



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

**Wednesday, 15 June 2011 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 John Gerrard (Vice-Chairman)	Labour
Councillor Sandra Baker	Labour
Councillor John Bradshaw	Conservative
Councillor Ellen Cargill	Labour
Councillor Mike Hodgkinson	Liberal Democrat
Councillor Angela McInerney	Labour
Councillor Paul Nolan	Labour
Councillor Dave Thompson	Labour
Councillor Kevan Wainwright	Labour
Councillor Geoff Zygadlo	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, 14 September 2011*

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

Part I

Item No.	Page No.
1. MINUTES	
2. DECLARATIONS OF INTERESTS (INCLUDING PARTY WHIP DECLARATIONS)	
Members are reminded of their responsibility to declare any personal or personal and prejudicial interest which they have in any item of business on the agenda no later than when that item is reached and, with personal and prejudicial interests (subject to certain exceptions in the Code of Conduct for Members), to leave the meeting prior to discussion and voting on the item.	
3. PUBLIC QUESTION TIME	1 - 3
4. EXECUTIVE BOARD MINUTES	4 - 15
5. SSP MINUTES	16 - 24
Please note the attached minutes have yet to be approved by the SSP and are in draft form.	
6. PERFORMANCE MONITORING	
(A) SUSTAINABLE COMMUNITY STRATEGY	25 - 41
(B) QUARTERLY MONITORING REPORTS	42 - 114
7. DEVELOPMENT OF POLICY ISSUES	
(A) PETITION CONCERNING HEAVY INDUSTRIAL TRAFFIC ON SOUTH PARADE, WESTON POINT, RUNCORN	115 - 120
(B) RECEIPT OF PETITION - RUSSELL COURT, FARNWORTH, WIDNES. PARKING ISSUES	121 - 126
(C) PETITION REQUESTING PARTIAL REMOVAL OF WAITING RESTRICTIONS ON HALE BANK ROAD	127 - 130
(D) PRELIMINARY FLOOD RISK ASSESSMENT	131 - 137
(E) ANNUAL REPORT ENVIRONMENT AND URBAN RENEWAL POLICY AND PERFORMANCE BOARD 2010-11	138 - 143
(F) POLICY AND PERFORMANCE BOARD WORK PROGRAMME	144 - 147
(G) NOMINATIONS OF MEMBERS TO THE CONSULTATION REVIEW PANEL	148 - 150

(H) **NOMINATIONS OF MEMBERS TO THE HALTON PUBLIC
TRANSPORT ADVISORY PANEL - MUNICIPAL YEAR
2011/12**

151 - 154

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: 15th June 2011

REPORTING OFFICER: Strategic Director, Policy and 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: 15th June 2011

REPORTING OFFICER: Chief Executive

SUBJECT: Executive Board Minutes

WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

- 1.1 The Minutes relating to the Urban Renewal Portfolio which have been considered by the Executive Board 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 17 MARCH 2011

EXB103 HALTON'S LOCAL TRANSPORT PLAN (LTP3)- KEY DECISION

The Board received a report of the Strategic Director, Environment and Economy on Halton's Third Local Transport Plan (LTP3).

The Board were advised that Local Transport Plans (LTPs) were initially introduced by the Transport Act 2000, which set a statutory requirement for local transport authorities to produce a LTP every five years and to keep it under review. The Local Transport Act 2008 retained the statutory requirement to produce and review LTPs and supporting policies but changed aspects of the statutory framework, including giving local authorities the flexibility to review and update the LTP as it considered appropriate.

The Board were reminded that, as a Unitary Authority, Halton Borough Council was the transport authority for the area of Halton and as such was required to produce a LTP. The current LTP (LTP2) ran until March 2011, with the third LTP (LTP3) due to commence in April 2011.

As required by the 2008 Act, LTP3 was in two parts; the first set out a long term strategy to 2026 and the second consisted of a short term implementation plan, setting out in detail how the strategy would be delivered. Separating strategy and implementation allowed the two parts of the LTP to be renewed (when necessary) on different timescales.

Although Halton had produced an individual LTP3, it had been recognised that working in partnership with the Merseyside Integrated Transport Authority (Merseytravel) or ITA, which was statutorily obliged to produce the LTP on behalf of itself and the Merseyside Districts, would be beneficial for the sub-region. As a result, Halton and Merseyside synchronised the preparation of their evidence bases and there was impetus of a similar long term vision and strategy across the sub-region. However, it should be acknowledged that Halton's rolling implementation plan was separate from Merseyside's, based on Halton specific characteristics.

Although the LTP would be submitted to the Government by the end of March 2011, the Department for Transport (DfT) would no longer formally assess the Plan, impose mandatory targets or require submission of formal monitoring reports. However, the DfT would continue to take account of the overall quality of a LTP, especially where this was relevant to its decisions, for example in relation to funding.

Reason(s) For Decision

LTP3 was the key policy document for transport in Halton.

Alternative Options Considered And Rejected

The strategy element of LTP3 was aligned with national, regional and local policies. In section 11 of the LTP various proposals had been described that could be delivered during the 15 year life of the strategy. These had been prioritised for delivery in the Implementation Plan taking into account affordability, timescale for delivery, value for money and effectiveness of achieving the LTP3 goals.

Implementation Date

LTP3 would be effective from 1st April 2011.

The Board wished to place on record their thanks to Dick Tregea, Strategic Director, Environment and Economy for his work on this and other projects and wished him well for the future.

<1>RESOLVED : That

- 1) final approval be given to the draft Third Local Transport Plan (LTP 3) for Halton, incorporating a long term strategy for transport and a shorter term Implementation Plan; and
- 2) further editorial and technical amendments that do not materially affect the LTP3 be agreed by the Operational Director – Highways, Transportation and Logistics in consultation with the Executive Board Member for Transportation, as necessary, before the document is published.

EXB104 HOUSEHOLD WASTE COLLECTION - KEY DECISION

The Board received a report of the Strategic Director, Environment and Economy on a draft Household Waste Collection Policy.

The Board were advised that on 5th January 2011 the Environment and Urban Renewal Policy and Performance Board received a report on a draft Household Waste Collection Policy (the Policy). Members of the Board subsequently resolved that a report be presented to the Executive Board recommending the adoption of the draft Household Waste Collection Policy, a copy of which was attached as Appendix 1 to the report.

The Policy had been developed taking into account the pressures the Council faced, both in terms of meeting landfill diversion targets and the increasing costs of waste treatment and disposal. It had drawn upon best practice and common approaches adopted by local authorities across the country. The Policy set out both existing and new policies and Members' attention was drawn in particular to the policies on charging and collecting side waste as detailed in paragraphs 4.5 to 4.14 of the report.

Reason(s) For Decision

It was important that the Council's Household Waste Collection Policies remained fit for purpose in order to support the Council in meeting its waste related targets and objectives, and to ensure that services continued to be delivered as efficiently and effectively as possible.

Alternative Options Considered And Rejected

The Council had a wide range of options available in relation to its waste collection policies and service standards. The options available were considered by Members of the Waste Management Working Party who were tasked by the Safer Halton Policy and Performance Board to review the Council's policies and service standards relating to the collection of household waste. The work carried out by the Working Party included research into the approaches adopted by other local authorities and took into account local circumstances within Halton.

Implementation Date

Implementation was expected in April 2011.

<1>RESOLVED: That

- 1) the adoption of the Household Waste Collection Policy attached at Appendix 1 to the report be approved; and
- 2) The Strategic Director – Communities be given the power to authorise suitable individuals to enforce compliance with the Household Waste Collection Policy.

EXECUTIVE BOARD MEETING HELD ON 31 MARCH 2011

EXB120 HALTON CORE STRATEGY - CHANGES TO PROPOSED SUBMISSION DOCUMENT FOR A PERIOD OF FURTHER PUBLIC CONSULTATION - KEY DECISION

The Board received a report of the Strategic Director, Environment and Economy which sought approval; for changes to Halton's Core Strategy Proposed Submission Document, for a period of further consultation on a revised document.

The report advised that on 18th November 2010, approval was received from the Executive Board to publish the Proposed Submission Core Strategy for an 8 week period of public consultation and for representations to be made. Between 29th November 2010 and 24th January 2011 this period of public consultation, known formally as the Publication Stage in accordance with Regulation 27 of The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008, took place. A number of stakeholders and members of the public asked for additional time to make representations on the Core Strategy and the final representations relating to this period of consultation were received in mid-February.

A total of 41 respondents, ranging from members of the public, neighbouring local authorities, Government agencies, landowners and developers made representations on the Halton Core Strategy Proposed Submission Document. The representations ranged from support for the document and its contents, comments, and objections which related to the legal compliance or "soundness" of the plan.

The main policy areas questioned by respondents during the consultation period were:

- Availability of evidence upon which the policies within the Core Strategy were founded upon;
- Green Belt policy;
- Daresbury Strategic Site;
- Liverpool John Lennon Airport policy;and

- Core Strategy plan period not covering the required period of 15 years from adoption;

The points raised by the public and stakeholders on these areas, plus the Council's proposed way of addressing the comments were summarised in the report. These major issues plus other matters raised through the consultation were summarised in Appendix B to the report.

Reason(s) For Decision

In order to avoid being found 'unsound' for procedural reasons, it was recommended that a period of further public consultation be agreed.

Publication of the Core Strategy Revised Proposed Submission Document must be carried out for a statutory minimum 6 week period to allow interested parties ample opportunity to comment and to avoid legal challenge. As the Core Strategy was a Development Plan Document, publishing the document for public consultation required the approval of Executive Board.

Alternative Options Considered And Rejected

As discussed at paragraph 6.1, the Council was able to proceed to Submission. Although the time and resource implications of undertaking a further period of consultation had been considered, given the scale of some of the issues raised in response to the Proposed Submission consultation, it was decided that in the longer term it would be more sensible to incur minor delays at this stage rather than to risk the Core Strategy being found "unsound" at Examination, resulting in a much longer delay and the Council having to cover the Planning Inspector's costs, without a successful outcome.

Implementation Date

It was envisaged that the Core Strategy would be submitted to the Secretary of State in July 2011, with the examination phase commencing in Autumn 2011, to be followed by adoption of the plan in Spring 2012.

<1>RESOLVED: That

- 1) the changes to the Proposed Submission Document be approved for incorporation into the Core Strategy for the purposes of a secondary public consultation for a six week period under Regulation 27 of the Town and

Country Planning (Local Development) (England) Regulations 2008;

- 2) further editorial and technical amendments that do not materially affect the content of the Halton Core Strategy Revised Proposed Submission document or the supporting documents be agreed by the Operational Director for Policy, Planning and Transportation in consultation with the Portfolio Holder and Leader of the Council as necessary, before they are published for public consultation; and
- 3) the Halton Core Strategy be taken before Council later in the year prior to Submission to the Secretary of State for Independent Examination.

**MINUTES OF THE EXECUTIVE BOARD SUB COMMITTEE
MEETING HELD ON 17 MARCH 2011**

ES82 REVIEW OF FEES & CHARGES FOR 2011/12

The Sub-Committee received a report which sought approval to increase existing fees and charges in line with inflation for the following:

Environmental Information, requests for information regarding potentially contaminated land, requests for environmental information, environmental health services charges, hackney carriage and private hire charges, licence fees (other than hackney carriage and private hire charges), Road Traffic Regulation Act 1984, Town Police Clauses Act, Highways Act 1980, Highway Searches, Signing, Traffic Signals, Building Act, Street Naming and Numbering, Road Safety, Traffic Data, CCTV Maintenance, New Roads and Street Works Act 1991 and miscellaneous.

The Sub-Committee was advised that the increase in fees and charges also included a number of statutory fees that may increase during the coming financial year and Members were asked to agree to these increases as they occurred.

RESOLVED: That delegated authority be given to the Strategic Director in consultation with the Chairman to amend the attached schedule, to both amend the fees and charges shown and to include additional items not included.

ES89 MERSEY GATEWAY - APPOINTMENT OF SPECIALIST INSURANCE ADVISERS

The Sub Committee considered a request from the Mersey Gateway Team to authorise the appointment of Heath Lambert who will provide specialist insurance advisory services to the Mersey Gateway Project Team on specialised insurance matters during the procurement phase.

RESOLVED: That the request to appoint Heath Lambert as specialist insurance advisory service to the Mersey Gateway Project Team and the to waive standing orders 3.1 relating to the procurement of goods/services under paragraphs 1.8.2 (a), (b), (c) and (e) of HBC standing orders be approved.

MINUTES OF THE EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 1 APRIL 2011

ES93 HIGHWAY CONDITION SURVEY DATA COLLECTION

The Sub-Committee considered a report of the Strategic Director Environment and Economy which sought approval to continue with the current Data Collection and Bureau Consultancy Services contract with Jacobs Babtie Limited for a further period of twelve months.

Previously the Sub Committee had approved to adopt the web based United Kingdom Pavement Management System (UKPMS) technology for the management of road condition data and its corresponding performance indicators using the Bureau Consultancy Services supplied by Jacobs Babtie Limited. The approval was given on the basis that the partnership would be for an initial five years and that it would be reviewed on expiry. It was identified that as a consequence of investment in long term road condition surveys, subject to satisfactory performance, there would be substantial benefit in a longer term relationship.

Members were advised that, to date, performance levels for Jacobs Babtie Limited had been more than satisfactory, and they had a long-standing in depth knowledge of our highway network. The investment and training in the use of the web-based technology indicated that there would be a substantial benefit in continuing this long term relationship for a further 12 months. The fee paid to Jacobs Babtie for the 2010/11 period was £70,724.20. Jacobs Babtie had confirmed that the fee for 2011/12 would be £70,250.00, realising a £474 savings for the period.

It was noted that discussions had been held with the Council's Procurement Centre of Excellence with a view to carrying out a procurement exercise in April 2011 to identify alternative methods of procuring future requirements under UKPMS for 2012/13 and beyond. Once such alternative was a joint framework contract by Cheshire and Merseyside partners.

RESOLVED: That approval be granted to continue with the current Data Collection and Bureau Consultancy Services contract with Jacobs Babbie Limited for a further 12 months to 31st March 2012.

**ES94 A533 QUEENSWAY (SILVER JUBILEE BRIDGE)
OBJECTIONS TO PROPOSED CLEARWAY TRAFFIC
REGULATION ORDER**

The Sub-Committee was advised that over recent months there had been a number of complaints about delays crossing the SJB due to broken down vehicles not being removed quickly. Due to these incidents, discussions had taken place with Cheshire Police to find a way to reduce these delays and the need for the police officers to remain on the bridge with broken down vehicles. Cheshire Police had separate discussions with their legal team and it was requested that a "No Stopping" or clearway order be placed on the SJB in order to assist with removing of broken down vehicles. Such an order gave the Police powers to remove any vehicle immediately in the event of a breakdown or accident using their own Vehicle Recovery Contract provided by local garages. This would allow vehicles to be removed quickly and reduce delays.

It was noted that if the police used their powers to remove vehicles, local contracted garages were obliged to attend the scene within a certain time limit. For vehicles under 7.5 tonnes (cars etc.) the response time was 30 minutes and with vehicles over this weight it was 40 minutes with the Police selecting the garage able to attend the scene in the shortest time. All the garages on the scheme had set fees that they would charge, as follows:-

Vehicle up to 7.5 tonnes	Minimum Charge £150;
Vehicle over 7.5 tonnes	Minimum Charge £350; and
Garage storage charge	Minimum Charge £12 per day.

Following advertisement of the proposed Traffic Regulation Order two objections were received from Elected Members details of which were outlined in the report.

RESOLVED: That the proposed Traffic Regulation Order for a “No Stopping Clearway” on A533 Queensway where it passes over the Silver Jubilee Bridge be made, and the objectors informed accordingly.

ES95 FORMER ST MICHAEL'S GOLF COURSE, WIDNES

The Sub-Committee considered a report of the Strategic Director, Environment and Economy, which provided an update on the progress of the remediation of the northern section of St. Michael's Golf Course and outlined the options for potential future site uses. Funding totalling £2,477,131 and an additional £90,490 had been received from the Department for Environment, Food and Rural Affairs (Defra) for Phase 1 of the remediation of the northern section of St. Michael's Golf Course. Contractors Land and Water were appointed to complete Phase 1.

With regard to Phase 2, an initial trial would take place shortly to demonstrate if the identified potential technique was able to reduce the concentration of sulphide to concentrations that were appropriate to allow sewer disposal. Once the results were proven and a design had been signed off by the Environment Agency and also United Utilities then a Phase 2 funding application could be made to Defra. Until this was completed, the site would remain closed to public access on safety grounds.

Following the completion of Phase 2 remediation contract the next phase would be to restore the site for re-use. Members were advised on a number of options for the site which the Council would explore further with their associated benefits and risks. Confirmation of the intended restoration option of the site would be dependent on securing funding and also agreement from Defra and the Environment Agency who would require reassurances that the remediation works would be protected during and after the implementation of the site restoration.

It was noted that solutions were still being sought for the south side of the Golf Course and this would require further consideration.

RESOLVED: That

- (1) progress on the remediation of the site be noted; and
- (2) a further report be submitted to the Board on the options for future use of the site.

ES96 PROPOSED REFURBISHMENT OF RUNCORN MARKET HALL

The Sub-Committee were advised that a feasibility study into a proposed refurbishment of the existing Runcorn Market Hall had been carried out following its closure in January 2011. Although there were strong financial and operational reasons for taking the decision to close the building, this had resulted in a relatively new building remaining vacant. Given the need to offer improved library and Halton Direct Link facilities to residents in Runcorn and the fact that the Market Hall was currently unused, it was considered appropriate to investigate the feasibility of accommodating both the Library and HDL within the former Market Hall. A feasibility study had now been completed which demonstrated that it was possible to refurbish and remodel space within the Market Hall to accommodate both the Library and the Direct Link. A timetable for taking forward the proposal was outlined in the report.

