



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

**Wednesday, 24 November 2010 6.30 p.m.
Civic Suite, Town Hall, Runcorn**

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

Chief Executive

BOARD MEMBERSHIP

Councillor Ron Hignett (Chairman)	Labour
Councillor Keith Morley (Vice-Chairman)	Labour
Councillor Philip Balmer	Independent
Councillor Peter Blackmore	Independent
Councillor Ellen Cargill	Labour
Councillor John Gerrard	Labour
Councillor Mike Hodgkinson	Liberal Democrat
Councillor Paul Nolan	Labour
Councillor Christopher Rowe	Liberal Democrat
Councillor Dave Thompson	Labour
Councillor Kevan Wainwright	Labour

*Please contact Gill Ferguson on 0151 471 7395 or e-mail gill.ferguson@halton.gov.uk for further information.
The next meeting of the Board is on Wednesday, 5 January 2011*

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

Part I

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1. MINUTES	
2. DECLARATIONS OF INTERESTS (INCLUDING PARTY WHIP DECLARATIONS)	
<p>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.</p>	
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In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.

REPORT TO: Environment and Urban Renewal Policy & Performance Board

DATE: 24th November 2010

REPORTING OFFICER: Strategic Director, Resources

SUBJECT: Public Question Time

WARD(s): Borough-wide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDED: That any questions received be dealt with.

3.0 SUPPORTING INFORMATION

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

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

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

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

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

4.0 POLICY IMPLICATIONS

None.

5.0 OTHER IMPLICATIONS

None.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

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

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

6.3 **A Healthy Halton** – none.

6.4 **A Safer Halton** – none.

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

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 24th November 2010

REPORTING OFFICER: Chief Executive

SUBJECT: Executive Board Minutes

WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDATION: That the Minutes be noted.

3.0 POLICY IMPLICATIONS

- 3.1 None.

4.0 OTHER IMPLICATIONS

- 4.1 None.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children and Young People in Halton

None

5.2 Employment, Learning and Skills in Halton

None

5.3 A Healthy Halton

None

5.4 A Safer Halton

None

5.5 Halton's Urban Renewal

None

6.0 RISK ANALYSIS

6.1 None.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

APPENDIX 1

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

EXECUTIVE BOARD MEETING HELD ON 9TH SEPTEMBER 2010

ECONOMIC DEVELOPMENT PORTFOLIO

EXB36 BOROUGH OF HALTON (ASHLEY PARK RETAIL CENTRE, WIDNES) CPO 2010

The Board received a report of the Chief Executive which sought authorisation to make the Borough of Halton (Ashley Park Retail Centre, Widnes) Compulsory Purchase Order 2010 under Section 226 (1) of the Town and Country Planning Act 1990 and Section 13 of the Local Government (Miscellaneous Provisions) Act 1976 and the Acquisition of Land Act 1981.

Members were advised that planning permission had been approved for the re-development of this prominent site with a proposed new foodstore and petrol filling station. The scheme was in accordance with national planning policy for town centres and the planning permission complied with the emerging town centre strategy.

RESOLVED: That the Board, subject to the prior completion of an appropriate indemnity agreement with the Developer,

- 1 make the Borough of Halton (Ashley Park Retail Centre Widnes) Compulsory Purchase Order 2010 ("the Order") under Section 226(1)(a) of the Town and Country Planning Act 1990 and Section 13 of the Local Government (Miscellaneous Provisions) Act 1976 and the Acquisition of Land Act 1981 for the acquisition of all interests in the Order Land and the acquisition of new rights within the Order Land;
- 2 the Order Land shall (subject as provided otherwise in this resolution) comprise the areas shown coloured pink and blue respectively on the plan attached for the

purpose of redevelopment of the Ashley Park Retail Centre comprising of demolition of existing buildings, construction of new retail unit together with associated provision for access, servicing, parking and landscaping;

3 delegated authority be given to the Strategic Director Environment and Economy (whether acting personally or through any other person nominated by him) to:

Strategic Director
- Environment
and Economy

- (i) Take all necessary steps as soon as is reasonably practical to finalise the Order map and schedule, (including the exercise of powers of requisition) secure the making, confirmation and implementation of the Order including the publication and service of all notices and the presentation of the Council's case at any Public Inquiry;
- (ii) Negotiate to acquire and acquire all interests in the Order Land and new rights within the Order Land either by agreement or compulsorily including prior to the making of the Order and where appropriate to agree terms for relocation;
- (iii) To reduce (but not increase) the area of the Order Land and/or any interests therein should the said negotiations make the inclusion of such land and/or such interests unnecessary;
- (iv) Make arrangements for the relocation of owners and occupiers, where appropriate;
- (v) Approve agreements with the owners of any interest in the Order Land and any objectors to the confirmation of the Order setting out the terms for the withdrawal of objections to the Order including, where appropriate, seeking inclusion in and/or exclusion from the Order of land or new rights
- (vi) In the event that a question of

compensation be referred to the Lands Tribunal to take all necessary steps in relation thereto including advising on the appropriate compensation payable and to appoint appropriate consultants if necessary to assist and advise in this regard.

PHYSICAL ENVIRONMENT PORTFOLIO

EXB39 MERSEYSIDE JOINT WASTE DEVELOPMENT PLAN DOCUMENT - PREFERRED OPTIONS: INTERIM FEEDBACK REPORT

The Board received a report of the Strategic Director, Environment and Economy that advised Members of the outcome of the consultation exercise and the feedback on the Merseyside Joint Waste Development Plan Document – Preferred Options.

The Waste Development Plan was being produced by Merseyside Environmental Advisory Services (MEAS) on behalf of the six greater Merseyside districts. The Preferred Options consultation exercise took place over a six week period during May to July 2010. A draft report, attached at Appendix A, explained the full extent of the exercise and provided some analysis of the results process. In the total Merseyside wide exercise, 139 responses were submitted, 64 of which were from organisations rather than individuals and a number of petitions were submitted relating to specific site allocations.

Members were advised that within Halton three sites had been identified for possible future waste related uses; these were:

- Ditton Sidings, Newstead Road (Widnes)
- Johnsons Lane (Widnes)
- Manor Park Road Waste Water Treatment Works (Runcorn)

The draft report detailed the number of submissions made and petitions received.

During consideration of the report, Members

discussed the location and site characteristics of the Ditton Sidings site and concluded that this site was not suitable for the uses proposed.

RESOLVED: That

1. the draft findings be noted;
2. a further report be brought to the Board once the MEAS full analysis of the consultation exercise had been completed; and
3. MEAS be advised that it was not considered that the site at Ditton Sidings was suitable for the uses proposed in the Waste DPD, and that a further report be presented to the Executive Board at the conclusion of the consultation process to enable a formal decision to be made by the Council.

EXECUTIVE BOARD MEETING HELD ON 23RD SEPTEMBER 2010

HEALTH AND ADULTS PORTFOLIO AND ECONOMIC DEVELOPMENT PORTFOLIO

EXB46 REVIEW OF HALTON HOUSING TRUST BOARD COMPOSITION

The Board received a report of the Strategic Director, Adults and Community, seeking agreement to a proposal from Halton Housing Trust (HHT) to reduce the membership of the HHT Board from 15 to 12 members, including a reduction in tenant and Local Authority Member representation.

The HHT Board recently asked a working group to review governance arrangements in terms of Board membership and a range of options were present for their consideration on 1 July 2010. In coming to a decision, the Trust had taken into account good practice guidance from the National Housing Federation and Department for Communities and Local Government which suggested Board size should be between 5 and 12. The appendix attached to the report also showed the findings of a survey of 32 stock transfer Housing Associations which showed the

size and composition of the Board in each organisation and how long both had existed.

Members were reminded that, under the housing transfer agreement, the authority's consent was required for any changes in so far as they relate to local authority or tenant representation. The Trust's Board wished to reduce the Board size to 12, with 4 local authority nominees, 4 tenant members and 4 independent members.

RESOLVED: That Halton Housing Trust's proposal to reduce its Board from 15 to 12 members, comprising 4 local authority nominees, 4 tenant members and 4 independent members be approved.

ECONOMIC DEVELOPMENT PORTFOLIO

EXB47 BARRIERS TO WORK SCRUTINY TOPIC GROUP

The Board received a report of the Strategic Director, Environment and Economy on the findings and recommendations of the Barriers to Work Scrutiny Topic Group, as submitted to the Employment, Learning, Skills and Community Policy and Performance Board in June 2010. Councillor Sue Edge, Chairman of the Employment, Learning, Skills and Community Policy and Performance Board attended the meeting to present the report

The Scrutiny Topic Group was established to analyse the results of research undertaken by Merseyside Information Service which was detailed in Appendix 1. The Group met on seven occasions between October 2008 and March 2010 to develop appropriate recommendations for local employment initiatives, training and skills programmes and business start-up services could be re-focussed to address the perceived barriers to employment, identified by residents in the neighbourhood management areas.

The report contained a list of key recommendations.

The Chairman thanked Councillor Edge for her attendance.

RESOLVED: That where resources allow, the key recommendations proposed by the Employment, Learning, Skills and Community Policy and Performance Board, as detailed in Paragraphs 4.1 to 4.14 of the report be approved.

ENVIRONMENTAL SUSTAINABILITY PORTFOLIO

EXB48 HOUSEHOLD WASTE RECYCLING CENTRES - VEHICLE PERMIT SCHEME & ACCESS POLICY

The Board received a report of the Strategic Director, Environment and Economy which sought approval for an Access Policy and the implementation of a Vehicle Permit Scheme for the Council's two Household Waste Recycling Centres (HWRCs).

The Board were advised that the Council had a statutory duty to provide places where residents may deposit their own household waste free of charge, under the Environmental Protection Act 1990. As the sites were not to be used for trade waste, the Council needed to have measures in place to deter and prevent commercial businesses depositing waste at HWRCs. The introduction of a Vehicle Permit Scheme would prevent commercial or industrial (trade) waste from being deposited at the Council's HWRCs.

Members were reminded that the proposed scheme accorded with Halton's current Municipal Waste Management Strategy, which contained a commitment to further improve controls for trade waste at HWRCs, and that the current contractor, Veolia Environmental Services, was required to comply with and implement the Scheme under conditions of the current contract.

The report provided information on how the permit scheme would work, the types of permit (annual or temporary), administration of the scheme, site controls, advice for residents and traders on the new arrangements and details of how the Scheme would be implemented once approved.

RESOLVED: That

- (1) the implementation of a Vehicle Permit Scheme, as outlined in the report, for the two Household Waste Recycling Centres (HWRCs) in Halton be approved;
- (2) the Household Waste Recycling Centre Access Policy, attached as Appendix 2 to the

report, be approved; and

- (3) the Strategic Director for Environment and Economy be authorised, in consultation with the Executive Board Member for Environmental Sustainability, to take all steps necessary to implement the Scheme in Halton.

EXB49 WASTE MANAGEMENT STRATEGY REVIEW

The Board received a report of the Strategic Director, Environment and Economy which updated Members on the current position of Halton's Waste Management Strategy.

The current Waste Management Strategy was published in 2008, and was an update of a previous document, and the updating was carried out with Defra direct consultancy support funding. A local consultation exercise was carried out as part of the review and updating process. A number of supplementary documents were produced, including a Waste Action Plan which set out Halton's actions to meet the objectives and targets contained within the Strategy. In addition, a sustainability appraisal of the Strategy was also completed.

The Board were advised that it had been intended to carry out a full review of the Council's Municipal Waste Management Strategy in 2010. However, it was not considered necessary for a full review to be conducted at this stage, and the report provided details of the relevant factors for Members' consideration. Members noted that the proposal to defer the review took into account current guidance published in December 2009 by the Defra Waste Programme. As there had been no significant change in local circumstances, policy or priorities, the Councils' current Strategy remained fit for purpose.

RESOLVED: That

- (1) the deferral of a planned full review of Halton's Municipal Waste Management Strategy be approved for a period of up to a further two years;
- (2) the updating of associated supplementary documents, including the Councils Waste Action Plan, to ensure that documents remain

up to date and fit for purpose be approved; and

- (3) further reports be submitted once the supplementary documents have been updated and the outcomes of relevant waste policy reviews are known.

PHYSICAL ENVIRONMENT PORTFOLIO

EXB50 DARESBUY SCIENCE & INNOVATION CAMPUS (DSIC) - JOINT VENTURE PARTNERSHIP BOARD NOMINEES

The Board received a report of the Strategic Director, Environment and Economy on the Joint Venture Partnership Board nominees.

In June 2009, authority was given for the Chief Executive to take all necessary steps to establish a Joint Venture Partnership at Daresbury. As part of the Operational arrangements for the new partnership, two boards had been established; a Joint Venture Board and a Public Sector Joint Venture Board.

The Board were advised that the Chief Executive had lead negotiations on behalf of the Borough Council which lead to the establishment of the Joint Venture Partnership. The report outlined the vision for the Daresbury Science and Innovation Campus as well as the policy implications for Members' consideration.

RESOLVED: That

- (1) the Chief Executive be authorised to represent the Borough Council at the DSIC Joint Venture Partnership Board; and
- (2) the Chief Executive and the Portfolio Holder for the Physical Environment be authorised to represent the Borough Council on the Public Sector Joint Venture Board.

EXECUTIVE BOARD SUB COMMITTEE 9TH SEPTEMBER 2010

ES28 POTENTIAL PROJECT FOR EUROPEAN LIFE FUNDING

The Sub-Committee considered a report of the Strategic Director, Environment and Economy on LIFE+

Nature and Biodiversity which was a European Funding programme aimed at delivering the requirements of the Habitats Directive designed to halt the loss of biodiversity in the member states.

It was noted that applications for funding were announced in May 2010. Some initial preparatory work through a partnership approach identified a potential project addressing the long-term management of the Upper Mersey Estuary using an ecosystem services approach.

As the submission date for the application occurred between Executive Board Sub-Committee meetings, a briefing note had been circulated to the Chair and Vice Chair of the Sub-Committee in early August. The report detailed the progress that had been made to date since then and sought approval to proceed with developing the application.

RESOLVED: That

(1) the partnership approach taken to progress a LIFE funding application for the long-term management of the Upper Mersey Estuary be approved;

(2) Officer time within Environment and Economy continues to develop the concept and to secure external funding sources to potentially draw down €500,000; and

(3) the Strategic Director, Environment and Economy, in consultation with the relevant portfolio holder, be authorised to take all the necessary actions to progress the preparatory work into a successful application.

