



**Urban Renewal Policy and Performance Board**

**Wednesday, 21 January 2009 6.30 p.m.  
Civic Suite, Town Hall, Runcorn**

A handwritten signature in black ink, appearing to read '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 Philip Balmer</b>	<b>Conservative</b>
<b>Councillor Peter Blackmore</b>	<b>Liberal Democrat</b>
<b>Councillor Ellen Cargill</b>	<b>Labour</b>
<b>Councillor Mike Hodgkinson</b>	<b>Liberal Democrat</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 Dave Thompson</b>	<b>Labour</b>

*Please contact Michelle Simpson on 0151 907 8300 Ext. 1126 or e-mail [michelle.simpsonn@halton.gov.uk](mailto:michelle.simpsonn@halton.gov.uk) for further information.*

*The next meeting of the Board is on Wednesday, 18 March 2009*

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

**Part I**

<b>Item No.</b>	<b>Page No.</b>
<b>1. MINUTES</b>	
<b>2. DECLARATIONS OF INTERESTS (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, with personal and prejudicial interests (subject to certain exceptions in the Code of Conduct for Members), to leave the meeting prior to discussion and voting on the item.	
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## PART II

### ITEMS CONTAINING "EXEMPT" INFORMATION FALLING WITHIN SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

*In this case the Board has a discretion to exclude the press and public but, in view of the nature of the business to be transacted, it is RECOMMENDED that under Section 100(A)(4) of the Local Government Act 1972, having been satisfied that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A to the Act.*

#### 14. HALE PARK RESTORATION

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

- Please keep 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.

#### **5.0 OTHER IMPLICATIONS**

None.

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

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

**None**

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

**None**

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

**None**

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

**None**

**6.5 Halton's Urban Renewal**

**None**

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

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

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

**REPORT TO:** 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 Sub Board Minutes  
Relevant to the Urban Renewal Policy and Performance Board.**

**EXECUTIVE BOARD MEETING HELD ON 20 NOVEMBER 2008**

**PLANNING, TRANSPORTATION, REGENERATION AND RENEWAL  
PORTFOLIO**

**EXB76 Mersey Multi Modal Gateway Supplementary Planning  
Document.**

The Board considered a report of the Strategic Director – Environment seeking approval for further changes to the text of the 3MG (Mersey Multimodal Gateway) Supplementary Planning Document (SPD).

It was noted that the Board had resolved that the Ditton Strategic Rail Freight Park (SRFP) SPD, now renamed the 3MG SPD, should be adopted at its meeting of 21<sup>st</sup> September 2006. However, adoption had been delayed because of continued uncertainty over the state of the open land at Halebank, fronting Lovell Terrace, which had been the subject of two applications for “Village Green” status. Additionally, access to site 253 from the junction between the A5300 (Knowsley Expressway) and the A562 (Speke Road) had been secured through planning permissions granted by both Halton and Knowsley local planning authorities. This would enable the site to be accessed directly off the A562 (Speke Road) and also to connect with the eastern parts of 3MG. Therefore, there was now no need for a new east-west link via Halebank between the two parts of 3MG.

In order to take account of these changes to the access arrangements to 3MG, it had been necessary to revise the content of the SPD. This had been done in two ways. Firstly, there were the “technical” changes to the text, which did not materially affect the content or intended purpose of the SPD. These were listed in the first part of the Appendix to the report and had been agreed by the Operational Director and the relevant Executive Board Member under delegated authority. Secondly, there were changes to the amendments already agreed by the Executive Board in September 2006, which were proposed as a result of public consultation and the emerging design of the project, and were listed in the second part of the Appendix. These changes altered the definition of how site 253 was to be accessed, confirming the primacy of the A5300 link.

Legal advice had stated that no further public consultation was required on the proposed changes to the draft SPD set out in the report. The 3MG SPD had been prepared at the same time as the SPD for the adjoining Halebank Action Area and public consultation had been carried out on both. It was advised that, now the new access to HBC Field had been resolved, the Halebank SPD could also proceed to adoption.

Further background information was provided in the report for Members' consideration together with information on public participation, the sustainability appraisal and the process for adoption of the SPD.

RESOLVED: That the amendments to the text of the SPD set out in the appendix to the report be agreed.

## **EXECUTIVE BOARD MEETING HELD ON 4 DECEMBER 2008**

### **EXB86 The "Heart of Halton" Plaque Scheme**

The Board considered a report of the Strategic Director – Environment outlining the deliberations of the Urban Renewal Policy and Performance Board (PPB) relating to the development of a new tourism initiative entitled "The Heart of Halton".

The aim of the scheme was to seek to identify and celebrate Halton's achievers, people, important buildings and activities that took place with local historical societies, groups and the public invited to submit suggestions.

To complement plaques, online Web based maps would be developed highlighting the location of the plaques and what they signified. This would be supported from time to time with leaflets or other publications.

It was noted that the PPB had considered the costs and scale of the project at its meeting of 17<sup>th</sup> September 2008. The Board agreed that this was a worthy proposal subject to budget pressures although further information was required as to how the scheme would work in practice.

RESOLVED: That

- (1) the Urban Renewal Policy and Performance Board be requested to examine this proposal in further detail, providing information in relation to the process and criteria;

and

- (2) subject to the above and to the 2009/10 budget process, the development of a "Heart of Halton" plaque scheme be approved.

## **EXECUTIVE SUB BOARD MEETING HELD ON 6 NOVEMBER 2008**

### **ES50 High Hedge Complaints**

The Board received a report of Strategic Director, Environment which recommended increasing the fee for making formal High Hedge complaints to the Council.

It was noted that the High Hedge Act (part of the Anti-social Behaviour Act 2003) came into effect on 1 June 2005. This Act was to enable neighbours to make a formal complaint to the Council if they were unable to resolve the matter themselves.

Furthermore to meet the required criteria set out in the Act, a valid complaint must relate to a hedge that was at least two metres high and contain at least two or more evergreen trees. Fees were charged to the complainant who must provide detailed evidence that they have tried to resolve the matter with the owner.

The fee provided a service, which was likely to benefit an individual (the complainant) rather than the community in general.

In addition it was noted that a review of the charges made by other local authorities had been undertaken. This data was not readily available so particular consideration was given to other Councils (namely Bexley, Lincoln & Shepway) that set the fee in line with the cost of householder applications in 2005. They have since increased their fee in line with the cost of planning applications to £150.

Neighbouring Councils Warrington, St Helens and Liverpool charge a considerably higher fee. Since the High Hedge Act came into effect there have been over 150 enquiries leading to over 30 complaints.

It was recommended that the fee should be maintained at the same rate as householder planning applications. It was also recommended that the Strategic Director - Environment continue to have the authority to waive the charge in part or whole when appropriate in individual cases of severe hardship.

**RESOLVED:** That the fee be increased from £135 to £150 in line

with the minimum householder planning application fee.

## **EXECUTIVE SUB BOARD MEETING HELD ON 4 DECEMBER 2008**

### **ES52 Award of HBC Bridge Maintenance Partnership Contract**

The Sub Committee received a report of the Strategic Director, Environment to expedite the award of the HBC Bridge Maintenance Partnership Contract and thereby increase ability to satisfy the works delivery programme by delegating authority to accept the tender ranked highest following formal rigorous evaluation.

The Sub Committee was informed that the term of the contract would be for an initial four-year period plus a potential 2-year extension with an estimated value of works of £12m.

It was noted that pre qualification questionnaires were returned in July 2008 by 16 organisations. These submissions were evaluated against a detailed scoring matrix and the 6 highest submissions were shortlisted. Details of these organisations were set out in the report.

It was further noted that all 6 organisations returned tenders by the deadline of 15 October 2008. A detailed and rigorous evaluation of the returns had been undertaken, with HBC's framework consultants, Mott MacDonald. The contract award would be based upon the most advantageous overall tender in terms of quality and price. The report outlined how the quality and prices scores would be determined.

Members were further advised that following completion of the evaluation, a detailed Tender Report had been issued to the Council's Internal Audit team for approval. However the response from the Audit Team was not expected prior to the deadline for the next meeting of the Sub Committee.

It was noted that following Internal Audit approval of the Tender report, the HBC Bridge Maintenance Partnership would be awarded to the tenderer who had returned the submission evaluated as yielding the highest overall score.

In this respect the report requested the delegation of authority to accept the tender to the Strategic Director, Environment in consultation with the Executive Board Member for Planning, Transportation, Regeneration and Renewal.

Members were advised that if agreed this would enable the Council to inform the successful tenderer in early December of its intention to award the contract and therefore would enable the Council

to formally establish the Bridge Maintenance Partnership as quickly as possible and that this in turn would allow early mobilisation of resources and enable the Council to satisfy the planned programme of works in 2009. The Sub Committee supported this way forward subject to Internal Audit approval of the tender report.

RESOLVED: That:

- (1) the Strategic Director, Environment in consultation with the Executive Board Member for Planning, Transportation Regeneration and Renewal be authorised to award the HBC Bridge Maintenance Partnership Contract to the tenderer submitting the tender return which through a rigorous formal evaluation process is deemed to be the most advantageous; and
- (2) the circumstances of the award be reported to a future Executive Board Sub Committee for information.

**ES53 Renewal of Service Level Agreement with Merseyside Environmental Advisory Service for the Provision of Technical Advice.**

The Sub Committee received a report of the Strategic Director, Environment which sought renewal of a service level agreement between Halton Borough Council and the Merseyside Environmental Advisory Service (MEAS) for the provision of technical advice in connection with planning matters for a period from 1 April 2008 to 31 March 2009.

Members were informed that MEAS provided a range of specialist advisory services to subscribing authorities and these were outlined in detail within the report. It was noted that MEAS had been established for a number of years and worked with a number of local authorities within the northwest region, details of which were contained within the report.

The Sub Committee had previously agreed a service level agreement with MEAS for 2006/7 and 2007/8. A new contract for the period 1 April 2008 to 31 March 2009 for the provision of environmental services and technical advice had been received.

Furthermore Members were advised of the services the agreement would secure, which were outlined in detail in the report and that MEAS intended to move to a three-year agreement in future.

It was noted that the cost of this service was £15,943 and that MEAS would provide a substantive review of this agreement on the

basis of performance to Halton by the end of March 2009.

RESOLVED: That the Service Level Agreement between Halton Borough Council and the Merseyside Environmental Advisory Service is agreed for 1 April 2008 to 31 March 2009 at a cost of £15,943.

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

**DATE:** 21 January 2009

**REPORTING OFFICER:** Strategic Director, Environment

**SUBJECT:** Norton Priory Museum

**WARDS:** Boroughwide

**1.0 PURPOSE OF THE REPORT**

1.1 To receive a presentation on the recent and future developments at Norton Priory.

**2.0 RECOMMENDATION**

2.1 That the presentation be received.

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

**DATE:** 21/1/2009

**REPORTING OFFICER:** Strategic Director, Environment

**SUBJECT:** Petition Relating to Traffic Conditions in Dale Street, Runcorn

**WARDS:** Grange

### **1.0 PURPOSE OF REPORT**

To report receipt of a 26 signature petition requesting engineering work be carried out in Dale Street, Runcorn, to create a turning area within the cul-de-sac head and to improve drainage within the same unadopted road area. Also to report on the outcome of a subsequent site meeting.

### **2.0 RECOMMENDATIONS**

It is recommended that:

**[1] The report be noted**

**[2] The request for engineering works to be carried out be declined as the land in question is not an adopted highway and responsibility for maintaining or improving the area rests with the owners (currently unknown)**

**[3] The necessary steps be taken to establish ownership of the unadopted road area (including the retaining wall) and once this is done, the owners be contacted with a view to expressing this Council's concerns over various aspects of the area's condition**

**[4] Once ownership is established, all matters associated with the unadopted area be referred to the local Area Forum for consideration**

**[5] Officer action in ordering road markings to assist in turning traffic and the future introduction of parking restrictions at the Dale Street/Norman Road junction be endorsed**

**[6] The petitioners be informed accordingly**

### **3.0 SUPPORTING INFORMATION**

3.1 The majority of Dale Street, Runcorn is adopted highway, though the area fronting numbers 33, 35, 26 and 28 plus the adjacent area used for turning, is not. Plan no. 8231 as Appendix 'B' refers. The unadopted area is not surfaced to adoption standards but is in a state of severe neglect and subject to



flooding due to lack of drainage facilities. The eastern perimeter of the area is supported by a retaining wall of unknown condition which backs onto the gardens and nearby properties in Hawthorn Avenue.