It was noted that any proposed refurbishment of the Market Hall as a library and Direct Link would require a substantial investment from the Council (currently estimated at between £500,000 to £850,000) and would, therefore, require an amendment to the Capital Programme.

RESOLVED: That

- 1) (1) Members agree in principle to the further development of the proposals for the existing Runcorn Market Hall;
- 2) authority be given to review the Capital Programme to identify the funding required to achieve the proposed refurbishment and that a further report be presented to Members on the results of this work; and
- 3) the proposed timescales outlined in the report be reviewed.

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 15 June 2011

REPORTING OFFICER: Chief Executive

SUBJECT: Specialist Strategic Partnership minutes

WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

1.1 The Minutes relating to the Physical Environment Portfolio which have been considered by the 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.

Environment and Regeneration (E&R SSP) Meeting Minutes
Marketing Suite, Municipal Building, Kingsway, Widnes WA8 7QF

3rd May 2011

Present:

Claire Bunter	(CB) (Chair)	Environment Agency
Ian Boyd	(IB)	Halton Borough Council
Eleanor Carter	(EC)	Halton Borough Council
Alan Graham	(AG)	Halton Borough Council
Debbie Houghton	(DH)	Halton Borough Council
Allison Kirk	(AK)	Norton Priory Museum
Paul Mullane	(PM)	Halton Housing Trust
Mick Noone	(MN)	Halton Borough Council
Michelle Phillips	(MP)	Halton Housing Trust
Karen Wickstead	(KW)	Cheshire Constabulary
Jim Yates	(JY)	Halton Borough Council

Apologies:

Claire Griffiths	(CG)	PlusDane Housing
Cllr Ron Hignett	(RH)	Halton Borough Council
Clare Olver	(CO)	Mersey Forest
Andrew Sharp	(AS)	STFC – Daresbury Labs
Jimmy Unsworth	(JU)	Halton Borough Council

				<u>Actions</u>
1.	Apologies, Minutes & Matters Arising	1.1	The minutes of the previous meeting were approved as a correct record.	
		1.2	There were no matters arising that were not covered elsewhere on the agenda.	
2.	Funding for Low Carbon Initiatives	2.1.	DH gave the group an overview of some of the funding available for low carbon initiatives:	
		2.2.	Housing	
		2.2.1	<u>CESP</u>	
			The Community Energy Saving Programme (CESP) is a statutory obligation on the largest energy suppliers to improve energy standards and reduce fuel bills of households living in the poorest 10% LSOAs in the country. In Halton this includes LSOAs in Windmill Hill, Halton Lea, Halton Castle, Kingsway, Halton Brook, Riverside, Norton South,	

Grange, Appleton, Mersey, Broadheath and Hough Green wards. CESP will run until December 2012 and energy companies are keen to engage RSLs to identify properties within their housing stock that would qualify for CESP funding as soon as possible.

Each utility company may have a different approach to undertaking the work and may be able to offer different levels of funding up to 100%. For example, at the Halton Housing Summit meeting on 18th April British Gas offered to meet with each RSL to go through their stock lists to identify opportunities. They would sign a non disclosure agreement, provide software and undertake the work themselves to minimise work for the RSL. The offer also includes links to training and skills development, use of local firms to undertake the work and investment in other initiatives such as soccer schools addressing ASB in the area.

Since all RSL stock in Halton now meets the Decent Homes Standard the "whole house" approach offered by CESP may not be suitable. However it could be a useful source of funding to insulate hard to treat properties and for the installation of solar pv (if utility companies agree to fund single measures.) The large concentration of RSL stock in deprived LSOAs in Halton could prove to be attractive to utility companies since it offers the opportunity to develop large scale area based schemes. If RSLs wish to pursue CESP, the Council would encourage them to approach all interested utility companies to ensure they secure the best possible deal for Halton residents, not only in terms of savings on fuel bills but also to maximise local employment and skills/training opportunities. The Council would be happy to support the development of such schemes and offer practical assistance as required.

There is a follow up meeting to the Housing Summit later in May and there will be a discussion on taking this work forward at that meeting.

2.3 **Other funding opportunities**

2.3.1 Solar Panels and Feed in Tariffs (FiTs)

Utility Companies and a number of private

companies currently offer a number of funding options for solar panel installations. This takes advantage of the Feed in Tariff which incentivises the installations through a monetary reward of between 32p and 43p per kWh generated by the system and an Export Tariff paid if the energy generated isn't used, although this is less generous at only 4p per kWh generated. Obviously if the energy generated by the solar panels is used on site then this will also give rise to energy savings for the building occupier.

- "rent a roof" – no upfront cost for owner of building but company would retain the FiT payment, with owner benefiting from free or discounted electricity supply.
- Owner and Company share upfront costs and share feed in tariff
- Owner pays upfront costs but retains 100% of FiT payment

2.3.2 Renewable Heat Incentive (RHI)

Administered by Ofgem, the first phase of RHI will run from July 2011 to October 2012 and will offer the following:

From July 2011 – communal biomass heating
From Oct 2012 – air source and ground source heat pumps and solar thermal.

As an example of how RHI would work a £500,000 biomass system serving 147 properties would generate a payment of £43,892 per annum and save £39,600 per annum in gas bills. It would cost approximately £45,000 in wood fuel to run the system per annum.

2.3.3 Green Deal

Green Deal will replace the Warm Front scheme and is due to be introduced in 2012 although some companies, including British Gas are keen to pilot the scheme earlier. The key difference with Green Deal is that rather than the cost of work being paid for by a grant (as with Warm Front), the work is funded through an interest bearing loan from an approved Green Deal supplier (M & S and B & Q amongst others have expressed an interest) which is repaid by the householder through savings on

their fuel bills. It is imperative therefore that the cost of measures should not exceed the savings to be made (known as The Golden Rule)

While the Green Deal will lead to reductions in energy consumption it will not immediately lead to savings in household fuel bills until the measures have been paid. For this reason (and the fact that the loan will attract interest) the Green Deal may be more suitable for fuel rich households. The Council aims, through its Affordable Warmth Strategy, to promote Warm Front as widely as possible while it is still available to ensure those households who qualify are able to access improvements before Green Deal is introduced.

2.3.4 Energy Company Obligation (ECO)

ECO will replace CESP and work with the fuel poor in areas of deprivation and on very hard to treat properties such as solid wall.

2.3.5 Work with business

The ARUP Study carried out across Merseyside identified a number of opportunities to deliver de-centralised energy systems across the sub region. For Halton this primarily focused on new proposed development, however it is likely that there will be other opportunities that could be supported within the area. In response to the study The Mersey Partnership is in the process of creating an energy partnership with Eon and Scottish Power to maximise low carbon opportunities in the city region arising from the Low Carbon Economy Action Plan, however this will not preclude the council or others from working with other utility companies, particularly as others may be able to offer a better deal for Halton. In addition there is a lot of other related work in the sub region with many RSLs and businesses are already doing work themselves.

2.3.6 Council

The council are currently in the process of tendering for the supply and installation of solar panels on a number of our buildings. This would generate an income for the council from the Feed in Tariff (FiT) and also reduce our energy bills within

		<p>the buildings. We have developed a tendering framework document which we have offered to share with any partners who may be interested in taking a similar approach. In addition we have carried out energy efficiency work within our buildings, consisting of a range of technical measures including smart meters and raising staff awareness to reduce energy consumption. This has reduced energy consumption in the buildings concerned.</p>		
		<p>2.3.8 <u>Way Forward</u></p> <p>It was agreed at the Environment and Regeneration Partnership Meeting that:-</p> <ul style="list-style-type: none"> • Karen Wickstead from Cheshire Police talked about the work they were doing with a company to look to sell carbon savings on a sub regional basis. Karen has offered to arrange a meeting with the company and invite along members of the SSP who are interested • The partnership needs to make businesses aware of the funding available for projects such as installation of solar panels. It was agreed that conversations are had with Wesley Rourke and Chamber of Commerce and the planning team about how best to take this forward • Feedback will be provided from the follow up Housing Summit meeting regarding progressing projects with RSLs. • Members of the SSP will provide details of actions planned that will contribute to this agenda so that areas where we can work together and share best practice will be identified. 	<p>KW</p> <p>HBC/ Chamber of Commerce</p> <p>DH</p> <p>ALL</p>	
3.	Development of SSP Action Plan – performance measures	3.1	<p>It was noted that at the development day in January this year, partners agreed various actions linking to the delivery of the strategic objectives listed in the Sustainable Community Strategy (SCS). DH gave an overview as to the background for and role and function of the SCS. It was agreed that EC would circulate a simple template to group members which would form the basis of a prioritised action</p>	EC

4.	Any other Business		<p>plan from which milestones would be identified and progress against these monitored. Each partner is to confirm it's top 5 priorities/actions that will go towards meeting the 5 SCS Strategic Priorities and provide these details on the Action Plan. It was agreed that actions should not be solely about chasing funding. Partners will be asked to provide these details to EC by the end of June, so that contributions can be shared with the SSP prior to the next meeting in September</p> <p>3.2 IB gave a brief update on Eco-Manager and its potential role in driving down carbon emissions and improving the fuel efficiency of vehicles.</p> <p>3.3 In terms of future reporting of E&R SSP meetings, it was agreed that a one-page summary of each meeting would be circulated to the next PPB meeting and queries and issues raised by the PPB would be fed back into the next SSP meeting. In this way both groups will be able to raise the profile of their work across all the organisations involved.</p> <p>4.1 AG talked through the Marketing Team's plan for the next year and he requested that group members let him know of possible events, projects or other potential media opportunities as soon as possible so that they can be planned into the work programme.</p> <p>4.2 There was discussion around potential opportunities for publicity through, for example, the Chamber of Commerce e-newsletter and of sharing opportunities for consultation across the partnership. The example of the Cheshire and Warrington Eco-rep handbook was discussed, along with the recent "Meet the Buyer" even that was held at the Stobart Stadium, Halton.</p> <p>4.3 Attendees were reminded that there has always been a standing item on the agenda that is know as "Members' Agenda Items". This is their opportunity to bring information or notice of opportunities to the table and have their say, if the topic were not to be covered elsewhere on the agenda. It could, for example, be to suggest presentations for future meetings or to raise matters not previously discussed by with are of relevant to the SSP. These could be furnished to the secretariat in advance of the meeting or raised at the meeting if something had come to a Partners' notice. This item will appear on future agendas.</p> <p>4.4 The Terms of Reference were agreed by the group and will therefore be adopted.</p>	
----	---------------------------	--	---	--

5.	Next Meeting & Future Diary Dates	10.1	3pm – 6th September 2011 3pm – 3rd November 2011 Venue to be confirmed	
----	--	------	---	--

REPORT TO: Environment & Urban Renewal
Policy and Performance Board

DATE: 15th June 2011

REPORTING OFFICER: Strategic Director – Policy & Resources

SUBJECT: Sustainable Community Strategy
2010 – 11 Year-end progress report.

WARDS: Borough-wide

1.0 PURPOSE OF REPORT

1.1 To provide information on the progress in achieving targets contained within the Sustainable Community Strategy for Halton.

2.0 RECOMMENDED THAT:

- i. The report is noted
- ii. The Board considers whether it requires any further information concerning the actions taken to achieve the performance targets contained within Halton's 2006 – 11 Sustainable Community Strategy (SCS).

3.0 SUPPORTING INFORMATION

3.1 The Sustainable Community Strategy, a central document for the Council and its partners, which provides an evidenced-based framework through which actions and shared performance targets can be developed and communicated.

3.2 The current Sustainable Community Strategy included targets which were also part of the Local Area Agreement (LAA). In October 2010 the coalition government announced the ending of government performance management of local authorities through LAAs. Nevertheless, the Council and its partners need to maintain some form of effective performance management framework to:-

- Measure progress towards our own objectives for the improvement of the quality of life in Halton.
- Meet the government's expectation that we will publish performance information.

3.3 Following extensive research and analysis and consultation with all stakeholder groups including Elected Members, partners and the local community and representative groups, a new SCS (2011 – 26) was approved by Council on 20th April 2011.

- 3.4 The new SCS will be accompanied by a separate 'living' 5 year delivery plan. This approach will provide sufficient flexibility to evolve as continuing changes within the public sector continue to emerge, for example the restructuring of the NHS and public health delivery, implementation of Local Economic Partnerships and the delivery of the 'localism' agenda.
- 3.5 Work is presently underway to determine a range of performance information that will allow the systematic monitoring of the progress being made in achieving desired community outcomes over time.
- 3.6 Attached as Appendix 1 is a report on progress of the SCS (2006-11) for the year ending 31st March 2011. This includes a summary of all indicators within the existing Sustainable Community Strategy and additional information for those specific indicators and targets that fall within the remit of this Policy and Performance Board.
- 3.7 In considering this report Members should be aware that:-
- a) The purpose of this report is to consolidate information on all measures and targets relevant to this PPB in order to provide a clear picture of progress.
 - b) As the requirement to undertake a centrally prescribed Place Survey has now ceased the development of a localised perception based methodology is currently underway with a likely implementation date of autumn 2011.

4.0 CONCLUSION

- 4.1 The Sustainable Community Strategy for Halton, and the performance measures and targets contained within it will remain central to the delivery of community outcomes. It is therefore important that we monitor progress and that Members are satisfied that adequate plans are in place to ensure that the Council and its partners achieve the improvement targets that have been agreed.

5.0 POLICY IMPLICATIONS

- 5.1 The Sustainable Community Strategy for Halton is central to our policy framework. It provides the primary vehicle through which the Council and its partners develop and communicate collaborative actions that will positively impact upon the communities of Halton.

6.0 OTHER IMPLICATIONS

- 6.1 The publication by Local Authorities of performance information is central to the coalition government's transparency agenda. This has been accompanied by a commitment to reduce top down performance management, with the pre-existing National Indicator Data Set (NIS),

being replaced from April 2011 with a single comprehensive list of all data that Local Authorities are required to provide to Central Government.

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

7.1 This report deals directly with the delivery of the relevant strategic priority of the Council.

8.0 RISK ANALYSIS

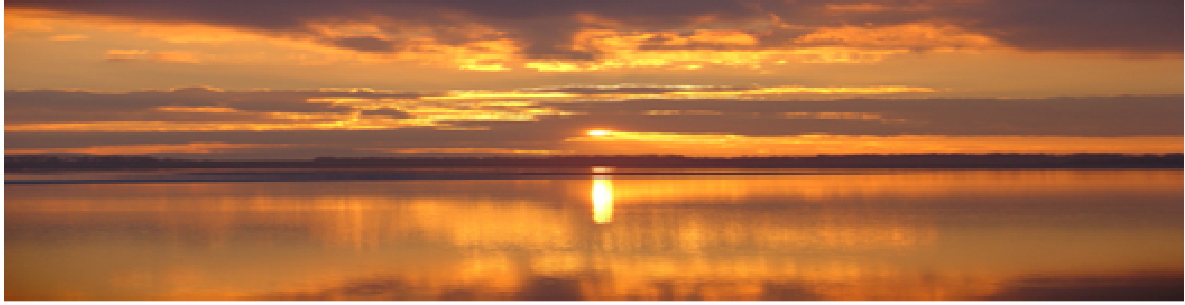
8.1 The key risk is a failure to improve the quality of life for Halton's residents in accordance with the objectives of the Sustainable Community Strategy. This risk can be mitigated thorough the regular reporting and review of progress and the development of appropriate actions where under-performance may occur.

9.0 EQUALITY AND DIVERSITY ISSUES

9.1 One of the guiding principles of the Sustainable Community Strategy is to reduce inequalities in Halton.

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

Document	Sustainable Community Strategy 2006 – 11
Place of Inspection	2 nd Floor, Municipal Building, Kingsway, Widnes
Contact Officer	Hazel Coen



The Sustainable Community

Strategy for Halton

2006 - 2011

Year -end Progress Report

01st April 2010 – 31st March 2011







Environment & Urban Renewal

Policy & Performance Board









Document Contact (Halton Borough Council)	Hazel Coen Divisional Manager, Performance & Improvement Municipal Buildings, Kingsway Widnes, Cheshire WA8 7QF hazel.coen@halton.gov.uk
--	--

This report provides a summary of progress in relation to the achievement of targets within Halton's Sustainable Community Strategy 2006 - 2011.





The following symbols have been used to illustrate current performance as against the 2011 target and as against performance for the same period last year.

	Target is likely to be achieved or exceeded.		Current performance is better than this time last year
	The achievement of the target is uncertain at this stage		Current performance is the same as this time last year
	Target is highly unlikely to be / will not be achieved.		Current performance is worse than this time last year

URBAN RENEWAL

Page	NI	Descriptor	2010/11 Target	Direction of Travel
	5	Overall satisfaction with local area	n/a	n/a
	154	<u>Net additional homes provided</u>		
	175	<u>Access to services and facilities by public transport walking and cycling</u>		
	186	<u>Per Capita CO2 Emissions in LA area</u>		
	192	<u>Household waste collected and recycled</u>		

Non Local Area Agreement Measures / Targets

	UR1	<u>Assist in maintaining the current baseline of 59,000 jobs in Halton</u>		n/a
	UR2	<u>To bring 10 hectares of derelict land back into beneficial use annually</u>		n/a
	UR3	<u>Facilitate the relocation of businesses affected by the construction of the Mersey Gateway Bridge (Business identified - 78)</u>		

NI 5 Increase residents overall satisfaction with their local area

Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 Cumulative outturn data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
70% (2008)	N / A Place Survey	73.4%	N / A	N / A	-	-	Refer to comment	

Data Commentary

This is collated through The Place Survey, carried out every two years. The scheduled survey for 2010 has been cancelled by the Coalition Government.