PHYSICAL ENVIRONMENT PORTFOLIO

ES35 CASTLEFIELDS VILLAGE SQUARE – LOCAL LETTINGS POLICY

The Sub-Committee considered a report which sought its views on a proposal by Plus Dane Housing Association to introduce a local lettings policy to allocate the new rental properties being constructed as part of the Castlefields Village Square redevelopment. Plus Dane was the developer of the shop units and 16 flats above the shops at Castlefields Village Square. Mindful of the need to do everything possible to protect this investment and the new facilities for the long term benefit of the community, and of the anti-social behaviour problems often associated with

local centres and flats over shops particularly, Plus Dane were proposing to introduce a local lettings policy. This would only apply to 16 new flats due to be constructed above the new shops and not the wider estate.

Members considered a copy of Plus Dane's overarching policy framework governing the use of local lettings policies. The framework set out the consultation, implementation and monitoring process and the safeguards in terms of regular monitoring, analysis and review.

In addition, the report outlined the local context of why Plus Dane wanted to introduce a local policy for the Castlefields Village Square area and the proposed criteria to be used to select new tenants. Essentially, introduce two additional criteria on top of the normal conditions, in that applicants must be over 25 years of age and must be either working or engaged in voluntary work within the community.

It was noted that the Urban Renewal Policy and Performance Board supported this proposal at its meeting on 16th June 2010.

RESOLVED: That the Board support the introduction of a local lettings policy as set out in the report.

EXECUTIVE BOARD SUB COMMITTEE – 23RD SEPTEMBER 2010

ES37 DEFRA CONSULTATION ON DISTRIBUTING FUNDING FOR LOCAL FLOOD RISK MANAGEMENT

The Sub Committee were advised that Defra had consulted Lead Local Flood Authorities (LLFAs) (including Halton) on how funding for the new duties under the Flood and Water Management Act 2010 should be distributed. The report set out the options described in Defra's consultation paper and detailed Halton's response, which had been agreed with the relevant portfolio holder. It was noted that the actual level of funding was subject to the outcome of the spending review and other decisions on local government finances.

Members noted that the Urban Renewal Policy and Performance Board had previously considered a similar report on 16th June 2010 and had resolved to request the Executive Board to consider the financial and resource implications of the Act, including Defra's proposal to provide Area Based Grant to assist with the carrying out of its new

duties.

RESOLVED: That the response as set out in the pro forma attached to the report, which stated Halton's preference for a 'flat rate of funding' common to all LLFAs plus an additional amount based on flood risk (Option 2a), be noted and endorsed.

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 24 November 2010

REPORTING OFFICER: Chief Executive

SUBJECT: Specialist Strategic Partnership minutes

WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

1.1 The Minutes relating to the Planning, Transportation, Regeneration and Renewal Portfolio which have been considered by the Health Specialist Strategic Partnership are attached at Appendix 1 for information.

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.

**Urban Renewal Specialist Strategic Partnership (UR SSP) Meeting Minutes
Conference Room 2, Municipal Building, Kingsway, Widnes WA8 7QF**

3.00 pm, Wednesday, 12th May, 2010.

Present:

Dick Tregua	(DT)	Chair	HBC/Strategic Director – Environment;
Julie Hall	(JH)		Partnerships Officer, Job Centre Plus;
Claire Griffiths	(CG)		Managing Director/Development, Plus Dane Group;
Janitha Redmond	(JR)		Homes & Communities Agency;
Len Naughalty	(LN)		For Pat Broster, Groundwork Merseyside;

In Attendance:

Wesley Rourke	(WR)		HBC/Operational Director – Employment, Economic Regeneration & Business Development;
Mick Noone	(MN)		HBC/Operational Director/Highways, Transport & Logistics;
Sara Munikwa	(SM)		HBC/Programme Manager, Widnes Waterfront
Debbie Houghton	(DH)		HBC/Policy Officer;
Pat Audoire	(PA)	Minutes	HBC/Urban Renewal SSP Co-ordinator;
Justine Cuerden	(JC)		HBC/Principal Officer, Castlefields Programme;
Nathan Renison	(NR)		HBC/Principal Officer, Castlefields Programme;
Steve Eccles	(SE)		HBC/Section Leader, Transport Policy;
Alan Graham	(AG)		HBC/Internal Communications Officer – Environment.

Apologies:

Cllr Ron Hignett	HBC/Member;
Claire Bunter	Environment Agency;
Claire McDade	Norton Priory.
Neil McGrath	Halton Housing Trust;
Chris Koral	NWDA;
Andy Sharp	Daresbury Labs;

				<u>Action s</u>
1.	Apologies, Minutes & Matters Arising	1.1	DT accepted apologies, including those from Cllr Hignett (RH), who usually chaired this meeting. DT explained that, in the absence of RH, a partner was required to Chair the meeting and, when no partners were forthcoming, offered to temporarily take that role.	PA
		1.2	DT went through the Minutes of the last meeting. There were no Actions. However, JR noted that 'English Partnerships' against her name should have been recorded as Homes & Communities Agency and asked that this be changed. Actioned.	

2.	Presentation: Halton's 3rd Local Transport Plan (LTP3) – by Steve Eccles.	2.1 2.2 2.3 2.4 2.5 2.6 2.7 2.8 2.9	<p>SE gave an interesting review of LTP3, identifying all the issues and elements of the consultation process currently underway.</p> <p>With regard to timetabling, the consultation on Strategy will take place Summer 2010; the consultation on Implementation will run through Autumn 2010 and LTP3 will be completed by March 2011.</p> <p>DT asked how engagement with stakeholders would progress. SE explained that this would be through presentations, the work of a focus group and various stakeholder events.</p> <p>CG identified that one of the challenges must be with regard to the busways and isolated communities; how to connect people to jobs from the various housing areas in order to overcome such isolation, but was reassured that this has been identified.</p> <p>DT referred to the high use of cars and high levels of car ownership reflected in the statistics shown and asked about the comparative figures for Halton, statistics for which are much lower. Despite there being no database about this issue, it has been highlighted as a problem.</p> <p>WR noted that in Merseyside, Merseytravel were developing a model that overlays transport networks to job opportunities.</p> <p>DT referred to connectivity and noted that the Mersey Partnership had done some work to show the development of jobs in Liverpool city centre, which highlighted that many new employees were from outside that area and the consequent need to maximise access for such workers.</p> <p>JR suggested that cycling and safety need to be addressed and that a culture shift is required. Partners were asked to pass on to their contacts the opportunity of attending the first stakeholder event on the morning of Tuesday, 18th May at the Stobart Stadium.</p>	<p style="text-align: center;">ALL</p>
3.	Environment Sub-Group Progress – Mick Noone	3.1 3.2 3.3	<p>MN reported that the Environment Sub-group, which had been developed only 18 months previously, was a well attended group, generating plenty of discussion around performance and policy issues, which generally led to long meetings.</p> <p>MN went on to review the last meeting, covering the presentation from the Environment Agency with regard to their in-house environmental monitoring systems, the various policy issues raised by partners and the NI progress report.</p>	

		3.4	MN identified that proper feedback from this group to the LSP is not being achieved, but that this is currently under review. Partners accepted and endorsed the progress report.	
4.	Urban Renewal Projects Update – Pat Audoire	4.1	PA gave a report showing progress of the urban renewal projects receiving Working Neighbourhoods Funding support through this Partnership.	
		4.2.1	From an allocation of £462,720, projects had incurred an underspend of a mere £694 on what are some quite complex capital projects.	
		4.2.2	In addition, the Property Purchases project had previously been granted a roll-forward of HBC Capital Priorities Funding to the value of £300,000. Due to the complex nature of the single property purchase achieved during the year, and given the importance of this project in supporting the Canal Quarter development in Runcorn, approval had	
		4.3	been sought and granted to roll the unspent element forward once again into 2010/11.	
		4.4.1	PA then reviewed the achievements of the various WNF funded projects through 2009/10, highlighting the range of activities and accomplishments over	
		4.4.2	the year.	
		4.5	DT noted that LPSA2 funding had been secured for CCTV cameras and that, on the Traveller transit site, a low number of unauthorised traveller incursions had been reported since the transit site was opened. However, a problem has recently arisen with unauthorised encampments on a private site at Daresbury, where the owner has invited travellers onto his site.	
			Partners accepted and endorsed the progress report.	
5.	Presentation: Castlefields Update – Justine Cuerden and Nathan Renison	5.1	JC and NR gave a very interesting presentation on the developments at Castlefields, noting the vast and positive changes to housing, as well as the environment and community developments taking place, and the start on site of the new Village Square development. The images in the presentation were very telling and partners were impressed at the achievements of the programme of work, with colleagues from the RSLs and Homes & Communities Agency having been heavily involved.	
		5.2	It was noted that the remaining deck access flats	
		5.3	still need to be demolished but that the economic	

		5.4	<p>climate probably won't allow that in the foreseeable future.</p> <p>JR told the partnership that HCA saw Castlefields as an example of best practice but that she, too, is mindful of the national budget cuts.</p> <p>DT mentioned that the apprenticeship scheme for this regeneration programme had been very popular and highly successful.</p>	
6.	Urban Renewal Update – Dick Tregea	<p>7.1</p> <p>7.2.1</p> <p>7.2.2</p> <p>7.2.3</p> <p>7.3.1</p> <p>7.3.2</p> <p>7.3.3</p> <p>7.3.4</p> <p>7.3.5</p> <p>7.3.6</p> <p>7.4.1</p> <p>7.4.2</p> <p>7.4.3</p> <p>7.4.4</p> <p>7.4.5</p> <p>7.4.6</p>	<p>DT introduced his regular update item, highlighting that there were three main issues he wished to report this time.</p> <p>At the January meeting, the major success story was that of the Widnes Retail Park and the major outlets opening there. Despite the economic climate, the investment through this partnership and HBC had attracted inward investment by the private sector and made that development possible. Out of that, there is now pressure to provide for Runcorn.</p> <p>However, Fordgate are now in Receivership, which is further complicated by their ownership of other elements outside of the main Halton Lea retail facility, with maintenance issues being a particular problem.</p> <p>The second item is that 3MG's 'Customer No. 1' has now been formally announced as Tesco.</p> <p>This development will provide 600 to 700 good, quality jobs from July and the Halton Employment Partnership is managing recruitment.</p> <p>6,000 people have registered their interest. 55 jobs have either been filled or appointments confirmed.</p> <p>In addition, 100 qualified appointments (all local) will be made, subject to drugs and alcohol testing.</p> <p>Stobarts have a marketing day next week and further development phases will follow.</p> <p>Finally, with regard to Daresbury, WR is working to establish a Joint Venture company to take the latest Daresbury expansion forward.</p> <p>HBC, SCFC, the Development Agency and private sector partners will develop a funding pot to bring on the development phases.</p> <p>A decision on the developer appraisals will be made in July.</p> <p>Vanguard House is coming out of the ground, all funded through the NWDA and £65m of support will fund a further 2 gateway projects.</p> <p>As there is likely to be no other public sector funding, Daresbury could otherwise have fallen into</p>	

			<p>decline if the proposed JV were not being progressed.</p> <p>There will be a number of caveats built into agreements, in order to ensure the development provides specifically <u>what</u> is required and <u>when</u>.</p>	
7.	Widnes Waterfront NWDA Performance Plan 2010/11 – Sara Munikwa	8.1 8.2 8.3	<p>SM had brought the Widnes Waterfront Performance Plan before this partnership, to gain its support as a requirement of NWDA funding support.</p> <p>SM reviewed the various elements of progress achieved to date, together with work in hand and financial profiling.</p> <p>SM noted that this is the fifth and final year of NWDA support and the final year of WNF support.</p> <p>IT SHOULD BE NOTED that, acting as Widnes Waterfront EDZ Management Board, the Partnership recommended the approval of the 2010/11 Performance Plan to the NWDA.</p>	
8.	Membership	8.1 8.2	<p>PA tabled papers regarding the Membership of the Partnership in order that colleagues could review these and suggest other delegates who could be invited to attend.</p> <p>However, in light of the recent changes of elected members, the likely cabinet re-shuffle and the upcoming renewal of the Community Strategy where other changes could be determined, it was suggested to defer this item to a later meeting.</p>	
9.	Any Other Business	9.1.1	None.	
10.	Next Meeting & Future Diary Dates	10.1 10.2	<p>The next meeting will take place at 3.00 pm, Tuesday, 7th September, 2010 in the Marketing Suite, Municipal Building, Widnes.</p> <p>Future meeting dates beyond that:</p> <p>3.00 pm, Tuesday, 9th November, 2010, - as per the UR SSP & Env. Subgroup 2010 Year Planner</p> <p>and then <u>provisionally</u>:</p> <p>3.00 pm, Tuesday, 18th January, 2011 Tuesday, 19th April, 2011 Tuesday, 19th July, 2011 and Tuesday, 18th October, 2011.</p> <p>The meeting closed at 5.05 pm.</p>	

**Urban Renewal Specialist Strategic Partnership (UR SSP) Meeting Minutes
Conference Room 2, Municipal Building, Kingsway, Widnes WA8 7QF**

3.00 pm, Wednesday, 7th September, 2010.