3.2 A petition carrying 26 signatures has been received from residents of Dale Street, Runcorn, requesting works be carried out to surface and convert the eastern, unadopted area into a functional turning area with adequate surface water drainage, in order that vehicles entering the street can turn around more easily before exiting safely back onto Norman Road, thus removing any necessity to reverse out. The petition is shown in Appendix 'A'

3.3 A site meeting was arranged with Cheshire Police and a resident from Dale Street in order to discuss the petition. At the meeting the resident requested that Halton Borough Council formally adopt the area of land at the east end of Dale Street, adjoining Hawthorn Avenue and provide adequate drainage stating that local children have been seen playing in the water. The resident had recently been advised by Cheshire Police to avoid reversing out from Dale Street into Norman Road, but stated that due to the lack of available space in Dale Street, caused by parked vehicles and a narrow carriageway width, there was no other option.

3.4 Ownership of the area of land in question is not known at this stage though it is not believed to be a local individual or company. Previously, the Council has laid aggregate onto the land to improve drainage but due to the uncertainty regarding the load-bearing capacity of the retaining wall and the close proximity of the houses on Hawthorn Avenue, this is no longer an option. The cost of bringing the turning area up to an acceptable standard is estimated to be in excess of £50,000 and there are currently no funds available for private highway works.

3.5 Police records show no injury accidents at the junction of Dale Street and Norman Road for the previous five years. At the site meeting, Cheshire Police advised that, whilst reversing into Norman Road is not illegal, it would not be advisable due to the restricted visibility at the junction and the speed of traffic on Norman Road. However, a traffic calming scheme for Norman Road, part funded through LTP Local Safety Scheme monies and the local Area Forum, is due to be implemented in January 2009. It is anticipated that the scheme will significantly reduce vehicle speeds on Norman Road.

3.6 Following a separate written request from a local resident, it is intended that parking restrictions be introduced at the junction of Norman Road and Dale Street, to increase visibility, subject to successful consultation. To reduce costs such schemes are advertised in the press in large batches, twice yearly. The next such advertisement of proposed Orders is programmed for April 2009 and this area will be included.

3.7 An inspection of Dale Street during the site meeting revealed two alleyways on either side of Dale Street, both with recessed alley gates. The resident stated that due to parked vehicles blocking the alleyways they often cannot be used as turning areas for cars. Subsequent to the meeting, 'H' bar markings have been ordered that will cover the width of the alleyways and thereby discourage the parking of vehicles. It is also proposed to letter drop all

properties in Dale Street, requesting that they allow sufficient space to permit vehicles to turn round safely using these alleyways.

#### **4.0 POLICY IMPLICATIONS**

4.1 None

#### **5.0 FINANCIAL IMPLICATIONS**

5.1 The cost of implementing the 'H' Bar lining scheme which has already been ordered is £100 and the cost of marking double yellow lines at the junction with Norman Road, subject to a successful public consultation, is approximately £500. These costs will be met from existing Traffic Management revenue allocations.

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

**6.1 A Safer Halton and Halton's Urban Renewal:** Installing 'H' Bar markings at the alleyways will help to keep them clear of parked vehicles, thereby allowing cars to exit Dale Street without the need to reverse into Norman Road. The installation of parking restrictions at the junction will allow greater visibility for vehicles emerging from Dale Street.

**6.2 Children & Young People in Halton and A Healthy Halton:** Draining the land and removing litter may create a safer and healthier environment for young people, if the land owners can be traced and they agree to carry out the necessary works.

**6.3 Employment & Learning Skills in Halton:** No implications

#### **7.0 RISK ANALYSIS**

7.1 The proposed parking restrictions will be subject to approval from the emergency services and public consultation, but are advisable in order to reduce the risk of collisions at the Dale Street/Norman Road junction. The risk of not being able to determine ownership of the land is that problems associated with the poor surface and the retaining wall (flooding, possible damage to vehicles etc.) are likely to continue.

#### **8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 None

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

Background information held in the Traffic Management Section, Environment, Rutland House, Halton Lea, Runcorn, WA7 2GW. Contact: I. Saxby ext. 3011

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

**DATE:** 21<sup>st</sup> Jan 2009

**REPORTING OFFICER:** Strategic Director (Environment)

**SUBJECT:** APSE Performance Networks Year 10 (2007/8) annual report (Parks, Open Spaces, Horticultural Services).

**WARDS:** All Wards

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

- 1.1 To demonstrate how the Landscape Services Division and The Parks and Countryside Service performed during Year 10 of the APSE Performance Network's Benchmarking process in relation to Parks, Open Spaces and Horticultural Services.

### **2.0 RECOMMENDATION: That**

- (1) The APSE Performance Networks report be accepted.

### **3.0 SUPPORTING INFORMATION**

- 3.1 The Association for Public Sector Excellence (APSE) is the UK's largest benchmarking club.
- 3.2 The Landscape Services Division joined the APSE Performance Networks Benchmarking group in year 2 of its existence (2000/1). Since that time the Division has submitted data, which is used to compare its performance against other Local authorities. From year 8 data has also been gathered from the Parks and Countryside Service and submitted to APSE.
- 3.3 Council's are grouped into Families so that they can be compared on a more equal basis. Halton currently sits in Family Group H2.
- 3.4 The year 10 (2007/8) data was submitted to APSE in June 2008. Following a validation process a report was received by the Divisional Manager for Landscape Services in November 2008.
- 3.5 Based on the year 10 data submitted Halton was nominated for 'Best Performing Council' and 'Most Improved Performer' in relation to its delivery of Parks, Open Spaces and Horticultural Services. It was a

finalist for the former and won the latter for the second year in succession

- 3.6 In appendix 1 a table shows how Halton's Landscape Services has compared with other local authorities in year 10.

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

##### 4.1 **Children and Young People in Halton Borough Council**

The APSE report demonstrates that the Landscape Services Division is providing quality play facilities.

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

The APSE report demonstrates through its Human Resources and People Management indicator that the Landscape Services Division promotes learning and skills amongst its staff.

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

The APSE report demonstrates that the Landscape Services Division and the Parks and Countryside Service are providing quality parks and open spaces which promotes use.

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

The APSE report demonstrates that investment is being made to security measures in Halton's parks.

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

The APSE report demonstrates that quality maintenance is being delivered which contributes directly to Halton's Urban renewal.

#### 6.0 **RISK ANALYSIS**

- 6.1 There are no risks associated with this report.

#### 7.0 **EQUALITY AND DIVERSITY ISSUES**

- 7.1 No significant Equality and Diversity Issue have been identified.

#### 8.0 **BACKGROUND PAPERS**

Appendices

Appendix 1

High scoring Authority	
Average scoring Authority	
Low Scoring Authority	

	APSE PI		Halton Score	Average Score	Notes
1	Hectares of maintained public open space per 1000 head of population.		6.81	5.08	It is not surprising the Halton has higher than average hectares of public open space. This is a legacy of contaminated land reclamation and the Runcorn New Town.
2	Number of Hectares Maintained per FTE front line employee.		11.76	8.76	Landscape Services front line staff manage the third highest number of hectares per person. This measure demonstrates a high level of productivity.
3	Percentage of Staff Absence.		8.55%	5.23%	Prior to September 2005 Landscape Services was one of the best performers in terms of sickness absence typically scoring under 3%. After the BVS payment became part of salary sickness figures rose. Much work has been done within the Division to bring the sickness absence figures down. They are now beginning to fall but a couple of cases of serious illness have kept figures above 7%. See 22 for figure excluding long term.
4	Quality Assurance and Consultation		72	62.46	This score is derived from a number of factors including quality awards, Green Flag Parks and robust management systems.

	APSE PI		Halton Score	Average Score	Notes
	Score				
5	Human Resources and People Management		86	59	This score is derived from a number of factors including the amount of training given to staff, the qualifications help by staff, Apprentices and the EDR process. The highest scoring authority gained 87 points. The Landscape Services Division was the second highest scoring Council.
6	Customer Survey (satisfaction)		96%	74%	This score is taken from the Greenstat System. Halton are the best performer.
7	Output Specification		56.67	53.33	It is important to view this alongside the cost indicators, 11, 14 and 17 as it demonstrates that the actual work undertaken on the ground is of a higher standard than average for a lower cost. In measuring this indicator factors such as frequencies of operation and types of finish (e.g. boxed off grass) are taken into consideration.
8	Environmental Practices		46.57	35.82	This score is reached by examining factors such as recycling, composting and reduction of pesticide use.
9	Playgrounds per 1000 Children		1.72	4.60	Halton has less playgrounds per 1000 children than most authorities. However with regards to the quality of the playgrounds that we have, we are the best performer (see 28).
10	Number of Dog Fouling Notices Issued		18	29.69	This represents the number of dog fouling notices issued by Environmental Health staff.
11	Cost of Service per Hectare of Maintained Land (including CEC)		£3,629	£5,081	This includes the cost of the Landscape Services Division and the Parks and Countryside Service combined along with Central Establishment recharges.
12	Cost of Service per 1000 head of		£24.710	£24,855	Halton has a relatively small population in relation to the amount of open space that it has. Therefore when cost is measured in

	APSE PI		Halton Score	Average Score	Notes
	Population				this way we do not appear to be as inexpensive as indicators 11, 14 and 17 show. However even when measured in this way we are still below average.
13	Cost of Service per Household		£55.00	£52.00	See notes in 12 except for the fact that we are slightly above average.
14	Maintenance cost per hectare of maintained land (including CEC)		£3,001	£4,608	This indicator shows the cost of the Landscape Services Division's operational arm. Halton score is the second lowest on cost.
15	Maintenance Cost per 1000 head of population.		£20,435	£22,966	Halton has a relatively small population in relation to the amount of open space that it has. Therefore when cost is measured in this way we do not appear to be as inexpensive as indicators 11, 14 and 17 show. However even when measured in this way we are still below average.
16	Maintenance Cost per household (Including CEC).		£45.00	£51.00	See notes in 15.
17	Charge per hectare (category B Parks)		£2002	£5,344	Category B parks are parks such as Crow Wood Park, Hough Green, Rock Park and Phoenix Park. Halton's score is the lowest on cost.
18	Charge per Hectare (Secondary Schools)		£1,096	£1,851	The Landscape Services Division offers the lowest cost service to Secondary Schools.
19	Charge per Hectare (Primary Schools)		£1,188	£2,563	The Landscape Services Division offers the lowest cost service to Primary Schools.
20	Charge per Hectare (RSL Land)		£7,844	£4,450	The Landscape Services Division charge for maintenance to HHT is the highest in the family group. This is explained by the fact that in 2005 when the housing stock transferred the new organisation (HHT) went for a very high specification for

	APSE PI		Halton Score	Average Score	Notes
					landscape maintenance. For example prior to 2005 the Landscape Services Division was below average in terms of cost.
21	Charge per Hectare (high maintenance highway land)		£1,112	£4,085	The Landscape Services Division offers the lowest cost service for highway land maintenance.
22	Percentage of staff absence excluding long term.		3.24%	2.16%	When long term absence is discounted the Landscape Services Division is closer to the average score.
23	Total staff costs as a percentage of total cost.		69.10%	60.65%	This indicator demonstrates that most of the budgets of the Landscape Services Division are spent on salaries. This in turn demonstrates the commitment to having staff at the front line delivering a service to the public.
24	Front Line Staff Costs as a percentage of total cost.		55.56%	49.04%	See notes above
25	Number of FTE non Front Line employees per 100 hectares maintained.		1.85	3.15	This indicator is designed to show how many back office staff there are in the service. As can be seen from the score the Landscape Services Division has a low ratio of non front line staff.
26	Hectarage of local nature reserve per 1000 head of population		1.20	3.64	Although Halton has 10 Local Nature Reserves, which is more than most authorities have, they tend to be relatively small which accounts for a lower score for this indicator.
27	Average NPFA Play Value Score of Children's		51.61	31.47	The score is taken from an independent assessment of our Playground facilities using NPFA scoring methodology. Halton is the highest scoring authority which reflects the investment that



	APSE PI		Halton Score	Average Score	Notes
	Playgrounds.				has been made in the Borough's playgrounds since 2000.
28	Number of Public Events per 1000 head of population.		4.38	0.92	This score is based upon the number of events that the Parks and Countryside Service put on in public parks. Halton is the highest scoring authority.

A copy of the full APSE Performance Networks Report is available in the Members Room.

**REPORT TO:** Urban Renewal Policy & Performance Board (PPB)

**DATE:** 21st January 2009

**REPORTING OFFICER:** Operational Director (Highways, Transportation and Logistics)

**SUBJECT:** Halton Accessible Transport Study (Update)

**WARDS:** Borough-Wide

## **1.0 PURPOSE OF THE REPORT**

1..1 The purpose of this report is to highlight to Urban Renewal PPB and Healthy Halton PPB the emerging key findings of the Halton Accessibility Study. This Study is being funded by the Halton Strategic Partnership (Healthy Halton SSP). The report also highlights a range of issues identified by the consultants, undertaking the Study, which are proposed to form the basis of a consultation exercise with key stakeholder groups planned for the 3<sup>rd</sup> February 2009.