General Performance Commentary

Not applicable.

Summary of key activities undertaken during the year

There was no Place Survey undertaken in Autumn 2010 following the Ministerial Announcement. Therefore this measure cannot be reported on for this year. Consideration will be given to whether there is need for a slimmer local survey in 2011 following clarification of the government's reporting requirements and our own performance management needs.

NI 154 Build additional homes within Halton

Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 cumulative data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
522 (07/08)	114	159	99 gross	133 gross	207 gross	262 gross (- 89 demolitions = 173 net)		

Data Commentary

The number of annual net additional homes for 2010/11 is 173 dwellings. (Demolition of 89 dwellings and survey of minor sites accounts for the total net figure). Whole Borough data collected annually in quarter 4.

General Performance Commentary

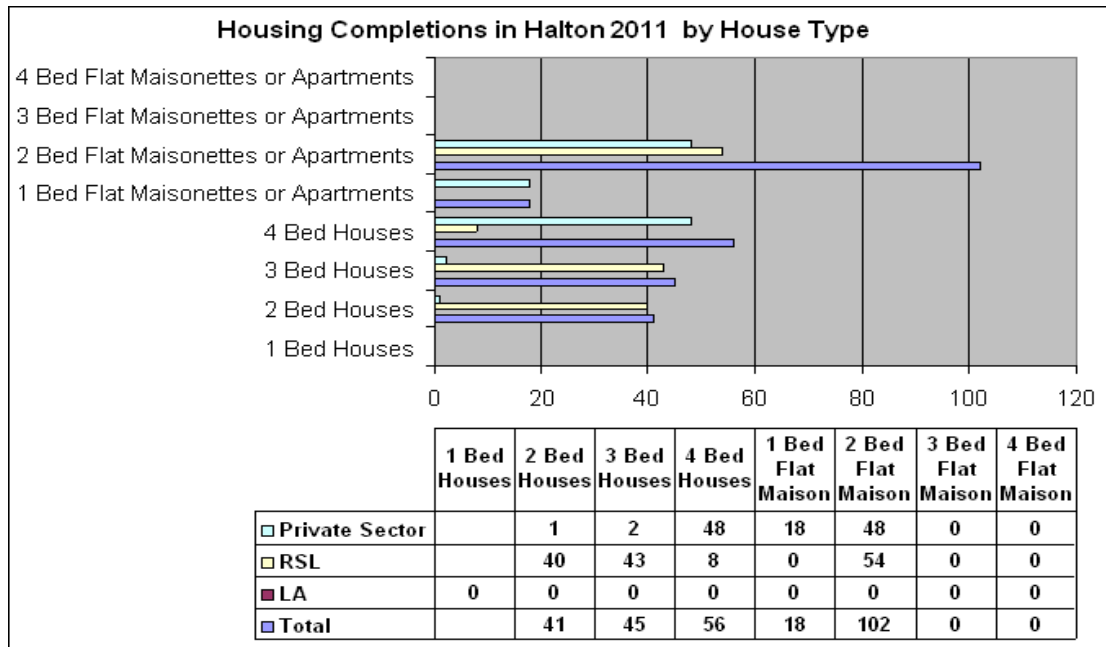
Report covers progress of development sites from 1st April 2010 to 31st March 2011.

Q1 to Q3. - data is the actual **gross** completions on development sites greater than 10 dwellings as reported for the Mid Mersey Growth Point.

Q4 - Data collated from annual site visits for the whole of the boroughs housing which includes minor sites of less than 10 dwellings will be reported in Housing Baseline Report 2010/11. The figure presented in Q4 includes small site completions and demolition / losses for the full year 2010-2011.

Annual total gross dwelling gain 262 - **Annual Net dwelling gain 173.**

The following graph illustrates the types of housing built in the borough in 2010/11.



The net figure is heavily influenced by demolitions on Castlefields – with the demolition of 89 dwellings.

Summary of key activities undertaken during the year

The funding and future programme for the Mid Mersey Growth Point has also been subject to Central Government budget cuts and as such will not continue beyond April 2011. The quarterly monitoring of housing completions necessary for the reporting of Growth Point will however continue. The information obtained by quarterly monitoring is considered important for local purposes to ensure that work continues towards the achievement of the SCS objective to provide sustainable, good quality, affordable and adaptable residential accommodation to meet the needs of all sections of society.

A high percentage of housing developments in Halton in 2009/10 have been within a 30-minute public transport time of key service. This demonstrates that Halton is well serviced by integrated transport systems. Runcorn has a dedicated busway serving the communities. This ensures a fast convenient service to Runcorn East and Runcorn railway stations, together with frequent links to the hospital and the employment areas in Manor Park, Astmoor and Whitehouse Vale. Although Widnes does not have a dedicated busway, all areas are well serviced by bus services. Current policy is assisting in ensuring that the sustainable location of new development is achieved. All areas of Halton have regular links to the surrounding cities of Liverpool, Manchester and Chester.









In addition during this monitoring period, Halton has achieved the national target of at least 60% of housing to be on previously developed land (PDL) also known as brownfield land. Halton achieved 70% of all new housing developments on PDL. Although the percentage delivery on brownfield land is lower than in the previous three years, 70% is well above Halton's local target of 55%.

Consultation for the annual planning application housing survey has just closed with questionnaires circulated to ascertain housing development progress/timescales and detailing reasons for non implementation of planning permissions obtained for housing. This information will be collated and used to inform forecast completions for the coming year.

Kick Start Funding has also been subject to Government Budget cuts and will not continue beyond April 2011.

The delivery of affordable housing units in this monitoring period saw an increase of 280% over the previous year's delivery. This could also be explained by the current economic recession as there is a growing market for affordable units and private developers can ensure a return if they develop sites for affordable dwellings whereas this cannot be guaranteed for market housing.

NI 175 Improve access to services and facilities by public transport, walking and cycling. Targets set for access to Whiston and Warrington Hospitals (100%) and Runcorn and Widnes campuses of Riverside College (89% and 93% respectively)

Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 Cumulative outturn data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
A: 29%	A: 100%	A: 100%	100%	100%	100%	100%		
B: 0%	B 100%	B: 100%	100%	100%	100%	100%		
C: 84%	C 93%	C: 89%	93%	93%	93%	93%		
D: 89% (2007/8)	C 98%	D: 93%	98%	98%	98%	98%		

Data Commentary

Data represents actual position at 2010 – 11 year-end.

General Performance Commentary

The performance levels have remained constantly at the same level as 09/10 for 10/11, therefore achieving the target for this indicator.

Summary of key activities undertaken during the year

The priority at the start of the year was to secure funding for the continuation of the services. WNF funding was secured for these services. However this funding will cease as of March 2011.

During the year the Council has worked closely with Riverside College to ensure the current level of dedicated services remain and as a result, Riverside College will continue to provide the following bus services as of 11/12-:

- 41 from Windmill Hill – Murdishaw – Palacefields – Beechwood
- 43 from Windmill – Castlefields – Halton Lea – Grangeway;
- 44 From Liverpool – Hough Green – Cronton – Kingsway; and
- 45 From Liverpool – Hale – Queensbury Way – Cronton – Kingsway

In addition, the Council's Neighbourhood Travel Team (NTT) have continued to provide Personal Journey Plans for students attending all College sites and have also attended College open evenings to provide travel information/advice for Students requiring access to the public transport network in the Borough.

Scooter Commuter

Scooter Commuter is a scheme aimed at Halton residents who are experiencing difficulties accessing employment due to a lack of public or private transport.

The scheme involves the provision of a scooter to an individual as an incentive for clients to find work and to remain in employment. Employers also benefit from the scheme, as it increases the recruitment potential for employers.

The scooter is loaned to the client for a period of 6 months following the completion of their Compulsory Basic Training (CBT), this facilitates time for clients to save for longer term transport solutions.

Clients make a financial contribution to the scheme of £15 a week. This is in line with the public transport weekly ticket cost. Client loyalty towards the scheme remains high as a result of this contribution towards the cost of transport.


Hospital Links

Links to hospital facilities have been maintained through the introduction of the commercial Sunday daytime 110 bus service operated By Arriva to Warrington Hospital. Initially the Council made a contribution to operating this service.

However, this has now moved to a fully commercial service without contributions or subsidy from HBC.

The Council continues to provide subsidy towards the Sunday 61 bus service to Whiston Hospital operated by Halton Transport Ltd.

NI 186 Reduce per capita CO2 emissions within the local authority area

Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 Cumulative outturn data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
10.1 tonnes per capita	9.4 tonnes (2007)	4%	-	-	-	9.5 tonnes (2008)		N/A

Data Commentary

The figure for 2010 – 11 is the latest actual data available from Defra. It should be noted that calculations are based upon emissions 2 years in arrears therefore data available for the 2010 – 11 year represents actual emissions for 2008.

General Performance Commentary

This measure is influenced by a wide range of local and national factors and to some extent 'success' in reducing emissions may be dependent upon local circumstances e.g. the attraction of inward investment and job creation may have unintended consequences in relation to this measure.

Summary of key activities undertaken during the year

Housing

We are currently working with the RSLs to identify opportunities to access CESP and other funding to improve the energy efficiency of their housing stock. A Housing Summit meeting was held in April, with a follow up meeting planned in May. We are also working with the RSLs as part of the REECH scheme, which is a sub regional bid for European funding to improve some of the solid wall properties in Halton. We have also worked in partnership with EPPLUS and local partners to produce an Affordable Warmth Strategy and Action Plan for Halton. There is some funding allocated this year to train front line staff to recognise residents at risk and refer them for further advice and support.

Partnership Working

A draft Climate Change Strategy and Action Plan is being prepared in conjunction with the Environment and Regeneration SSP partners. As a basis partners are being asked to look at possible measures put forward by the Energy Savings Trust as part of the work they did with the council regarding a partnership approach to reducing carbon emissions.

In response to the Strategy to deliver a Low Carbon Economy for the Merseyside Sub Region, the council together with the other Merseyside Authorities are exploring the feasibility of a Low Carbon Public and Private Sector Partnership to maximise the opportunities from the emerging low carbon economy.

The Council Approach

The deployment of renewable and low carbon energy and design and construction of future development has a central role in delivering sustainable growth and contributing to carbon reduction targets. The Core Strategy sets out principles and policies in relation to energy efficient buildings for new developments and decentralised energy systems.

The Council has been accepted onto the Collaborative Low carbon Schools Service which will engage schools in reducing carbon emissions and identifying and quantifying cost effective carbon reduction opportunities.

The Council is currently out to tender to install solar PV on its buildings. This will generate an income for the council from the Feed in Tariff and will also reduce energy bills.



Transport

We are currently developing a bid to access the Local Sustainable Transport Fund, one of the key aims of which is to reduce carbon emissions.

Proposals include reducing car dependency, promoting alternative modes of transport such as cycling and walking and reducing congestion particularly in those areas identified as having poor air quality resulting from traffic emissions.

Additionally within the Council's Local Transport Plan (a fifteen year strategy document) is a medium term action plan that emphasises the need to address emissions through the better use and sustainable development of freight and residential and commercial transport networks.

NI 192	Increase the level of municipal waste recycled or composted by the local authority
---------------	---

Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 Cumulative outturn data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
25.1% (2007/8)	29.97%	34%	39.95%	39.07%	37.84%	36.42% estimated		

Data Commentary

This indicator measures % of household waste arisings sent by the Authority for reuse, recycling or composting.

Actual data is not currently available for the some aspects of the service, therefore performance has been determined by estimating the missing data based upon such data from the corresponding period in previous the year.

General Performance Commentary

As some waste data information was not available at the time of writing this report, the end of year performance is estimated and may be subject to minor adjustment. However, any adjustment will be minor and the year end target will be met.

Summary of key activities undertaken during the year


Following services extensions in previous quarters, all properties in the borough are provided with a kerbside collection of a range of recyclable materials, either through the use of wheeled bins, boxes or communal recycling containers.

The RecycleBank 'rewards for recycling' scheme was extended to all households across the borough in the past year. The scheme incentivises residents to recycle by rewarding them with points for recycling that can then be exchanged for money off goods/services at 120+ local shops, businesses, restaurants and leisure/entertainment outlets.

New arrangements for the recycling of street litter and other bulky waste materials have also contributed to increased recycling performance.

Communication and community engagement programmes will continue to be delivered to raise awareness of waste matters and encourage residents to adopt behaviours that will reduce the amount of waste sent to landfill for disposal.

UR 1 Assist in maintaining the current baseline of 59,000 jobs in Halton until 2011

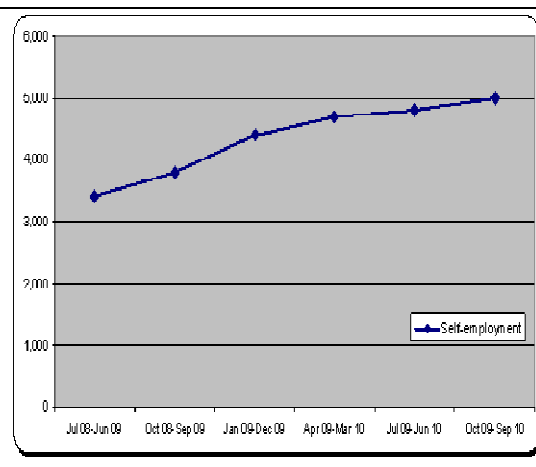
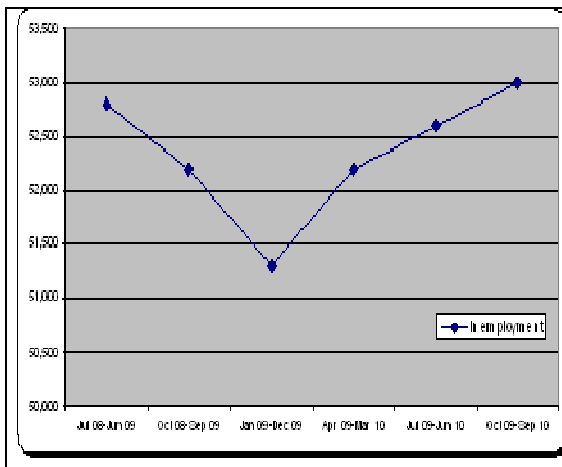
Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 Cumulative outturn data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
59,000 jobs (2008)	N / A	59,000 jobs	58,000	58,000	58,000	58,000		n/a

Data Commentary

Data provided by NOMIS and has a 2 year time lag. Given the impact of the recession this lag is likely to see a further fall in the next set of statistics.

General Performance Commentary

Perhaps a better statistic to consider in terms of employment is the number of people in employment (again through NOMIS) which is assessed on a more regular basis. (Unfortunately they are not comparable to the total jobs number associated with the target).



This does show that over the period there is a clear gradual trend of increasing numbers.

Summary of key activities undertaken during the year

Work continues on job creating major regeneration projects including Widnes Waterfront, the Hive leisure development, former Bayer site reclamation & development and 3MG. The Runcorn Town Centre Action Plan that is presently under development will also produce new jobs. The NWDA business start up programme will continue for another year but will cease in March 2012. New start-up programmes are being developed nationally through working with chambers of commerce.

UR 2	To bring 10 hectares of derelict land back into beneficial use annually
-------------	--

Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 Cumulative outturn data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
10 Hectares Per Annum Over 21 Years	No data available	10 hectares	N/A	N/A	N/A	14.52 hectares		N/A

Data Commentary

Data obtained from the annual National Land Use Database (NLUD) site survey & Database. Category A,B & C to F (definition). Due to organisational restructuring that occurred in 2009 no actual data for this measure was available for the 09 – 10 year.

General Performance Commentary

Vacant derelict land and buildings have been developed or remediated for the following uses:

Employment - Six sites totalling 6.06 hectares –

- 3.57 hectares of derelict land has been remediated representing the first phase of a leisure development on Council owned land at Venture Fields. Phase 1 of this development site is due for completion in October 2011.
- Sites totalling 1.06 hectares at Waterloo Road, Warrington Road and Foundry Lane have been developed for employment uses.
- The former Focus Bowers Business Park site of 1.43 hectares has now been occupied.

Retail – Two sites totalling 4.2 hectares –

- Previously vacant sites totalling 4.2 hectares at Lugsdale Road and High Street have been redeveloped following planning permission for retail use.



Housing – Four sites totalling 4.26 hectares

- Sites at Albert Road, Derby Road and Thomas Street totalling 4.26 hectares have been developed and once completed will provide 129 dwellings.

Summary of key activities undertaken during the year

St. Michael's golf course has undertaken a second remediation phase, under the new Environment Protection Act having been subsequently introduced since its first remediation exercise in the 70's and 80's. St Michael's phase 1 of this stage of remediation is complete and a second phase will start once further funding has been secured to install a leachate treatment system which is currently being designed.

UR 3 Facilitate the relocation of businesses affected by the construction of the Mersey Gateway Bridge (businesses identified 78)

Baseline (Year)	09 – 10 Actual	2011 Target	2010 – 11 Cumulative outturn data				Current Progress	Direction of Travel
			Q1	Q2	Q3	Q4		
Not relevant	1	77	1	1	1	2		

Data Commentary

The data is 'actual' and relates to the period 2010-11. The actual number of business to be relocated has been revised to 68 following the recently undertaken revision of the land referencing exercise, this may change further.

General Performance Commentary

The level of performance is in line with the activities agreed with the MG Officer Project Board.

The project was delayed during 2010-11 as it was one of the projects called in as part of the Comprehensive Spending Review.

On the 20th Dec 2010 the Secretaries of State for Transport and Communities and Local Government approved the planning orders and applications for The Mersey Gateway Project.

The Compulsory Purchase process in respect of the two CPOs (Queensway and Central Expressway) commenced on the 13th January 2011 with the publication of notices and letters to the owners, occupied and chargees. The TWA will commence on the 20th January 2011 with the publication of notices and letters to the owners, occupied and chargees.