Present:

Cllr Ron Hignett	(RH) (Chair)	HBC/Member;
Hayley Dooley	(HD)	Care Partnerships Manager, Job Centre Plus;
Janitha Redmond	(JR)	Homes & Communities Agency;
Len Naughalty	(LN)	For Pat Broster, Groundwork Merseyside;
Cllr Rob Polhill	(RP)	HBC Leader/Chair of HSPB (visiting);
Cllr Eddie Jones	(EJ)	HBC/Member/ELS SSP/Critical Friend to UR SSP
Len Naughalty	(LN)	Director of Operations, Groundwork Merseyside
Mark Butchard	(MB)	Head of Strategy/The Mersey Partnership

In Attendance:

Wesley Rourke	(WR)	HBC/Operational Director – Employment, Economic Regeneration & Business Development;
Anne Moyers	(AM)	HBC/Policy Officer;
Pat Audioire	(PA) Minutes	HBC/Urban Renewal SSP Co-ordinator;
Alan Graham	(AG)	HBC/Communications Officer – Partnerships
Shelagh Semoff		HBC/HSPB Partnerships Officer (visiting)

Apologies:

Claire Bunter	Environment Agency;
Claire Griffiths	PlusDane Group;
Steve O'Connor	Stobart Ports;
Dick Tregoe	HBC/Strategic Director – Environment;
Claire McDade	Norton Priority;
Georgina Crabtree	Peel Holdings;
Neil McGrath	Halton Housing Trust;
Chris Koral	NWDA;
Andy Sharp	Daresbury Labs;

				<u>Action s</u>
1.	Apologies, Minutes & Matters Arising	1.1 1.2	RH accepted apologies and welcomed delegates to the meeting and asked for introductions around the table. There were no Actions from the Minutes of the last meeting and these were accepted as a true record.	
2.	Presentation: Liverpool Super Port – by Mark Butchard, TMP	2.1 2.2 2.3	MB gave a very interesting overview of developments in and around the Liverpool SuperPort initiative, taking in our own 3MG and proposals by Peel Holdings. MB explained that this initiative fits into the governance of the City Region and proposed Local	

		<p>Enterprise Partnership (LEP). It is anticipated that SuperPort will</p> <ul style="list-style-type: none"> - generate 26,000 jobs; - support 1,000 companies; - generate £0.9 billion GVA; - become the 4th largest container berth <p>The Liverpool City Region is supporting and promoting Tourism, the Knowledge Economy, the Low Carbon Economy and the Liverpool SuperPort.</p> <p>This will be achieved in partnership with the 6 Merseyside Local Authorities and The Mersey Partnership (TMP).</p> <p>This partnership working aims to stimulate demand to feed the supply potential on Merseyside through development of the major SuperPort infrastructure and the wealth of diverse 'sector' working (e.g. free industrial zones, ICT, transport technology, commercial property, skills, professional services and ancillary industries).</p> <p>The SuperPort Committee consists of major players – some from Halton (including 3MG and Ineos) – with 21 private sector, 10 public sector and 6 public/private hybrid companies represented on the SuperPort Panel.</p> <p>MB explained that the Mersey Gateway and the work/growth of Stobart is critical to the SuperPort development.</p> <p>With Liverpool John Lennon Airport and its new links with Amsterdam offering us a worldwide hub, there is a focus on managing port access with regard to motorways and electrification of the West Coast mainline to Manchester/Liverpool.</p> <p>We also need to ensure the quality of business property and warehousing is available to support this initiative.</p>	
3.	HSPB Call for Review of Priorities – Wesley Rourke; Pat Audoire	<p>3.1 WR referred to a covering report on the Halton Strategic Partnership Board call for a review of priorities by each of the SSPs, as WNF runs out, and to ensure that the HSPB had agreement of what activities it should support for the future. This was supported by a review and evaluation of each of the major projects supported by this partnership.</p> <p>3.2 PA talked members through the matrix which summarised the UR projects, concluding that, with only three major projects wishing to be considered for future assistance, these should be fully supported.</p> <p>3.3 Members fully backed this proposal and the</p> <ul style="list-style-type: none"> - Widnes Waterfront programme; 	

		3.4	<ul style="list-style-type: none"> - Contaminated Land project and - Town Centre Initiatives programme <p>were recommended for consideration by the SSP Chairs on 15th September 2010. Thanks was given to EJ for acting as the UR critical friend.</p>	
4.	Sustainable Communities Strategy (SCS) 2011-2026 Consultation – Anne Moyers	4.1	AM spoke to a powerpoint presentation, outlining the vision, the strategic objectives and priorities to be considered by the SCS renewal, the one main change affecting this partnership being a revision to the name of the Priority from 'Urban Renewal' to one which will encompass issues related to the Environment.	
		4.2	This is yet to be finalised, but 'Halton's	
		4.3	Environmental Quality and Urban Regeneration' was put forward. AM reviewed the strategic objectives of this priority together with the long term challenges and cross cutting issues, finishing on a note that consultation would continue in tandem with HBCs Core Strategy	
		4.4	consultation, so that the two documents could be aligned both in time and emphasis.	
		4.4.1	AM asked for comments.	
		4.4.2	PA had received feedback from Chris Koral (CK) (of the NWDA) who had asked for this to be aired in his absence. Essentially, CK suggested that environmental quality merits priority status in its own right as it impacts on all of the other priorities. He noted that it will be important to ensure the work of the different SSPs is joined up effectively, but especially between ELS and the new Urban Renewal/Environment priority around Halton's competitiveness as a location for business investment.	
		4.4.3	AM responded that, given the uncertain times with regard to funding, it was important to ensure that both priorities were taken forward and this amendment provided a vehicle for that.	
		4.4.4	WR noted that the evidence base was good, but that solutions and challenges now needed to be addressed and asked how this would be achieved. AM said there would be a shopping list of priorities over the next 25 years. Based on various consultations in several areas, including the core strategy, etc., feedback would be analysed and a wish list identified. In the shorter term, recognition would be given to the current priorities/objectives and residents would be consulted, to determine (in tandem with resource availability) a 5-year plan.	
		4.5.1		
		4.5.2		
		4.6		
		4.7.1		

		<p>4.7.2 EJ thought that there was no need to change the name of the priority: that this would merely confuse people; that environmental issues were already encompassed within the UR agenda.</p> <p>4.7.3 He was concerned that although we could not make commitments at this time, some of the wording would suggest to the public that we were making commitments.</p> <p>4.7.4 He thought we should be seeking to reinforce that these are things we <u>could</u> do.</p> <p>4.8 AM responded that the text EJ had referred to showed that we aspired to achieve, but EJ countered this, noting that many of the elements identified have already been achieved and there was now a need to find the revenue to maintain them.</p> <p>4.9</p> <p>4.10.1 EJ asked for realism when presenting these issues to the public.</p> <p>4.10.2 WR noted that the wealth of green assets the borough has needs to be recognised, especially when addressing climate change, referring also to the CO² generation by the chemical industry locally, which is mitigated by the work of Ineos. However, one 'positive' borne out of Halton's industrial heritage is the borough's excellent connectivity.</p> <p>4.10.3 MB intervened asking, as an observer, whether he could comment and was given leave so to do. He noted that, working with Halton there was a strong sense of reality. He suggested Halton should isolate the issues out, i.e.,</p> <p>4.11</p> <ul style="list-style-type: none"> - Ask what yet needs to be done; - Ask what transformational issues are there (e.g., carbon reduction). <p>This should then give a better argument with regard to transformational issues which can be linked to the City Region LEP (e.g., tourism, industry, the knowledge economy, transport and logistics). Those that are transformational will identify critical paths and Halton should reap benefits out of that. AM asked that any further comments or feedback should be directed to her by e.mail.</p>	
5.	Members' Agenda Items	8	None.
6.	Any Other Business	9.1.1	It was noted that, with regard to the LEP, the submission date deadline had passed the previous day (6 th Sept.) and that the 6 Merseyside LAs (Halton, Sefton, Knowsley, Liverpool, St.Helens and Wirral) had submitted as one under the

		9.1.1 9.2	Liverpool City Region. This complements and builds on the existing good work and reporting arrangements of City Region agenda to date. It was further noted that the LEP proposals seek to strengthen the private sector. JR offered to give an HCA update at the next meeting, when hopefully there would be more clarity about its future.	
7.	Next Meeting & Future Diary Dates	10.1 10.2	The next meeting will take place at 3.00 pm, Tuesday, 9th November, 2010 in the Marketing Suite, Municipal Building, Widnes. Future meeting dates beyond that are yet to be confirmed, subject to HSPB arrangements which this partnership need to align with. An UR SSP & Env. Subgroup 2011 Year Planner will be circulated in due course. The meeting closed at 4.25 pm.	

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	24 November 2010
REPORTING OFFICER:	Strategic Director, Environment & Economy
SUBJECT:	Petition for Improved Lighting in The Copse, Palace Fields, Runcorn
WARDS:	Halton Lea

1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to report the receipt of a petition for improvements to the lighting within The Copse, Palace Fields, Runcorn

2.0 RECOMMENDATION: That

- (1) The petition be noted and the residents be informed that the area is not part of the adopted highway and therefore the Authority can only provide lighting on a rechargeable basis.**

3.0 SUPPORTING INFORMATION

- 3.1 A petition has been received from a group of residents who live at 1 to 8 The Copse, requesting that the Council provide lighting on the access way to their houses (see Appendix 1). The petition mentions that there are potholes in the access way, but is not requesting that these be repaired as it is the residents responsibility to maintain this area.
- 3.2 The houses within The Copse were built in the 1970's during the period when Runcorn Development Corporation was controlling and developing this area of Runcorn. The access to these houses is via an unsurfaced access way off the surfaced road. The access way serves eight properties and is about 4.0m wide (see Appendix 2).
- 3.3 Checks have been carried out and the land is not within the ownership of the Council. We are now checking with the Land Registry to determine the actual ownership of the access way.
- 3.4 Due to the land not being in the ownership of the Council and not part of the adopted highway, lighting cannot be provided at public expense. However, if the residents wished to install lighting themselves then the Council could carry out the works on a rechargeable basis. Also future maintenance (including energy charges) would be the responsibility of the residents and this could also be carried out on a rechargeable basis.

4.0 POLICY IMPLICATIONS

4.1 There are no policy decisions related to this request.

5.0 OTHER IMPLICATIONS

5.1 If lighting was provided on this unadopted road at the Council's expenses then it could set a precedent for other similar areas within the Borough.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

This request has no impact on this priority.

6.2 Employment, Learning and Skills in Halton

This request has no impact on this priority.

6.3 A Healthy Halton

This request has no impact on this priority.

6.4 A Safer Halton

The provision of street lighting can contribute to the feeling of a safe environment; however in this situation it is the responsibility of the adjacent landowners to provide any lighting that they may feel appropriate.

6.5 Halton's Urban Renewal

This request has no impact on this priority.

7.0 RISK ANALYSIS

If the Council installed the lighting at the residents' expense and they failed to pay for future maintenance, then the Council could be liable for future maintenance and liability claims. Also due to the type of construction used for the access way the Council could become liable for some claims.

8.0 EQUALITY AND DIVERSITY ISSUES

There are no Equality and Diversity implications arising as a result of the proposed action.

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

Document	Place of Inspection	Contact Officer
Petition from residents of The Copse	Highways, Transportation & Logistics Department, Rutland House, Halton Lea, RUNCORN	Stephen Rimmer Ext 3182

Appendix 1 - Petition from Residents of The Copse

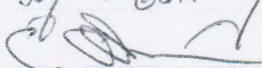
14. 9. 2010.

Dear Sir/Madam,

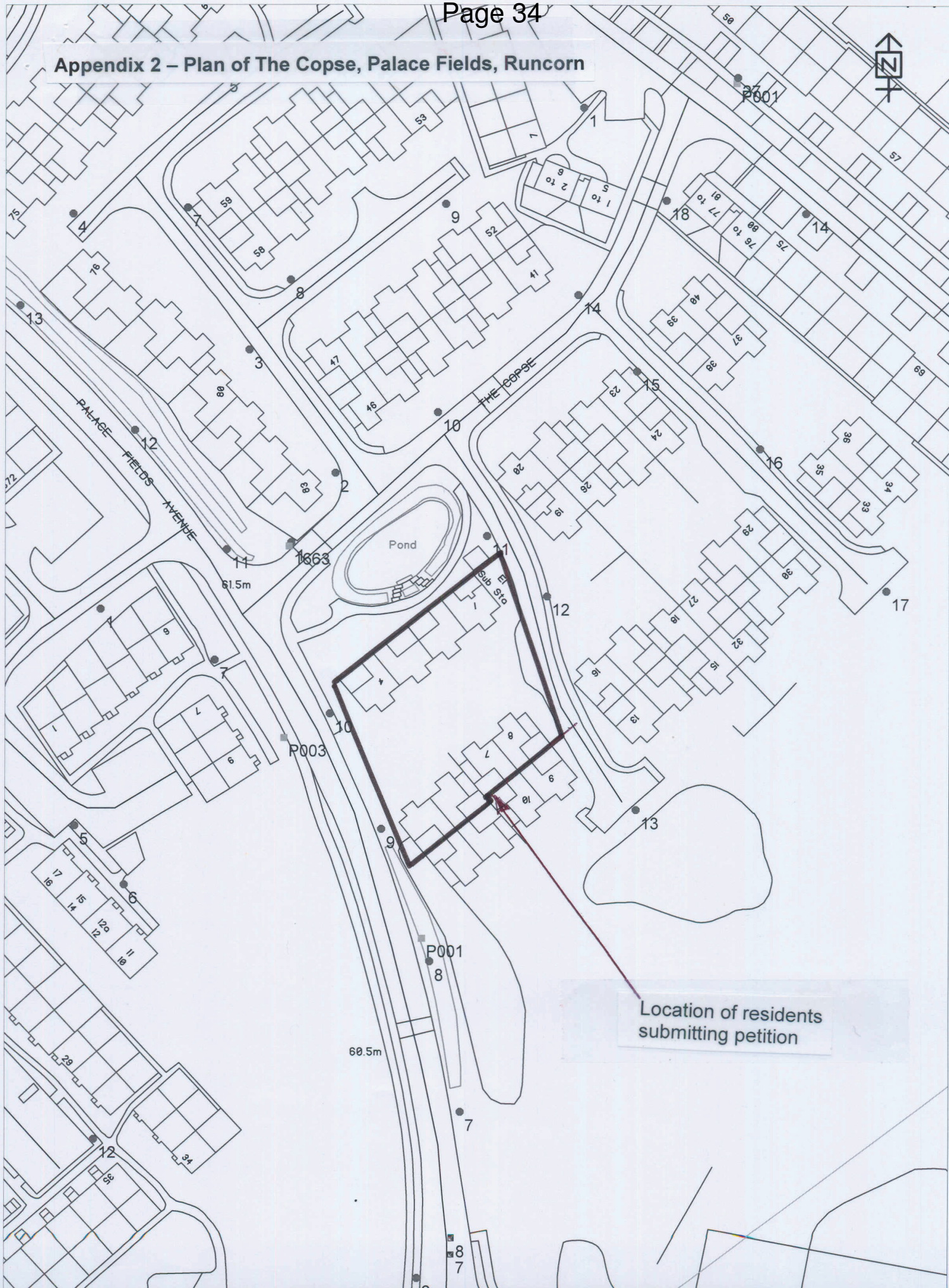
We the undersigned, being residents of the properties known as The Copse (Nos 1 to 8) would like to petition you regarding the lighting of the above properties, as we are all of us being senior citizens are concerned that when nightfall comes, we are in total darkness, and we feel vulnerable to unwelcome callers and, the access road is uneven and full of potholes, and we would like you to consider our petition.