## **2.0 RECOMMENDED: That:-**

- i) **The options as set out in paragraph 3.10 being used as a basis for consultation at the key stakeholder event planned for the 3<sup>rd</sup> February 2009.**

## **3.0 SUPPORTING INFORMATION**

3,1 Members will be aware that the Council has for several years now provided core grant funding to Halton Community Transport (HCT) to provide a range of accessible transport services for local residents including:-

- 'Dial a Ride' for disabled and elderly residents;
- 'Women's Safe' transport service, which operates in the evenings;
- Accessible learner service for post 16 learners with mobility / learning difficulties;
- Voluntary car scheme; and
- 'Route 66' rural bus service.

3.2 The current value of the core grant funding to HCT during the current financial year is £121,610. Residents using these HCT services, are also eligible to use their concessionary travel passes to travel free after 09.30am Monday to Friday, and all day Saturday and Sunday.

- 3.3 In addition to the services provided by HCT, the Council's own 'in house' passenger transport fleet provides accessible door to door transport, mainly for vulnerable adults and young people.
- 3.4 Members will also recall that Halton Borough Council last carried out a comprehensive Best Value review of transport / accessibility arrangements in 2006. This Best Value Review and its associated Action Plan continues to form the framework for the delivery of various accessible transport improvement projects, as part of the second Halton Local Transport Plan 2006/7 – 2010/11. Improvements introduced to date include:-
- Introduction of independent travel training for vulnerable young people and adults within the Borough;
  - Investment in further new low floor vehicles, utilised by the Council's own 'in house' passenger fleet and HCT;
  - Launch of the new 'Door 2 Door' service, which seeks to better integrate the provision of accessible transport services by different agencies through the use of a new centralised passenger booking and vehicle scheduling software system;
  - Introduction of a new multi operator public transport ticket (marketed as 'Halton Hopper'), with discounted versions for post 16 learners;
  - Launch of a discounted taxi service 'Links 2 Work' for residents unable to access employment / training opportunities by conventional public transport; and
  - Launch of an accessible cycling project.
- 3.5 In recognition of these innovative improvements and others, the Council has been jointly awarded, with the Merseyside Authorities, Beacon Council status in 2008/9 for transport accessibility.
- 3.6 Following on from the Best Value Review, a Halton Accessible Transport Study was commissioned in May 2008. The purpose of the study is to critically evaluate the current and potential future demand for accessible transport across the Borough up to the year 2015/16 taking into account key demographic and other trends. It is also required to make appropriate recommendations on how the Council and its partners can better meet this future demand for accessible transport.
- 3.7 Funding for the Study has been provided from the Halton Strategic Partnership (Healthy Halton SSP), which is being undertaken by specialist consultants.
- 3.8 The Study is being carried out in 5 key stages:-
- **Stage One:** - Establish levels of existing demand –Critically appraise the existing levels of demand for accessible transport services within the Borough by all sections of the community taking into account, age, gender, mobility / disability and

household income. Patterns of existing demand were then compared to an objective assessment of potential demand for accessible transport given the existing socio demographic profile of the community within Halton **(Completed)**;

- **Stage Two:** - Objective assessment of current arrangements for the provision of accessible transport services within Halton. This considered the existing arrangements for the provision of various accessible transport services operated by Halton Community Transport (HCT) including 'dial a ride', 'Women's Safe Transport' and Halton Borough Council's own 'in house' passenger transport fleet **(Completed)**;
- **Stage Three** – A careful examination to highlight emerging 'best practice' from elsewhere in the UK and continental Europe, in terms of the provision of accessible transport services. **(Completed)**;
- **Stage Four** – Stakeholder consultation on the future direction of travel with regards to the future provision of accessible transport services within Halton; and
- **Stage Five** – Preparation of a Future Improvement Action Plan which will help inform the development of the third Halton Local Transport Plan covering the years 2011/12 – 2015/16.

3.9 The key findings to date are set out in Appendix One, the main headlines of which are:-

- ***Projected large growth in the demand for 'door to door' accessible transport by the year 2011;***
- ***Approximately just over half of eligible residents actually currently use one of the existing 'door to door' services within Halton;***
- ***Existing community transport services in Halton perform relatively well compared to similar schemes in other non metropolitan areas;***
- ***Further improvements are needed to the criteria used to determine which unprofitable local bus services continue to receive revenue subsidies, with particular attention being placed to better allocate subsidies to support the Council's key priorities for reducing social exclusion.***
- ***There are potential benefits to be gained from more effective co-ordination of the various accessible transport services operated by different agencies (public, commercial and voluntary) within Halton.***

3.10 In order to develop an Improvement Action Plan for the delivery of future accessible transport services, the consultants are proposing to hold a key stakeholder consultation event on the 13<sup>th</sup> February

2009 at the Stobart Stadium, Halton. At this event the consultants are proposing to consult on several alternative 'models' of future accessible transport delivery, based on the following 'scenarios':-

- **Scenario 1:-** No change to the existing transport co-ordination / procurement and delivery arrangements- Council budget for accessible transport increasing in line with inflation;
- **Scenario 2:-**'Supply Side Changes' - by providing a different mix of services with a focus on either: (a) more collective scheduled bus type services; or (b) more individualised taxi / demand responsive services using smaller vehicles. The budget for the provision of services under this scenario would depend upon the exact mix of services;
- **Scenario 3:-** 'Demand Led Provision' - essentially letting the service users determine which type of service they would prefer to use This would involve re-allocating funding away from supporting the 'in house' passenger fleet operation and HCT to individual users. This is a high risk option, which has not been introduced effectively elsewhere and could lead to considerable service disruption;
- **Scenario 4:-** 'Supply Side Co-ordination'. This involves more effective co-ordination of transport resources by current providers (Halton Borough Council, HCT, NW Ambulance (NHS) Trust etc.) This would remove unnecessary duplication that exists between the various agencies. The consultants are particularly keen to obtain views on the potential for greater co-ordination of passenger booking, vehicle scheduling and management functions between the various organisations; and
- **Scenario 5:-** 'Commissioning Co-ordination' This involves better co-ordination / transport procurement by Halton Borough Council and the different local agencies (such as the local PCT etc), which would help to improve quality standards and ensure better value for money.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 The Study raises some important issues regarding the future provision of accessible transport services within Halton. Subject to the findings of the Study, which are expected in March 2009, a more detailed report setting out the results of the Study and a costed plan for implementation will be reported to a future meeting of the Council's Executive Board and Urban Renewal and Healthy Halton PPB's.

#### **5.0 OTHER IMPLICATIONS**

- 5.1 Halton Borough Council has recently attained Beacon Council status, jointly with the Merseyside authorities, which is partly in recognition of the innovative work it has been involved in to improve accessibility for socially excluded communities. This proposal seeks to build upon the solid platform of improvements already delivered.

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

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

The Study seeks to identify future travel / accessibility needs for children and young people within the Borough and make recommendations on how their travel needs can be better catered for.

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

The Study seeks to further improve access to employment, learning and work based learning providers within Halton, building on the solid platform already achieved.

### **6.4 A Healthy Halton**

The Study seeks to address improvements to accessible services for local Halton residents seeking to access health care facilities across the Borough and neighbouring areas. NHS Halton and St. Helens have been closely involved in the Study to date.

### **6.5 A Safer Halton**

Accessible transport services are recognised as playing an important part in an overall strategy to foster safer neighbourhoods within Halton. The Study seeks to build upon existing initiatives such as 'Women's Safe' transport, which already provide a valuable service.

### **6.6 Halton's Urban Renewal**

The provision of improved accessible transport services will help to assist residents, living in socially excluded communities, to access the new employment, training, leisure and retail facilities being provided through the regeneration of the Borough.

## **7.0 RISK ANALYSIS**

- 7.1 The main uncertainty with this type of strategic study is uncertainty with the availability of future funding to deliver any identified improvements. The consultants, have been asked to prepare a fully costed and realistic implementation plan in the final report,(which is due in March 2009), to minimise any risks in terms of delivery.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 This Study will help assist the Council and its local partners to improve the provision of accessible and affordable transport services for all members of the community. The Study in particular seeks to develop improvements to ensure 'hard to reach' groups make better use of accessible transport services.

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>
<b>Halton Accessible Transport Study (Various technical papers produced by consultants).</b>	<b>Transport Co-ordination, Rutland House, Halton Lea.</b>	<b>David Hall Tel 0151 4717514</b>

## Appendix One

### Halton Accessible Transport Study – Key Findings to Date

- ***Projected large growth in the demand for ‘door to door’ accessible transport by the year 2011.***

Currently it is estimated that 3,880 individuals within Halton have some form of disability / mobility difficulty which results in them having problems when accessing key facilities by conventional public transport (making them eligible to use one of the existing ‘door to door’ services within the Borough operated by HCT). This equates to 3.28% of the resident population of the Borough. Given the projected growth rate in the population of the Borough by 2021, (compounded by the ageing population structure), the number of people with mobility difficulties and potentially seeking to use accessible ‘door to door’ services is projected to increase to 4,524. This equates to a potential 16% increase in the demand for ‘door to door’ accessible transport services by 2011.

- ***Approximately just over half of eligible residents actually currently use one of the existing ‘door to door’ services within Halton.***

However, currently only 1,705 eligible residents are actually members of the existing ‘door to door’ accessible transport service in the Borough. Therefore only 56% of the potentially eligible residents are actually currently members of and use the existing ‘door to door’ accessible transport services within the Borough. However, this level of existing ‘take up’ of the service is comparable with that of other community transport services across the UK.

- ***Existing community transport services in Halton perform relatively well compared to similar schemes in other non metropolitan areas***

Having analysed the operating performance of other community / voluntary transport schemes operating in other non metropolitan local authority areas, the services operated by HCT have been found to continue to perform relatively well. For instance, the subsidy per passenger trip on HCT services is currently £3.08, compared to £5.06 in Vale Royal, £5.40 in Macclesfield. For some schemes such as Basingstoke the subsidy per passenger trip is as high as £9.02.

- ***Further improvements are needed to the criteria used to determine which unprofitable local bus services receive revenue subsidies to more closely reflect the Council’s key priorities for reducing social exclusion.***



The consultants have made various recommendations to improve the methodology used to appraise the effectiveness of the various local supported bus service contracts, tendered by Halton Borough Council. In particular the consultants advocate the use of more detailed local area information on the types of households and socio economic factors, to ensure that revenue subsidies are more closely targeted at key socially excluded households and communities. The consultants were also critical of the ad hoc nature of some of the existing supported bus contracts, in particular individual early morning journeys which appear not to fit well with mainstream commercial services operating during the main daytime periods,

- **Potential benefits to be gained from more effective co-ordination of the various accessible transport services in Halton.**

The Study recognises the efforts that have been made to better integrate the various 'door to door' accessible services operated by the Council's 'in house' fleet and those services provided by HCT, through the 'Door 2 Door' initiative. However, the consultant's team feel that there are further potential benefits to be gained from even closer co-ordination of services between the two organisations. Furthermore, the consultants recommend that consideration is given to the greater integration of non emergency patient transport services, (almost exclusively provided by the North West Ambulance NHS Trust), with accessible vehicles operated by schools / colleges and commercial organisations (such as care homes). To achieve this goal the consultants recommend that other stakeholder organisations channel their commissioning, procurement and delivery management through Halton Borough Council.

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

**DATE:** 21<sup>st</sup> January 2009

**REPORTING OFFICER:** Strategic Director – Environment

**SUBJECT:** Adopted Regional Spatial Strategy for the North West

**WARDS:** Boroughwide

## **1.0 PURPOSE OF THE REPORT**

- 1.1 To inform the Urban Renewal Policy and Performance Board of the consequences of the adoption of the Regional Spatial Strategy for the North West for Halton.

