities.

##### **6.3 A Healthy Halton**

The Local Transport Plan programme directly supports efforts to encourage local communities to adopt more healthy lifestyles through the introduction of measures to promote the greater use of cycling and walking for local journeys.

##### **6.4 A Safer Halton**

Over the past 12 months a significant proportion of the LTP capital programme has been targeted at delivering local safety initiatives across the Borough. In addition, LTP funds were used to assist with the introduction of CCTV on board buses within Halton to improve passenger safety.

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

The Halton Local Transport Plan explicitly seeks to support the ongoing regeneration of Halton.

#### **7.0 RISK ANALYSIS**

7.1 The Halton Local Transport Plan is closely managed by the Authority, and regular updates have to be supplied to Central Government on the progress the Council is making against delivery on its implementation programme and on a range of targets and indicators, as set out in the Plan. Performance management minimises the risks of failing to deliver and has helped the authority to achieve high levels of performance.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 There are no specific equality or diversity issues resulting from this report

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

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Halton's Local Transport Plan (2006/7 – 2010/11)	Rutland House	Phil Cornthwaite 0151 471 7376



**APPENDIX 1 LTP2 Mandatory Indicators**

LTP		Halton					Actual and Trajectory Data										Performance Monitoring	Notes
Core Indicator	Definitions	Year Type	Units	Year	Value													
Road Condition (% of network in need of further investigation)	(1) Principal Roads - BVPI223	Financial	Percentage	Base Data	2004/05	22.53%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	N/A	Unable to set new target, as guidance on rules and parameters changed again during 2006/07. Targets will be set when sufficient data is available.	
				Target Data	2010/11	TBD	Trajectory											
	(2) Classified, non-principal, roads - BVPI224a	Financial	Percentage	Base Data	2005/06	XX	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	N/A	Unable to set new target, as guidance on rules and parameters changed again during 2006/07. Targets will be set when sufficient data is available.	
				Target Data	2010/11	XX	Trajectory											
	(3) Unclassified roads - BVPI224b	Financial	Percentage	Base Data	2003/04	6.50%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Green	In 2006/7 the calculation was based on 100% of the network.	
				Target Data	2010/11	3.20%	Trajectory											
Total killed and seriously injured casualties - BVPI99(x)	Reduce K.S.I. To 70 by 2010 (5 year average)	Calendar	Casualties (5 year average)	Base Data	1994-98	157	Actual Figures	1994-98	2003	2004	2005	2006	2007	2008	2009	2010	Green	N.B. These are 5 Year average figures
				Target Data	2010	71 (2010)	Trajectory											
Child killed and seriously injured casualties - BVPI99(y)	Reduce C.K.S.I. To 13 by 2010 (5 year average)	Calendar	Casualties (5 year average)	Base Data	1994-98	33	Actual Figures	1994-98	2003	2004	2005	2006	2007	2008	2009	2010	Green	N.B. These are 5 Year average figures
				Target Data	2010	13 (2010)	Trajectory											
Total slight casualties - BVPI99(z)	Reduce Slight Casualties To 532 by 2010.	Calendar	Casualties	Base Data	1994-98	627	Actual Figures	1994-98	2003	2004	2005	2006	2007	2008	2009	2010	Green	
				Target Data	2010	532 (2010)	Trajectory											
Total local public transport patronage in target	Thousands of passenger journeys (i.e. boardings) per year in the authority	Financial	Thousand passenger journeys	Base Data	2003/04		Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	N/A	N/A	
				Target Data	2010/11		Trajectory											
of which number of bus passenger journeys - BVPI102		Financial	Thousand passenger journeys	Base Data	2003/04	6,003,152	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Red	Actual figure represents 10% increase in patronage on previous year. This is well above the national average, but was still insufficient to hit target. New profile and target agreed with operators, based on actual for 2006/07, which is subject to agreement from DfT.	
				Target Data	2010/11	6,697,000	Trajectory											
Satisfaction with local bus services-BVPI104(tri-annually)		Financial	Percentage	Base Data	2003/04	59.9%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Green	Survey carried out tri-annually. N.B. Satisfaction of bus 'Users' is 71%	
				Target Data	2009/10	69.00%	Trajectory											
Footway condition - BVPI187 (% of the category 1, 1a and 2 footway network where structural maintenance should be considered.)		Financial	Percentage	Base Data	2004/05	25.12%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Red	Results from BVPI 187 are used to prepare a rolling programme of footway reconstructions for Cat 1, Cat 1a and Cat 2 footways. Progressive improvements to the footway network are however being balanced against deterioration of other sections with a net result of a steady state of maintenance. Improvements to the overall BVPI will be dependant upon the availability of future footway maintenance funding.	
				Target Data	2010/11	25%	Trajectory											
LPT1 A- Accessibility	To increase the percentage of							2003	2004	2005	2006	2007	2008	2009	2010		Notes	