Hoping this meets with your approval.

Signed, The residents of the Copse 1- to 8.

Anthony Riley.	5. The Copse.	WATZTL.
Joan Riley	5 The Copse	"
George Robinson	4. The Copse .	"
J Robinson	4, THE Copse.	"
J. Poulter	3 THE COPSE	"
R & Poulter	3 THE COPSE	"
E Dowle	2 The Copse	4
M.P. Cook	1, THE COPSE	"
BA. Cook	_____ "	"
Mrs M McCaffrey	8 THE COPSE	"
Boj McCaffrey	8 " "	"
	7 THE COPSE	"
E Abram.	" "	"
J. Postlethwaite	6. " "	"

Appendix 2 – Plan of The Copse, Palace Fields, Runcorn



TITLE: The Copse, Palace Fields, RUNCORN

PROJECT:

Scale: 1:1000 Printed by: SR

Date: 05/11/2010

HALTON BOROUGH COUNCIL Licence No.100018552 2010

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 24th November 2010

REPORTING OFFICER: Strategic Director, Environment & Economy

SUBJECT: Construction Halton

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

- 1.1 To update members on the implementation of the Construction Employment Integrator model (now re-named Construction Halton).
- 1.2 To share with members, the action plan, that sets out the next phase of the project to March 2011.

2.0 RECOMMENDATIONS: That

- 1) the report is received;**
- 2) members comment on the progress to date;**
- 3) members comment on the action plan; and**
- 4) members consider the impact on the delivery of the project, when existing funding ceases at the end of March 2011**

3.0 BACKGROUND

- 3.1 The forecast scale of development and other construction related activity in the borough offers significant potential for moving people from benefits into work. The Mersey Gateway Project, Building Schools for the Future programme and 3MG highway infrastructure works have been identified as offering significant training, employment and supply chain opportunities.
- 3.2 Construction Halton is focused on facilitating a range of measures to deliver community benefits from construction related work, in the form of employment, apprenticeships, training and work experience opportunities.
- 3.3 The aims of Construction Halton are to provide a mechanism that will:-

- ensure people from disadvantaged groups and areas within Halton are able to access jobs and training opportunities arising in the construction industry; and
- promote the growth of local SMEs through supply chain linkages.

3.4 This will be achieved by:-

- using **procurement processes and planning** to effect change, embedding obligations into public sector contracts to ensure developers, and subsequently contractors address targeted employment and training issues;
- engaging with employers and contractors to ensure that **recruitment and training provision** is more relevant and demand-led – thereby providing the industry with a supply of suitably qualified labour;
- providing tailored **pre-recruitment support and routeways** that will enable local unemployed/workless people to access jobs within the industry – through greater integration and more flexible use of mainstream programmes and funding; and
- encouraging and **assisting Halton based SMEs** to access opportunities arising from the new planned development activity in the area.

Appendix I provides an overview of how the Construction Halton model will work.

4.0 PROGRESS TO DATE

4.1 In July 2009, the Adult Learning and Skills Development Division hosted a workshop at the Kingsway Learning Centre, run by Working Ventures UK. The aims of the workshop were to:-

- Raise awareness within the council of the mechanisms public authorities can use, through their planning and procurement policies and procedures, that can assist people from disadvantaged groups and areas compete for jobs and training opportunities arising in the construction industry and;
- Consider ways in which local suppliers can be assisted and supported to bid for contracts/tenders with the council

4.2 The workshop was attended by council officers representing Planning, Highways, Economic Regeneration, Property Services, Legal Services, Exchequer Services (Procurement), Children & Young People Directorate (BSF) and The Mersey Gateway.

- 4.3 Working Ventures UK funded a Halton Construction Employment Integrator Business Plan and risk assessment, which was published in January 2010.
- 4.4 Following the appointment of the Construction Halton project manager in June 2010, a review of progress was undertaken to gauge the extent to which the messages from the 2009 workshop were being adopted by the council, via its procurement and planning processes.
- 4.5 The review was also designed to assist in defining the next steps in the implementation of Construction Halton, as it was acknowledged in the Business Plan, that the component parts of the model are already in place in Halton and that what was needed was a process to pull them together into a cohesive programme.

5.0 INITIAL FINDINGS

- 5.1 The outcomes of the review suggest that progress has been made and is continuing to be made on a number of fronts:-

- Section 106 agreements to secure planning obligations from developers have been/are being used selectively by the council's Planning department
- A Section 106 Supplementary Planning Document (SPD) is planned, that will take into account the overall, cumulative impact of development in Halton and explain how this will be dealt with through the use of planning obligations
- Inclusion of clauses to secure commitments from suppliers to support targeted recruitment and training initiatives are being integrated, selectively, into contracts/tenders
- Implementation of the Due North procurement portal in the council, that will offer businesses the opportunity to receive automatic email alerts when council contracts are being let that match the goods/services they are able to provide

- 5.2 In addition, work is underway to:-

- Secure an employment forecasting tool that will provide estimates of the skills needed to deliver construction projects, to assist in the design of pre-employment training and recruitment programmes
- Improve the information already held on local construction companies, in order that buyers are better able to judge their suitability to meet contract/tender needs
- Strengthen the partnership with Riverside College and other local training providers, in respect of construction trades apprenticeships and training commissioned by developers/local businesses
- Assist the Mersey Gateway team in the integration of social and community benefits into the Mersey Gateway tendering process

- Assist the Building Schools for the Future team with the implementation of the key performance indicators related to apprenticeships/training opportunities etc
- Establish skills and training obligation clauses as part of the 3MG highways infrastructure contract
- Identify ways in which the environmental improvement works, being carried out by Halton Housing Trust over the next three years, delivers maximum jobs and training benefits for local people and aligns to the Construction Halton principles
- Review the council's client management and tracking systems, to ensure they are fit for purpose and are fully integrated with the Liverpool City Region partner systems
- Explore opportunities for joint working with the Halton Chamber of Commerce, Public Sector Procurement Facilitator
- Develop links and explore opportunities for joint working with Liverpool City Region partners
- Keep under review best practice and new developments in other areas of the UK
- Identify other public sector organisations policies/approaches to procuring goods and services locally

6.0 NEXT STEPS

- 6.1 A further workshop was held in September, 2010 to review progress and consider the next steps. Delegates were presented with a summary of the work programme to date, which included a progress report and discussion on the use of planning obligations by the council, recent developments in council procurement policy, legal issues related to procurement, plans for supply chain support commissioned with Halton Chamber of Commerce by the Halton Enterprise Board and an overview of skills forecasting tools, which enable accurate forecasts to be made of the labour and training requirements to undertake construction projects.
- 6.2 To illustrate how skills forecasts can be undertaken, one such tool, developed by one of the largest construction consultancies in the UK, will be demonstrated to members at the PPB meeting. This does not, however, infer or imply a recommendation for investing in this particular tool, as other options are still being considered.
- 6.3 The action plan (see appendix II) sets out the next steps for implementing the project and identifies the lead officers that have been tasked with taking the various actions forward. In summary, the plan focuses on:-
- establishing the infrastructure to deliver the project
 - securing a skills forecasting tool
 - establishing a Section 106 Protocol
 - developing and implementing a communication plan

- rolling out the Due North registration process to local businesses
- continued research into targeted recruitment and training best practice
- gaining exemption for local labour clauses in the 1988 Local Government Act
- assessing the impact of the Decentralisation and Localism Bill
- assessing the extent to which sustainability is embedded into the council's procurement processes and policies, in relation to the geographical location of the supply chain

7.0 FINANCE IMPLICATIONS

- 7.1 Construction Halton activities to date have been funded through Working Neighbourhoods Funding (WNF). As Members will be aware, there will be no WNF after March 2011. Work is underway to identify alternative funding to help coordinate Construction Halton after March 2011.
- 7.2 The West Northants Development Corporation (WNDC) is using revenue generated from Section 106 planning agreements to sustain their Construction Futures programme. Construction Futures was created in partnership with Northamptonshire Enterprise Ltd and WNDC. The project is 50% funded by Northamptonshire County Council, and 50% by Section 106 revenue.
- 7.3 The planned adoption of a Section 106 Supplementary Planning Document by Halton Borough Council presents an opportunity for securing a revenue stream to help sustain Construction Halton.

8.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

8.1 Children and Young People in Halton

Supports key objectives C and E.

Ensuring children and young people are offered the opportunity to explore training and qualifications in the construction industry will put them in good stead to apply for future jobs in the sector.

8.2 Employment, Learning and Skills in Halton

Supports key objectives B and C.

The scale of inactivity within areas of Halton, alongside significant construction activity and investment, reinforces the need to find more effective ways of 'matching' people currently excluded from the labour market to the jobs in the industry.

8.3 A Healthy Halton

Supports key objective C.

Construction Halton will assist placing hard to help groups currently disadvantaged in the labour market into employment and training opportunities

8.4 A Safer Halton

None applicable

8.5 Halton's Urban Renewal

Supports key objectives A and E.

The relatively high stock of small businesses in Halton suggests that the local industry could continue to grow and provide additional employment opportunities if they are in a position to compete effectively for public sector supply chain contracts

9.0 RISK ANALYSIS

9.1 See Appendix III.

10.0 EQUALITY AND DIVERSITY ISSUES

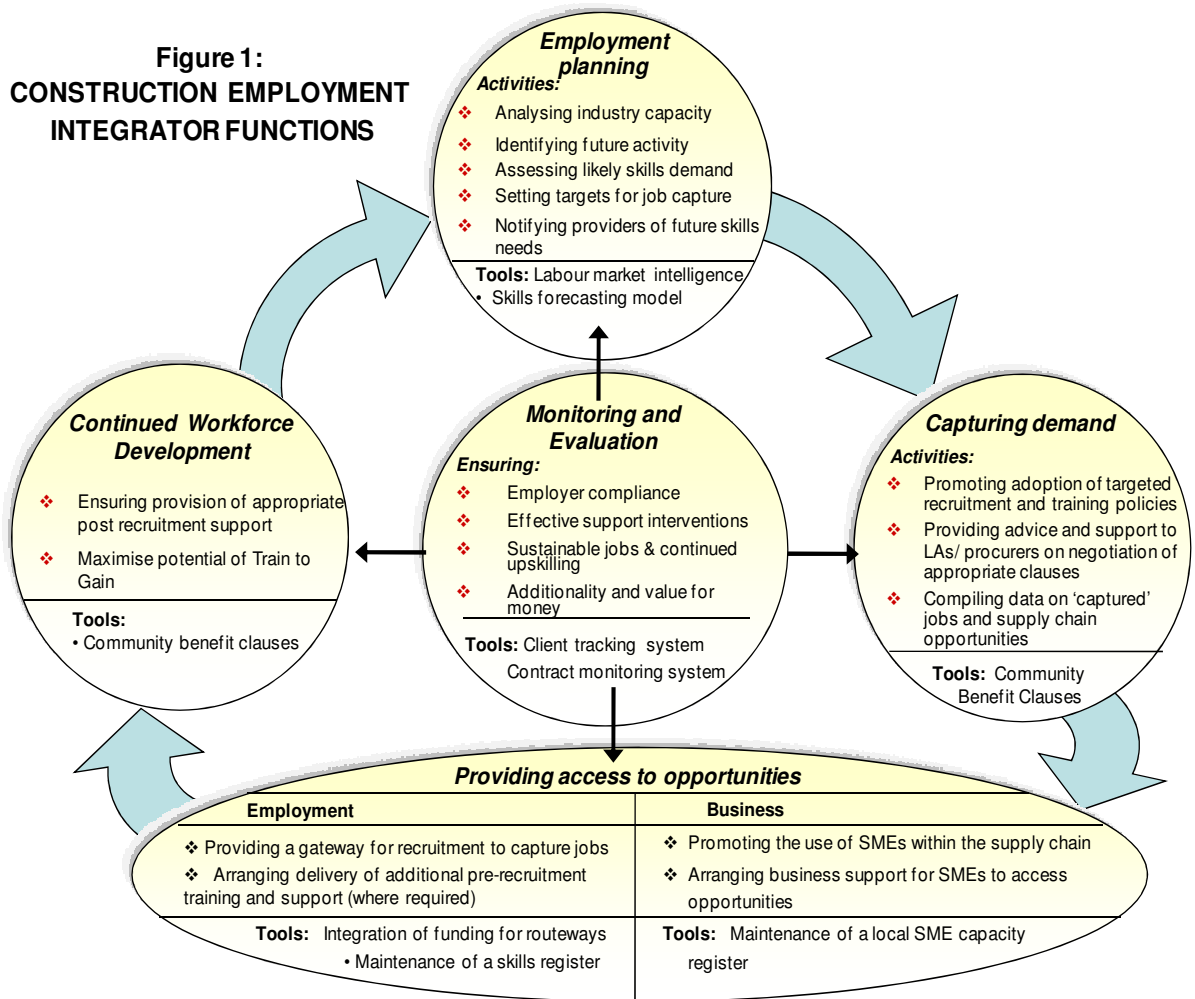
10.1 The Halton Employment Partnership operates within the LSP framework, which in turn operates under the Council's Equality and Diversity policy.