## **2.0 RECOMMENDATION:** That

- 1) The content of this report is acknowledged and the Board is periodically updated regarding future policy formulation at the regional level.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 A report was brought before the Urban Renewal Policy and Performance Board on 17<sup>th</sup> September 2008. Resolution URB69 of the URPPB minutes subsequent to that meeting resolved that a further report be produced detailing the implications of the adopted Regional Spatial Strategy (RSS) for Halton. RSS was subsequently adopted on 30<sup>th</sup> September 2008 and a six week period whereby the document could be subjected to legal challenge expired after the 11<sup>th</sup> November, so this report is now required.
- 3.2 RSS has taken over four years to draft, but has some deficiencies in its policy content, so that it is presently subject to an early review. This covers matters of regional car parking standards and accommodation for travelling showpeople, gypsies and travellers. In addition, as explained in the URPPB report of the 17<sup>th</sup> September 2008, the new Regional Leaders Forum, 4NW, is required to produce a Single Regional Strategy (SRS). This will deal with matters including housing policy, Housing Market Areas, waste policies (specifically regionally significant waste management facilities) and broad locations for renewable energy. Presently, the two separate processes of progressing of the Partial Review and the SRS are running concurrently.

## **4.0 POLICY IMPLICATIONS**

- 4.1 As a consequence of the Planning and Compulsory Purchase Act 2004, RSS now forms part of the 'development plan' for the area and covers the period to 2021. The issues arising in RSS are therefore of importance to Halton Borough Council in the production of the new Halton Borough

Local Development Framework (LDF) and in making decisions regarding planning applications.

- 4.2 A summary of the main policy implications from RSS are detailed at Appendix A; this briefing note was presented as an item to the Local Development Framework Working Party on 30<sup>th</sup> October 2008 and was subsequently circulated to all members by email on the 18<sup>th</sup> November.

## **5.0 OTHER IMPLICATIONS**

- 5.1 RSS forms part of the 'Development Plan' as described at paragraph 4.1 above. It has implications for the production of the Local Development Framework (LDF) and in particular for the Halton Core Strategy. As the key document within the LDF, the Core Strategy is currently being produced and covers the period to 2026. The implications of RSS will have to be considered within the Core Strategy and, where appropriate, changes will have to be made. This will need to be done to ensure that the Core Strategy remains in general conformity with the RSS, as required by Planning Policy Statement 12.

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

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

As part of the Development Plan, RSS would support key objectives a) ensure that children and young people in Halton enjoy a healthy lifestyle; b) to ensure that all children and young people in Halton grow up and thrive in safe environments; and e) to ensure that all children and young people in Halton have positive futures after school by embracing life long learning, employment opportunities.

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

RSS would support key objectives a) to foster a culture of enterprise and make Halton an ideal place to start and grow economic activity and d) to develop a strong, diverse, competitive and sustainable knowledge based local economy.

### **6.3 A Healthy Halton**

Most fundamentally, RSS would support key objective c) to promote a healthy living environment.

### **6.4 A Safer Halton**

RSS would support key objective c) to create and sustain better neighbourhoods that are well designed, well built, well maintained, safe and valued by the people that live in them, reflecting the priorities of residents.

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

RSS would support all key objectives a) – e).

## **7.0 RISK ANALYSIS**

- 7.1 As new RSS forms part of the 'development plan' for the area, there are

risks associated with not taking policy content of the document into account in determining planning applications or in formulating policies in the LDF. These problems should not arise with suitable dissemination of the existence and policy content of RSS within the Council. Appendix A is of value in that respect.

## 8.0 EQUALITY AND DIVERSITY ISSUES

There are no equality and diversity issues contained in the 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>
Adopted RSS (2008)	Planning & Policy Division, Rutland House	Neil Macfarlane
Submission Draft RSS	Planning & Policy Division, Rutland House	Neil Macfarlane
Panel Report	Planning & Policy Division, Rutland House	Neil Macfarlane
SoS's Response to Panel Report	Planning & Policy Division, Rutland House	Neil Macfarlane
Partial Review of RSS Options Stage	Planning & Policy Division, Rutland House	Tim Gibbs

## **APPENDIX A**

### **Briefing Note regarding the Published Regional Spatial Strategy for the North West (2008)**

The Regional Spatial Strategy for the North West (also known as the North West Plan) was adopted on 30<sup>th</sup> September 2008. A summary of the main points is as follows:

#### **Development Principles**

A single overarching policy identifies 8 spatial principles; 8 following policies (DP2-9) expand upon each of these. Most notably, Policy DP4 promotes a sequential test to development, with first choice being existing buildings within settlements and previously developed land and buildings, suitable infill as the second choice and the development of other well located land as third choice. Policy DP7 promotes environmental quality and requires the effects of development on sites of international importance for nature conservation to be considered, including on sites outside the region. This may refer to effects of water abstraction upon reservoirs in relation to water abstraction in connection with major development.

#### **Spatial Priorities and the Settlement Hierarchy**

Policy RDF1 refers to named towns and cities as part of a three tier priority for growth and development. The first priority is the regional centres of Manchester and Liverpool, with second priority being inner areas surrounding the regional centres, including Housing Market Renewal Areas. Widnes and Runcorn are within a third priority of 23 named towns and cities in the three city regions. There is also a fourth priority of towns and cities outside the city regions of Carlisle and Lancaster. Development in the third and fourth priority centres should be focussed in and around the centres of the towns and cities.

Policy RDF4 (Green Belts) states that there is no need for exceptional substantial strategic change to the Green Belt before 2011 within Merseyside, Cheshire, Greater Manchester or Lancashire. There appears to be no definition of 'exceptional substantial strategic change' so it would need to be considered on a case by case basis. After 2011 there will be a presumption against exceptional substantial strategic change to the green belt. Strategic studies will be undertaken by 4NW to investigate the need for boundary change with the findings being used to inform future reviews of RSS and other plans and strategies. Local detailed boundary changes can be examined through the LDF, subject to the agreement of 4NW.

The policy goes on to say that LDFs may provide for detailed changes in Green Belt boundaries to accommodate the expansion of Liverpool John Lennon Airport (LJLA). In the case of Halton, this would entail considering whether land would need to be removed from the green belt in relation to the LJLA eastern runway extension. Co-ordination with Liverpool City Council upon this matter would be advisable in order to ensure 'soundness' of our LDF documentation.

#### **Working in the North West**

Merseyside and Halton now require an extra allocation of 494ha of employment land, which includes regional, sub-regional and local sites. However, Inter Modal Freight Terminals, such as Ditton do not form part of this allocation and are dealt with separately. The fact that RSS only provides a land figure for the Greater Merseyside sub region requires cross-boundary working in order to disaggregate this to the local authority level. This is a challenge, because Liverpool, Wirral and St Helens Councils have 'gone it alone' in carrying out their own employment land reviews. However, Halton has been working in partnership with Sefton, Knowsley and West Lancashire Councils to overcome this problem and the four authorities recently commissioned BE Group to undertake a Joint Employment Land Study. Part of this commission entails BE Group disaggregating the sub-regional figures to the local level.

A separate criteria based policy deals with locations for Regionally Significant Economic Development Sites (RSEDS). It refers to locations within the urban areas of the Liverpool City Region and the Council is now required to demonstrate that Daresbury meets the criteria set out in this policy before allocating it as a RSEDS site within the LDF. These criteria include capability of development within the plan period, being highly accessible, being well related to areas of high levels of worklessness and/ or areas in need of regeneration and being well related to neighbouring uses. Additionally, RSEDS should not be used for development that could be accommodated elsewhere and should not be developed in a piecemeal manner.

Policy W5 details the retail hierarchy for the North West. Neither Widnes nor Halton Lea is named within the second tier of retail centres of this policy, below the first tier of Manchester/ Salford and Liverpool. However, it should be noted that Policy W5 encourages investment of an appropriate scale in non-named centres, and this was a change to policy wording as a direct result of a representation by Halton at an earlier stage of plan preparation.

### **Living in the North West**

A total of 416,000 dwellings is to be provided between 2003 and 2021 for the whole Region. This figure is also broken down by individual Local Authority and should not be regarded as a ceiling. Halton's housing figures are 9,000 dwellings between 2003 and 2021, which is equivalent to an average of 500 dwellings per annum. Paragraph 7.19 provides clarification as to when the principle of exceeding the stated figures might be applied. These are where there is evidence of need, demand, affordability and sustainability and where it would fit with relevant local and sub-regional strategies. Housing provision under the Housing Growth Point initiative, which is additional to the figures in RSS, would need to accord with these. The annual average requirement will continue for a limited period beyond 2021.

RSS has indicated that at least 70% of residential development should take place on previously developed land (pdl) in the North West. It provides indicative pdl targets for each authority or grouping of local authorities. The new pdl target for residential development for Halton with St Helens has been confirmed to be at least 65%.

There is no longer a policy regarding residential density, as this replicates guidance provided in PPS3, however there is a policy which requires provision to be made for affordable housing.

### **Transport**

Paragraph 8.3 of Policy RT1 (Integrated Transport Networks) makes a presumption against new road building, which may have implications for the Mersey Gateway. In this respect, it will be vital to prove that the scheme will deliver network and demand management, and an increased role for public transport, which are the key strategies for dealing with congestion mentioned by this paragraph.

Policy RT5 (Airports) states that existing or proposed airport boundaries should be shown in Local Development Documents. Development that would impede the operational requirements of an airport should not be permitted within this boundary.

A policy dealing with Ports and Waterways seeks to optimise the use of these assets. Port operators are required to produce land surface access plans and port boundaries, as existing or proposed, should be shown in Local Development Documents.

Inter-Modal Freight Terminals are considered under policy RT8. 3MG is listed within the policy as Widnes (with access to the West Coast Main Line (Liverpool Branch)). Proposals for inter-modal freight terminals should satisfy several criteria, including that 'Local authorities should satisfy themselves that the prime purpose is to facilitate the movement of freight by rail and/ or water and that rail access and associated facilities are available before the site is occupied.' Schemes at 3MG would need to accord with these.

Policy RT10 sets out the priorities for Transport Management and Investment. Associated table 10.2 (Transport Investment Priorities) has been deleted from a earlier draft, which means that proposals within that table (including the Mersey Gateway) are no longer part of RSS but are intended to be part of a separate Implementation Plan (IP). The IP will be produced before the end of the year. Schemes for which funding has been provisionally allocated, subject to DfT approval, and those under development for delivery by 2021, are to be listed in it. The Mersey Gateway's current status with the DfT is "Programme Entry" (the next stage would be "conditional approval") which means that funding has been provisionally allocated. Therefore the scheme should be included in the Implementation Plan, however, there can be no guarantee that it will always be referred to in the IP. Naturally, Council officers objected to the deletion of table 10.2 and the policy has been reworded to say that priorities for transport investment and management will be determined in accordance with the Regional Economic Strategy, RSS transport objectives, the spatial principles and the regional and sub-regional frameworks. RES contains reference to developing the Mersey Gateway as action 65 so that a policy 'hook' at the regional level remains.

### **Environment, Minerals and Waste**

Halton has been grouped with the Merseyside authorities in relation to waste matters. This is in line with the decision by the Council to work with the Merseyside Authorities on a Joint Waste DPD, as opposed to Warrington Borough Council. Policy EM13 states that regionally significant waste facilities may be needed to serve the Mersey Belt, which includes the Manchester and Liverpool conurbations.

The policy dealing with Regional Parks identifies three broad areas of search, including the North West coast and the Mersey Basin, both of which may encroach into Halton. It is likely that the Halton Core Strategy will have to develop this matter further, for example in co-ordination with work being undertaken by other organisations in relation to the Weaver Valley and Mersey Waterfront Regional Parks.

Local authorities should reduce energy requirements by incorporating policies to support the delivery of the national timetable for reducing emissions. Local requirements should be brought forward through development plan documents by making reference to nationally described standards, such as Code for Sustainable Homes.

Plans and strategies are to promote and encourage the use of renewable energy resources. At least 10%, 15% and 20% of the electricity supplied within the region should be from renewable energy sources by 2010, 2015 and 2020 respectively. Broad locations for renewable energy generation will be identified as part of a future RSS review. Plans should also encourage the use of decentralised and renewable or low carbon energy in new development. These are supplies of small scale and would locally serve a development or site. Local targets should be set out in development plan documents, however, in advance of setting those targets new non-residential developments above 1,000 sq.m and all residential developments of 10 or more units should secure at least 10% of their energy requirements from these sources.

### **Liverpool City Region**

The Liverpool City Region comprises the local authorities of Liverpool, Halton, Knowsley, Sefton, St Helens and Wirral and extends as far as Chester, Ellesmere \Port, Vale Royal and West Lancashire. A bullet point is included within Policy LCR1, which states that plans and strategies should 'maximise the employment potential of the Strategic Investment Areas (SIAs) and Economic Development Zones (EDZs)'; this would include Widnes Waterfront. Detailed boundaries are to be set out in LDFs. It also includes a bullet point to 'improve the City Region's internal and external transport links in line with the priorities for transport investment and management set out in Policy RT10'.