This is known as the preliminary General Vesting Declaration notice

The execution of the General Vesting Declaration (GVD) can then commence two months later.

However funding sign off by DfT is still awaited. This is not expected until early June at the earliest and the execution of the GVD will not commence until before this has been received.

Summary of key activities undertaken during the year

The MG Team continued to hold discussions with affected businesses in line with the Mersey Gateway Relocation Strategy and ahead of final confirmation of the funding. The project expects to commence with the relocation of businesses in summer 2011 and this will continue through until autumn 2012.

REPORT TO: Environment & Urban Renewal Policy & Performance Board

DATE: 15th June 2011

REPORTING OFFICER: Strategic Director Policy & Resources

SUBJECT: Performance Management Reports for Quarter 4 of 2010/11

WARDS: Boroughwide

1.0 PURPOSE OF REPORT

To consider and raise any questions or points of clarification in respect of performance management reports for the fourth quarter of 2010/11 to March 2011. The report details progress against service objectives/ milestones and performance targets, and describes factors affecting the service for:

- Employment, Economic Regeneration and Business Development (Business Development & Regional Affairs)
- Highways, Transportation and Logistics
- Environment & Regulatory Services
- Prevention & Commissioning (Housing Strategy)

2.0 RECOMMENDED: That the Policy and Performance Board

- 1) Receive the fourth quarter performance management report;**
- 2) Consider the progress and performance information and raise any questions or points for clarification; and**
- 3) Highlight any areas of interest and/or concern where further information is to be reported at a future meeting of the Policy and Performance Board.**

3.0 SUPPORTING INFORMATION

- 3.1 Directorate Overview reports and associated individual Departmental Quarterly Monitoring reports have been previously circulated via a link on the Members Information Bulletin to allow Members access to the reports as soon as they become available. These reports will also provide Members with an opportunity to give advanced notice of any questions, points raised or requests for further information, to ensure the appropriate Officers are available at the Board Meeting.
- 3.2 Where a Department presents information to more than one Policy & Performance Board some reconfiguration of the reports has been

actioned to reflect Board responsibilities as shown in the following papers.

- 3.3 The departmental objectives provide a clear statement on what the services are planning to achieve and to show how they contribute to the Council's strategic priorities. Such information is central to the Council's performance management arrangements and the Policy and Performance Board has a key role in monitoring performance and strengthening accountability.
- 3.4 For 2010/11 direction of travel indicators have also been added where possible, to reflect progress for performance measures compared to the same period last year.

4.0 POLICY IMPLICATIONS

- 4.1 There are no policy implications associated with this report.

5.0 OTHER IMPLICATIONS

- 5.1 There are no other implications associated with this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

- 6.1 Departmental service objectives and performance measures, both local and national are linked to the delivery of the Council's priorities. The introduction of a Directorate Overview report and the identification of business critical objectives/ milestones and performance indicators will further support organisational improvement.
- 6.2 Although some objectives link specifically to one priority area, the nature of the cross - cutting activities being reported, means that to a greater or lesser extent a contribution is made to one or more of the Council priorities.

7.0 RISK ANALYSIS

- 7.1 Not applicable.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 Not applicable.

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

Document	Place of Inspection	Contact Officer
Not applicable		

Departmental Quarterly Monitoring Report

<u>Directorate:</u>	Adult and Community Directorate
<u>Department:</u>	Prevention and Commissioning Services (Housing Strategy)
<u>Period:</u>	Quarter 4 - 1 st January 2011 – 31 st March 2011

1.0 Introduction

The purpose of this report is to provide information concerning those objectives / milestones identified within the Adults and Community Directorate Plan that relate to the Council's Housing Strategy.

The way in which the Red, Amber and Green, (RAG) symbols have been used to reflect progress to date is explained in Appendix 4.

2.0 Key Developments/ Emerging issues

Extra Care Housing

Following confirmation of planning consent and Homes and Communities Agency (HCA) funding, Halton Housing Trust has now commenced construction of an extra care housing scheme on the site of the former Ditton Primary School in Liverpool Road. The scheme will comprise 47 two bedroom apartments, 29 of which will be for rent and 18 for sale or shared ownership.

The HCA has published a prospectus setting out the new funding framework for its affordable housing programme 2011/15. The money available (and the amount of grant per unit) is significantly less than in previous spending rounds. HCA expects Housing Associations to fund future developments by using a combination of:

1. Increased rental stream (from letting new and a proportion of relet tenancies on the new 'Affordable Rent' terms i.e. rents set at 80% of local market rents rather than social rents).
2. Cross subsidy (utilising surpluses, funds from asset disposals, market sales).
3. Reduced costs (through acquisition of public land at below market value, use of New Homes Bonus, Section 106, procurement efficiencies).
4. HCA funding (minimum needed to secure viability).

Commentators suggest the ability to generate significant additional income from 'Affordable Rents' will favour areas where there is a large differential between existing social rents and market rents e.g. particularly London and the South East. Housing Associations in the North will be more reliant on 2, 3 and 4 above, which represent a real challenge.

3.0 Service Objectives / Milestones

3.1 Progress against 'key' objectives / milestones

Total	1		1		0		0
-------	---	---	---	---	---	---	---

This key objective/milestone relates to the need to continue to negotiate with housing providers & partners in relation to the provision of further extra care housing tenancies, to ensure requirements are met, (including the submission of appropriate funding bids). As stated in Section 2 above, following confirmation of planning consent and Homes and Communities Agency (HCA) funding, Halton Housing Trust has now commenced construction of an extra care housing scheme on the site of the former Ditton primary school in Liverpool Road. The scheme will comprise 47 two bedroom apartments, 29 of which will be for rent and 18 for sale or shared ownership. Further details can be found in Appendix 1

3.2 Progress against 'other' objectives / milestones

Total	2		2		0		0
-------	---	---	---	---	---	---	---

With regard to these 'other' objectives/milestones the first relates to the affordable housing policy, which whilst complete cannot be implemented until approval of the Core Strategy by Government Inspectors, probably in 2012. The second milestone/objective relates to the introduction of a choice based letting scheme this was approved by Executive Board on 3rd March 2011 but contract negotiations mean it will not go live until the end of 2011. Further details can be found in Appendix 2.

4.0 Performance indicators

No performance indicators were identified for this service area.

5.0 Risk Control Measures

No High risk areas were identified.

6.0 Progress against high priority equality actions

There are no high priority equality actions to report.

7.0 Data quality statement


The author provides assurances that the information contained within this report is accurate and valid and that every effort has been made to avoid the omission of data. Where data has been estimated, has been sources directly from partner or other agencies, or where there are any concerns regarding the limitations of its use this has been clearly annotated.

8.0 Appendices

- Appendix 1 Progress Against 'key' objectives / milestones
- Appendix 2 Progress against 'other' objectives / milestones
- Appendix 3 Financial Statement
- Appendix 4 Explanation of use of symbols



Appendix 1: Progress against 'key' objectives/milestones

Ref	Objective
PCS 2	Effectively consult and engage with the community of Halton to evaluate service delivery, highlight any areas for improvement and contribute towards the effective re-design of services where required

Milestones	Progress Q 4	Supporting Commentary
Continue to negotiate with housing providers & partners in relation to the provision of further extra care housing tenancies, to ensure requirements are met (including the submission of appropriate funding bids) Mar 2011. (AOF6 & 7)		In addition to the progress highlighted at section 2.0 of this report, officers have been in discussion with Housing Associations during February, March and April to ensure proposals for further extra care housing schemes are included in the 'bids' being developed by the Associations to access funds from the 2011-15 HCA programme.

Appendix 2: Progress against 'other' objectives/milestones

Ref	Objective
PCS 1	Working in partnership with statutory and non statutory organisations, evaluate, plan, commission and redesign services to ensure that they meet the needs and improve outcomes for the community of Halton.




Milestones	Progress Q 4	Supporting Commentary
Work with the Council's Planning Department to introduce an affordable housing policy within the Local Development Framework Mar 2011 (AOF 11)		The position remains as reported in previous quarters in that an affordable housing policy has now been incorporated in the Halton Core Strategy Proposed Submission Draft approved for consultation by Board on the 18 th November 2010. A site viability study has also been completed to provide evidence to justify the policy's requirements. The policy will be implemented after approval of the Core Strategy by Government inspectors, probably in 2012.
Introduce a Choice Based Lettings scheme to improve choice for those on the Housing Register seeking accommodation Dec 2010 (AOF11and 30.)		The draft housing allocations scheme was approved by Executive Board on 3 rd March 2011, and has similarly been agreed by the Cabinets of the other participating Councils. It is intended to enter into contract with the ICT supplier during April, with the scheme going live toward the end of 2011.

Appendix 3: Financial Statement

The Department's Quarter 4 Financial Statement will be prepared once the Council's year-end accounts have been finalised and will then be made available via the intranet by 30th June.




Appendix 4: Explanation of Symbols

Symbols are used in the following manner:

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

Direction of Travel Indicator

Where possible performance measures will also identify a direction of travel using the following convention

Green	 Indicates that performance is better as compared to the same period last year.
Amber	 Indicates that performance is the same as compared to the same period last year.
Red	 Indicates that performance is worse as compared to the same period last year.
N/A	Indicates that the measure cannot be compared to the same period last year.

Departmental Quarterly Monitoring Report

<u>Directorate:</u>	Environment & Economy
<u>Department:</u>	Employment, Economic Regeneration & Business Development
<u>Period:</u>	Quarter 4 - 1 st January – 31 st March 2011

1.0 Introduction

This quarterly monitoring report covers the Employment, Economic Regeneration & Business Development Department fourth quarter period up to 31st March 2011. It describes 'key' developments and progress against 'key' milestones and performance indicators for the service.

The way in which the traffic lights symbols and direction of travel indicators have been used to reflect progress to date is explained within Appendix 8.

2.0 Key Developments

The Business Parks Team have completed the delivery of the 2010/2011 programme of Business Parks District (BID) initiatives at Astmoor and Halebank Industrial Estates and are currently working with the business community to develop a programme of activities for 2011/2012. Initiatives include:

- A complete upgrade, including new software, of all nine Automatic Number Plate Recognition (ANPR) cameras at Astmoor. Cheshire Police are keen to take a feed from the Astmoor APNR system.
- The evaluation of four additional, 360 degree, High Definition (HD) CCTV cameras at Astmoor's key road junctions.
- Fitting additional alarm diallers and void alarms to combat an increase in burglaries in general and metal thefts in particular.
- Meetings brokered between the Astmoor Executive Committee and the Leader of the Council regarding the businesses future aspirations for the Estate.
- The delivery of a range of training programmes for resident businesses and events addresses particular business critical issues.
- The development of a comprehensive rebranding and marketing strategy for Astmoor Industrial estate.

The annual Halton Tourism and Business Awards took place in February 2011 celebrating outstanding achievement amongst the local business community and

visitor attractions.

The Business Development Team have been working with colleagues across the Liverpool City Region (LCR) to develop a pan-Merseyside approach to the changing business support environment.

The coalition government continue to roll out the initiatives contained within the White Paper 'Local Growth : Realising Every Place's Potential'. The government intend to increasingly migrate support for business from the public to the private sector with an approach which will have a profound impact upon the delivery of economic regeneration across the region. For example, the abolition of the North West Development Agency and the demise of Business Link will mean that a number of programmes typically accessed by Halton companies will cease.

The government has recently awarded the contract to deliver the United Kingdom Trade & Investment (UKTI) service to the private sector company, PA Consulting. PA Consulting intend to establish a team, based in Manchester, to service companies across the North West. The government have also announced a competitive bidding process to appoint a single contractor to deliver 'Business Coaching for Growth' to support existing and new high growth SMEs.

The six LCR Local Authorities are working together to develop a series of business programmes to meet the needs of local companies. To date this has involved the development of an European Regional Development Fund (ERDF) 4.2 proposal and exploratory talks with the Liverpool Echo to facilitate the delivery of a Pan-Merseyside grant scheme following the awarding of Regional Growth Fund (RGF) monies to the paper

It is crucial, therefore, that the Borough of Halton is able to influence, through working in partnership with the other LCR Local Authorities, the development of new business support structures

External Funding has received 54 new funding enquiries this quarter, broken down as follows:

- | | |
|--|----|
| • Voluntary/Community Sector | 41 |
| • HBC Staff | 4 |
| • HBC Staff on behalf of Vol/Comm Sector | 2 |
| • Miscellaneous (private business) | 7 |

There are currently 90 live funding enquiries to deal with and have helped secure grants to the value of £64,668 in the quarter. The total number of 205 new enquiries for 2010/11 and the total funding secured is £653,646.

The NWDA funding for the Widnes Waterfront has now come to an end. Phase 1 of the Venture Fields project is due to be handed over to the tenants at the latest, by end of September.

The opening of Widnes Bowl, Reel Cinemas and Frankie and Benny's is due in October 2011. Due to the fit out time required the Ice rink is likely to open at a later date probably in early 2012. The vacant unit is currently under offer and an announcement on the occupier is likely to be made in May 2011. The Phase 2 Premier Hotel has its planning permission and premises licence. A start on site is expected summer 2011.

Regional Growth Fund round 1 has been secured for 3MG. £9m will go towards land reclamation and rail infrastructure to open up HBC field. The offer letter has been received and due diligence is underway.

Following on from a number of environmental improvements undertaken in Runcorn Town Centre recently and meetings with community representatives, a Draft Action Plan has been produced with Savilles providing commercial advice. This will form part of a members briefing in May 2011.

Following final financial approvals the new Castlefields Health Centre is progressing and is scheduled to start April 2011.

3.0 Emerging Issues

External Funding has been in liaison with Big Lottery Fund's (BLF) NW office in relation to targeted input for groups in the Borough. Halton has experienced a high number of rejected bids at Outline Proposal stage for the Reaching Communities grant programme and BLF has offered to undertake training for groups that have been rejected in the last few months to increase the success rate and increase funding to the Borough. The training will take place in May 2011 and will focus on the specific areas of the assessment that BLF allocates scores to.

Regional Growth Fund Round 2 opened on April 12th 2011. In Round 2, we will have the opportunity to run programmes as well as projects, allowing us to accommodate schemes with a value of less than a million pounds.

Construction Halton - A Regeneration Programme Manager from the Major Projects team has been seconded to the Construction Halton project. This will provide a sound link between major regeneration activity, the council employment learning and skills teams and developers/contractors.

The former Bayer site on Gorse Lane, Widnes, has ongoing security issues, including a break in to the sub station and also illegal use of the site by quad bikes. (There are similar issues with the Johnsons Lane site). The position is currently being reviewed and appropriate actions put in place.

In relation to Castlefields, discussions have been held with Regional Social Landlords (RSLs) about the next phase of Homes and Community Agency (HCA) funding. A number of submissions will be made including Shepherds Row. Separate meetings are taking place with the HCA regarding Canal Side and Lake

Side sites with a view to bringing them forward for residential development.

The Mersey Partnership (TMP) has recalled the secondee based in Halton delivering the Investor Development Programme. (The entire pan-Merseyside Investor Development Team have subsequently been issued redundancy notices). This post has worked for a number of years as an integral part of the Business Development Team providing support to significant local businesses and decisions will have to be made about how many companies continue to receive support from our team.

- benefit payments to fund long term sustainable jobs (1, 2 and 3 years).

The Work Programme is expected to 'Go-Live' in June 2011. HPIJ was successful in being awarded subcontractor status to both Prime Contractors Ingeus Deloitte & A4e.

4.0 Service Objectives / milestones

4.1 Progress against 'key' objectives / milestones

Total	16		13		0		3
--------------	-----------	---	----	---	---	---	---

Alternative funding is being sought for the Bayer site to replace ERDF and further site investigations may be required. Phase 2 of the golf course remediation is dependant on further funding. For further details please refer to Appendix 1.

4.2 Progress against 'other' objectives / milestones

Total	N/A		N/A		N/A		N/A
--------------	------------	---	-----	---	-----	---	-----

There are presently no objectives/ milestones of this type identified for this service.

5.0 Performance indicators

5.1 Progress Against 'key' performance indicators

Total	1		1		0		0
-------	---	---	---	---	---	---	---

For further details please refer to Appendix 2.

5.2 Progress Against 'other' performance indicators

Total	6		3		0		3
-------	---	---	---	---	---	---	---

The economic recession and availability of funding has had an impact in these areas.

For further details please refer to Appendix .

6.0 Risk Control Measures

Please refer to Appendix 4.

7.0 Progress against high priority equality actions

There are no High Priority Equality Actions for this area.

8.0 Data quality statement




The author provides assurance that the information contained within this report is accurate and valid and that every effort has been made to avoid the omission of data. Where data has been estimated, has been sourced directly from partner or other agencies, or where there are any concerns regarding the limitations of its use this has been clearly annotated.

9.0 Appendices

- Appendix 1 Progress Against 'key' objectives / milestones
- Appendix 2 Progress against 'other' objectives / milestones
- Appendix 3 Progress against 'key' performance indicators
- Appendix 4 Progress against Risk Control Measures
- Appendix 5 Financial Statement
- Appendix 6 Explanation of use of symbols


Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
EEB 1	Promote economic diversity and competitiveness within an improved business environment.

Milestones	Progress Q 4	Supporting Commentary
Develop Science, Technology and Advanced Manufacturing sectoral action plan (following on from final PPB topic group report) by Dec 2010		A multi-agency Science, Technology and Advanced Manufacturing (STAM) group meet on a monthly basis to advance the sector and has developed a series of initiatives, including the STAM Route Way. Given the profound changes in the strategic governance of the sector announced recently by the government the development of a sectoral plan will necessitate the involvement of both the new Daresbury Science & Innovation Campus (DSIC) Joint Venture and other public and private sector agencies.
Deliver BID Year 3 action plan by Mar 2011		All elements of the BID Year 3 Action Plan are on programme and on budget.
Complete Local Economic Assessment by Mar 2011		The statutory duty to complete a LEA has been rescinded. The development of a Liverpool City Region LEA has, therefore, ceased. A limited 'refresh' of the 2008 Halton Economic Summary has, however, been undertaken.




Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
EEB 5	To implement a regeneration plan for the Widnes Waterfront in accordance with the NWDA Performance Plan resulting in 44 ha. of regenerated land on the Widnes Waterfront.

Milestones	Progress Q 4	Supporting Commentary
<p>Implementation proceeding in accordance with the NWDA performance Plan 10/11 (to be approved April 2010). This will set out the commitment of Halton's Urban Renewal Partnership (URSSP) to deliver a set of projects funded by the NWDA. Mar 2010.</p>		<p>Due to significant changes at the NWDA the overall funding for the Widnes Waterfront has been reduced to £4,128,000.</p> <ul style="list-style-type: none"> Phase 1 of the Venture Fields Leisure Development is currently on site and construction is proceeding on time and on budget. Phase 2 (the Premier Inn hotel and pub) received planning permission in February and has subsequently received its premises licence. <p>The former Gyproc Site and associated HBC site (now known as Mossbank Park) is currently being marketed by CBRE. There has been interest in the site which is currently being followed up.</p> <p>NWDA have employed Regeneris to produce an Evaluation of the programme. HBC expects to receive a copy of this report later this year.</p>

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
EEB 6	To implement the Bayer Crop Science site regeneration in accordance with the NWDA grant funding agreement and the agreed Forward Strategy resulting in the regeneration of 40 acres of brownfield land at the Widnes Waterfront.

Milestones	Progress Q 4	Supporting Commentary
Secure ERDF funding and deliver site infrastructure project by Dec 2010		Conclusion reached that due to project timescales it will not be possible to utilise ERDF directly. However, the project is identified as one possible scheme for the North West Joint European Support for Sustainable Investment in City Areas (JESSICA) funding stream. An application will be considered once the site regeneration plan is agreed.
Take vacant possession of the Bayer site Mar 2011		Completed May 2010
Complete site remediation strategy by Mar 2011		A preliminary site remediation strategy has been completed, however, further site investigation works may be required.



Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
EEB 7	To implement a regeneration plan for Castlefields according to the Castlefields Team Plan and Regeneration Masterplan resulting in the delivery of The Masterplan's vision of an holistically improved estate.

Milestones	Progress Q 4	Supporting Commentary
Implementation according to Masterplan Phase 2: Commence construction of the Village Square Phase 2 Mar 2011 .	<input checked="" type="checkbox"/>	Commenced on site March 2010. Demolition completes May 2010. Service diversions ongoing due for completion Summer 2011. PCT completion of the Health Centre to follow in February 2012. Village Centre underway, health centre due on site April 2011.
Prepare bid for phase 3 funding of the RSL housing renewal. Mar 2011	<input checked="" type="checkbox"/>	Bid submitted by RSLs for HCA funding
Market Lakeside (subject to market review) Sep 2010	<input checked="" type="checkbox"/>	Initial discussions have taken place with the HCA regarding bringing the site forward.


Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
EEB 8	Monitor investment levels in the three town centres in order to comply with Community Plan objectives (see Team Plan) and ensure a continued improvement in the quality of Halton's town centres.

Milestones	Progress Q 4	Supporting Commentary
Ensure continued investment in town centres of at least £1 million per annum. Mar 2011.		Tesco development on site. P&O development in the pipeline.
Owing to the economic recession, review the feasibility of the Canal Quarter development to achieve the Community Plan objectives and obtain improved facilities in the area. Mar 2011.		Environmental Improvement programme undertaken. Draft Action Plan developed.

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
EEB 9	Reclamation of contaminated and derelict land, including the 48 hectare St.Michael's Golf Course to produce a safe and attractive replacement course.

Milestones	Progress Q 4	Supporting Commentary
Phase 2, the remediation of the golf course is to be completed by the end of Mar 2011 .		Phase 1 of the Golf Course has now been completed. Phase 2 is dependant on securing further Environment Agency (EA) funding. The funding window has recently been announced and the closing date for this funding is the end of May 2011.

Appendix 1: Progress Against 'key' objectives / milestones



Ref	Objective
EEB 10	To implement a regeneration plan for 3MG (Ditton Strategic Rail Freight Park) resulting in the creation of a regionally-significant rail freight park.

Milestones	Progress Q 4	Supporting Commentary
Subject to market testing, the disposal of Halton Borough Council Field Mar 2011 .		Development agreement being finalised with ProLogis.
The provision of associated infrastructure, such as rail sidings Mar 2011 .		Regional Growth Funding secured.
Complete the second phase of warehouse development on Stobart land and the improvements to Ditton Brook Mar 2011 .		Planning application being progressed and due in during summer 2011.



Appendix 2: Progress Against 'key' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
-----	-------------	-------------------	-------------------	-----------	---------------------	------------------------	-----------------------

Service Delivery

EEB LI17 Previously MP LI14	3MG: Outputs as set out in Masterplan (% achieved)	100	100	100			Outputs achieved
--	---	-----	-----	-----	---	---	------------------




Appendix 3: Progress Against 'other' performance indicators

Fair Access							
NI 153	Worklessness within the 25 most deprived LSOAs	32.8% (Feb 2010)	28.5%	32.8% (August 2010)			<p>The data supplied is taken from the Department for Work and Pensions claimant figures via the Office for National Statistics NOMIS reporting system. The data is available on a quarterly basis and is released six months in arrears.</p> <p>The out-of work benefits included are Job Seekers Allowance, ESA (Incapacity Benefit), Lone Parents and Others on income related benefits.</p> <p>The worst performing neighbourhoods included are the 25 most deprived LSOAs in Halton, taken from the Index of Multiple Deprivation.</p>


Appendix 3: Progress Against 'other' performance indicators

Service Delivery							
EEB LI11 Previously MP LI4	Local business premises improved	10	10	2			Only 2 to be delivered in the year as money has been allocated to other activity in the town centres.
EEB LI12 Previously MP LI6	Land reclamation programme (acres)	10	10	-			When leachate treatment is finalised for the golf course it will be 76 acres.
EEB LI13 Previously MP LI11	Outputs as set out in Bayer Forward Strategy (% achieved) To be agreed by NWDA	100	100	100			As per NWDA requirements on target. Site investigation completed, water monitoring ongoing.
EEB LI14 Previously MP LI15	Widnes Waterfront Programme: Outputs as set out in the Northwest Development Agency Performance Plan (% achieved)	100	100	100			Funding agreement revised to incorporate new projects and funding streams.
EEB LI15 Previously MP LI12	Castlefields Regeneration: Outputs as set out in Masterplan Phase 2 & SPD (% achieved)	100	100	100			Continued good progress. Health Centre will start on site in quarter 1 2011/12.

Appendix 4: Risk Control Measures

Ref	Risk Identified	Treatment Measure	Progress	Supporting Commentary
ER 1	Impact of the global recession on local business	Increased emphasis on business aftercare and the dissemination of inform to the business community		The recent announcement of deep public sector cuts will impact upon the capacity of both the Borough Council and partners to not only provide a comprehensive support service to business but also market those services to the business community
	Impact upon service delivery as a consequence of the abolition of the NWDA specifically the cessation of the LEAD programme and Innovation Voucher Scheme	Explore pan-LCR working and lobby new LCR LEP to continue business support programmes which support high growth companies in Halton. For example, the development of a LCR ERDF 4.2 bid and engagement of private sector companies who have been appointed to deliver national business support programmes		Halton companies have derived considerable benefit from the LEAD and Innovation Voucher Schemes. Historically Halton companies are second only to Liverpool in terms of accessing the schemes. The development of a pan-Merseyside Local Authority led approach to business support in the LCR will mitigate, to a degree, the impact of changes to business support provision
	The cessation, by TMP, of the pan-Merseyside Investor Development Programme	Engage with new, national, providers of UKTI investment and business support services		The cessation of the Investor Development Programme will severely limit the support that can be given to the Borough's large and foreign owned companies

Appendix 4: Risk Control Measures




Ref	Risk Identified	Treatment Measure	Progress	Supporting Commentary
ER 2	Impact upon service provision of anticipated reduction in core funding	Review and evaluation of non-essential service delivery		The anticipated magnitude of the reduction in core funding will necessarily mean that certain business support functions will cease

Appendix 5: Financial Statement

The Department's quarter 4 financial statement will be prepared once the Council's year-end accounts have been finalised and will then be made available via the intranet by 30th June 2011.




Appendix 6: Explanation of Symbols

Symbols are used in the following manner:

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

Direction of Travel Indicator

Where possible performance measures will also identify a direction of travel using the following convention

Green	 Indicates that performance is better as compared to the same period last year.
Amber	 Indicates that performance is the same as compared to the same period last year.
Red	 Indicates that performance is worse as compared to the same period last year.
N/A	Indicates that the measure cannot be compared to the same period last year.

Departmental Quarterly Monitoring Report

<u>Directorate:</u>	Environment & Economy
<u>Department:</u>	Environmental & Regulatory Services
<u>Period:</u>	Quarter 4 - 1 st January – 31 st March 2011

1.0 Introduction

This quarterly monitoring report covers the Environmental & Regulatory Department fourth quarter period up to 31st March 2011. It describes 'key' developments and progress against 'key' milestones and performance indicators for the service.

The way in which the traffic lights symbols and direction of travel indicators have been used to reflect progress to date is explained within Appendix 8.

2.0 Key Developments

Waste and Environmental Improvement

During this quarter the RecycleBank 'Rewards for Recycling' scheme was extended to all remaining households in the borough. All properties in the borough, including those provided with boxes or communal bins for recycling, now have access to the scheme which provides residents with points for the amount of recyclable materials collected through the Council's recycling collection service. Residents can exchange their points for vouchers for money off goods and services at over 120 local shops, restaurants and leisure and entertainment facilities.

In this last quarter, 115 Fixed Penalty Notices were issued for litter and waste offences, taking the total number issued this financial year to 262. During the past 12 months the Council also secured 10 successful prosecutions for waste offences.

Open Space Services

The Open Space Services Division was subject to an end of Efficiency Review report which concluded that the service had continued to deliver its services effectively and within budget.

3.0 Emerging Issues

Environment & Regulatory Services

In line with the Council wide cuts in budgets, a restructuring of Directorates and the deletion of posts will be necessary. It is proposed that Directorates be reduced from four to three with this Department's current Directorate being disbanded and split across the remaining three.

Waste and Environmental Improvement and Open Spaces have transferred to the Community Directorate and the Community and Environment Department.

Development & Building Control / Contaminated Land is now part of the Policy & Resources Directorate in the Policy, Planning & Transportation Department.

Waste and Environmental Improvement

Waste Regulations

New waste regulations came into force from 29th March 2011. The Waste (England and Wales) Regulations 2011:

- require businesses to confirm that they have applied the waste management hierarchy when transferring waste, and include a declaration on their waste transfer note or consignment note (from 28th September 2011)
- introduce a two-tier system for waste carrier and broker registration, including a new concept of a waste dealer
- make amendments to hazardous waste controls
- exclude some categories of waste from waste controls.

The regulations implement the revised EU Waste Framework Directive which sets requirements for the collection, transport, recovery and disposal of waste.

Review of Statutory Duties Consultation

The Government has launched a review of all 1200+ statutory duties placed on local government by central government. This includes over 20 duties specific to waste management. As part of the review an informal consultation has been launched with local government. The focus of the consultation is on duties, rather than powers, and a response to the consultation in respect of the waste related duties will be sent on behalf of the Merseyside and Halton Waste Partnership.

4.0 Service Objectives / milestones

4.1 Progress against 'key' objectives / milestones



Total	11		8		0		3
--------------	-----------	---	---	---	---	---	---

For further details please refer to Appendix 1.

Of the 'key' milestones, 3 were not met during the year. These missed target were due to external influences:

- Late submission of supporting material and to take into account the views of statutory consultees caused the formal submission of the Core Strategy Development Plan Document (DPD) to the Secretary of State from February 2011 to July 2011.
- The delivery of 4 Playbuilder projects reduced to 3 as funding was reduced, this amendment was agreed by Executive Board in Q3 2010/11.
- Agreements not being made on future service delivery options for the Waste Action Plan but will be a subject of a future report to Members.

4.2 Progress against 'other' objectives / milestones

Total	N/A		N/A		N/A		N/A
--------------	------------	---	-----	---	-----	---	-----

There are presently no objectives/ milestones of this type identified for this service.

5.0 Performance indicators


5.1 Progress Against 'key' performance indicators

Total	6		3		0		3
--------------	----------	---	---	---	---	---	---

For further details please refer to Appendix 2.

There are 3 'key' indicators that were failed meet there target for the year. These relate to the processing of major, minor and other planning applications. This is due to the reduction in the size of the Development Control team and ongoing issues around experienced administrative support.

5.2 Progress Against 'other' performance indicators

Total	12		9		0		3
-------	----	---	---	---	---	---	---

For further details please refer to Appendix 3.

6.0 Risk Control Measures

There are no Risk Control Measures for this area.

7.0 Progress against high priority equality actions

There are no High Priority Equality Actions for this area.

8.0 Data quality statement


The author provides assurance that the information contained within this report is accurate and valid and that every effort has been made to avoid the omission of data. Where data has been estimated, has been sourced directly from partner or other agencies, or where there are any concerns regarding the limitations of its use this has been clearly annotated.

9.0 Appendices



- Appendix 1 Progress Against 'key' objectives / milestones
- Appendix 2 Progress against 'key' performance indicators
- Appendix 3 Progress against 'other' performance indicators
- Appendix 4 Financial Statement
- Appendix 5 Explanation of use of symbols

Appendix 1: Progress Against 'key' objectives / milestones



Ref	Objective
EAR 2	To prepare and adopt a local development framework (LDF) and to review the LDF on a regular basis ensuring that an up to date development plan is available (statutory requirement). To achieve this by producing the following targets set out in the most current Local Development Scheme (LDS):

Milestones	Progress Q 4	Supporting Commentary
Submissions of the Core Strategy Development Plan Document (DPD) to the Secretary of State February 2011 .		Due to late delivery of supporting material and to take into account the views of statutory consultees, it is intended to re-consult on a slightly amended 'Revised Proposed Submissions Draft' in May 2011 before proceeding to formal submission in July 2011





Ref	Objective
EAR 3	Continue to improve Parks, Sports Grounds, Open Spaces and Local Nature Reserves.

Milestones	Progress Q 4	Supporting Commentary
Runcorn Hill Park - Parks for People bid. Work up bid to 'First Round' submission stage, Dec 2010 .		The first round bid was submitted in Q2. In Q3 Heritage Lottery Fund confirmed the bid had passed the first round submission stage.
Develop plan for new Park and associated landscape improvements at Upton, Mar 2011 .		In Q3 the Open Space Service received notice that Playbuilder funding would be forthcoming in part. Work commenced on the plan which was completed in Q3.



Appendix 1: Progress Against 'key' objectives / milestones

Woodland Expansion - Additional 200m2 of Woodland planted Boroughwide, Mar 2011 .		Works were completed in February 2011.
Deliver 4 new or refurbished Play Areas through Playbuilder Programme, Mar 2011 .		Due to a cut in Playbuilder Funding only three projects will now go ahead. This was agreed by Executive Board in Q3.









Ref	Objective
EAR 4	Implementation of actions to ensure the Council achieves its targets and objectives relating to waste and climate change.

Milestones	Progress Q 4	Supporting Commentary
Extension of kerbside green waste collection service May 2010 .		This was completed ahead of schedule with a further 400 properties added to the scheme in February 2010.
Extension of multi-material recycling service to all properties. June 2010 .		As reported in Q1, this target was achieved.
Review of the network of neighbourhood recycling 'Bring Sites' Sep 2010 .		A review of the network of neighbourhood recycling sites has been completed and actions are being taken as appropriate, including the removal of banks from some locations.
Produce a Schools and Retailers Recycling Communications Pack Sept 2010 (AOF 31)		The communications pack has been completed and So far, 48 schools have received recycling information packs.





Appendix 1: Progress Against 'key' objectives / milestones

Complete a full review and update of the Council's Waste Action Plan Nov 2010.		Although work had commenced on the updating of the Waste Action Plan it could be not completed by the original target date as a number of future service delivery options have yet to be agreed and will be the subject of future reports to Members.
Complete a review of the Council's Waste Management Strategy Mar 2011		As reported in Q2, Members of the Executive Board approved that a full review of the Council's Strategy should be deferred for a period of up to two years. The outcome of that review was that the Council's Strategy remains fit for purpose and that a further review should be undertaken once the results of the government's review of national waste policy have been announced.

Appendix 2: Progress Against 'key' performance indicators





Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
Service Delivery							
NI 157a	Percentage of major planning applications determined within 13 weeks	60%	60%	44.4%			A total of 9 applications were determined this quarter. 4 were determined within 13 weeks
NI 157b	Percentage of minor planning applications determined within 8 weeks	90.1%	80%	36%			A total of 25 applications were determined this quarter. 9 were determined within 8 weeks. The reduction in the size of the Development Control team and ongoing issues around experienced administrative support has contributed to this.
NI 157c	Percentage of other planning applications determined within 8 weeks	77.55%	80%	55.56%			A total of 54 applications were determined this quarter. 30 were determined within 8 weeks. The reduction in the size of the Development Control team and ongoing issues around experienced administrative support has contributed to this.
NI 159	Supply of ready to develop housing sites	131.9%	100%	128.80%			Annual figure from Strategic Housing Land Availability Assessment 2010/11





Appendix 2: Progress Against 'key' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
<u>NI 170</u>	Previously developed land that has been vacant or derelict for more than 5 years	2.33%	2.24%	2.21%			Annual figure taken from National Land Use Database.
<u>EAR LI8</u>	Greenstat-Survey, Satisfaction with the standard of maintenance of trees, flowers and flower beds.	New Measure 2009/10	70%	96.88%			From the Greenstat-Survey for Q4







Appendix 3: Progress Against 'other' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
-----	-------------	----------------	----------------	-----------	------------------	---------------------	-----------------------









Quality							
EAR LI2	Satisfaction with the standard of cleanliness and maintenance of parks and green spaces.	94%	90%	100%			From the Greenstat-Survey for Q4.
EAR LI3	Number of Green Flag Awards for Halton.	12	12	12			All Green Flag Award parks were retained.