Core Indicator target	Definitions	Year Type	Units	Base Data	Year	Value	Actual Figures	Actual and Trajectory Data											
								2003	2004	2005	2006	2007	2008	2009	2010	Notes			
	households who live in the top five most deprived Wards in the Borough who do not have access to a car living within 40 minutes travel time to Whiston Hospital from 29% in 2005 to 40% in 2007 and 60% in 2008.	Calendar	Percentage	Base Data	2005	29.00%	Actual Figures	N/A	N/A	29.00%	29.00%							Green	
				Target Data	2010	60.00%	Trajectory				40.00%	60.00%	60.00%	60.00%					
LPT1 B- Accessibility target	To increase the percentage of households who live in the top five most deprived Wards in the Borough who do not have access to a car living within 40 minutes travel time to Warrington Hospital from 0% in 2005 to 20% in 2007 and 30% in 2009.	Calendar	Percentage	Base Data	2005	0.00%	Actual Figures	N/A	N/A	0.00%	0.00%							Green	Detailed negotiations are taking place with North Cheshire Health Authority and an accessible bus service should be available to Warrington Hospital from Oct. 2007
				Target Data	2010	30.00%	Trajectory				20.00%	20.00%	30.00%	30.00%					
LPT1 C- Accessibility target	To increase the percentage of 16-19 learners who live in the top five most deprived Wards in Halton living within 30 minutes travel time by public transport to the Bridgewater Campus from 84% in 2005 to 90% in 2007 and 100% in 2008	Calendar	Percentage	Base Data	2005	84.00%	Actual Figures	N/A	N/A	84.00%	84.00%							Green	
				Target Data	2010	100.00%	Trajectory				90.00%	100.00%	100.00%	100.00%					
LPT1 D- Accessibility target	To increase the percentage of 16-19 learners who live in the top five most deprived Wards in Halton living within 30 minutes travel time by public transport to the Widnes Campus from 89% in 2005 to 95% in 2007 and 100% in 2008	Calendar	Percentage	Base Data	2005	89.00%	Actual Figures	N/A	N/A	89.00%	89.00%							Green	
				Target Data	2010	100.00%	Trajectory				95.00%	100.00%	100.00%	100.00%					
LTP2 - Change in area wide road traffic mileage		Calendar	Vehicle Kilometres	Base Data	2004	1,020	Actual Figures												Notes
				Target Data	2010	1,126	Trajectory	1,002	1,000	1,020	1,040	1,061	1,082	1,104	1,126	N/A	Data to be supplied by DfT		
LTP3 - Cycling trips (annualised index)		Financial	Index based on 2003/04 = 100	Base Data	2003/04	100 (44)	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11				Notes
				Target Data	2010/11	205 (90)	Trajectory	100 (44)	136 (60)	148 (65)	159 (70)	170 (75)	182 (80)	193 (85)	205 (90)	Green	Targets based on the 2003/04 index of 100 (44 actual) N.B. Figs for 06/07 are based on 3 sites as 1 was not available for monitoring		
LTP4 - Mode share of journeys to school	Share of journeys by car (including vans and taxis), excluding car share journeys	Financial	Percentage	Base Data	2006/07	14,192	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11				Notes
				Target Data	2010/11	34.20%	Trajectory	N/A	N/A	N/A	35 (4923)						N/A	Target set in 2007/08	
LTP5 - Bus punctuality indicator	% of buses starting route on time	Financial	Percentage	Base Data	2005/06	96.8%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11				Notes
				Target Data	2010/11	98.0%	Trajectory	N/A	N/A	96.8%	97.1%						Green		
	% of buses on time at intermediate							2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11				Notes
												97.3%	97.5%	97.8%	98.0%				