### **Evidence base and explanatory documentation**

There are several requirements placed upon local authorities in terms of producing evidence to support and justify the Local Development Framework. Included amongst this is a need to undertake a Strategic Housing Market Assessment; in Halton's case this would be done in conjunction with St Helens



and Warrington, who also fall within the mid Mersey sub-region. The requirement to examine transport problems in the region on a multi-modal basis may lead us, along with neighbouring authorities, to produce a multi-modal transport model for the Borough.

Several policies make reference to the need to consider the health and well being of local communities and the adverse effects on sites of national and international nature conservation importance. These policies deal with airports, ports and waterways, Intermodal Freight Terminals, Regional Parks, coastline and renewable energy. Where possible, the onus should be placed upon prospective developers to supply this information.

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

**DATE:** 21<sup>st</sup>. January 2009

**REPORTING OFFICER:** Strategic Director, Environment

**SUBJECT:** Policy & Performance Board Work Programme  
2009/2010

**WARDS:** Boroughwide

### **1.0 PURPOSE OF REPORT**

1.1 To consider progress on the 2008/9 Topic Reports and to consider the possible 2009/10 work programme.

### **2.0 RECOMMENDED THAT:**

- (1) Members of the Policy and Performance Board indicate target topic areas for potential scrutiny in 2009 – 2010;**
- (2) details of the topic briefs subsequently be agreed by the Chair and Vice Chair of the PPB in conjunction with the Operational Director for Major Projects.**

### **3.0 SUPPORTING INFORMATION**

3.1 Each year the PPB identifies a number of areas which it intends to scrutinise in detail as part of its work programme for the year.

3.1.1 At the meeting of the Board on 23<sup>rd</sup>. January 2008 it was agreed that the topics to be considered in 2008/9 would be:

- Implications of the De-linking of the Silver Jubilee Bridge
- Workforce skills for the logistics industry (Jointly with the Employment, Learning and Skills PPB)
- The future of Town Centre Management (from 2007/8)
- review of Supported Housing in Halton (from 2004/5)

3.2 Each of the Topic Groups has met and established their work programme. The De-linking Topic Group will present an interim report to the Policy Board at its meeting on 18<sup>th</sup>. March 2009 and are likely to want to continue their work into 2009/10. Each of the other Groups is targeting a report to that same Policy Board meeting with the exception of the Supported Housing Topic Group which is still awaiting the Government White Paper on the topic.

#### **4. 2009-10 Work Programme**

- 4.1 Members are asked to target attention on a specific number of areas. Good practice based on experience suggests that 2/3 Topics is manageable. The process is that following their adoption by this Board the topics selected are worked up as detailed topic briefs and agreed with the Chair and Vice-Chair of the PPB in conjunction with the lead officer for this Board, the Operational Director, Major Projects Department.
- 4.2 In considering which are good topics to include in the work programme Members will need to keep in mind the Overview and Scrutiny Guide/Toolkit. Guidance on Topic Selection is attached as an aide-memoire. In particular the Board's attention is drawn to paragraphs 12, 13 and 14 which relate to added value, capacity and resources.
- 4.3 It should be remembered that much of the work of this PPB will be cross-cutting and will impact or be of relevance to other PPBs.
- 4.4 It should also be noted that Performance Monitoring of the Reporting Departments (Economic Regeneration, Major Projects, Planning, Highways and Transportation, Housing) will in any case be received by this PPB.
- 4.5 It has been suggested by the Strategic Director, Environment, that the following might be appropriate issues to review at this time:
- Implications of the De-linking of the Silver Jubilee Bridge, carried over from 2008/9 (Highways and Transportation)
  - A joint group with Employment and Skills on Workforce and Skills for the developments at Daresbury (Economic Regeneration and Planning)
  - The Local Development Framework Working Party (Planning) to which all Members are invited
- 4.6 Members will doubtless be able to think of other suitable areas for scrutiny and the Board is asked to discuss all of these and other suggestions in the context of existing workloads.

#### **5.0 POLICY IMPLICATIONS**

- 5.1 None at this stage.

#### **6.0 OTHER IMPLICATIONS**

- 6.1 None at this stage

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

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

## OVERVIEW AND SCRUTINY WORK PROGRAMME

**Topic Selection Checklist**

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

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

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

**DATE:** 21 January 2009

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

**SUBJECT:** Joint Strategic Needs Assessment (JSNA) - Health

### 1.0 PURPOSE OF THE REPORT

- 1.1 To present Urban Renewal Policy and Performance Board with the summary of the findings of the first JSNA Health (Attached at Appendix 1)

### 2.0 RECOMMENDATION:

- (i) **That Urban Renewal Policy and Performance Board comment on and note the content of the report.**

### 3.0 SUPPORTING INFORMATION

- 3.1 The Directors of Adult Social Services, Public Health and Children and Young People's (CYP) Services in every Local Authority and Primary Care Trust (PCT) had a statutory duty from April 2008 to work together to develop a JSNA for their area.
- 3.2 For the production of the first JSNA we have focused on refining, improving and bringing together the information we have already available that highlights overall population needs. This information is from national and local sources and includes a wealth of information we have collected directly from services across Halton. This information has been used to take a longer-term view of population trends and the likely impact on demand over the next years and decades.
- 3.3 In order to deliver this first stage of our JSNA, a number of different information sources have been used. The quality of sources varies and some population, condition and trends information are more robust and well researched than others. Needs assessment and in particular trend forecasting is not an exact science – predications tend to be more accurate at a general, larger population level and because of this the aim has been to keep messages very strategic at this stage.
- 3.4 The JSNA is intended to identify 'the big picture' in terms of the health and wellbeing needs and inequalities within the local population. **It is not intended to describe how we will address the needs, demonstrate outcomes or showcase our services.** The aim is that the information contained in the JSNA will encourage partner agencies to use the findings to inform a number of local authority and PCT strategies, Client Group Commissioning Plans, Local Area Agreements etc. It has already been used within Halton, to feed into Ambition for Health and the Joint Commissioning Plan
- 3.5 The development of the JSNA is not a single, one off exercise but is an ongoing piece of work, which will add to our commissioning 'intelligence'. As we continue to develop our JSNA we will: -
- Build upon service user and care views
  - Include information about service usage

- Ensure we have information at a locality level as well as overall trends.

### **Approval process within the PCT**

- 3.6 The approval process for the JSNA within the PCT is currently being reviewed. It is anticipated that it will go to the PCT's Management Team and then the Trust Board, once the St Helens JSNA is ready. NB. The St Helens summary of findings document is finished, however the full data documents is still to be completed. St Helens Council are not intending to submit the needs assessment to their Board.

### **Consultation Process**

- 3.7 A key element of the consultation process is the production of an accessible public document on the local priorities detailing how the JSNA will feed into commissioning plans for the future and the evidence based investment decisions taken. This has been achieved through the development of the summary of findings document (Appendix 1)

It is proposed that the consultation process be in 4 stages, as follows:

- 1) Professionals
- 2) Members via **all** Policy & Performance Boards (January 2009)
- 3) Key stakeholders
- 4) General public

At each stage, the document will be revised and updated accordingly.

## **4.0 POLICY IMPLICATIONS**

- 4.1 The JSNA pulls together information about the current and future health and well being needs of the local population. It provides an opportunity to look into the future so that we can plan now for likely changes in needs, so it is therefore one of the major influences in directing commissioning priorities and planning service development.

- 4.2 One of the key functions of the JSNA is to inform future "commissioning priorities that will improve health and wellbeing outcomes and reduce inequalities." As such it will therefore inform the future development of the Community Strategy and hence the Local Area Agreement. The above reference to inequalities highlights the relationship between the content of the JSNA and resultant neighbourhood management activities. Finally, given the holistic approach adopted, the findings will benefit the implementation of the Equality and Diversity Plan.

## **5.0 FINANCIAL/RESOURCE IMPLICATIONS**

- 5.1 The production of the draft JSNA has been borne within existing resources, however there will be some financial costs to cover public consultation and these are currently being determined.

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

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

6.1.1 The JSNA will inform all future commissioning decisions targeted at improving the health and well-being of Children and Young People and in particular the interventions commissioned for children with the poorest health outcomes.

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

6.2.1 Improving the education, skills and employment prospects of Halton's residents and workforce is a key driver for reducing health inequalities and hence the relevant data comprises a significant part of the JSNA.

**6.3 A Healthy Halton**

6.3.1 Of all the corporate priorities, the impact of the JSNA will greatest and most far-reaching on this priority as a consequence of informing all future commissioning decisions targeted at improving health and well-being.

**6.4 A Safer Halton**

6.4.1 There is increasing evidence to support the relationship between people's perceptions of their local area and how safe they feel with their health and well-being. As a result improvements to health and well-being are dependent on the successful implementation of this corporate priority.

**6.5 Halton's Urban Renewal**

6.5.1 Regeneration initiatives have a significant beneficial impact on health inequalities. As a consequence, a key aspect of the ongoing development of the JSNA will be to ensure the process informs and is informed by interventions to reverse physical, economic and social decline in a given locality/neighbourhood.

**7.0 RISK ANALYSIS**

7.1 The duty placed on LA's, in conjunction with partners in Health, is ongoing. There is an expectation that the summary of findings document will be refreshed on an annual basis and that the full document will be reviewed in line with the 3yr LAA cycle. At this stage no additional resources have been identified to carry out this work and agreement needs to be reached between the Council and Health regarding respective responsibilities to resource work on the JSNA.

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 An Equalities Impact assessment will be carried out on the JSNA.

**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>
Draft JSNA (Full document)	Runcorn Town Hall	Angela McNamara



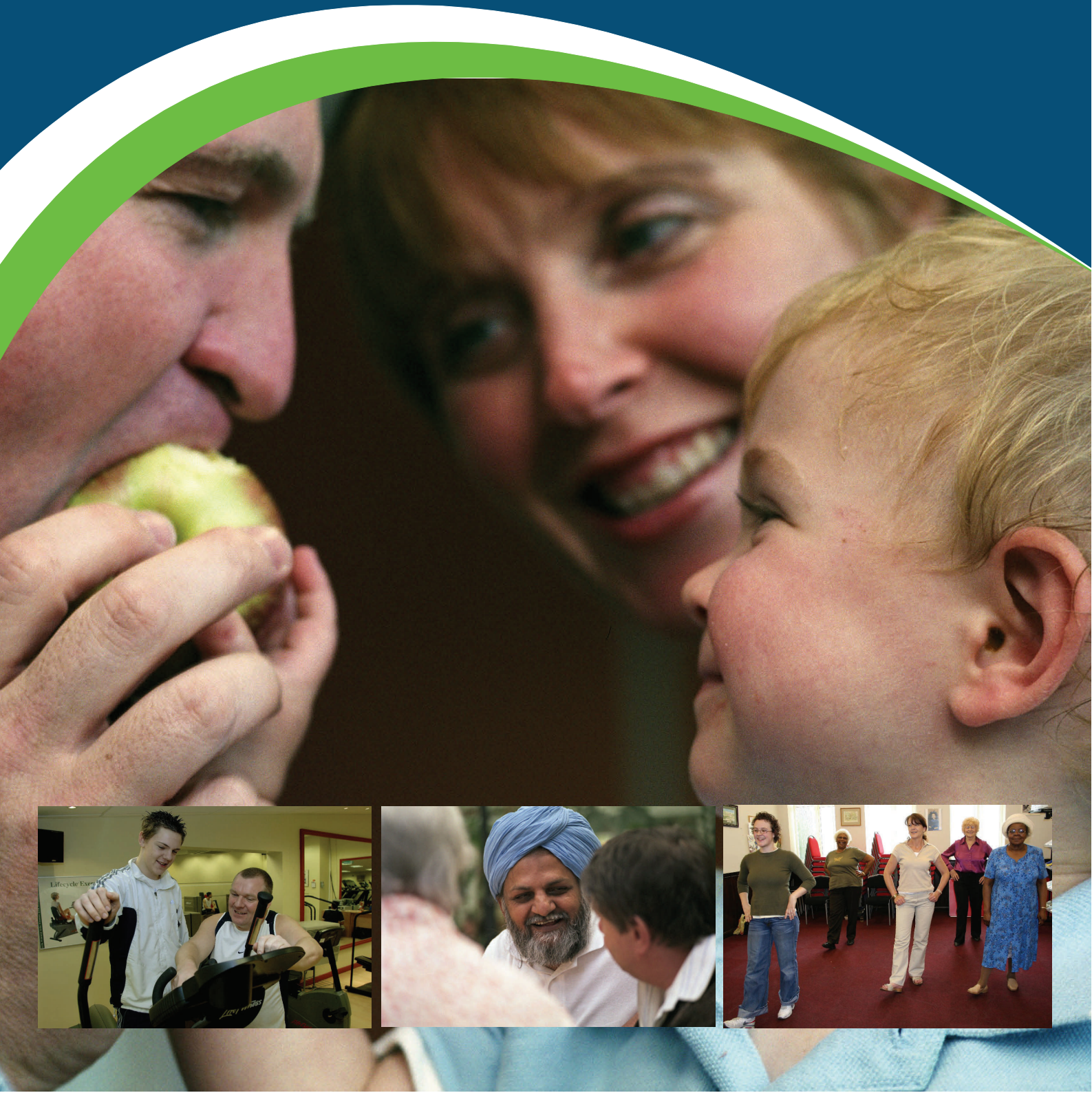


# Health and Wellbeing in Halton 2008

Halton's Joint Strategic Needs Assessment (JSNA)



## Summary of Findings



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# Introduction and Background: Why and how we undertook the JSNA

## Summary of Findings

This document summarises the outcomes from the first phase of our JSNA work here in Halton and highlights the key messages and some of the implications for future commissioning and planning.