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

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

APPENDIX I

**Figure 1:
CONSTRUCTION EMPLOYMENT
INTEGRATOR FUNCTIONS**



APPENDIX II**Construction Halton Action Plan**

ACTION ITEMS	WHO	BY WHEN	COMMENTS
Identify a lead officer/team to co-ordinate the Construction Halton programme after March 2011	Wesley Rourke /Siobhan Saunders/Gerry Fitzpatrick/Gary Collins	March 2011	
Establish a central point (person or team) to manage and source placements (eg. HEP Team)	Wesley Rourke /Siobhan Saunders/Gerry Fitzpatrick/Gary Collins	January 2011	
Identify and secure a product/service to enable reliable and consistent skills forecasts to be undertaken for 'in scope' projects, comprising:- <ul style="list-style-type: none"> • construction work procured by the council (min value to be agreed) and • developments seeking planning approval, that are either in excess of 1,000m² or 10 residential units 	Dave Owen /Siobhan Saunders/Gerry Fitzpatrick/Andy Plant	November 2010	
Establish a Section 106 Protocol as an interim measure prior to adoption by the council of a Section 106 Single Programme Document (SPD)	Dave Owen/Andy Plant/ Alasdair Cross	March 2011	
All 'in scope' planning applications to be referred to central point for skills forecasting assessment and follow up negotiation with the Developer aimed at securing a training agreement	Dave Owen /Siobhan Saunders/Marie Hoyles/Gerry Fitzpatrick	Commence February 2011	Subject to availability of skills forecasting product/service
Assist Halton Chamber of Commerce and the	Dave Owen /Paula Cain/Matt Fearnhead	Commence November	Rolling programme

Procurement Centre of Excellence with the roll out of the 'Due North' Procurement Web Portal to local businesses		2010	
Develop and implement a Construction Halton Communications Plan	Dave Owen /HBC Corporate Communications Team/Natalie Crompton	Commence October 2010	Rolling programme
Continue to research targeted recruitment and training policies, arising from procurement and planning best practice in other LA's for consideration by the council	Dave Owen /Natalie Crompton/Rob Barnett/Lorraine Cox/Andy Plant	Ongoing	
Make representations to Government to gain an exemption for local labour clauses from s17 LGA 1988	Rob Barnett /Dave Owen	TBC	
Assess the impact of the Decentralisation and Localism Bill, which is expected to be presented to Parliament in the Autumn, in the context of the council's planning and procurement policies	Rob Barnett /Nick Mannion	December 2010	
Assess the extent to which sustainability is incorporated into the council's procurement process: particularly in relation to minimising the social and environmental impact of the supply chain	Lorraine Cox /Matt Fearnhead	TBC	

APPENDIX III**Risk Assessment**

The potential risks involved in delivering Construction Halton are summarised in Table A below, together with an assessment of how these risks can be mitigated.

Table A: Risk management			
Risk	Probability High - 5 Low - 1	Impact High - 5 Low - 1	Risk /Risk management
Economic downturn	5	2	The state of the economy could have a significant impact on the delivery of outputs. Construction Halton will provide the infrastructure necessary to take advantage of the investment likely to occur when conditions become more favourable and also the mechanism needed to provide good quality trainees for companies in need of additional/new staff associated with normal turnover.
Lack of commitment to the project and proposed structure by one or more partners	3	5	Council members are keen to ensure that plans are in place to maximise potential opportunities that arise when the economic conditions are more favourable. Construction Halton will be developed in line with partners key priorities and targets and where possible add value to existing interventions and support already in place within the area.
Over-optimism about the potential opportunities available	3	4	Construction Halton will be developed gradually and build up capacity over time as it becomes more established.
Insufficient training provider capacity	2	4	The forecasting tool and effective planning in the first instance will ensure that there is sufficient time to put training provision in place within the area. There are already a number of training providers active in the area and if needed, additional training provision could be purchased from delivery agencies within the wider Merseyside area. The College, which used to be a centre of vocational excellence in Construction has a number of courses available which are delivered on a flexible basis.
Failure to recruit enough trainees	2	3	Halton People into Jobs is funded from the Working Neighbourhoods Fund (WNF) to proactively engage 'hard to help groups'.
Failure to sustain the project management function	3	5	The ending of WNF to support the project management function after March 2011 could seriously jeopardise the implementation of Construction Halton. Discussions are, however, underway to identify a lead officer/team to co-ordinate the project when WNF ends.
Reputation risk – failure of the venture	2	3	One of the key functions of Construction Halton will be the assessment/screening of individuals to ensure that they are ready to take up the training place/employment opportunity. For this to work effectively, the intermediary organisation will liaise closely with the employers in order to understand their requirements and the type of training that individuals need to have undertaken before they are referred on to specific opportunities. Provision of good quality candidates will be essential in developing the service and offering it to contractors. Individuals will therefore undergo a thorough assessment before placement and will be tracked post recruitment to ensure they continue to receive the support necessary.

REPORT TO: Environment & Urban Renewal Policy and Performance Board

DATE: 24th November 2010

REPORTING OFFICER: Strategic Director Environment and Economy

SUBJECT: Rewards for Recycling - Presentation

WARD(S): Borough-wide

1. PURPOSE OF REPORT

To receive a presentation updating the Board on the RecycleBank 'Rewards for Recycling' scheme in Halton.

2. RECOMMENDED: That

- 1) the presentation be received; and**
- 2) Members note and comment upon the details presented to the Board.**

3. SUPPORTING INFORMATION

- 3.1 In October 2009 the Council became only the second local authority in the UK to introduce the RecycleBank 'Rewards for Recycling Scheme' and the first to introduce the scheme to an established kerbside multi-material recycling service.
- 3.2 The scheme was originally introduced as a pilot to 10,000 homes in seven areas of the borough in October 2009 and, following the success of the pilot, was extended to a further 36,000 households in August 2010.
- 3.3 The presentation will provide Members with information on various aspects of the scheme including the positive impact upon the Council's recycling service and the benefits that the scheme has brought to local residents and businesses in Halton.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no financial implications as a result of this report.

5. POLICY IMPLICATIONS

- 5.1 There are no policy implications as a result of this report.

6. OTHER IMPLICATIONS

6.1 There are no other implications arising from this report.

7. IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

7.1 Children and Young People in Halton

No direct impact

7.2 Employment, Learning and Skills in Halton

No direct impact

7.3 A Healthy Halton

No direct impact

7.4 A Safer Halton

No direct impact

7.5 Halton's Urban Renewal

No direct impact

8. RISK ANALYSIS

8.1 There are no risks associated with this report.

9.0 EQUALITY AND DIVERSITY ISSUES

9.1 There are no equality and diversity implications as a result of this report.

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

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

REPORT TO: Environment and Urban Renewal Policy
and Performance Board

DATE: 24th November 2010

REPORTING OFFICER: Strategic Director Environment and
Economy

SUBJECT: Surface Water Management Plan Progress
Report

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

1.1 To inform Members of the process being followed and progress made in relation to the preparation of a Surface Water Management Plan for Widnes.

2.0 RECOMMENDATION: That

- (1) the Board notes the continuing work undertaken by Officers, the Council's Consultants and Partners (the Environment Agency and United Utilities) in the development of a Surface Water Management Plan (SWMP) for Widnes; and**
- (2) further reports be presented to the Board as work on the study and plan progresses.**

3.0 SUPPORTING INFORMATION

3.1 At its meeting on 16th June, the Board considered a report on Flood Risk Management and the various plans and funding arrangements which support the introduction of the Flood and Water Management Act 2010. The Board were informed that Halton had been granted £100,000 for the development of a Surface Water Management Plan (SWMP) for Widnes, which is ranked 156th in Defra's list of settlements in England, susceptible to surface water flooding, and that work was underway to establish partnerships and to identify the scope of the SWMP study. The finished plan will describe the causes and effects of surface water flooding and set out the most cost effective way of managing surface water flood risk for the long term.

3.1 Surface water flooding can include:

- Water runoff as a result of high intensity rainfall before it enters the underground drainage network or watercourses, (known as pluvial flooding);
- flooding from groundwater below the surface;
- sewer flooding, when the capacity of underground systems is exceeded due to heavy rainfall,
- flooding from open-channel and culverted watercourses.

- 3.2 Ultimately, the study will establish an action plan to manage surface water in areas of Widnes which are susceptible to surface water flooding and should determine or influence matters such as:
- The level of capital investment required to reduce flood risk;
 - The preparation of drainage maintenance and improvement programmes;
 - Land-use, spatial planning, and sustainable drainage options for future development;
 - Emergency planning for high flood risk areas.
- 3.4 Defra identifies four distinct phases involved in the preparation of a SWMP. The first three relate to undertaking the Study, and the final phase to the plan itself:
- **Preparation**, which includes Partners setting the objectives and scope of the study;
 - **Risk Assessment**, including collating and analyzing the information to identify areas at greatest risk of flooding and the use of modeling techniques to assist in the understanding of the causes of flooding and to test mitigation measures;
 - **Options**, where specific measures to manage the risk of flooding are identified and assessed, and preferred options are agreed with Partners;
 - **Implementation** phase, meaning the preparation of an agreed Action Plan based on the evidence gained from the SWMP study, and the implementation and review of the plan.
- 3.5 In accordance with Defra's guidance on the preparation of SWMPs, a Partnership has been formed between Halton Council (as Lead Local Flood Authority - LLFA), the Environment Agency and United Utilities (as the water and sewerage company for the area). Each partner has agreed to engage actively in the SWMP process, working together in co-operation and sharing information with all partners openly. Decisions made by the Partnership, in respect of the Plan and its implementation, will also affect other stakeholders such as riparian owners, adjoining Local Authorities, developers and, of course, members of the public. Indeed, stakeholders themselves can help the process, through the provision of local knowledge and information, and the partners must decide how and when to engage with them as the process evolves.
- 3.6 Initial meetings have been held with partners to scope and plan the study and to identify and agree the exchange of information necessary to carry out risk assessments. Mott MacDonald, the Council's Framework Engineering Consultants have been commissioned to assist in undertaking the Study. It should be noted that a significant amount of work has already been undertaken to map flood risk in Halton as part of the Strategic Flood Risk Assessment Level 2. This work focused primarily on flood risk from main rivers in relation to potential development sites. JBA Consultants who carried out those

assessments have also been engaged to provide hydrological modelling support and advice as the study proceeds.

- 3.7 Halton together with its partners will need to agree and publish the stated aims and objectives of the Study, which should be tailored to address the flood risk situation and local priorities. Defra guidance suggests some generic objectives which could be common to all SWMPs. These are described in Appendix 1 and they will form the basis for discussion with Partners. Halton's successful 'Early Action Bid' for funding to produce the SWMP identified the surcharging of sewer systems under storm and tidal conditions as a source of flooding at various locations. We would expect the study and plan to address such problems and to help to inform drainage strategies for major new developments in Widnes, including:
- Widnes Waterfront,
 - the Mersey Gateway Regeneration Strategy for southern Widnes
 - the Housing growth Point area of north Widnes.

United Utilities have stated that they wish to reach agreement with local authorities to produce a strategy to deal with highway drainage and gully connections. Key and local objectives will be discussed at the Partnership meeting on 10th November and a verbal update will be given to the Board on progress.

- 3.8 The report to the Board in June indicated that the EA had offered to jointly fund a post that will take on a co-ordinating and advising role across LLFAs to support their work on Flood Risk Assessments and SWMPs. Originally, Halton was to partner the Merseyside authorities, however following further discussion with the EA it has been agreed that we would join with Warrington, St Helens and the Cheshire Authorities to share this support, with each authority contributing £5000 toward the cost. This arrangement fits better with the cross-boundary work in connection with the SWMP and with the Housing Growth Point.
- 3.9 A report to Executive Board Sub Committee on 23rd September 2010 detailed Halton's response to a Defra consultation on the future funding of the Lead Local Flood Authority Role (Minute ES37 refers). In the consultation papers, Defra had indicated a distribution of funding based on a total of £36m being available to LLFAs, however the level of funding available was subject to the outcome of the Comprehensive Spending Review. It has been reported that Defra's capital budget has been reduced by 34% over the course of the CSR period. As yet there are no details available about where cuts will be targeted, although the Government has indicated that improving flood protection remains a priority. We await further information on what funding will be available to Halton in the future to undertake the new duties and responsibilities under the Flood and Water Management Act, and to develop and implement options identified within the SWMP to mitigate the effects of flooding.

4.0 POLICY IMPLICATIONS

The SWMP concept is recognised and promoted within Planning Policy Statement PPS25, and sits within a policy framework of plans and strategies for flood risk management (such as Strategic Flood Risk Assessments, Catchment and Shoreline Management Plans). Whilst there are no specific policy implications in relation to this progress report, future reports brought before the Board will propose policy directions and recommendations. Ultimately, the SWMP will ultimately inform a Local Flood Risk Management Strategy for Widnes.

5.0 OTHER IMPLICATIONS

5.1 Resource Implications

The SWMP is funded by grant from Defra. The grant covers work involved in the surface water management studies, risk assessments and the identification and assessment of measures to mitigate the causes of flooding. It does not cover works or the implementation of the action plan. In-house staff resources within the Highways Transportation and Logistics Department are being supplemented by specialist consultants to undertake the study.

5.2 Sustainability

The purpose of the SWMP study is to identify sustainable management responses to surface water flooding. The SWMP Action Plan then enables Partners to make sustainable surface water management decisions that are evidence and risk based, and take account of stakeholders' views and preferences, and the effects of climate change.

5.3 Legal Implications

The preparation of a SWMP will assist Halton to meet its duties and responsibilities as Lead Local Flood Authority under the Flood and Water Management Act 2010.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

There are no implications associated with this report.

6.2 Employment, Learning and Skills in Halton

There are no implications associated with this report.

6.3 A Healthy Halton

There are no implications associated with this report.

6.4 A Safer Halton

There are no implications associated with this report.

6.5 Halton's Urban Renewal

The outputs from a SWMP study are likely to be of considerable value to the spatial planning and development process. In return planners and developers may assist in the achievement of aspects of the action plan. The plan will help to promote sustainable development and support a more strategic approach to implementing surface water drainage infrastructure.

7.0 RISK ANALYSIS

There are no key risks associated with the proposed action to continue preparation of the SWMP at the present time, and a full risk assessment is not required. However, as options to mitigate flood risk are developed and assessed, and an action plan is agreed between the Partners, there may be a risk that the expectations of stakeholders, residents etc., to resolve flooding issues and reduce flood risk, are raised to a level that may not be easy to meet with the limited resources available. Additionally, some solutions may require the co-operation of landowners, developers or riparian owners for example. The engagement of stakeholders during this part of the process will be key to delivering an action plan that is both realistic and achievable.

8.0 EQUALITY AND DIVERSITY ISSUES

There are no Equality and Diversity issues in relation to this report.