Service Delivery							
NI 154	Net additional homes provided	114	159	173			Please note quarterly figures are gross. Annual net additional homes is 173 dwellings. (Demolition of 89 dwellings and survey of minor sites accounts for the total net figure) Whole Borough data collected annually in quarter 4.
NI 155	Number of affordable homes delivered (gross)	108	20	145			Annual affordable homes is 145. An error occurred in an earlier quarter where a proportion of site was recorded as market housing but site survey identified homes as Home Buy (Intermediate affordable Housing)



Appendix 3: Progress Against 'other' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
NI 191	Residual household waste per household (Kgs)	819.41	811	688.86			As some waste data information was not available at the time of writing this report, this is an estimated figure and may be subject to minor adjustment, but the year end target will be met.
NI 192	Household waste recycled and composted	29.97%	34%	36.42%			As some waste data information was not available at the time of writing this report, this is an estimated figure and may be subject to minor adjustment, but the year end target will be met.
NI 193	Municipal waste land filled	70.16%	63%	63.79%			As some waste data information was not available at the time of writing this report, this is an estimated figure and may be subject to minor adjustment. It is unclear whether the year end target will be met.

Appendix 3: Progress Against 'other' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
NI 195	Improved street and environmental cleanliness:						
	a) Litter	13%	8%	6%			Target achieved.
	b) Detritus	9%	5%	8%			Although there has been an improvement in performance compared to the previous year, the year end target has not been met.
	c) Graffiti	3%	1%	2%			Although there has been a reduction in graffiti levels compared to the previous year, the year end target has not been met. The Council does not have a dedicated resource for removing graffiti.
	d) Fly-Posting	1%	0%	2%			Inspections have revealed an increase in levels of fly-posted materials in the past 12 months. The Council does not have a dedicated resource for removing fly-posted materials.

Appendix 3: Progress Against 'other' performance indicators




Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
NI 196	Improved street and environmental cleanliness - Fly tipping	3	1	1			<p>In 2009/10 there were 2462 incidents of fly-tipping and in 2010/11 there were 667. In 2009/10 the Council recorded 381 enforcement actions and in 2010/11 recorded 1361.</p> <p>As the total number of fly-tipping incidents dealt with has decreased from the previous year and the total number of enforcement actions has increased, the Council's grading is categorised as '1' or 'Very Effective'</p>
NI 197	Improved local biodiversity – active management of local sites	57.5%	67%	N/A	N/A	N/A	<p>The data for this indicator is processed by the Cheshire Wildlife Trust and verified by the Local Wildlife Partnership.</p> <p>As at 26th April 2011 the data had not been processed, we hope that we will have the information by the 30th June 2011.</p>

Appendix 4: Financial Statement

The Department's quarter 4 financial statement will be prepared once the Council's year-end accounts have been finalised and will then be made available via the intranet by 30th June 2011.




Appendix 5: Explanation of Symbols

Symbols are used in the following manner:

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

Direction of Travel Indicator

Where possible performance measures will also identify a direction of travel using the following convention

Green		<i>Indicates that performance is better as compared to the same period last year.</i>
Amber		<i>Indicates that performance is the same as compared to the same period last year.</i>
Red		<i>Indicates that performance is worse as compared to the same period last year.</i>
N/A		<i>Indicates that the measure cannot be compared to the same period last year.</i>

Departmental Quarterly Monitoring Report

<u>Directorate:</u>	Environment & Economy
<u>Department:</u>	Highways, Transportation & Logistics
<u>Period:</u>	Quarter 4 - 1 st January – 31 st March 2011

1.0 Introduction

This quarterly monitoring report covers the Highways, Transportation & Logistics Department fourth quarter period up to 31st March 2011. It describes 'key' developments and progress against 'key' milestones and performance indicators for the service.

The way in which the traffic lights symbols and direction of travel indicators have been used to reflect progress to date is explained within Appendix 8. 0

2.0 Key Developments

Highway Maintenance

On 23/02/11 the Secretary of State for Transport confirmed that an additional national pot of £100m had been created to allow local authorities to address the increased damage to highways resulting from the recent severe winter. On 24/03/11 it was confirmed that this national pot had been increased to £200m and that Halton's share of this would be £348k. This will be used to address the backlog of pothole repair activity and to apply preventative measures to mitigate future deterioration caused by severe winter conditions.

Local Transport Plan 3 (LTP3)

Halton's third Local Transport Plan (LTP3) was approved by Executive Board on 17th March 2011. LTP3 will come into effect on 1st April 2011

The loss of the annual Road Safety grant has led to a reduction in the number of Road Safety staff from 4 to 2 and the loss of the accident data analyst which was shared jointly with our partners in the Cheshire Safer Roads Partnership (CSRP). The ending of the national Safe Routes to School project by the government, has also meant that two members of staff, who were responsible for successfully ensuring that all schools in the Borough developed a School Travel Plan, could no longer be funded and have therefore had to leave the Authority.

3.0 Emerging Issues

Local Transport Sustainable Transport Fund

In January 2011 the Department for Transport (DfT) published a new Transport White Paper which emphasised economic growth and cutting carbon emissions as priorities.

Alongside the White Paper guidance on the DfT's Local Sustainable Transport Fund (LSTF) bidding process was also published. It is expected that Halton will make an expression of Interest for the LSTF in June 2011 with a formal bid in February 2012.

Changes in Grant Funding

An appraisal of the supported local bus network has been carried out following the government's Comprehensive Spending Review and this has identified a requirement for a realignment of the local bus budget. The resulting budget shortfall signifies bus provision being curtailed, changed or withdrawn in the coming financial year. It is likely that an element of funding for Halton Community Transport will also be cut.

As part of CSR10, the Department for Transport (DfT) announced a radical simplification of local transport funding, moving from 26 separate grant streams to just four:-

- Block funding for small transport improvement schemes – the Integrated Transport Block (capital).
- Block funding for highways maintenance (capital);
- Major schemes (capital); and
- A new local sustainable transport fund (capital and revenue)

All other specific grants were ended with reduced allocations being incorporated within the main Local Government Formula Grant administered by the Department for Communities and Local Government.

This has resulted in the loss of the specific De-trunking Capital Grant used for maintenance of Watkinson Way (£219,175 in 2010/11). Maintenance liabilities for Watkinson Way will now have to be addressed through future HBC revenue and LTP capital maintenance funding. The Road Safety Grant (£75,114 capital and £337,597 revenue) together with the Rural Bus Grant (£40,597) have also been cut in entirety.

Restructure

In line with the Council-wide cuts in budgets, a restructuring of Directorates and the deletion of posts will be necessary. It is proposed that Directorates be reduced from 4 to 3 with this Department's current Directorate being disbanded and split across the remaining 3. A new and much larger department will be formed called Policy, Planning and Transportation which will encompass the existing Department.

4.0 Service Objectives / milestones**4.1 Progress against 'key' objectives / milestones**

Total	21		14		0		1
--------------	-----------	---	----	---	---	---	---

For further details please refer to Appendix 1.

Areas where objectives have not been met are as follows. Improvements to Hough Green Station are expected to be completed in May 2011.

Some uncertainty also exists around the six Mersey Gateway (MG) Project milestones, as although some of the tasks have begun, they are still tentative and look to be completed within the 2011/12 financial year. This is because the Department for Transport/Treasury are yet to announce final funding approval. The MG team were expecting this decision soon after the planning approvals were given in December 2010 but unfortunately this has not been forthcoming. Due to the complex nature of the project, the decision has been delayed whilst the DfT further review documentation. It is expected that the funding package will be approved by end of June 2011.



4.2 Progress against 'other' objectives / milestones

Total	N/A		N/A		N/A		N/A
--------------	------------	---	-----	---	-----	---	-----

There are presently no objectives/ milestones of this type identified for this service.

5.0 Performance indicators

5.1 Progress Against 'key' performance indicators

Total	19		16		0		2
-------	----	---	----	---	---	---	---

For further details please refer to Appendix 3.

During the 2010/11 financial year the numbers of people and children under 16 involved in road traffic collisions that have been killed or seriously injured has decreased, is better than the target for the year and is also an improvement over the same time the previous year (2009/10).

Areas where key performance indicators have not been met are as follows. The condition of the Borough's unclassified roads where structural maintenance should be considered, is related to three successive severe winters. Extra DfT funding has been received this year to combat this as reported in key developments. The percentage of buses also starting on time has significantly improved in 2010/11 to 96.77%. Though narrowly missing the target by 0.6%, this was achieved by operators rescheduling services to allow further time at congestion hot spots along the route.

There are two indicators for which information is currently unavailable. The information on modes of transport used for Children travelling to school is expected to be published by the Government in July 2011 as the census was taken in January 2011.

With regard to NI167, congestion during morning peak times, the DfT is responsible for collecting this data. To date no information has been provided to Halton from the DfT.

The indicator on flood and coastal erosion will no longer be collected in its present form.

5.2 Progress Against 'other' performance indicators

Total	13		9		0		4
-------	----	---	---	---	---	---	---

For further details please refer to Appendix 4.

Although the numbers of third party compensation claims received due to alleged highway / footway defects for the year have exceeded the target, the harsh weather conditions during the winter of 2010/11 have contributed to this increase. It should be noted, however, that numbers of claims that are successful claims shows a downward trend.

6.0 Risk Control Measures

There are no Risk Control Measures for this area.

7.0 Progress against high priority equality actions

There are no High Priority Equality Actions for this area.

8.0 Data quality statement



The author provides assurance that the information contained within this report is accurate and valid and that every effort has been made to avoid the omission of data. Where data has been estimated, has been sourced directly from partner or other agencies, or where there are any concerns regarding the limitations of its use this has been clearly annotated.

9.0 Appendices

- Appendix 1 Progress Against 'key' objectives / milestones
- Appendix 2 Progress against 'other' objectives / milestones
- Appendix 3 Progress against 'key' performance indicators
- Appendix 4 Progress against 'other' performance indicators
- Appendix 5 Progress against risk control measures
- Appendix 6 Progress against High Priority Equality Actions
- Appendix 7 Financial Statement
- Appendix 8 Explanation of use of symbols

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
HTL 1	Mersey Gateway – Complete the procedural process to achieve all necessary orders and conditional approval of the Business Case for the construction of the Mersey Gateway within the timescales required. (see footnote 1)

Milestones	Progress Q 4	Supporting Commentary
Submit Outline Business Case (OBC) to DfT.		Draft Outline Business Case with Department for Transport (DfT).
DfT Ministerial approval.	Refer to comment	These milestones were determined upon the basis of factors as at 1 st April 2010. However given the complex nature of the project, and Central Government and statutory requirements outside of the Council's control, completion dates will be subject to ongoing review.
HM Treasury approval (Chief Secretary)		
Secretary of State confirms the orders for the construction of the Mersey Gateway October 2010 .		Planning approval confirmed by DfT and CLG on 20th December 2010. The approval was signed off by two Government Ministers - Transport Secretary Philip Hammond MP and Local Government Secretary Eric Pickles MP. The approval means that the team can start the preparation for procurement.

1. These milestones were determined upon the basis of factors as at 1st April 2010. However given the complex nature of the project, and Central Government and statutory requirements outside of the Council's control, completion dates will be subject to ongoing review.

Appendix 1: Progress Against 'key' objectives / milestones


Ref	Objective
HTL 2	Mersey Gateway - Commence the procurement process for the construction of Mersey gateway to ensure that the project can be completed within the required timescales. (see footnote1)

Milestones	Progress Q 4	Supporting Commentary
Publish invitation to prospective tenders in the Official Journal of the European Union (OJEU).	Refer to comment	A Prior Information Notice (PIN) was published in the OJEU in February 2011 which signalled our intent to commence with the procurement process. An industry day was held in March 2011 and bilateral meetings held with a number of consortia who are interested in bidding for the project.
Prequalification of bids.		Pre-Qualification Questionnaire (PQQ) document was due to be published in May 2011. However, the OJEU notice relating to PQQ cannot be published until final funding approval has been received. PQQ expected to be published in June 2011.
Commence Competitive Dialogue process.		Not yet commenced
Acquire all land interests for the scheme.		The Land Assembly Team have commenced with the General Vesting Declaration (GVD) and Compulsory Purchase Order (CPO) process in order to acquire all land required for the scheme on both a permanent and temporary basis.

1. These milestones were determined upon the basis of factors as at 1st April 2010. However given the complex nature of the project, and Central Government and statutory requirements outside of the Council's control, completion dates will be subject to ongoing review.

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
HTL 3	LTP Capital Programme - Deliver the LTP Capital Programmes to ensure that the transport system is maintained and developed to meets local needs

Milestones	Progress Q 4	Supporting Commentary
To deliver the 2010/11 LTP Capital Programme March 2011.		<p>Following the Government's in-year budget reduction which removed the Road Safety Capital Grant, the LTP Capital Programme now comprises two funding blocks:</p> <p>Bridge and Road Maintenance: The road maintenance programme has been completed successfully. A total of 8 major Carriageway resurfacing schemes and 28 footway reconstruction schemes were completed in 2010/11 across the Borough. There have also been major programmes of surface dressing treatments. For details of the Major Bridge Maintenance elements of the programme see HTL5.</p> <p>Integrated Transport programme: Full budget expenditure of the Integrated Transport programme was achieved by the end of Quarter 4. Quality Transport Corridor Schemes at Hale Road / Coronation Drive and Birchfield Road, Widnes were undertaken during Quarter 4. Following completion of lay-by and bus stop improvements at Greenoaks bus station earlier in the year, it has not been possible to deliver the replacement bus shelters envisaged, due to budget constraints, however, it is proposed to continue negotiations with the shelter suppliers with a view to implementing a scheme in 2011/12. Local Safety Scheme improvements to Murdishaw roundabout were completed in Quarter 4. For progress on proposals at Hough Green and Widnes railway stations, see HTL 6.</p>





Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
HTL 4	Local Transport Plan 3 – Develop a third Local Transport Plan for Halton, monitor progress against the Council's transport goals and submit reports to ensure progress is maintained.

Milestones	Progress Q 4	Supporting Commentary
Executive Board approval for LTP3 strategy consultation document September 2010.	<input checked="" type="checkbox"/>	The Executive Board approved the Local Transport Plan 3 (LTP3) strategy for consultation 14 th October 2010.
Progress report on LTP 2 to Members October 2010.	<input checked="" type="checkbox"/>	Progress was reported to Environment & Urban Renewal PPB on 24 th November 2010.
Finalise LTP3 strategy and implementation December 2010.	<input checked="" type="checkbox"/>	Local Transport Plan 3 (LTP3) strategy and implementation was completed in Feb 2011. Government White paper on Transport was published in Jan 2011 thereby delaying the process.
Executive Board approval for LTP3 January 2011.	<input checked="" type="checkbox"/>	Local Transport Plan 3 (LTP3) was approved by the Executive Board on 17th March 2011.
Submit LTP 3 to DfT. March 2011.	<input checked="" type="checkbox"/>	Local Transport Plan 3 (LTP3) was submitted to Department for Transport (DfT) 31st March 2011.




Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
HTL 5	Silver Jubilee Bridge (SJB) Complex Major Maintenance Scheme – Delivery of the remaining programme of major works identified within the revised SJB Complex Maintenance Strategy to ensure continued unrestricted availability of the SJB crossing and to allow future maintenance to be delivered on a steady state, lifecycle planned basis.

Milestones	Progress Q 4	Supporting Commentary
Review progress, revise SJB maintenance strategy document and deliver 2010/11 works programme to maximise effectiveness of PRN Grant funding availability prior to its expiry March 2011 .		2010/11 works programme completed and final PRN Section 31 Grant claim submitted to DfT.
Initiate formal project management principles and satisfy all other conditions attached to DfT approval of SJB Complex Major Maintenance Scheme October 2010 .		PRINCE2 Project Management Practitioner qualification achieved. DfT logo used in contract documentation and signage.
Complete consideration of implications of approval of Mersey Gateway project for funding and delivery of future major bridge maintenance requirements within SJB Complex September 2010 (depending upon the outcome of the Secretary of State's decision).		Advance information regarding implications for Silver Jubilee Bridge Complex major maintenance funding requirement (potential £7.5m reduction) has been provided to Mersey Gateway team and this has been reported to MG Executive Board
Complete procurement of consultancy services framework to ensure continued availability of specialist support beyond expiry of existing framework agreement March 2011 .		Extension of Framework Agreement with Mott MacDonald for Consultancy Services until March 2013 has been approved by Exec Board Sub Committee.