### How we undertook a JSNA

For this first stage of the JSNA we have focused on refining, improving and bringing together the information we have available that highlights overall population needs. This information is from national and local sources and includes a wealth of information we have collected directly from services across Halton. We have used this initial work to take a longer term view of population trends and the likely impact on demand for support over the next years and decades.

In order to deliver this first stage of our JSNA we have used a number of different information sources. The quality of sources varies and some population, condition and trends information are more robust and well researched than others. Needs assessment, and in particular trend forecasting, is not an exact science - predictions tend to be more accurate at a general, larger population level and because of this we have aimed to keep key messages very strategic

at this stage.

This is a summary of the full report – see back page for details of how to obtain copies of the full report.

Personalisation, including a shift towards early intervention and prevention, will become the cornerstone of public services, including the commissioning and development of services within health and social care. This means that every person who receives support, whether provided by statutory or funded by themselves, will have choice and control over the shape of that support in all care settings.

Copies of the Commissioning Strategies/Intentions in place to address the identified needs within this document can be found on Halton Borough Council's website [www.halton.gov.uk](http://www.halton.gov.uk) and the P C T 's website [www.haltonandsthelenspct.nh.s.uk](http://www.haltonandsthelenspct.nh.s.uk)

### Why we undertook a JSNA

The Directors of Adult Social Services, Public Health and Children and Young People's Services in every local authority and Primary Care Trust (PCT) have a statutory duty from April 2008 to work together to develop a Joint Strategic Needs Assessment (JSNA) for their district.

The JSNA must pull together a wide range of information about the current and future health and well-being needs of the local population. It provides an opportunity to look to the future - over the next 5, 10, 15 and 20 years - so that we can plan now for likely changes in needs. So it is one of the major influences in directing our commissioning priorities and planning service development.

## Overall messages about the needs of our changing populations

Halton's resident population is 119,500 (ONS mid year estimate 2006) Overall, the population has decreased by 2% since 1996, but has been rising since 2001.



At present, Halton has a younger population than the national and regional averages. However, Halton mirrors the national picture of an ageing population, with projections indicating that the population of the borough will age at a faster rate than the national average. In 1996 12.9% of the total population were aged 65 and over, by 2006 this had increased to nearly 14% and by 2015 this is projected to have increased to 17%, which could have a significant impact on the need for health and social care.

The population is predominantly white (98.8%) with relatively little variation between wards. However, in recent years, it has seen a small influx of Eastern European (Polish & Slovakian) migrants.

In recent years Halton has

seen increases in life expectancy for both men and women and declining all cause mortality, predominantly due to drops in deaths from coronary heart disease and cancer. Whilst this is good news, the England figures have decreased at a greater rate so the gap between Halton and England has widened for all cause mortality and for both genders. Halton now has the 3<sup>rd</sup> worst life expectancy in England for women and the 6<sup>th</sup> worst life expectancy for men. Within Halton there are also geographical variations in life expectancy. Men in the most deprived areas of Halton live 7.7 years less than men in the least deprived areas. For women in Halton the average life expectancy at birth is 5.8 years less in the most deprived areas than in the least deprived areas.

Deprivation is a major determinant of health. Lower income levels often lead to poor levels of nutrition, poor housing conditions, and inequitable access to healthcare and other services. Deprivation, measured using the English Index of Multiple Deprivation (IMD) 2007, ranks Halton as the 30<sup>th</sup> most deprived authority in England (compared to 21<sup>st</sup> in 2004). The 2007 IMD shows that deprivation in Halton is widespread with 57,958 people



(48% of the population) in Halton living in 'Super Output Areas' (SOA's) that are ranked within the most deprived 20% of areas in England.

In terms of Health and Disability, the IMD identifies 53 SOA's that fall within the top 20% most health deprived nationally and that approximately 40,000 people (33% of the population) live in the top 4% most health deprived areas in England. At ward level, Windmill Hill is the most deprived area in terms of health. However, health deprivation is highest in an SOA within Castlefields, ranked 32<sup>nd</sup> most deprived nationally.

# Key Issues and Findings

## Specific Populations

### Older people

Projections indicate a significant and substantial increase in the numbers of older people between 2006 and 2015, at a rate that is higher than the national and regional trends. Currently 14% of the population is

over 65. This is set to rise to 17% by 2015. One of the largest growths (up by 19%) will be seen in



potentially the most frail and dependent group of over-85s, bringing key implications for planning future service provision for this group. In 2000/01 the NHS spent 41% of its budget (£12.4 billion) on people over 65. On average older people are more likely than younger people to report lifestyle-limiting illness, to live alone, live in poverty and to rely on public services and informal cares. Advancing age also carries some increased risk of dementia and depressive illness and in Halton levels of people with dementia are rising.

Just under half of Halton's 65+ population live with limiting long-term illness and the rate of fractured neck of femur (hip fracture) is the 5<sup>th</sup> worst in the country. In 2006/07 there were 123 hip fractures in the over 65s in Halton.

The wards with the highest proportions of the population that are older people are seen

in Castlefields, Halton and Ditton.

### People with disabilities or a limiting long term illness (LLTI)

Nationally, 18% of people (over 16 years) have at least one dimension of a limiting long-term illness i.e. about 20,300 people in Halton. In Halton the number of adults living with a long term limiting illness is higher than the national average at 22% (2001 census).

Whilst there is no evidence to suggest dramatic increases in the number of adults aged 16-64 with physical/sensory impairments, as the proportion of the population over 45 increases, later onset conditions such as Parkinson's Disease, sensory impairment, arthritis, etc, will rise. In addition, significant increases in the levels of obesity in Halton are predicted to lead to an increase in the prevalence of diabetes and incidence of heart disease.

### People with learning disabilities

It is predicted that the population of people with learning disabilities will grow by 6% by 2011. Of further significance is that people with learning disabilities are living longer. Adults with learning disabilities have poorer general health than the wider population and can struggle to access mainstream health services.

The wards showing the highest prevalence of learning difficulty

are Castlefields, Hough Green, Grange and Halton Lea respectively. The overall pattern shows a strong relationship between levels of learning difficulty with areas of deprivation, in that these 4 wards also have a high percentage of the population living in the top 10% most deprived areas nationally.

Numbers of people (known to social services) in Halton with a learning disability have remained fairly constant in recent years (between 430-450). However, since 2002 there has been a significant shift in the way in which services are delivered to people with a learning disability. Halton now performs well in respect to helping people with learning disabilities to live in the community with approximately 82% of people now receiving services in their own home. However, access to general needs social housing remains limited and levels of owner occupation remain extremely low.

Few adults with learning disabilities in Halton are in paid employment (less than 1% compared to 10% nationally), even though employment is key to sustaining well-being and enabling people to maximize independence.



# Key Issues and Findings

## Specific Populations continued

### Children



Population estimates indicate that Halton has a younger population than the regional and national average. However, overall the 0-19 population is decreasing.

Windmill Hill is ranked the most deprived ward in the borough across all domains and is ranked the most deprived ward in terms of health.

Over 50% of Halton's children live in the 20% most deprived areas nationally and a further 15.5% live in the 40% most deprived areas nationally, with only 8% of children living in the 20% least deprived areas nationally.

A number of major health issues relevant to children and young people in Halton have been identified through the JSNA and the Children and Young Peoples Plan. Key issues include, higher rates of infant mortality and low birth weight, high rates of teenage pregnancy, high rates of obesity for both reception and year 6 children. In Halton, 24%

of reception age children are overweight and 11.6% are obese, and 36.3% of Year 6 children are overweight and 22.3% are obese. All of these levels are above the England average.



### Pregnant Women & Newborns

The health of the child starts with the health of their mothers before and during pregnancy. Locally, 1 in 4 were still smoking at the birth of their child, and just 4 in 10 are breastfeeding on delivery (half the national average and 4<sup>th</sup> worst in the country). Therefore programmes around stopping smoking (particularly before and during pregnancy), increasing levels of physical activity, developing healthier eating habits and dramatically increasing the number of women who breastfeed are a priority.

Incidence of teenage pregnancy remains an issue in Halton, despite falling for several years; rates are now above the 1998 baseline level. There is also a correlation between deprivation and incidence of teenage pregnancy with the most deprived areas in Halton experiencing the highest levels of teenage conception rates.

### Carers

Carers provide a significant proportion of community care as services target provision on those with highest need. There are as many as 13,531 carers in Halton and 3,696 provide over 50 hours unpaid care a week. Research by the equal opportunities Commission suggests that caring can have a detrimental impact on health and employment. Approximately 14% of carers in Halton state that they are in poor health. As the ageing population in Halton increases there is also predicted to be a steady increase in the number of carers, including those carers aged over 85 and an increase in older carers with poor health. All factors indicate an increased demand for services to support carers in Halton.



## Conditions

### Mental health and emotional well-being



About 1 in 6 adults in Halton suffer from depression (or chronic anxiety, which effects 1 in 3 families). This rises to 1 in 4 older people having symptoms of depression that are severe enough to warrant intervention. Of other mental health problems, anxiety and phobias are the most common.

People with mental health problems are less likely to be in paid employment and carers are twice as likely to have mental health problems. 40% of people on incapacity benefit are claiming for mental health problems (nationally more than the total number of people claiming benefits for unemployment). In Halton's Housing Needs Survey 2005, 96% of people with a mental health problem (who reported their household income) had an income below the national average and 65% of people with a mental health problem indicated that the problem was serious enough for them to need care and support. In addition, the range and number of supported housing available for people with mental health problems in Halton remains low compared to national and regional averages.

Emotional well-being is a concern for all members of the community and we should be

focusing on preserving it. Improving people's relationships, self-image, self-esteem and levels of worry, which all impact on emotional well-being will give people the ability to cope with life. Supporting adults to remain in or return to employment will pay dividends in terms of mental health and we need to improve our performance in this area.

We also need to support people with mental health problems to improve their well-being by increasing access to services such as housing support, creative arts and leisure, physical activities and talking therapies.

It is estimated that 2000 children and young people in Halton have moderately severe problems requiring attention from professionals trained in mental health, and approximately 500 children and young people with severe and complex health problems requiring a multi-disciplinary approach. The establishment of a continuum of emotional health and mental well being services that can intervene early where appropriate, is critical to meeting the needs of these vulnerable children, who will soon face the challenge of adulthood. The transition to adult services is a critical point for this group of young people. Promoting the emotional well being and mental health of children and young people is everyone's business in Halton and will have a major impact on a number of other health and socio-economic factors.

### Dementia

Dementia is most common in older people, with prevalence rising sharply amongst people over 65 years. It is also one of the main causes of disability in later life. Locally 5% of the population has dementia. This translates to 1,061 people over 65 with dementia living in the community with dementia and is predicted to rise to an estimated 1,613 by 2025.

Early diagnosis of, and intervention for, dementia are the keys to delaying admission to long-term care and to help people remain independent for longer. Promoting healthy ageing, for example by keeping people active and tackling social isolation, is important in delaying the onset of dementia. Accommodation choices including extra care housing, residential and nursing care for older people with dementia must also be balanced to meet future aspirations in respect to choice of service and be sufficient in numbers to meet future needs.



## Conditions Continued

### Obesity in Adults

Obesity is one of the most



significant threats to the long-term health of our population as it leads to an increased risk of a wide range of health problems including type 2 diabetes, heart disease and some cancers. Nationally the levels of overweight and obesity are increasing and this pattern is reflected in Halton. Between 20% to 25% of adults in Halton are obese and these figures have increased in recent years. Considered alongside the increased levels of obesity in children this is a key priority, which can only be addressed by a wide range of strategies to be delivered through partnership working across all sectors.