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

Document	Place of Inspection	Contact Officer
Early Action Bid for funding from Defra	Highways Development Division, Rutland House, Halton Lea, Runcorn	Dave Cunliffe
Report to Executive Board Sub Committee (23 rd September 2010) Defra Consultation on Distributing Funding for Local Flood Risk Management	Highways Development Division, Rutland House, Halton Lea, Runcorn	Dave Cunliffe

DEFRA Generic Objectives for Surface Water Management Plans

- we will map current and potential surface water flood risk areas, irrespective of source, and engage the community and all stakeholders to share this knowledge;
- we will determine the consequences of surface water flooding, now and in the future, so that we can establish our priorities and understand and compare the merits of different mitigation strategies;
- we will identify effective, affordable, achievable and, cost-beneficial measures to mitigate surface water flood risk which achieve multiple benefits where possible;
- we will develop a strategy to inform the strategic planning of drainage provision in large new developments;
- we will develop an implementation plan showing how partners and stakeholders will work together to finance and implement the preferred strategy, and;
- we will periodically review the plan and monitor the effectiveness of chosen solutions.

REPORT TO: Environment and Urban Renewal Policy
Performance Board

DATE: 24th November 2010

REPORTING OFFICER: Strategic Director, Environment and Economy

SUBJECT: Local Transport Plan Progress Report

WARDS: All

1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to advise Members on the progress that was made during 2009/10 on implementing the capital programme of schemes to support the strategies and policies contained within Halton's second Local Transport Plan (LTP2).

2.0 RECOMMENDATION: That

- (1) The progress made during 2009/10 is welcomed.**

3.0 SUPPORTING INFORMATION

- 3.1 In March 2006, Halton submitted its second LTP to the Department for Transport (DfT) for approval. This covered the five year period from 2006/07 to 2010/11.
- 3.2 For the first financial year of LTP2, (2006/07), a brief progress report was required and submitted to the DfT, the contents of which were presented to Urban Renewal PPB on the 19th September 2007. In the subsequent financial year a more comprehensive progress report (Local Transport Plan 2006/07 to 2010/11, Mid Term Review) was required covering the first two years of delivery and this was approved by Executive Board and submitted to DfT in September 2008. A progress report was produced for 2008/09, but this was not a DfT requirement. In August 2010 DfT advised that LTP progress reports were no longer required. However, like 2008/09, a progress report has been produced in order to assist with the management of expenditure.
- 3.3 This report summarises the programme of works and initiatives undertaken in 2009/10 and also describes the progress that has been made against the performance indicators contained within LTP2.

Local Transport Plan Capital Programme

- 3.4 The following tables give a summary of the actual expenditure for 2009/10.

Table 1: Summary of LTP Maintenance Expenditure 2009/10

	Actual Expenditure (000)
Bridge maintenance	5,388
Road maintenance	1,525
Total Bridges and Roads	6,913

- 3.5 Major bridge maintenance activity within the SJB complex has continued in 2009/10 boosted by the Primary Route Network Bridge Maintenance funding of £14.3m awarded by the Government for the duration of the term of LTP2.
- 3.6 Major bridge maintenance works are being delivered through the Bridge Maintenance Partnership Contract the Council has entered into with Balvac Ltd.

Table 2: Summary of LTP Integrated Transport Expenditure 2009/10

	Actual Expenditure (000)
Local Safety Schemes	119
Quality Corridors	686
Interventions outside QCs	745
Other Improvements	279
Total for IT	1,829

- 3.7 A range of local safety schemes, quality corridor and sustainable transport improvements were completed during the year. Quality corridor work focused upon the Ditton/Halebank area, where pedestrian route improvements and bus stop upgrades were implemented along Hale Road from The Ball of Ditton to Halebank. On the North-South corridor route, work was carried out in the Leigh Avenue / Deacon Road / Appleton Village area. Junction improvements were undertaken at the eastern gateway to the Town Centre, in support of new developments. Off-corridor walking and cycling route improvement works were carried out at a variety of locations including Hale Village, Palacefields / Brookvale and Upton Rocks. Design work and infrastructure improvements in connection with major schemes at bus and railway stations (Widnes and Hough Green) were also undertaken. These schemes have two-year delivery programmes scheduled for completion by the end of 2010/11.

- 3.8 In total, a sum of £8,742,000 has been spent on the LTP Maintenance and Integrated Transport Programme during 2009/10; further details of which can be found in Appendix 1.

Performance

- 3.9 In order to measure our progress during LTP2, an extensive list of challenging mandatory and local performance indicators were developed covering key areas of work. These are shown in detail in Appendices 2 & 3.
- 3.10 During 2009/10 good progress was made toward the achievement of the targets set. An analysis of progress against all the targets that can be reported on, has revealed that:
- 87% of mandatory indicators were on target; and
 - 86% of all indicators were on target.

This provided a good base up on which further improvements can be made during 2010/11, the final year of LTP 2.

4.0 POLICY IMPLICATIONS

- 4.1 There are no specific policy implications resulting from this report.

5.0 OTHER IMPLICATIONS

- 5.1 Details of the LTP Capital expenditure for 2009/10 are described within Appendix 1.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

Good progress was made to improve the accessibility of children and young people's services in the Borough especially through the development of School Travel Plans and by reducing the long term road casualties involving children.

6.2 Employment, Learning and Skills in Halton

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

6.3 A Healthy Halton

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

6.4 A Safer Halton

In 2009/10 a proportion of the Halton LTP capital programme was targeted at delivering further local safety schemes across the Borough.

6.5 Halton's Urban Renewal

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

7.0 RISK ANALYSIS

The Halton Local Transport Plan capital is closely managed by the Authority, to reduce the risks associated with the delivery of the LTP Capital Programme and the achievement of its targets.

8.0 EQUALITY AND DIVERSITY IMPACTS

The various schemes developed or implemented as part of the 2009/10 LTP Capital Programme are designed so as to not disadvantage any particular section of the community and have due regard to the needs of groups with special needs including, for example, the disabled.

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

Document	Place of Inspection	Contact Officer
Halton's Local Transport Plan 2006/7 – 2010/11	Rutland House	Steve Eccles 0151 906 1541
LTP 2 2006/7 – 2010/11 Mid-Term Review	Rutland House	Steve Eccles

Appendix 1, Details of LTP Capital Programme 2009/10

Scheme Type / Description	Cost (£000s)
Road Maintenance	
Structural Maintenance of Carriageways	439
Independent footpath Network	136
Footway Reconstruction	698
Lighting	193
Cycleways	59
Total for Roads	1,525
Bridge Assessment, Strengthening and Maintenance	
Bridge Assessment & Strengthening	16
Bridge Maintenance on SJB Complex and Associated Bridges	4,758
Minor Bridge Works (on SJB Complex and Associated Bridges)	59
Other Bridge works	555
Total for Bridges	5,388
Total for Roads and Bridge Maintenance	6,913
Integrated Transport Block	
Local Safety Schemes	119
Quality corridors	
Walking	341
Cycling	112
Bus Route Improvements	200
Local Safety Schemes	33
Interventions Outside Quality Corridors	
Walking/PROW	116
Cycling/ Greenways	102
Bus Shelter Renewals	91
Bus Access Improvements	28
Integrated Transport Initiatives	114
Bus Interchanges	243
Intelligent Traffic Systems	29
Accessible Buses/Minor Improvements	10
School Travel Plan Support	12
Other Improvements	
Rail Station Improvements	279
Total for Integrated Transport Block	1,829
Total for Roads & Bridge Maintenance and Integrated Transport Block	8,742

APPENDIX 2 LTP2 Mandatory Indicators

LTP		Halton						Actual and Trajectory Data										Performance Monitoring	Notes
Core Indicator	Definitions	Year Type	Units	Year	Value			2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11				
Road Condition (% of network in need of further investigation)	(1) Principal Roads - BVPI223	Financial	Percentage	Base Data	2004/05	22.53%	Actual Figures	N/A	22.53%	1.44%	2.00	1.00%	1.00%	1.00%		Green	Within target. Sound existing construction and the investment made in the structural maintenance, has enabled Principal Roads to withstand deterioration due to severe winter weather.		
				Target Data	2010/11	2.00%	Trajectory				2.25%	2.00%	2.00%	2.00%	2.00%				
	(2) Classified, non-principal, roads - BVPI224a	Financial	Percentage	Base Data	2005/06	2.2	Actual Figures	XX	XX	2.20%	6.00	4.00%	3.00%	3.00%		Green	Within target. Sound existing construction and the investment made in the structural maintenance, has enabled Classified Roads to withstand deterioration due to		
				Target Data	2010/11	4	Trajectory				6.00%	6.00%	4.00%	4.00%					
(3) Unclassified roads - BVPI224b	Financial	Percentage	Base Data	2003/04	6.71%	Actual Figures	6.71%	3.21%	12.90%	8.00	8.00%	8.00%	11.00%		Red	The recent severe winters have taken toll on local carriageway condition. However, over £400k was invested in structural maintenance of unclassified roads last year, which will have prevented more severe deterioration			
			Target Data	2010/11	9.00%	Trajectory				9.00%	9.00%	9.00%	9.00%						
Total killed and seriously injured casualties - BVPI99(x)	Reduce K.S.I. To 70 by 2010 (5 year average)	Calendar	Casualties (5 year average)	Base Data	1994-98	157	Actual Figures	157	89 (2003)	83 (2004)	72 (2005)	68 (2006)			54.2	Green	N.B. These are 5 Year average figures		
				Target Data	2010	71 (2010)	Trajectory				72 (2006)	72 (2007)	72 (2008)	71 (2009)	71 (2010)				
Child killed and seriously injured casualties - BVPI99(y)	Reduce C.K.S.I. To 13 by 2010 (5 year average)	Calendar	Casualties (5 year average)	Base Data	1994-98	33	Actual Figures	33	18 (2003)	18 (2004)	15 (2005)	12 (2006)			8.6	Green	N.B. These are 5 Year average figures		
				Target Data	2010	13 (2010)	Trajectory				14 (2006)	14 (2007)	13 (2008)	13 (2009)	13 (2010)				
Total slight casualties - BVPI99(z)	Reduce Slight Casualties To 532 by 2010.	Calendar	Casualties	Base Data	1994-98	627	Actual Figures	627	538 (2003)	555 (2004)	514 (2005)	493 (2006)			374	Green	Yearly total of just 374 in 2009 well below anticipated levels.		
				Target Data	2010	532 (2010)	Trajectory				548 (2006)	544 (2007)	540 (2008)	536 (2009)	532 (2010)				
Total local public transport patronage in target	Thousands of passenger journeys (i.e. boardings) per year in the authority	Financial	Thousand passenger journeys	Base Data	2003/04		Actual Figures	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
				Target Data	2010/11		Trajectory	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A				
of which number of bus passenger journeys - BVPI102		Financial	Thousand passenger journeys	Base Data	2003/04	6,003,152	Actual Figures	6,003,152	5,824,182	5,514,932	6,071,996	59,400.00	6,230,000.00	6,219,683.00		Green	Target figure virtually achieved, passenger journeys on both Dial-a-Ride and Women's Safe Transport services increased significantly during the year.		
				Target Data	2010/11	6,697,000	Trajectory				6,436,300	6,565,000	6,230,000	6,230,000					
Satisfaction with local bus services-BVPI104(tri-annually)		Financial	Percentage	Base Data	2003/04	59.9%	Actual Figures	59.9%	N/A	N/A	63.00%					N/A	This indicator has been withdrawn due to lack of consistency of the way in which the data was gathered.		
				Target Data	2009/10	69.00%	Trajectory				N/A	N/A	69.00%	N/A					
Footway condition - BVPI187 (% of the category 1, 1a and 2 footway network where structural maintenance should be considered.)		Financial	Percentage	Base Data	2004/05	25.12%	Actual Figures		25.12%	22.40%	23%					N/A	A new method of measurement for this indicator has been agreed with the DfT and a new target is to be set.		
				Target Data	2010/11	25%	Trajectory						N/A	N/A					

APPENDIX 2 LTP2 Mandatory Indicators

LTP		Halton						Actual and Trajectory Data										Notes
Core Indicator	Definitions	Year Type	Units		Year	Value		2003	2004	2005	2006	2007	2008	2009	2010		Notes	
LPT1 A- Accessibility target	To increase the percentage of households who live in the top five most deprived Wards in the Borough who do not have access to a car living within 40 minutes travel time to Whiston Hospital from 29% in 2005 to 40% in 2007 and 100% in 2008,2009 and 2010.	Calendar	Percentage	Base Data	2005	29.00%	Actual Figures	N/A	N/A	29.00%	29.00%	100.00%	100.00%	100.00%		Green	100% is maintained due to Working Neighbourhoods funding to sustain the links to work and hospital links discounted taxi service. This will be maintained for 2010/11 as funding has been secured for this period.	
				Target Data	2010	100.00%	Trajectory				40.00%	100.00%	100.00%	100.00%				
LPT1 B- Accessibility target	To increase the percentage of households who live in the top five most deprived Wards in the Borough who do not have access to a car living within 40 minutes travel time to Warrington Hospital from 0% in 2005 to 20% in 2007 and 100% in 2008, 2009 and 2010.	Calendar	Percentage	Base Data	2005	0.00%	Actual Figures	N/A	N/A	0.00%	0.00%	100.00%	100.00%	1000.00%		Green	100% is maintained due to Working Neighbourhoods funding to sustain the links to work and hospital links discounted taxi service. This will be maintained for 2010/11 as funding has been secured for this period	
				Target Data	2010	100.00%	Trajectory				0.00%	20.00%	100.00%	100.00%				
LPT1 C- Accessibility target	To increase the percentage of 16-19 learners who live in the top five most deprived Wards in Halton living within 30 minutes travel time by public transport to the Bridgewater Campus from 84% in 2005 to 90% in 2007 and 89% in 2010.	Calendar	Percentage	Base Data	2005	84.00%	Actual Figures	N/A	N/A	84.00%	84.00%	86.00%	82.00%	93.00%		Green	All targets have been exceeded, this is particularly due to the introduction of four new college bus services operated by Halton Transport Ltd. The services are operated commercially with a level of funding provided from Riverside College directly to the bus company.	
				Target Data	2010	89.00%	Trajectory				84.00%	90.00%	87.00%	82.00%	89.00%			
LPT1 D- Accessibility target	To increase the percentage of 16-19 learners who live in the top five most deprived Wards in Halton living within 30 minutes travel time by public transport to the Widnes Campus from 89% in 2005 to 95% in 2007 and 93% in 2008	Calendar	Percentage	Base Data	2005	89.00%	Actual Figures	N/A	N/A	89.00%	89.00%	89.00%	86.00%	98.00%		Green	All targets have been exceeded, this is particularly due to the introduction of four new college bus services operated by Halton Transport Ltd. The services are operated commercially with a level of funding provided from Riverside College directly to the bus company.	
				Target Data	2010	93.00%	Trajectory				89.00%	95.00%	91.00%	86.00%	93.00%			
LTP2 - Change in area wide road traffic mileage		Calendar	Vehicle Kilometres	Base Data	2004	1,020	Actual Figures	1,002	1,000	1,020						N/A	Data to be supplied by DIT	
				Target Data	2010	1,126	Trajectory				1,040	1,061	1,082	1,104	1,126			
LTP3 - Cycling trips (annualised index)		Financial	Index based on 2003/04 = 100	Base Data	2003/04	100 (44)	Actual Figures	100 (44)	136 (60)	148 (65)	159 (70)	157 (69)				N/A	The base data is set from a few sites in Runcorn, and we need to look at future data including counter sites in Widnes and this can only be achieved with a new base line. This years data will not be available due to the counter positioned on the bridge approach being removed for works, this is still in need of being replaced	
				Target Data	2010/11	205 (90)	Trajectory				159 (70)	170 (75)	182 (80)	193 (85)	205 (90)			
LTP4 - Mode share of journeys to school	Share of journeys by car (including vans and taxis), excluding car share journeys	Financial	Percentage	Base Data	2006/07	34.7 (4,923)	Actual Figures	N/A	N/A	N/A	34.7 (4,923)	34.4 (5,613)	34.7	33.8		Green	Targets exceeded following promotion of STP initiatives and support to all schools.	
				Target Data	2010/11	34.00%	Trajectory				N/A	N/A	34.80	34.40	34.10			34.00