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
HTL 6	Improving the quality and accessibility of public transport services in Halton to encourage the use of sustainable transport and increase its accessibility by vulnerable groups



Milestones	Progress Q 4	Supporting Commentary
Complete Mersey Gateway sustainable transport strategy document. April 2010		<p>The Mersey Gateway Sustainable Transport Strategy (MGSTS) was agreed and published in February 2009. The MGSTS sets out how the Project can both facilitate and encourage sustainable transport in the Borough, and both provides for, and enables sustainable interventions and initiatives to be developed and implemented.</p> <p>Although the actual document is complete, the overall policy implications are on hold until after the Spending Review in autumn 2010. This is due to the MGSTS being reliant on the Mersey Gateway Project being approved as the Mersey Gateway Project provides some of the funding.</p>
Improvements to local rail station car park. March 2011.	 (Widnes)  (Hough Green)	<p>Work to improve car parking, access and safety & security improvements at Widnes railway station are well underway and are expected to complete in May 2011.</p> <p>The commencement of work at Hough Green station car park, to provide 48 marked spaces and improved access, has been delayed whilst scheme detailed design is finalised following recent site investigation works. Network Rail and Northern Rail are progressing Landlords Consents and permissions for the scheme to proceed. It is anticipated that this scheme will be carried out during summer 2011.</p>

Appendix 2: Progress Against 'other' objectives / milestones










Ref	Objective
	There are presently no objectives / milestones of this type identified for the service.

Appendix 3: Progress Against 'key' performance indicators









Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
-----	-------------	----------------	----------------	-----------	------------------	---------------------	-----------------------

Fair Access							
<u>HTL LI6</u>	No. of passengers on community based accessible transport	241,810	255,000	266,230			Target for 2010/11 has been achieved with a significant increase in usage on 09/10 figures.
<u>NI 167</u>	Congestion during morning peak times	N/A Externally Monitored	N/A Externally Monitored	N/A Externally Monitored	Refer to comment	N/A	Whilst this is a National Indicator, the Department for Transport is responsible for collecting the data. To date no data has been provided to Halton.





Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
NI 175	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:						
	a) Whiston Hospital	100%	100%	100%			Service levels remained the same as 2009/10.
	b) Warrington Hospital	100%	100%	100%			Service levels remained the same as 2009/10.
	c) Riverside College (Runcorn Campus)	93%	90%	93%			Service levels remained the same as 2009/10.
	d) Riverside College (Widnes Campus)	98%	95%	98%			Service levels remained the same as 2009/10.
NI 176	Percentage of people of working age living within a catchment area of a location with more than 500 jobs by public transport and/or walking	-	100%	100%		N/A	This figure is provided directly from the Central Data Hub at the Department for Transport.







Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
NI 177	Number of local bus passenger journeys originating in the authority area in one year	6,219,683	6,130,000	6,293,221			The target for 2010/11 has been achieved. There has also been an increase in patronage on the previous year.
Service Delivery							
HTL LI10	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	54.2	50.6 (2010)	47 (2010 yr)			For the calendar year 2010, the total number of killed or seriously injured in road traffic collisions was 41, below anticipated levels.
HTL LI11	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	8.6	8.2 (2010)	8 (2010 yr)			For the calendar year 2010, the total number of killed or seriously injured children (<16) in road traffic collisions was 10, below anticipated levels.
HTL LI12	No. of people slightly injured in road traffic collisions.	374	430 (2010)	423 (2010 yr)			For the calendar year 2010, the total number of those slightly injured in road traffic collisions was 423, below anticipated levels.







Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
<u>HTL</u> <u>LI15</u> Ex BVPI 224b	Condition of Unclassified Roads (% of network where structural maintenance should be considered).	11	9	17			This performance is related to 3 successive severe winters, although this trend is mirrored by other LA's. DfT funding has been received this year to combat this. As we only survey a third of the network each year and this figure does not take account of works carried out in years 1 and 2.
<u>NI 47</u>	Percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	5.9%	-10.4% (2010)	2.1% (2010 yr)			Casualty levels in calendar year 2010 considerably below anticipated levels, target figure exceeded. (41 casualties in 2010 against 59 anticipated)

Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
<u>NI 48</u>	The percentage change in number of children killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	0%	0.0% (2010)	-3.8% (2010 yr)			Casualty levels in calendar year 2010 considerably below anticipated levels, target figure exceeded. (10 casualties in 2010 against 11 anticipated)
<u>NI 168</u>	Percentage of principal road network where structural maintenance should be considered.	1	2	1			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.
<u>NI 169</u>	Non principal roads where maintenance should be considered.	3	4	3			Within target. Sound existing construction and the investment made in the structural maintenance, has enabled Classified Roads to withstand deterioration due to severe winter weather.

Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
NI 178	Bus service punctuality, Part 1: The proportion of non frequent scheduled services on time (%):						
	a) Percentage of buses starting on time	89.84%	97.6%	96.77%			Although the target for 2010/11 has not been achieved, there has been an increase in performance on 2009/10. This is due to the operators re-scheduling services to allow further time at congestion hot spots along the route.
	b) Percentage of buses on time at intermediate timing points	83.37%	85%	87.1%			The target for 2010/11 has been achieved and there has also been an increase in performance. This is due to the operators re-scheduling services to allow further time at congestion hot spots along the route.
	Part 2: For frequent services, the excess waiting time (minutes)	0.07	1.05	0.56			The target for 2010/11 has been achieved. Again this is due to the operators making adjustments to schedules to accommodate further time at congestion hot spots.

Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
<u>NI 189</u>	Flood and coastal erosion risk management (% of agreed actions to implement long term flood and coastal erosion risk management plans that are being undertaken satisfactorily)	100%	100%	N/A	Refer to comment	N/A	National Indicator NI189 has been deleted in its original form, and replaced by information required within the Single Data List (SDL) to reflect the new duties of Lead Local Flood Authorities, in particular in relation to Sustainable Drainage. However, progress against the agreed actions from the Catchment Flood Risk Management Plan (CFRMP) and Shoreline Management Plan (SMP) which formed the basis for NI189 has been met; Strategic Flood Risk Management Plan2 is complete; work on a Surface Water Management Plan is underway and use of Sustainable Drainage Systems (SuDS) drainage techniques is embedded within the planning process.







Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
NI 198	Children travelling to school – mode of transport usually used (%).						
	a) Children aged 5 – 10 years:						The figures for this indicator are not available for 2010 yet. Although the school census from which they are derived is taken in January each year, the DfT have to 'clean' the data to remove those pupils outside the stated age ranges eg. children who although at school are aged 4 years old. This corrected information is not usually available until July each year.
	Cars	41.3%	43.5%	N/A	N/A	N/A	
	Car share	3.5%	2.5%	N/A	N/A	N/A	
	Public transport	2.3%	2.2%	N/A	N/A	N/A	
	Walking	52.4%	51.2%	N/A	N/A	N/A	
	Cycling	0.4%	0.5%	N/A	N/A	N/A	
	Other	0.1%	0.1%	N/A	N/A	N/A	
	b) Children aged 11 – 15 years						
	Cars	25.4%	27.8%	N/A	N/A	N/A	
	Car share	2.4%	2.6%	N/A	N/A	N/A	
	Public transport	21.3%	18.9%	N/A	N/A	N/A	
Walking	48.9%	48.8%	N/A	N/A	N/A		
Cycling	1.7%	0.9%	N/A	N/A	N/A		
Other	0.3%	1.0%	N/A	N/A	N/A		













Appendix 4: Progress Against 'other' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
Cost & Efficiency							
HTL LI1	Number of third party compensation claims received due to alleged highway / footway defects	131	110	149			Although the total claims received for the year has exceeded its target, the harsh weather conditions during the winter of 2010/11 have contributed to this. It should be noted, however, that numbers of successful claims show a downward trend.
HTL LI2	Increase MOT test facility turnover by 3% per annum (£)	182,209	181,692 (+3%)	229,469			Target exceeded due to better than expected trading conditions.
Fair Access							
HTL LI3	% of pedestrian crossings with facilities for disabled people (Previously BVPI 165)	70	70	70.6			No work is being carried out to increase this percentage but as crossings are upgraded they will meet the criteria.



Appendix 4: Progress Against 'other' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
HTL LI5	% of footpaths and Rights of Way that are easy to use.	85 (Provisional)	87	86%			<p>Following completion of the Rights of Way annual survey and subsequent analysis, the percentage of routes that are easy to use has been confirmed as 86%.</p> <p>This performance is slightly (1%) below target and reflects the reduced budget available (following in-year cuts in grant) for route maintenance and improvement.</p>
HTL LI7	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	46	47	48.25			Target achieved for this year.
Service Delivery							
HTL LI13	Average number of days taken to repair street lighting fault: non District Network Operators (DNO) (Street lights controlled by the authority). (Previously BVPI 215a).	5	5	5			Maintained the 5 days target with change of maintenance contractor mid term.

Appendix 4: Progress Against 'other' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
HTL LI14	Average number of days taken to repair street lighting fault: District Network Operators (DNO) (Street lights controlled by the energy provider). (Previously BVPI 215b)	20	30	32			District Network Operators (DNO) are working to a new standard, Guaranteed Standards of Performance (GSoP), from 1 st October 2010 which allow for increased completion times.
HTL LI17	Damage to roads and pavements (% dangerous damage repaired within 24 hours)	98.81	98	98.37			On Target.
HTL LI19a	No of sites with new bus shelters	70	75	75			Target achieved for this year. New shelters installed at Appleton Village, Kingsway and Hale Rd, Ditton.
HTL LI19b	No of sites with replacement bus shelters	75	72	85			Target achieved for this year. All old style shelters replaced on Astmoor section of the Busway.
HTL LI20	Percentage of schools with School Travel Plans in place	100%	100%	100%			Target achieved. The scheme has now finished and all schools have travel plans in place. This indicator will not be monitored in 2011/12.
HTL LI21	Percentage of employers (> 100 employees) with Green Travel Plans in place.	60%	63%	62%			No further progress made on Q3 figures as anticipated earlier in the year

Appendix 4: Progress Against 'other' performance indicators

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
HTL LI22	Proportion of LGV's that pass the annual MOT test first time.	97%	90%	100%			Target exceeded as a result of an enhanced preventative maintenance regime.

Appendix 5: Risk Control Measures

Ref	Risk Identified	Treatment Measure	Progress	Supporting Commentary
-----	-----------------	-------------------	----------	-----------------------

There are no Risk Control Measures for this area.

Appendix 6: High Priority Equality Actions

Ref	Service Area	High Priority Action	Progress	Supporting Commentary
-----	--------------	----------------------	----------	-----------------------




There are no High Priority Equality Actions for this area.

Appendix 7: Financial Statement

The Department's quarter 4 financial statement will be prepared once the Council's year-end accounts have been finalised and will then be made available via the intranet by 30th June 2011.




Appendix 8: Explanation of Symbols

Symbols are used in the following manner:

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

Direction of Travel Indicator

Where possible performance measures will also identify a direction of travel using the following convention

Green	 Indicates that performance is better as compared to the same period last year.
Amber	 Indicates that performance is the same as compared to the same period last year.
Red	 Indicates that performance is worse as compared to the same period last year.
N/A	Indicates that the measure cannot be compared to the same period last year.

REPORT: Environment & Urban Renewal
Policy & Performance Board

DATE: 15 June 2011

REPORTING OFFICER: Strategic Director, Policy & Resources

SUBJECT: Petition Concerning Heavy Industrial Traffic on
South Parade, Weston Point, Runcorn

WARDS: Heath

1.0 PURPOSE OF REPORT

- 1.1 To report receipt of a 21 name petition that has been received, requesting that steps be taken to reduce the volume and weight of heavy industrial traffic travelling along South Parade, Weston Point, Runcorn.

2.0 RECOMMENDATIONS

2.1 It is recommended that:

- 1. The re-signing of routes to the industrial sites from the Weston Point Expressway, both existing and planned, be endorsed.**
- 2. A time limited weight restriction be introduced on South Parade and Sandy Lane between Bankes Lane and Picow Farm Road.**
- 3. The existing waiting restrictions on South Parade and Sandy Lane be reviewed to discourage parking of HGVs near the houses together with the direction signs and carriageway markings for traffic leaving the Mersey Gateway Port.**
- 4. That the Council arranges for discussions to resume between Ineos and Stobart's regarding alternative accesses to Mersey Gateway Port.**
- 5. The petition be noted and the lead petitioner be informed of the decisions of the Policy & Performance Board.**

3.0 SUPPORTING INFORMATION

- 3.1 A 21 name petition has been received from residents of Weston Point requesting that steps be taken to reduce the volume and weight of heavy industrial traffic travelling along South Parade, Weston Point, Runcorn. The petition is attached as Appendix 'A'.
- 3.2 The petition cites damage to properties, dangers to pedestrians, obstruction, increasing volumes of traffic, noise and pollution.
- 3.3 Referring to the location plan in Appendix 'B', the sites generating the highest traffic movements affecting South Parade are the Ineos Salt Works and the Energy From

Waste (EfW) construction site, together with the Mersey Gateway Port (previously Weston Docks), which is now operated by Stobart's.

- 3.4 Traditionally, these sites have been accessed from South Parade via either Picow Farm Road and Sandy Lane or Bankes Lane junctions on the Weston Point Expressway. This has resulted in industrial traffic travelling down both Sandy Lane and Bankes Lane/South Parade. Now however, Ineos have constructed a new access road, Barlow Way, from Picow Farm Road which together with a new internal site roadway system provides access to both the Salt Works and EfW sites from Picow Farm Road as indicated. Temporary signing for the EfW site has been erected on the Weston Point Expressway on both the north and south bound approaches, directing construction traffic to use the Picow Farm Road route to access the site and thus avoid South Parade.
- 3.5 Ineos have also approached the Council with a view to funding replacement permanent signing on the Weston Point Expressway, to direct both Salt Works and EfW traffic to use the Picow Farm Road junction, thus avoiding travelling via either Sandy Lane or Bankes Lane/South Parade. However, HGV traffic continues to access these sites via Bankes Lane and South Parade as it is not prohibited from doing so. The roads can physically accommodate this traffic and SatNav systems show Bankes Lane as the shortest route, particularly for vehicles approaching from M56.
- 3.6 Access to Mersey Gateway Port will need to remain off the junction of South Parade and Sandy Lane for the foreseeable future. A possible solution to reduce traffic on these roads is to extend Barlow Way so that it can provide a new connection to the Port. However, no funding has been identified for this proposal and until this is found traffic for the Port will need to continue to use South Parade and/or Sandy Lane. The Council is trying to facilitate meetings between all the parties (Ineos and Stobart's) involved to try to find a solution. If this alternative access could be provided then a weight restriction on South Parade could be considered although it should be noted that this would need to include an exemption for access. In the short term a time limited weight restriction could be considered, with say a restriction between 10.00 pm and 7.00 am. It would also be advantageous to review the waiting restrictions, particularly opposite the houses to discourage inappropriate parking by HGVs; however enforcement of waiting restrictions would rely on the police being able to visit the area.
- 3.7 All these options require drivers to use the signed routes rather than SatNav, which guide them along the shortest route. Both Ineos and Stobart's have issued instructions to drivers to use the signed routes and in the case of Stobart's they requested drivers not to arrive before the Port opens at 7.00 am, which became a problem in May when garden products were being collected and drivers arrived from about 6.00 am, causing disturbance to the residents. Ineos have issued maps to their hauliers and report drivers to their employer's if they do not follow the correct routes. Also a sign has been erected on South Road (former access to Salt Works) advising that there is no access to the Salt Works. When leaving Barlow Way, Ineos have installed temporary blocks to deter traffic from turning right towards Sandy Lane.
- 3.8 It has been suggested that traffic leaving the Port be signed along Sandy Lane, to discourage use of South Parade. This is an option but this would not be enforceable and could result in objections from the residents of Sandy Lane; and may not be

followed due to drivers following SatNav rather than direction signs. This needs to be investigated further together with possible amendments to the carriageway markings to encourage drivers to take the most appropriate route.

- 3.9 The possibility of reducing the speed limit in the vicinity of the residential properties has been suggested, but this would require the support of the police. The police have previously confirmed that they will not enforce 20 mph limits as they should, in their view, be self enforcing through design of the horizontal and vertical alignment. This option cannot be progressed further at the present time.
- 3.10 The situation in connection with South Parade area is still under discussion and a verbal update will be given at the meeting

4.0 FINANCIAL & OTHER IMPLICATIONS

- 4.1 Signing and traffic management revisions will be recharged to site operators, where appropriate, otherwise the works will need to be funded by the Council from **its** traffic management budget and judged against other requests.
- 4.2 There are no direct policy, social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

5.1 Children & Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

5.2 Employment, Learning & Skills in Halton

The development of this area will create employment in accordance with the Council's 'Employment, Learning & Skills in Halton' priority.

5.3 A Healthy Halton

There are no direct implications on the Council's 'A Healthy Halton' priority.

5.4 A Safer Halton

South Parade has no reported traffic collisions involving personal injury in the past five years.

5.5 Halton's Urban Renewal

The regeneration of this area is part of the Council's 'Halton's Urban Renewal' priority.

6.0 RISK ANALYSIS

- 6.1 Failure to implement signing changes and a vehicle weight restriction as indicated above will lead to continued environmental complaints from residents.

7.0 EQUALITY & DIVERSITY ISSUES.

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

8.0 BACKGROUND PAPERS

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

Halton Council
Highways Department
Runcorn

2 February 2011

Dear Sirs

Re: Heavy Traffic Problems – South Parade, Weston Point, Runcorn

This letter comes as a “follow-up” to the many telephone attempts made by residents of this area to find some kind of level on which to discuss our very genuine concerns regarding the volume and weight of heavy traffic passing to and fro in front of our homes each and every day.

Despite our attempts to explain and describe the damage being sustained by the houses and boundary walls we feel that we are not being taken seriously as no-one is visiting and observing these problems during the heavy periods.

Due to new businesses starting up/old businesses expanding the level of extremely heavy traffic has doubled if not trebled over the past few years and there is no doubt that residents' homes are suffering badly already.