### Cancer

Cancer is the second biggest cause of premature death in Halton but its rate makes Halton the worst area in the country for cancer deaths. Incidence (the number of new cancers per year) of 'all cancers' in men has decreased over the past decade but remains above the national rate. The incidence rate for women has risen over the same period both nationally and locally although in Halton the rates are now falling. Levels of mortality vary across Halton, with the highest rates being in

Norton South, for both all ages and under 75s. Other areas with high rates are Farnworth, Castlefields and Grange.

There has been a steady increase in the number of women developing breast cancer in Halton and death rates for the disease have increased recently. Nationally the rate has improved but this remains the second largest cause of cancer death in Halton.

The Incidence of colorectal (bowel) cancer in Halton has slowed since 2002-2004. However, the rate remains significantly above the North West and the national average. Mortality rates, which had been falling since their peak in 1998-2000, have begun to rise in 2004-06, widening the gap between Halton and England.

A fall in the Incidence of lung cancer in Halton was mirroring the falling rates nationally. However, from 2000-02 the rate began rising. Similarly, the rate of mortality from lung cancer has improved both nationally and locally, but an increase between 2001 and 2003 in Halton, even though it has fallen since, widened the gap between the Halton and England rates. Lung cancer remains the leading cause of cancer death in Halton for both men and women.

Prostate cancer has the highest observed incidence rates of any cancer for men in Halton and is in the top 3 causes of cancer mortality.

An increase in preventative services which support lifestyle change will reduce incidence

levels whilst increased emphasis on early detection and treatment will improve health outcomes and mortality rates.

### Heart disease and stroke

Heart disease is the single biggest cause of premature death in Halton. Locally more people have heart disease than nationally and, for those under 75, men are more likely to have it than women. However, there has been a reduction in the number of deaths from heart disease over recent years.



Stroke is a significant cause of UK morbidity and mortality, the most important cause of adult disability, and the third leading cause of death. Halton has lower rates of death from stroke than the North West but slightly higher rates than England as a whole. When looking at admissions to hospital for stroke Kingsway and Halton View have significantly higher rates compared to Halton as a whole.

It is estimated that just under 1 in 4 (23.9%) people locally have high blood pressure (hypertension) which can lead to stroke and heart disease and numbers are set to increase. However, the number of patients identified as having hypertension at GP practices is much lower than the estimated levels, suggesting many people are going unidentified and therefore untreated.



## Conditions Continued

Promoting and enabling people to adopt healthy personal behaviors, such as not smoking, being physically active and eating healthily can help to reduce high blood pressure, reduce the risk of stroke and prevent the development or worsening of heart disease.

### Diabetes

Diabetes is a very disabling and potentially fatal condition if not well managed.



Diabetes increases the risk of other conditions such as heart disease and stroke, and magnifies the ill effects of other risk factors such as smoking, high cholesterol levels and obesity. The severity of impact of the disease is linked to how soon it is identified and how well managed it is. Type 2 Diabetes is the most common form, with obesity the primary modifiable risk factor for it. The risk of developing Type 2 Diabetes increases with age.

As the older population in Halton is increasing, as are levels of obesity, more and more people in Halton will be affected by diabetes. If the current rates of obesity continue, by 2010 4.4% of the adult population will have type 2 diabetes which will rise to an estimated 6.16%, or 6,700, GP registered patients by 2020.

### Chronic Obstructive Pulmonary Disease (COPD)

This is an umbrella term for chronic bronchitis, emphysema or both. The PCT has the 10<sup>th</sup> highest level in England, whilst levels in Halton are lower than experienced in St Helens, the rate remains higher than the North West and the national rate.

As the main risk factor for these diseases is smoking, promoting healthy personal lifestyle choices will be key to reducing incidence levels.

## Personal behaviours

### Substance Misuse

Illegal drugs cause damage and ruin to individuals, families and communities. And the most vulnerable and deprived among us are often the hardest hit. For individuals, drug misuse means wasted potential, broken relationships and, for some, a life of crime to feed their drug habit. For the wider community, our efforts to lift children out of poverty, promote equality of opportunity and reduce crime are held back when families and communities are in the grip of drug use.

Over the past few years, increasing numbers of adults have entered and successfully left drug treatment. Waiting times have consistently been within national targets and service users have expressed high satisfaction with the treatment they have received. However, attracting those in their 20s into drug treatment, and improving the uptake of services around blood borne viruses continues to present a

challenge. These issues, together with seeking to support service users into employment, addressing the causes of some individuals offending, and improving the help available to those families affected by drug misuse, will continue to be the focus of future work.

### Alcohol

Drinking alcohol to excess is a major cause of disease and injury, increasing the risks of heart disease, liver disease and cancer. Heavy drinking has a severe risk of cardiovascular disease as well as addiction. Binge drinking is linked to significantly increased blood pressure. Consuming alcohol in pregnancy increases the risk of foetal abnormality.

People have low levels of awareness of the amount of alcohol they drink and the harmful effects it can have. Halton has the 8<sup>th</sup> highest



hospital admissions for alcohol-related conditions in England for 2006/07, showing that alcohol consumption is an issue of major concern locally. Alcohol admissions appear linked to deprivation, gender and age, with men in their 40s, and those from deprived wards, more likely to be admitted. Furthermore, estimates suggest that approximately 24% of adult residents binge drink.

## Personal behaviours continued

Whilst twice as many men than women drink above safe limits the number of women doing so has increased significantly from 6.9% in 2001 to 12.4% in 2006. The rate has decreased slightly for men during the same period (24.8% in 2001 to 22.5% in 2006).

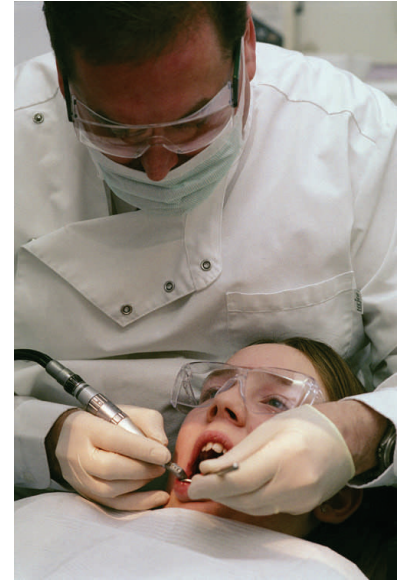
### Smoking



Smoking causes more avoidable and early deaths than any other personal lifestyle factor, killing more than 106,000 people in the UK annually; 17% of all deaths. Most die from lung cancer, chronic obstructive lung disease (bronchitis and emphysema) and coronary heart disease. It is a cause of a wide range of diseases, not just those resulting in death. Second-hand smoke is a major risk to the health of non-smokers.

Locally smoking rates remain

high with over 1 in 4 adults still smoking. Overall, prevalence is highest in males aged 40-64 but in the younger age groups, a higher percentage of women smoke than men. The results of a Halton survey of 15-16 year olds highlighted that the smoking rates of 15-16 year olds match that of adults, although there is a significant difference in smoking take up rates -18% male and 29% female.



### Food and nutrition

Nutrition with physical activity is second only to smoking tobacco in its influence on a wide range of health issues, not just obesity. Locally we estimate that only 20% of adults eat 5 portions of fruit and vegetables a day although this has improved since the 2001 lifestyle survey when only 12% did so. Males in the 18-34 age group have the poorest diet, with lower intake of fruit and vegetables, and more poor diet habits. Decaying teeth is another sign of poor nutrition and the rate in Halton for 5-year-olds is higher than the

national average.

Within Halton the areas with the highest prevalence of decayed teeth are Kingsway, Riverside and Halton Lea.

### Sexually Transmitted Infections

Over the period 1996-2006, there has been a general rise in the numbers of Sexually Transmitted Infections (STIs) recorded in Halton, rising from 150 in 1996 to 518 in 2006. Whilst some increase may be due to greater awareness and willingness to seek treatment this alone cannot account for this level of rise.

Chlamydia Screening in Halton identified that 10.6% of cases were positive, which is higher than the national rate.

In addition, the number of young people diagnosed with sexually transmitted infections is increasing.



## Wider Factors

### Employment

Worklessness remains a key challenge in Halton, particularly in certain deprived areas and in respect to residents with physical and learning disabilities and mental health problems.



Work provides status, purpose, social support, structure to life and income, so it is important not just for the working person but also their family. Being out of work has a huge negative impact on the health and well-being of the person and their family and is often a consequence of ill-health or disability. 25 of Halton's super output areas have over a third of their working age population (approximately 7,000 people) claiming out-of-work benefits. Nearly 68% of Halton's residents are in employment that makes it the 9<sup>th</sup> worst in the North West and 34<sup>th</sup> worst nationally.

Levels of unemployment impacts on the levels of household income and in Halton average household incomes vary from a high of £54,060 in Birchfield (the least deprived ward in respect of health) to a low of £23,260 in Windmill Hill (the most deprived ward in respect to health).

Halton's latest 'State of the Borough' report was produced at the beginning of 2008. In

terms of employment, it found the low skills base to be a causal effect of unemployment that needs to be addressed in order to reduce levels of unemployment in Halton.

### Housing condition and options

Decent housing is a pre-requisite for health and has a significant influence on people with many health conditions such as asthma and depression. Birchfield, where 99% of households are owner-occupiers and 0% of properties are socially rented scores well in terms of health deprivation, whilst in Windmill Hill where owner occupation is 22% and 62% of properties are socially rented has the highest level of health deprivation, at ward level, in the borough.

When housing tenure is compared to health deprivation, it becomes clear that there is a strong correlation. The eight most deprived wards in terms of health have the lowest proportion of owner occupation in Halton, whereas the eight wards with the lowest health deprivation have the highest levels of owner occupancy.

### Educational attainment

Educational attainment is an important indicator of the future life chances for children and



young people. There is also a direct correlation between

levels of educational attainment and deprivation and health inequalities. Halton has made significant progress in improving GCSE results of young people in the borough, and for the last two years the percentage of young people achieving 5 A\*-C has increased from 52.6% to 71.3%, taking us well above the national average. Over the same period the percentage of young people achieving 5 A\*-C including English & Maths, a key indicator of future employability, has risen by 15.9% to 49.2%.

The main priority for Children's Services now is to focus on



narrowing the gap and reducing educational inequalities for vulnerable groups based on locality and other factors. Over half of Halton's children live in the 20% most deprived areas nationally and this has an effect on their attainment. Performance at ward level ranges from 93.3% in Beechwood to 40% in Windmill Hill and this impacts on levels of NEET (not in Employment, Education or Training) and future worklessness. Young women with poor educational attainment are more likely to be teenage parents. Therefore narrowing the gap in education attainment will be a major factor in improving the health and well-being of our communities.

## Wider Factors continued

### Isolation and social networks

Isolation has a significant effect on general well-being and increases the risk of a range of health issues such as depression. Strong social networks are particularly important for vulnerable people. In Halton, almost 6,000 adults over 65 live alone. As

the older population grows, the numbers living alone will increase and by 2025 it is projected that over 8,500 pensioners will be living alone. Social isolation needs to be tackled by all partners to ensure that there are adequate activities and support networks available within local communities. The voluntary and community sector can play an increasing role in developing

community-based services that alleviate the effects of social isolation.