APPENDIX 2 LTP2 Mandatory Indicators

LTP		Halton						Actual and Trajectory Data										Notes
Core Indicator	Definitions	Year Type	Units		Year	Value		2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes	
LTP5 - Bus punctuality indicator	% of buses starting route on time	Financial	Percentage	Base Data	2005/06	96.8%	Actual Figures	N/A	N/A	96.8%	97.1%	97.4	96.6	89.84		Red	Bus operating companies have reported that roadworks have been a major contributing factor to this indicator not being met.	
				Target Data	2010/11	98.0%	Trajectory				97.0%	97.3%	97.5%	97.5%	97.6%			
		Financial	Percentage	Base Data	2005/06	75.1%	Actual Figures	N/A	N/A	75.1%	80.9%	84.8%	83.2%	83.37		Green		Target of 84% not achieved. However there has been an improvement on the previous years figure.
				Target Data	2010/11	84.0%	Trajectory					78.7%	85.2%	84.0%	85.0%			
	% of buses on time at intermediate turning points	Financial	Percentage	Base Data	2005/06	71.2%	Actual Figures	N/A	N/A	71.2%	66.0%					N/A	Target no longer measured.	
				Target Data	2010/11	80.0%	Trajectory					74.7%	76.5%	78.2%	80.0%			
		Financial	Percentage	Base Data	2005/06	N/A	Actual Figures	N/A	N/A	N/A	N/A	N/A	1.14	0.07	N/A	Green		This is the first year we have reported on this indicator with an improvement on the base line data for 08/09.
				Target Data	2010/11		Trajectory						N/A	1.10	1.05			
	% of buses on time at non-timing points.	Financial	Percentage	Base Data	2005/06		Actual Figures											
				Target Data	2010/11		Trajectory											
		Financial	Minutes	Base Data	2005/06		Actual Figures											
				Target Data	2010/11		Trajectory											

APPENDIX 3 LTP2 Non-Mandatory Indicators													
Target No.	Local Performance Indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline Data 2003/4 (unless otherwise stated)	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	Source of Data	Performance Assessment	Notes/Comments
L1	Number of passengers trips on accessible transport services	Increase to 119,400 by 2010/11.	110,806.00	111,635.00	112,600.00	132,675.00	183,877.00	227,040.00	241,810.00	255,000.00	Information from Halton Community Transport - Annually.	Green	Targets have been increased to reflect the increased level of performance achieved.
L2	% of Rural households within 800m. walk of an hourly or better bus service	Maintain at 96.7% until 2010/2011	96.70%	96.70%	96.70%	96.70%	96.70%	96.70%	96.70%	96.70%	H.B.C. Survey	Green	Figure maintained due to bus services remaining stable in rural areas
BVPI 100	Number of days of temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per kilometre of traffic sensitive road	0.6 days/km by 2010/11	0.65	1.33	1.1	0.3	0.31	0.5	0.05	0.6	Councils own records	Green	Well below target.
BVPI 103	Percentage of users satisfied with local provision of public transport information	Increase satisfied users to 58.8% by 2009/10	55%	No Survey Data available	N/A	55.0%	N/A	N/A	N/A	N/A	H.B.C. Sample survey in accordance with DfT guidance (Tri-annually)	N/A	This indicator has been withdrawn due to lack of consistency of the way in which the data was gathered.
BVPI 165	Percentage of Pedestrian crossings with facilities for disabled people	Maintain at 67% until 2010/2011	95%	100%	100%	87.8%	67%	67%	70%	67%	Council's own records	Green	We are ahead of target but there is no programme to upgrade other sites to be compliant.

BVPI 178	Total length of footpaths and other rights of way that are easy to use, as a percentage of the total length of all rights of way	Maintain at 88% set until 2010/11	95%	96%	96%	94%	94%	88%	85%	88%	Local Survey every six months	Red	The target appears not to have been met. However this is a provisional figure which has been calculated by an outside agency rather than the Councils PROW officer, using simpler methods than previous years. Lack of staff resources due to absence has also meant that some basic interventions such as signage which would have boosted the score have not been
L8	Percentage increase of bus stops with Quality Corridor features	Increase the number of accessible bus stops to 30% by 2010/11	14%	24%	25%	32%	34%	44%	46%	46%	Annual local survey (Total number of bus stops is 603)	Green	
L9	Number of bus stops/shelters with information displays	Increase to 570 by 2010/11	383	425	442	470	485	529	N/A	570	Annual local survey	Green	Indicator on target. There are currently 550 bus stops with information.
L3	NOT ALLOCATED												
L4	NOT ALLOCATED												
L5	Number of Park and Ride spaces at rail stations	Increase spaces to 580 by 2010/11	520	520	520	520	560	520	560	580	Annual local survey	Red	Although the target was missed, a new multi story car park at Runcorn Mainline Station was completed in May 2009 providing an additional 307 spaces.
L6	Percentage of schools with School Travel Plans in place	Increase to 100% of all schools by 2010/11	18%	38%	40%	53%	69%	87%	100%	100%	Councils own records	Green	The number of schools included in the scheme has varied over the years but at completion of the project we had 75 qualifying schools and seven other 'specials' which we did not have to produce plans for due to the very low (or no) numbers of pupils.

L7	Percentage of local firms (of more than 100 employees) having a Commuter Plan in place	Increase to 63% of major firms by 2010/11	6%	11%	23%	31%	41%	53%	60%	63%	Council's own records initially then surveys	Green	Targets have been revised upwards to take into account improved performance.
L10	Number of new bus shelters	Increase to 80 by 2010/11	6	16	18	35	46	56	70	80	Annual local survey	Green	Targets have been revised upwards to take into account improved performance.
L11	Number of replacement bus shelters	Increase to 75 by 2010/2011	17	32	35	40	44	50	75	75	Annual local survey	Green	Following a review of the replacement shelter programme all old style shelters have now been replaced.
L12	Number of Personalised Journey Plans issued per year	Increase to 1250 by 2010/11	932	1000	1382	1140	1616	1186	1205	1250	Council's own records	Green	Targets have been revised upwards to take into account improved performance.
L13	Damage of roads and pavements (% of reported incidents repaired or made safe within 24hrs)	Increase proportion repaired/made safe in 24hours to 98% by 2010/2011	95.71%	98.00%	98.00%	99.71%	99.58%	98.47%	98.81%	98.00%	Council's own records	Green	Urgent repair response is within target

REPORT:	Environment & Urban Renewal Policy & Performance Board
DATE:	24 November 2010
REPORTING OFFICER:	Strategic Director, Environment & Economy
SUBJECT:	Annual Road Traffic Collision & Casualty Report
WARDS:	Boroughwide

1. PURPOSE

1.1 To report road traffic collision and casualty numbers within the Borough in the year 2009 and to recommend a continuance of road traffic collision reduction work.

2. RECOMMENDATIONS

It is recommended that:

- 1) the overall progress made on casualty reduction in Halton be noted and welcomed;**
- 2) an ongoing programme of road traffic collision reduction schemes and road safety education, training and publicity be endorsed subject to resource availability; and**
- 3) concerns with regard to the achievement of further casualty prevention, as a result of resource reductions, be noted.**

3. SUPPORTING INFORMATION

3.1 The report attached as Appendix 'A' sets out full details of the numbers of traffic collisions and casualties in the year 2009, and compares these figures with those for previous years. These results are exceptionally good. The report also gives details of progress towards various national targets for casualty reductions and highlights concerns regarding the resources available to continue this work at its present level in the future.

3.2 In summary during 2009:

- There were 291 road collisions involving personal injury in Halton, producing 415 casualties, both totals being the lowest in over 20 years;
- 39 of the casualties were classed as serious, and there were 2 deaths. The total of 41 serious injuries or deaths is the lowest in over 20 years;
- The child serious injury and fatality total of 4 represents a large, if probably unsustainable, reduction from the total of 11 in 2008;

- The number of people of all ages being slightly injured fell from 435 in 2008 to just 374;
- Casualty numbers in the three key nationally set target areas remain well below the 2010 final target levels.

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

3.4 Although the 2009 total of just 4 casualties in the children killed or seriously injured category is an excellent and welcome result, as can be seen in Appendix 'A', there is considerable numeric volatility in this category and this yearly total is unlikely to be routinely repeated or bettered. However, a recent child safety audit and intensive accident data analysis work will be used to inform all future work in this area with the aim of producing consistently low casualty numbers in this category.

3.5 All schools in Halton now have School Travel Plans in place, but because of the scheduled withdrawal of government grant support for this service at the end of the current financial year, these documents with their safety-based implementation plans are unlikely to be carried through without another funding source being identified.

3.6 Last year the previous government, through the DfT., consulted on a series of road casualty reduction targets that it was proposing to set for the year 2020. With the change in national government, these targets have not been confirmed. The national focus of future casualty reduction work thus remains unclear.

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

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

4.0 FINANCIAL IMPLICATIONS

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

- **The Local Transport Plan** - Provides capital funding for engineering based casualty reduction schemes and part funds the Safe Routes to School initiative which is currently set to end on 31 March 2011;
- **Halton's Revenue Programme** – Provides funding for local road safety education, training and publicity initiatives, the School Crossing Patrol Service and traffic management measures; and
- **The Cheshire Safer Roads Partnership:** The partnership is funded through Halton's, Cheshire West and Chester's, Cheshire East's and Warrington's Road Safety Grants, which to date have been used to support pan Cheshire safety camera enforcement and strategic road safety, education, training and publicity initiatives. The new government has already cut the capital and revenue funding in this area with a direct impact on the support for initiatives and road safety officer staff numbers locally. The Road Safety Capital Grant (£75k) has been cut in entirety whilst the Road Safety Revenue Grant has been cut by 27% (£90k). In its recent CSR announcement the Government did not confirm this funding will be renewed in its current form beyond March 2011 and it is likely that funding that maybe available for road safety will be contained within the Council's formula grant allocation. It is not possible to say therefore at this stage what will be available for road safety in 2011/12 and beyond. Consequently, the entire future of the Partnership remains in doubt. Members of the Partnership are currently working to review the options for sustaining it beyond March 2011.

5.0 RISK ANALYSIS

5.1 There is a variable and uncertain road safety risk associated with failure to implement an effective annual programme of road traffic accident prevention measures. Failure to implement a programme or a lessening of current resource allocations could lead to an escalation of accident and casualty numbers.

6. POLICY IMPLICATIONS

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

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

7.1 A Safer Halton

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

7.2 Children & Young People in Halton

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

7.3 A Healthy Halton

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

7.4 Employment, Learning and Skills in Halton.

There are no direct implications for this priority.

7.5 Halton's Urban Renewal.

There are no direct implications for this priority

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 There are no direct equality and diversity issues associated with this report.

9. OTHER IMPLICATIONS

9.1 There are no direct social inclusion, sustainability, best value, legal or crime and disorder implications resulting from this report.

BACKGROUND PAPERS

There are no background papers under section 100D of the Local Government Act 1972.

2009 saw dramatic reductions in the number of road traffic accidents and consequent casualties in Halton relative to those sustained in 2008, and below the trend line levels of recent years. Over just one year:

Serious injuries & deaths (KSI) fell from 59 to 41

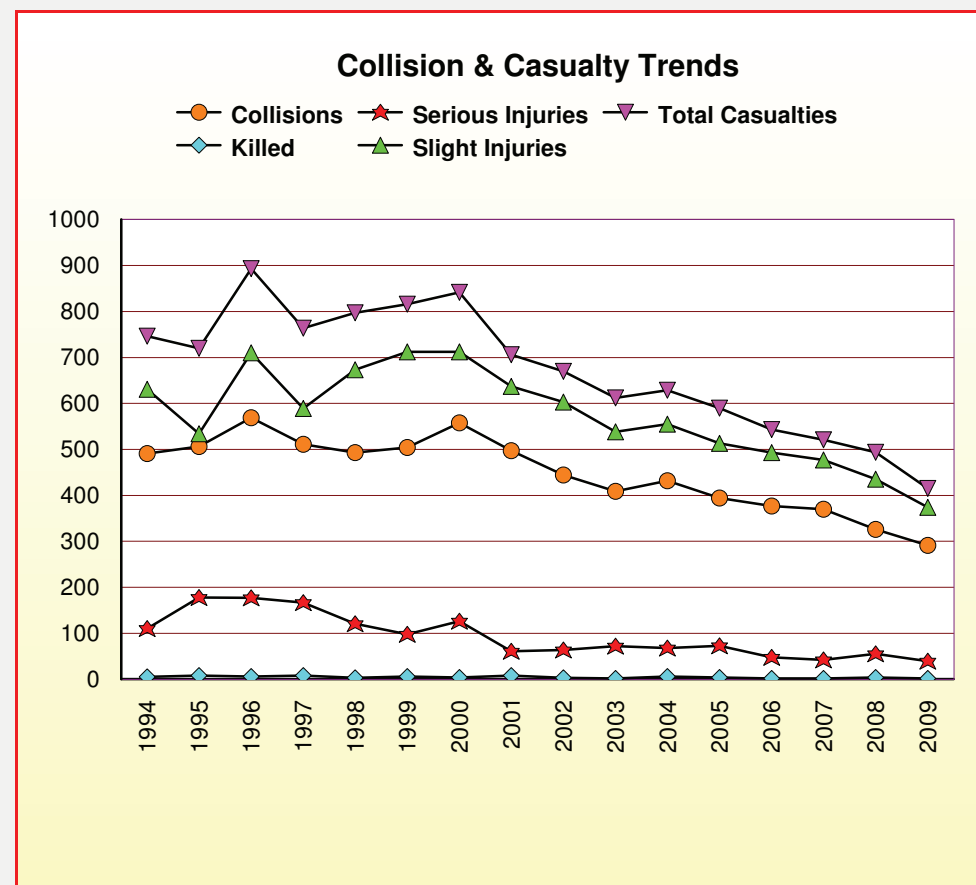
Child serious injuries (CKSI) fell from 11 to just 4

Slight casualty numbers (SLI) fell from 435 to 374

Halton is still comfortably on course to meet the Government's casualty reduction targets in 2010 with casualty numbers at their lowest level in over 20 years.