Core Indicator	Definitions	Year Type	Units	Base Data	Year	Value	Actual Figures	Actual and Trajectory Data										Notes		
								2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11					
turning points  % of buses on time at non-timing points.  Average excess waiting time on frequent service routes	Financial	Percentage	Base Data	2005/06	75.1%	Actual Figures	N/A	N/A	75.1%	80.9%							Green			
				Target Data	2010/11		84.0%	Trajectory												
	Financial	Percentage	Base Data	2005/06	71.2%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11				Red	Measures will be developed with the Punctuality Partnership to address the shortfall in performance.	
				Target Data	2010/11		80.0%	Trajectory												
	Financial	Minutes	Base Data	2005/06	N/A	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11				N/A	Target not applicable. Currently no services operating on a 6 bus per hour frequency	
				Target Data	2010/11			Trajectory												
	LTP6 - Changes in peak period traffic flows to urban centres	Area 1	Financial	Vehicle numbers or % of all journeys that are car driver journeys	Base Data	2005/06		Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11			N/A	
					Target Data	2010/11			Trajectory											
		Area 2	Financial	Vehicle numbers or % of all journeys that are car driver journeys	Base Data	2005/06		Actual Figures	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Target Data					2010/11		Trajectory													
Area 3		Financial	Vehicle numbers or % of all journeys that are car driver journeys	Base Data	2005/06		Actual Figures	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
				Target Data	2010/11			Trajectory												
LTP7 - Congestion		Financial		Base Data	2005/06		Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11				N/A	
					Target Data			Trajectory												
LTP8 - An air quality target related to traffic	Calendar	Enter appropriate units here.	Base Data	2004		Actual Figures	2003	2004	2005	2006	2007	2008	2009	2010				N/A		
				Target Data	2010		Trajectory													

APPENDIX 2 LTP2 Non-Mandatory Indicators																									
Target No.	Local Performance Indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline Data 2003/4 (unless otherwise stated)	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	Source of Data	Performance Assessment	Notes/Comments												
L1	Number of passengers trips on accessible transport services	Increase to 119,400 by 2010/11.	110,806.00	111,635.00	112,600.00	132,675.00	115,200.00	116,600.00	118,000.00	119,400.00	Information from Halton Community Transport - Annually.	Green													
L2	% of Rural households within 800m. walk of an hourly or better bus service	Maintain at 96.7% until 2010/2011	96.70%	96.70%	96.70%	96.70%	96.70%	96.70%	96.70%	96.70%	H.B.C. Survey	Green													
BVPI 100	Number of days of temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per kilometre of traffic sensitive road	0.6 days/km by 2010/11	0.65	1.33	1.1	0.3	0.6	0.6	0.6	0.6	Councils own records	Green													
BVPI 103	Percentage of users satisfied with local provision of public transport information	Increase satisfied users to 58.8%by 2009/10	55%	No Survey Data available	N/A	55.0%	N/A	N/A	58.8%	N/A	H.B.C. Sample survey in accordance with DfT guidance (Tri-annually)	Red	HBC have invested in a new system to improve the quality and clarity of public transport information. This will help to address the shortfall												
BVPI 165	Percentage of Pedestrian crossings with facilities for disabled people	Maintain at 100% until 2010/2011	95%	100%	100%	87.8%	100%	100%	100%	100%	Council's own records	Red	We were unable to carry out all the necessary amendments during the financial year for all our sites to meet the current criteria. However, subject to any further changes in criteria, it is anticipated that we will be on track by the end of 2007/08.												

BVPI 178	Total length of footpaths and other rights of way that are easy to use, as a percentage of the total length of all rights of way	Maintain at 96% set until 2010/11	95%	96%	96%	94%	96%	96%	96%	96%	Local Survey every six months	Red	Just missed target of 96%, but we are confident that next year's target will be met. Surveys are based on a random sample of routes and as such minor changes in performance can be expected.
L8	Percentage increase of bus stops with Quality Corridor features	Increase the number of accessible bus stops to 30% by 2010/11	14%	24%	25%	32%	27%	28%	29%	30%	Annual local survey (Total number of bus stops is 603)	Green	
L9	Number of bus stops/shelters with information displays	Increase to 570 by 2010/11	383	425	442	470	493	518	544	570	Annual local survey	Green	
L3	NOT ALLOCATED												
L4	NOT ALLOCATED												
L5	Number of Park and Ride spaces at rail stations	Increase spaces to 580 by 2010/11	520	520	520	520	560	560	560	580	Annual local survey	Red	Delays have been incurred in progressing P&R at rail stations. However, work is currently progressing on extending the parking at Widnes North rail station, which when implemented will put performance back on track
L6	Percentage of schools with School Travel Plans in place	Increase to 100% of all schools by 2010/11	18%	38%	40%	53%	64%	76%	88%	100%	Councils own records	Green	