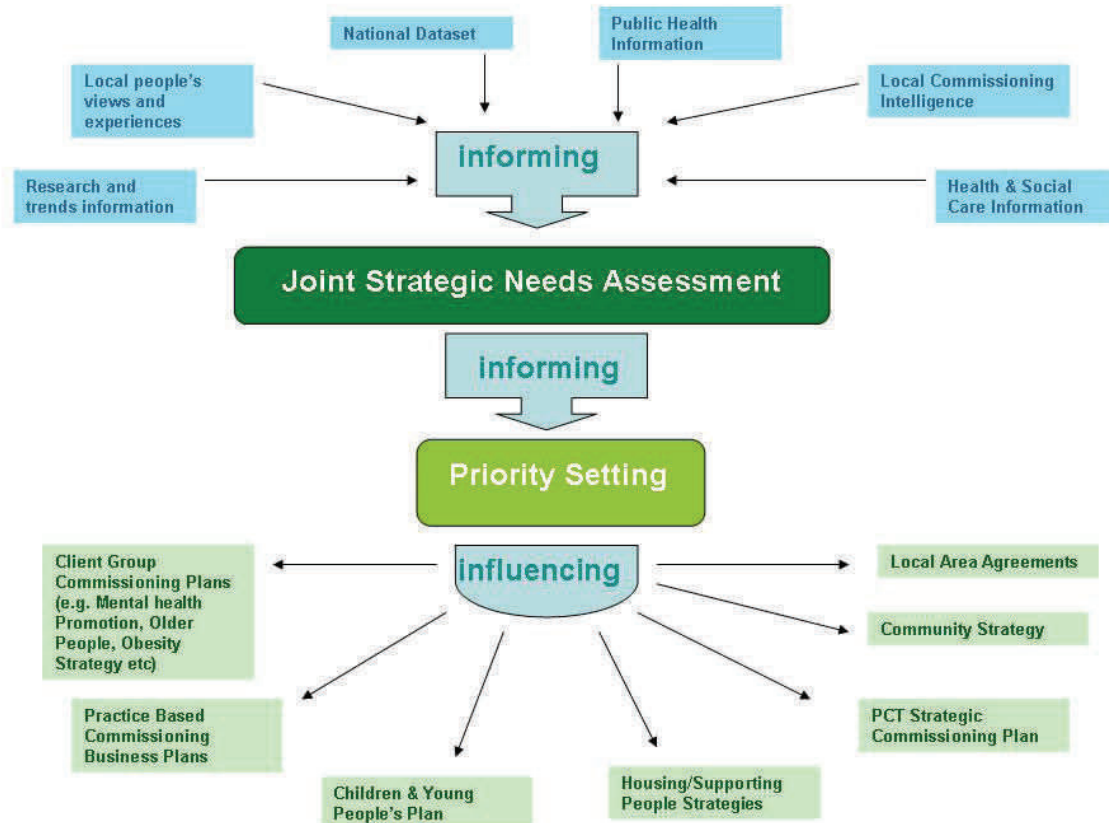
## Using the Joint Strategic Needs Assessment

As we have illustrated below the Joint Strategic Needs Assessment is a major influence in establishing local commissioning priorities. We have already used this JSNA to direct our commissioning.

Information has already been fed into the Health Partnership. This process will continue. It is important that it informs the next round of the Local Area Agreement (LAA) and is used to inform service planning.

For example, the PCT strategic commissioning priorities outlined in its *Ambition for Health* have been underpinned by the needs identified in the JSNA.

The following diagram summarises the inputs and potential outputs from the JSNA work.



## Inequalities

This first JSNA has been about describing the health and well-being needs of Halton. However, in collating and analysing the data which underpins this assessment, it is clear that for some issues certain groups or specific neighbourhoods are more likely to be affected. Some of these differences have been highlighted in this summary and described more fully in the main data document. This is available on the PCT and borough council websites.

It is crucial that planning based on this JSNA ensures the most important issues for specific populations are tackled and those most in need are targeted by any interventions.

## The next steps in developing the Joint Strategic Needs Assessment

The JSNA is not a single, one-off exercise, but is an ongoing piece of work which will add to our commissioning “intelligence”.

As we develop our JSNA, we will:

- build upon service user and carer views
- include service usage information
- ensure we have information at a locality level as well as overall trends

We will continue to:

- further develop coherent, consistent and appropriate data sets
- develop the capacity across all partners to

generate, analyse and present this information

- ensure that relevant planning systems make use of the information that the JSNA is producing
- further develop the capacity and ability to evaluate initiatives so they can demonstrate their effectiveness

This information will be fed into subsequent JSNAs.



**For Further Information or to obtain copies of the full document**

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

**DATE:** 21<sup>st</sup> January 2009

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

**SUBJECT:** Local Area Agreement Performance Report

**WARDS:** Borough-wide

**1. PURPOSE OF REPORT**

To report on progress towards meeting Local Area Agreement targets at the end of the first six months of the Agreement.

**2. RECOMMENDATION THAT:**

- i. The report is noted.
- ii. The Board considers whether it requires any further information on the actions being taken to deliver the LAA targets.

**3. SUPPORTING INFORMATION**

The revised Local Area Agreement (LAA) was signed off by the Secretary of State in June 2008. The purpose of the LAA is to agree a set of targets for Halton with government and local partners. Named partners have a duty to co-operate in striving to achieve these targets. There are 34 indicators in the LAA, plus a further 16 statutory education and early years targets. The agreement covers the period April 2008 to March 2011.

A report on progress over the first 6 months of the Agreement is attached at Appendix 1, covering those indicators which fall within the responsibilities of this particular Policy and Performance Board.

Given that the Agreement was only signed in June, this first progress report reflects a very early stage in the Agreement's life. In reading the report members should bear in mind that:

1. As all the national indicators are built into service plan monitoring, the information in the appendix has already been before the Board. The intention of this report is pick out the LAA indicators from the different service plans so that it is possible to see a clearer picture of progress overall.
2. Some indicators are only reported annually, so in those cases no progress report is yet available.

**4. LAA REVIEW AND REFRESH**

A process has just begun to “Review and refresh” the LAA with government office. The main purpose is:

1. To fill in the gaps – by February 2009 information should be available to fill in the missing baselines and targets.
2. To update baselines and targets for a small number of indicators following changes to definitions.
3. To consider if there are significant changes in context which make it necessary to amend targets even at this early stage (for example, the impact of the recession).

**5. CONCLUSION**

This is an early stage in the progress of the Local Area Agreement, but it is an opportunity to take stock of current progress and to check that appropriate delivery plans are in place.

**6. POLICY IMPLICATIONS**

The Local Area Agreement acts as a delivery plan for the sustainable community strategy and as such is central to our policy framework.

**7. OTHER IMPLICATIONS**

Achievement of our Local Area Agreement targets has direct implications for our comprehensive area assessment. Further consideration of any areas of under-performance may give rise to other implications for the Council and its partners.

**8. IMPLICATIONS FOR THE COUNCIL’S PRIORITIES**

This report deals directly with progress and delivering one of our five priorities.

**9. RISK ANALYSIS**

The key risk is failure to improve the quality of life for residents of Halton in accordance with the objectives of our community strategy. This risk can be mitigated by regular reporting of performance, and reviewing the action being taken where under-performance occurs.

**10. EQUALITY AND DIVERSITY ISSUES**

One of the guiding principles of the LAA is to reduce inequalities in Halton.




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



Document:

Local Area Agreement 2008. Place of inspection 2<sup>nd</sup> floor Municipal Building.  
Contact officer – Rob McKenzie (0151 471 7416)



LAA PERFORMANCE REPORT URBAN RENEWAL PPB (APRIL 08 - SEPTEMBER 2008)

Target Ref	Indicator Description	Baseline (2007/08 unless specified otherwise)	Current Performance (30.09.08)	Target 2008/09	Traffic Light	Commentary
NI 154	Net additional homes provided	522	Refer to commentary	518		<p>This indicator can only be provided on an annual basis, retrospectively, as it involves site visits to monitor development on the ground.</p> <p>The figures for 2007/08 showed a 314 net dwelling gain, although the gross dwelling gain was 546. There was significant demolition in Castlefields Runcorn, accounting for the difference between the gross and net figures.</p> <p>At the half year point, the prevailing conditions in the financial markets, the apparent restricting of mortgages and a reduction in development scheme funding means that the outlook has changed.</p> <p>Despite there being no figures available, an amber rating has been assigned to this indicator at this stage.</p>
NI 175	Access to services and facilities by public transport walking and cycling	See 4 LTP Indicators below				

APPENDIX

Target Ref	Indicator Description	Baseline (2007/08 unless specified otherwise)	Current Performance (30.09.08)	Target 2008/09	Traffic Light	Commentary
NI 175	LTP1A – Access to Whiston Hospital	29% (2006/07)	100% (2007/08)	100%		This is an annual indicator, which will be reported to HSP Transport Board. Assessment is therefore based on 2007/08 performance. HBC has used Priorities Funding for a new 'Hospital Link' service based on pre-bookable discounted taxis. Qualifying residents can use the scheme and the average journey time by taxi is 30 mins. Targets from 2008-10 have been re-profiled
NI 175	LTP1B – Access to Warrington Hospital	0% (2006/07)	100% (2007/08)	100%		This is an annual indicator, which will be reported to HSLP Transport Board. Assessment is therefore based on 2007/08 performance. Introduction of the new dedicated bus service linking Halton Hospital to Warrington General by North Cheshire NHS Hospital Trust has improved access. HBC is still working closely with the Hospital Trust and the bus operators to improve conventional public transport links from other areas of the Borough. Qualifying residents are also eligible to use the 'Hospital Link' discounted taxi service, described above. The targets for 2008-10 has been re-profiled

**APPENDIX**

Target Ref	Indicator Description	Baseline (2007/08 unless specified otherwise)	Current Performance (30.09.08)	Target 2008/09	Traffic Light	Commentary
NI 175	LTP1C – Access to Runcorn College Campus	84% (2006/07)	86% (2007/08)	87%		<p>This is an annual indicator, which will be reported to HSLP Transport Board. Assessment is therefore based on 2007/08 performance. Indicator affected by reduced evening frequencies on commercial service X1, but these journeys were reinstated in May 2008. Absence of further DfT 'Kickstart' funding, (originally envisaged in the Access Plan), has resulted in fewer enhancements to the commercial bus network. HBC continues to fund a pre-bookable door to door service for learners who find it difficult to use conventional public transport. Targets from 2008-10 have been re-profiled</p>
NI 175	LTP1D – Access to Widnes College Campus	89% (2006/07)	89% (2007/08)	91%		<p>This is an annual indicator, which will be reported to HSLP Transport Board. Assessment is therefore based on 2007/08 performance. Local bus network in Widnes was stable, hence overall levels of accessibility unchanged. Absence of further DfT 'Kickstart' funding (originally envisaged in the Access Plan), has resulted in fewer enhancements to the commercial bus network. Re-profiled targets for 2008-10. HBC continues to fund a pre-bookable door to door service for learners who find it difficult to use commercial public transport.</p>

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

**DATE:** 21<sup>st</sup>. January 2009

**REPORTING OFFICER:** Strategic Director Environment

**SUBJECT:** Service Plans 2009-2012

**WARDS:** Borough wide

1. **PURPOSE OF THE REPORT**

- 1.1. To enable Members to consider objectives and targets for services for the next three years.

2. **RECOMMENDED: that**

- i. The Board identifies any objectives and targets for the next three years that it wishes to see included in the Service Plans.
- ii. That Board Members pass any detailed comments that they may have on individual draft Service Plans to the relevant Operational Director by 31 January 2009.

3. **SUPPORTING INFORMATION**

- 3.1. The Departmental Service Plans are currently being reviewed and rolled forward. They will go to Executive Board for approval on 12<sup>th</sup>. February 2009, at the same time as the draft budget. This will ensure that decisions on Service Planning are linked to resource allocation.
- 3.2. Each Operational Director made a brief presentation to the Policy and Performance Board at the meeting on 19<sup>th</sup>. November 2008 describing the key factors affecting their service and their main objectives for the coming three years.
- 3.3 **The Departments reporting to the Urban Renewal PPB are:**
- i. Major Projects Department
  - ii. Highways, Transportation & Logistics
  - iii. Economic Regeneration
  - iv. Environmental and Regulatory Services (part)
  - v. Health and Community (part)

- 3.4 Detailed draft Service Plans will be made available electronically prior to the meeting for further comment by individual Members. Comments additional to those made following the meeting on 19<sup>th</sup>. November 2008 should be made to the relevant Operational Director by the end of January 2009.

4. **POLICY IMPLICATIONS**

- 4.1. Service Plans will clearly indicate how objectives and targets relate to the areas of focus identified in the Council's Corporate Plan.

5. **OTHER IMPLICATIONS**

Major Projects, Economic Regeneration, Highways, Transportation & Logistics, Environmental and Regulatory Services (part) and Health and Community (relating to Housing Strategy) all identify the implications of their activities within their individual Service Plans.

6. **IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

- Children & Young People – Urban Renewal activities will create new opportunities for the development of children and young people and provide improved expectations and quality of life;
- Employment, Learning and Skills in Halton – Urban Renewal developments will act to improve economic well-being amongst Halton's population through supporting new facilities across all ranges and offering new opportunities for employment and training;
- A Healthy Halton – regeneration of older, and particularly contaminated, areas will reduce risks to health and contribute to a more healthy environment;
- A Safer Halton – regeneration will allow modern standards to be incorporated in new developments and allow the incorporation of such ideas as 'designing out crime';
- Halton's Urban Renewal – the activities detailed are designed to impact positively and directly on the regeneration of the Borough.

7. **RISK ANALYSIS**

- 7.1. Risk analysis of all key objectives within Service Plans is undertaken and summarised in the plan.

8. **EQUALITY AND DIVERSITY ISSUES**

- 8.1. All Service Plans will be subject to an equality impact assessment and any high priority implications will be summarised within the plans.

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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Document is Restricted