Year	Collisions	Deaths	Seriously Injured	Slight Injuries	Total Casualties
1994	491	5	110	631	746
1995	506	8	178	534	720
1996	569	6	177	710	893
1997	511	8	167	589	764
1998	493	3	121	673	797
1999	504	6	98	712	816
2000	558	4	126	712	842
2001	497	8	61	637	706
2002	444	3	64	603	670
2003	409	2	72	538	612
2004	432	6	68	555	629
2005	394	4	73	513	590
2006	377	2	48	493	543
2007	370	2	42	477	521
2008	326	4	55	435	494
2009	291	2	39	374	415

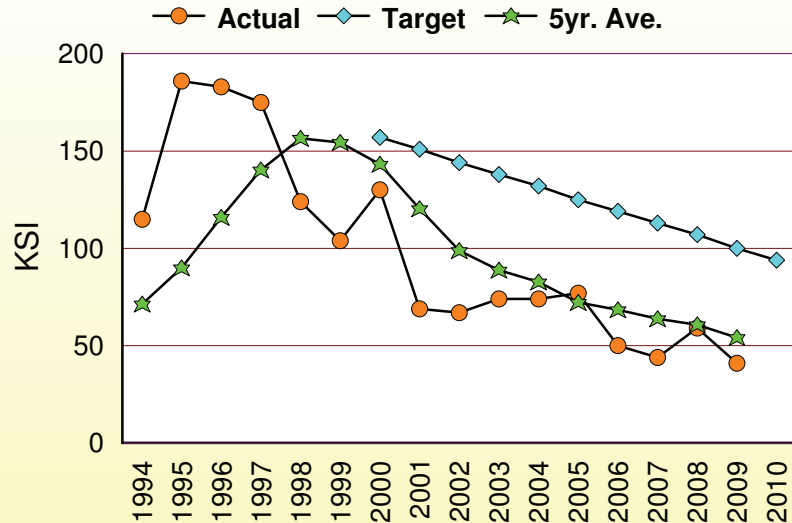
Halton 2009 Traffic Collisions Review



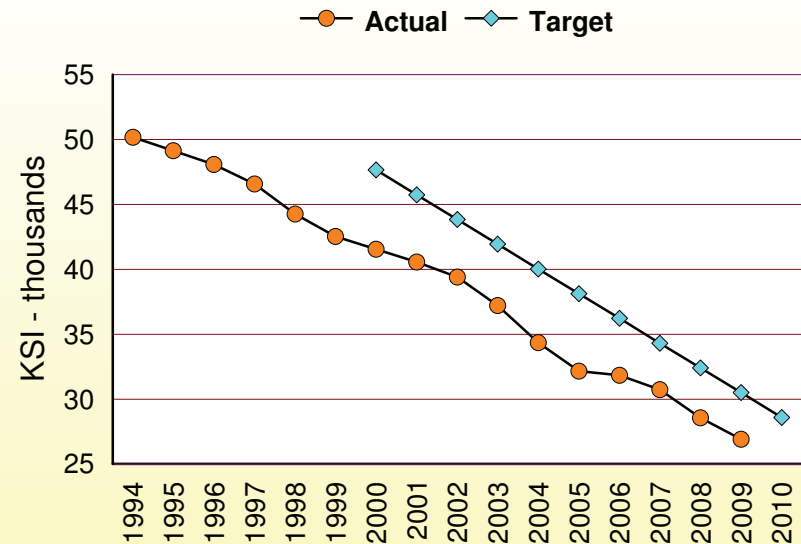
Killed/Seriously Injured All Ages (KSI) (National indicator)

	94-98 average	2008	2009	% change over base for 2009	% change 2008-2009
Halton	157	59	41	-74% down	-30% down
National	47,656	28,572	26,912	-44% down	-6% down

Halton KSI Trends & Targets



National KSI Trends & Targets



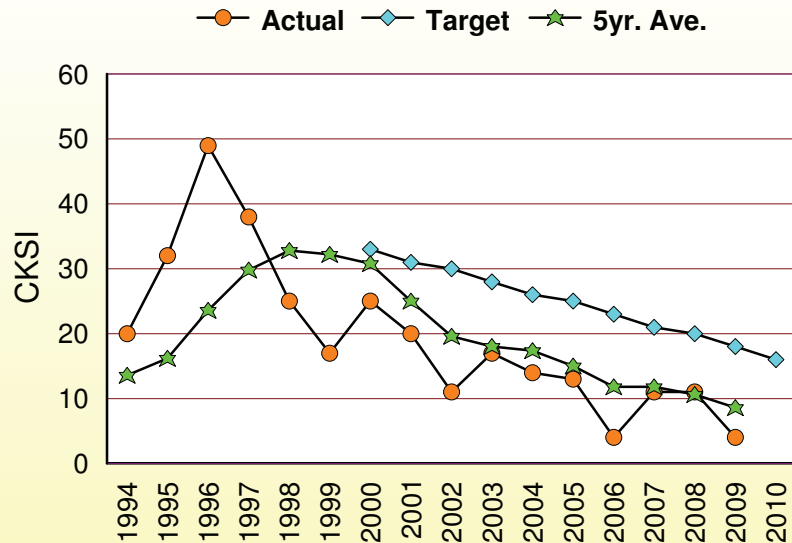
Due to the very low KSI numbers that occur annually in Halton, year to year numeric volatility is clearly an issue. However, the clear downward general trend is very good news and the five year rolling average figure gives a more stable view of the KSI trends.

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

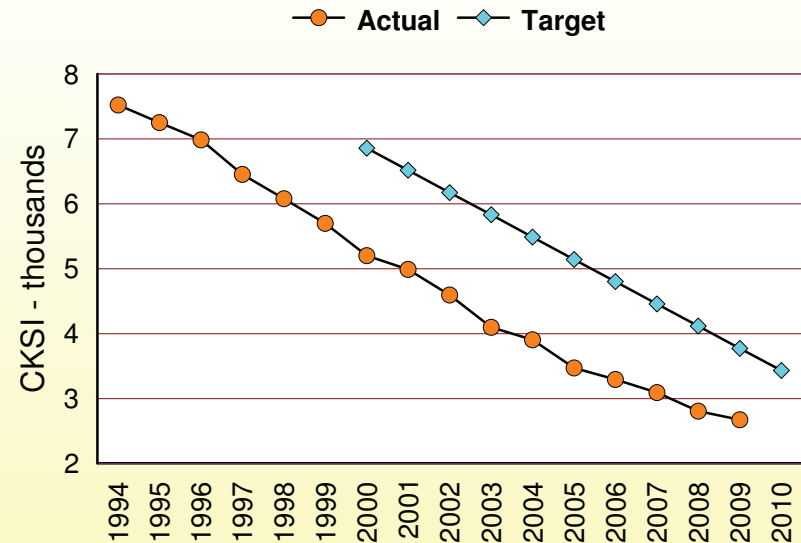
Children Killed/Seriously Injured (CKSI) (*National indicator*)

	94-98 average	2008	2009	% change over base for 2009	% change 2008-2009
Halton	33	11	4	-88% down	-64% down
National	6,860	2,807	2,671	-61% down	-5% down

Halton CKSI Trends & Targets



National CKSI Trends & Targets

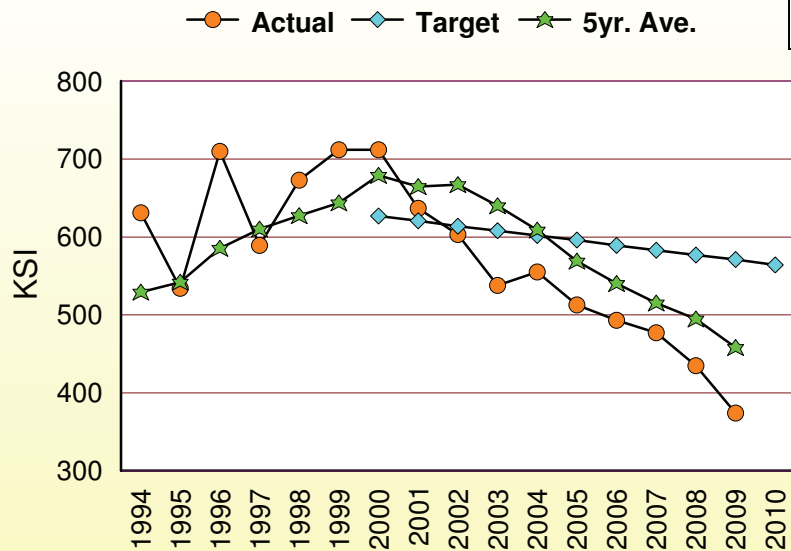


Although 2009 produced very few casualties in this category, statistical volatility remains a concern when dealing with such small numbers and single year to single year comparisons are of little merit in Halton. It is clear though that years of road safety education, training and publicity, engineering and school travel plan work has produced a clear decline in child KSI numbers and the general downturn in the five year average is particularly, welcome. Reaching the 2010 national reduction target of 50% is not an issue.

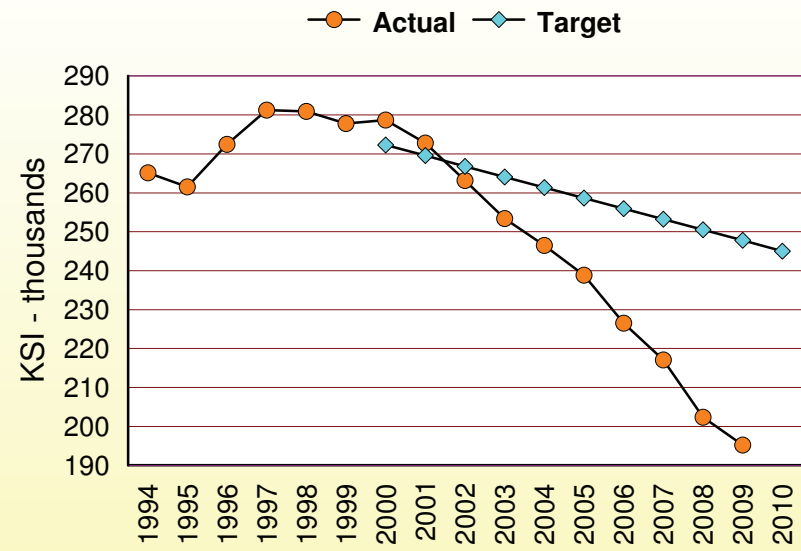
Slight Injuries, All Ages (SLI) (*National indicator*)

	94-98 average	2008	2009	% change over base for 2009	% change 2008-2009
Halton	627	435	374	-40% down	-14% down
National	272,272	202,333	195,234	-28% down	-4% down

Halton Slight Injuries Trends & Targets



National Slight Injuries Trends & Targets



All figures for slight casualties are expressed as a pure number that have or may occur, not as a rate per distance travelled which is the basis of Government reduction targets. The total for 2009 represents another large reduction in the number of SLI casualties in Halton and continues the downwards trend since 2000.

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

Further Large Reductions in the 2009 Road Casualty Figures.

2009 produced far fewer casualties across all the categories considered and it was an exceptional year in the long campaign to increase safety on Halton's roads.

The year to year fluctuations in victim numbers across the various casualty categories have always been a problem in Halton, producing excessive swings in the individual year totals. It is for this reason that Halton shows a five year rolling average to produce more stable results in analysing patterns. No matter how the results are viewed though, it is clear that the overall downward trends are clear and well established and at the lowest levels for over 20 years.

Although it is evident that Halton will meet its national targets in 2010, there appear to be no 'easy fixes' that will secure large scale reductions in casualty numbers in the future and permit continuation of the rapid progress of recent years.

The impact of traffic accident injuries on individuals and their families must not be forgotten and it is important that no effort is spared in continuing to secure further reductions in the road casualties recorded in Halton. Savings will continue being sought through a wide range of initiatives including traditional engineering work, the use of safety cameras and road safety education, training and publicity. Up until now, the Partnership has focussed on engagement with key high risk groups to change road safety attitudes and behaviour and thereby reduce the casualties incurred, complimenting work undertaken at a local level by Halton officers. We will continue to work with our partner organisations including Cheshire Safer Roads Partnership, though with funding cuts at a national level, the resources to support initiatives and staff locally will simply not be there in the years to come.

As all of the Borough's schools now have Travel Plans in place, ideally we should now place greater emphasis on implementing the measures recommended in the adopted Plans, some of which are aimed at reducing the risk of child involvement in road accidents. Again though, funding for the Travel Plan initiative and its officers terminates at the end of the current financial year.

The new Government, through the DfT., has not confirmed the previous administration's road casualty reduction targets for the coming years, so together with the effects of funding cuts both real and feared, the direction of casualty reduction work in Halton remains unclear. However, there remain a large number of sites at which small scale engineering works can be used to make safety improvements and regardless of the future of the Cheshire Safer Roads Partnership, there is a clear role for the face to face delivery of tailored road safety education, training and publicity work in the schools of Halton addressing specific local issues.