L7	Percentage of local firms (of more than 100 employees) having a Commuter Plan in place	Increase to 30% of major firms by 2010/11	9%	12%	15%	34%	21%	24%	27%	30%	Council's own records initially then surveys	Green
L10	Number of new bus shelters	Increase to 28 by 2010/11	6	16	18	35	22	24	26	28	Annual local survey	Green
L11	Number of replacement bus shelters	Increase to 75 by 2010/2011	17	32	35	40	48	57	66	75	Annual local survey	Green
L12	Number of Personalised Journey Plans issued per year	Increase to 1200 by 2010/11	932	1000	1000	1140	1100	1150	1200	1200	Council's own records	Green
L13	Damage of roads and pavements (% of reported incidents repaired or made safe within 24hrs)	Increase proportion repaired/made safe in 24hours to 98% by 2010/2011	95.71%	98.00%	98.00%	99.71%	98.00%	98.00%	98.00%	98.00%	Council's own records	Green

**REPORT TO:** Urban Renewal Policy and Performance Board

**DATE:** 19 September 2007

**REPORTING OFFICER:** Strategic Director, Environment

**SUBJECT:** Local Transport Plan Scheme Birchfield Road  
Quality Transport Corridor

**WARDS:** Kingsway

## **1.0 PURPOSE OF THE REPORT**

1.1 To inform the Board of an amendment to the approved Birchfield Road Quality Transport Corridor Improvement Scheme.

## **2.0 RECOMMENDATION: That the report be noted.**

## **3.0 SUPPORTING INFORMATION**

3.1 At the meeting of 20<sup>th</sup> June, the Board was advised of the outcome of a Consultation Review Panel (CRP), held to discuss the Birchfield Road Quality Transport Corridor improvement scheme. It was also reported that Ward Councillors and Officers were due to meet with a resident of Birchfield Road who had not attended the consultation to discuss his concerns about the scheme.

3.2 Following that meeting, the CRP was reconvened and the Panel reviewed the scheme and previous decisions. It was recognised that the junction of Birchfield Road/Lockett Road and Victoria Avenue presents a number of challenges for all types of road user and that this would particularly be the case if traffic and pedestrian flows were to increase in the future.

3.3 It was agreed therefore that further traffic assessments be carried out at this junction in order to determine the most appropriate method of control. This may ultimately lead to a full traffic signalisation of Birchfield/Lockett/Victoria Avenue junction including pedestrian facilities if all road users are to be adequately and safely accommodated.

3.4 In the meantime, the pedestrian crossing will remain in its current location but will be upgraded to a 'Toucan' (pedestrian/ cycle) crossing. Also the footway at Victoria Avenue fronting No. 103 Birchfield Road will be widened as originally described in order to deliver the Council's sustainable transport aims for the Birchfield Quality Transport Corridor.

## **4.0 POLICY IMPLICATIONS**

4.1 There are no policy implications

**5.0 OTHER IMPLICATIONS**

5.1 There are no other implications

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

**6.1 Children and Young People in Halton**

Not applicable

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

Not applicable

**6.3 A Healthy Halton**

Not applicable

**6.4 A Safer Halton**

Not applicable

**6.5 Halton's Urban Renewal**

Further Traffic assessment work will provide the opportunity to consider fully the implications of potential increases in vehicular and pedestrian flows due to recent changes in travel patterns, and if necessary, to accommodate these within the scheme.

**7.0 RISK ANALYSIS**

7.1 There are no risks associated with the proposed course of action.

**8.0 EQUALITY AND DIVERSITY ISSUES**

There are no equality and diversity issues arising from the decision.

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

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Notes of Consultation Review Panel meeting of 26 <sup>th</sup> July	Highways, Rutland House, Runcorn	D. Cragg