In order to greatly reduce the volume and weight of the traffic travelling along these roads we have asked that signs be erected on the Weston Point slip road of the Weston Point Expressway, advising that there is no access to several of the business premises in the village, and directing the vehicles concerned to carry on along the Expressway to the next slip road which leads off at Picow Farm Road, thereby guiding them into most of the large business premises, without having to go anywhere near South Parade. Surely this is not an unreasonable suggestion, but although this fact has been acknowledged by various members of Halton Council we seen unable to actually get anything finalised.

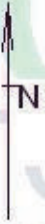
This problem is now about to escalate as one organisation has requested permission for an increase of 260% in their already extremely heavy traffic flow, and with drivers regularly parking juggernauts (sometimes plus trailer) outside our homes, leaving the engine running whilst they pop off to do their chores, it's impossible to imagine what the future holds for us.

The roads mainly involved are just sufficiently wide enough for two medium width vehicles to pass, and if residents own cars are parked outside their homes one or two of the larger vehicles is forced to stop. This manoeuvre does not take into account the presence of stationary delivery vehicles, ambulances or fire engines which, in themselves, can create an indefinite congestion.

Add to this the fact that Weston Point is a cosmopolitan mixture of very young and very old residents (many of whom are octogenarians), all of whom require particular care and attention from drivers, and the imminent emergence of a dangerous situation can be seen without using much imagination.

Your careful attention and reaction to these facts would be greatly appreciated.

Yours faithfully,



Picow Farm Road Junction

Weston Point Expressway

INEOS SITE
Salt Works - Energy From Waste

New Ineos Site Access

Picow Farm Road

Old Ineos Site Access

Docks Access

Sandy Lane

South Parade

Bankes Lane

Bankes Lane Junction

South Parade, Runcorn

Access to Adjacent Business Areas

Scale NTS Date: May 2011
Drawn: SJ Checked:
Drg. No.: 9020

Mick Noone, BA(Hons), MSc, C.Eng,
MICE, MCIHT, CMLT
Operational Director - Policy, Planning &
Transportation Department
Municipal Building, Kingsway,
Widnes, WA8 7QF. Tel: 0803 333 4300

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown copyright & may lead to prosecution or civil proceedings. H.E.C. G.S. Licence LA 078123.

REPORT TO: Environment and Urban Renewal Policy
and Performance Board

DATE: 15th June 2011

REPORTING OFFICER: Strategic Director Policy and Resources

SUBJECT: Receipt of Petition - Russell Court,
Farnworth, Widnes. Parking Issues

WARDS: Farnworth

1.0 PURPOSE OF THE REPORT

- 1.1 To report the receipt of a petition from residents of Russell Court, Farnworth in relation to car parking problems in the area and to inform the Board of what action is being taken to resolve the issues identified.

2.0 RECOMMENDATION: That

- (1) Council officers, in conjunction with Halton Housing Trust (HHT), continue their efforts to resolve the reported parking problems in Russell Court through the development of new parking provision and the control of inappropriate parking; and
- (2) The residents of Russell Court be consulted on any proposals developed to resolve the parking problems.

3.0 SUPPORTING INFORMATION

- 3.1 Russell Court is located off Farnworth Street, Widnes, close to the junction with Pit Lane (see appendix 1) and comprises a total of 28 Flats / Apartments arranged around a short cul-de-sac. The majority of the units are owned and managed by HHT and there is an adjacent amenity / drying area and a garage court comprising 11 garages accessed from an adjacent private street located to the north of Russell Court.
- 3.2 Residents have reported problems with car parking in the area for several years. On-street parking is very restricted due to the layout of Russell Court, which is little more than a short access-way and turning head, but it is adopted (highway maintainable at public expense). The extent of highway adoption is shown on the plan in Appendix 2 to this report. There are no waiting restrictions in Russell Court itself and one disabled parking bay has been provided. A sign has been erected in the past, possibly by HHT, stating "Parking for Residents of Russell Court Only" although this has no legal standing and cannot be enforced. The carriageway is therefore open to all highway users, for access and for considerate parking, and any enforcement of traffic obstruction issues etc. would rest with the Police.

- 3.3 Farnworth Street is narrow, with 'no waiting at any time' restrictions and many properties have no off-street parking provision of their own. The result is that Russell Court and the adjacent private street and garage court become congested with parked vehicles, making access and turning for residents of Russell Court difficult.
- 3.4 The Petition contains 29 signatures, and although it is addressed to both HHT and the Council, it was originally sent only to HHT. It was received by the Council on 23rd February which was too late for it to be considered by the last meeting of this Board. This is some time after the current parking problems had been reported to Ward Members and the Locality Area Forum (LAF). Investigations into the issues raised had therefore already begun and officers of both HBC and HHT were tasked to try to find a solution to the problems experienced by the residents.
- 3.5 Both the LAF and HHT have agreed to allocate funding to try to resolve parking problems through the construction of additional parking areas and to control inappropriate and unauthorised parking. HHT housing officers prepared an 'Options Report' in February which formed the basis for discussions with Council officers, Ward Councillors and residents. A series of meetings have been held to discuss the feasibility and cost of various options, which can be summarised as follows:
- Option A – Demolition of bin store and provision of around 8 car parking spaces and footpath, accessed from private street;
 - Option B – Provision of around 10 car parking spaces on part of land currently used as 'drying area'. Spaces would form part of garage court accessed from private street;
 - Option C – Prevention of parking on highway verges in Russell Court and provision of marked / allocated car parking bays. This option would not be legally acceptable, however vehicle access crossings and driveway parking could be investigated as an alternative;
 - Option D – Demolition of garages and additional car parking spaces provided within garage court accessed by new road off Russell Court. This option has not been progressed as neither HHT nor the residents are supportive.
- Options A and B, which have been the subject of further discussion and consideration are shown on the plan at Appendix 2.
- 3.6 At the time of writing, the development of a preferred scheme and the method and scope of consultation with residents / HHT tenants was still underway. A verbal report to update the Board on progress will be given at the meeting.

4.0 POLICY IMPLICATIONS

- 4.1 There are no specific policy implications in relation to this report. Russell Court is adopted highway and opportunities for the creation of parking bays in the area are limited. The housing and garage court are under the ownership and control of HHT.

5.0 OTHER IMPLICATIONS

- 5.1 **Resource Implications.** It is proposed that any contribution towards funding a scheme to resolve parking problems in Russell Court is determined by the LAF in accordance with established practices and procedures.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

No Implications

6.2 Employment, Learning and Skills in Halton

No implications

6.3 A Healthy Halton

No implications

6.4 A Safer Halton

The provision of additional off-street parking in the area of Russell Court is likely to impact positively on road safety.

6.5 Halton's Urban Renewal

No implications

7.0 RISK ANALYSIS

- 7.1 There is a risk that if no action is taken to address resident's concerns raised in the petition, vehicles will continue to obstruct the carriageways of Russell Court and Farnworth Street causing access and turning difficulties for emergency vehicles. Any proposals to further restrict parking may lead to the displacement of parked vehicles onto adjacent residential streets with consequent 'knock-on' impacts.

- 7.2 A scheme to provide additional parking provides the opportunity to resolve the current problems and enable HHT to control access to parking areas for their tenants.

A full risk assessment is not required.

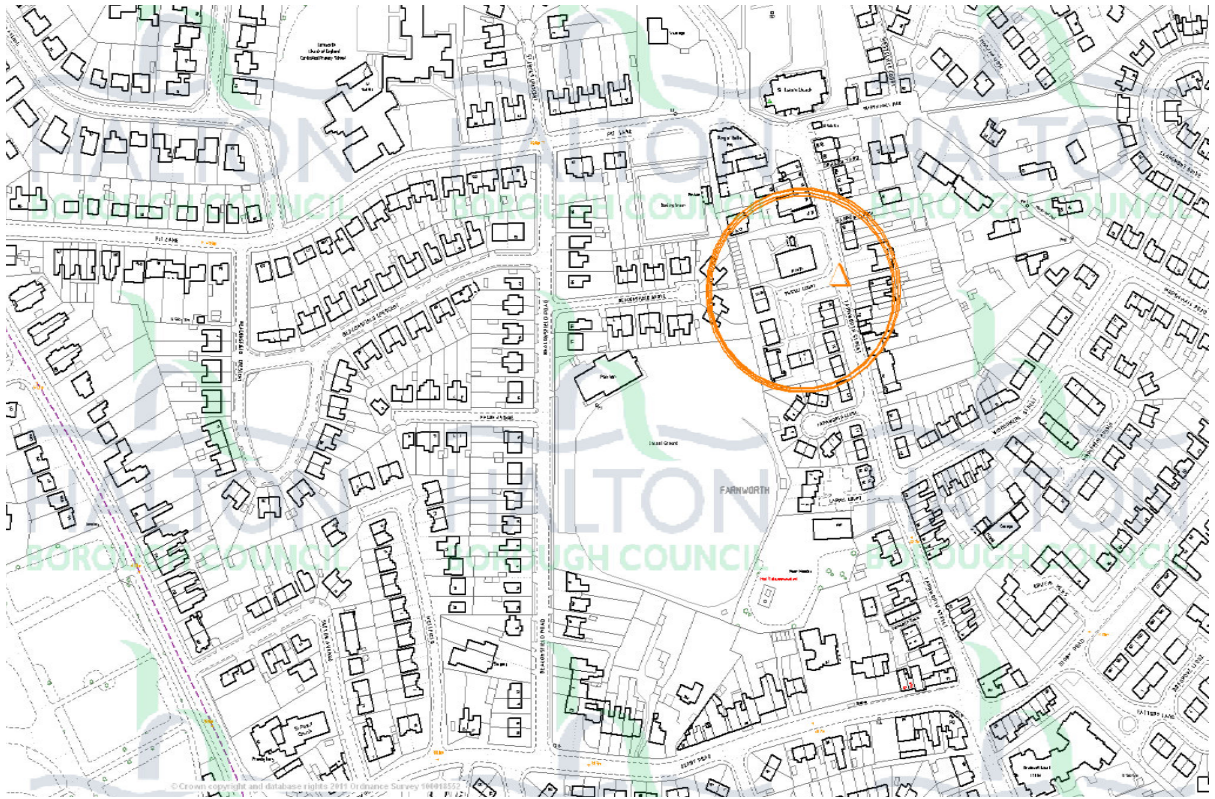
8.0 EQUALITY AND DIVERSITY ISSUES

Any additional parking provision that may be provided in the area of Russell Court would include a proportion of dedicated parking bays for disabled drivers. There are currently seven residents of Russell Court who hold 'blue-badges'.

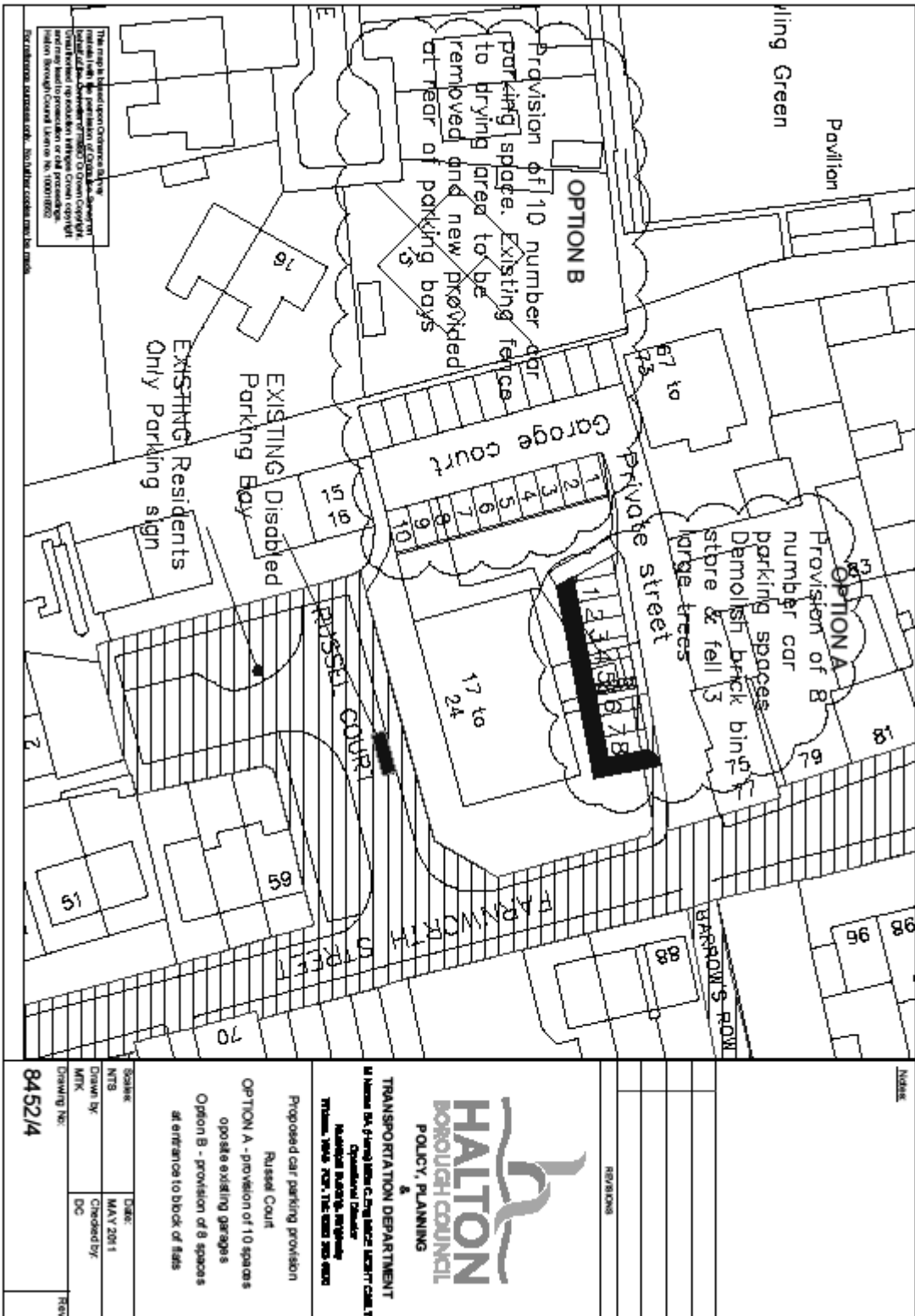
9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

Document	Place of Inspection	Contact Officer
Petition signed by 29 residents of Russell Court.	PP&T Dept. Rutland House Halton Lea Runcorn	Dave Cunliffe
'Options' report and plans prepared by HHT	PP&T Dept. Rutland House Halton Lea Runcorn	Dave Cunliffe

Appendix 1 Location Plan



Appendix 2 Proposals Plan



The Halton Borough Council is the main authority for the provision of roads in the Borough. It is the responsibility of the Council to ensure that all roads are maintained to a standard that meets the needs of the community. The Council is committed to providing a high quality of service to its residents and to ensuring that all roads are safe and accessible to all.

AGENDA ITEM NO.

REPORT: Environment & Urban Renewal
Policy & Performance Board

DATE: 15 June 2011

REPORTING OFFICER: Strategic Director, Policy & Resources

SUBJECT: Petition Requesting Partial Removal of Waiting Restrictions
on Hale Bank Road

WARDS: Ditton

1.0 PURPOSE OF REPORT

- 1.1 To report on a 19 name petition that has been received, requesting partial removal of the 'At Any Time' waiting restrictions on Hale Bank Road, Hale Bank in order to provide more on-highway parking space for local residents.

2.0 RECOMMENDATION

- 2.1 **It is recommended that the request for the partial removal of 'At Any Time' waiting restrictions on Hale Bank Road, Hale Bank be accepted and the lead petitioner be informed accordingly, with the exact extent of waiting restrictions to be removed being advertised through the normal procedure for Traffic Regulation Orders.**

3.0 SUPPORTING INFORMATION

- 3.1 A 19 name petition, signed by the residents from 11 out of the 16 properties has been received from residents of Hale Bank Road, Hale Bank requesting partial removal of a section of 'At Any Time' waiting restrictions which at present extend from the junction with Hale Road for a distance of 62 metres in a westerly direction along Hale Bank Road, on both sides. On the south side, the lines are outside a line of terraced houses (Frederick Terrace) for which there is no convenient alternative location for resident parking. Drg. No. 9005 refers to the location and the petition is attached as Appendix 'A'.
- 3.2 The petition requests that the length of the waiting restriction lines on the south side of Hale Bank Road be reduced by 23 metres, so as to provide additional on-highway parking for local residents. However, having evaluated the situation it is believed that the majority of the south side restrictions could be removed to further help residents, but leaving 15 metres of 'At Any Time' restriction adjacent to the Hale Road junction in order to provide space for vehicles entering Hale Bank Road to wait whilst oncoming traffic clears the area further west where parking would be permitted.
- 3.3 Permitting parking adjacent to Frederick Terrace effectively limits vehicles to one running lane at a time past these properties. However, in recent years the speed limit has been reduced to 30mph on Hale Bank Road and a vehicle weight restriction

introduced. Taken together, these measures have reduced the speed, volume and average weight/size of vehicles using this route.

- 3.4 Cheshire Police and ward councillors have been consulted and raised no objections to the proposed amendments.

4.0 FINANCIAL & OTHER IMPLICATIONS

- 4.1 The cost of altering the existing markings will be charged to traffic management revenue funds, and will cost approximately £200.

- 4.2 There are no direct policy, social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

5.1 Children & Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

5.2 Employment, Learning & Skills in Halton

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

5.3 A Healthy Halton

There are no direct implications on the Council's 'A Healthy Halton' priority.

5.4 A Safer Halton

There are no direct implications on the Council's 'A Safer Halton' priority.

5.5 Halton's Urban Renewal

There are no direct implications on the Council's 'Halton's Urban Renewal'.

6.0 RISK ANALYSIS

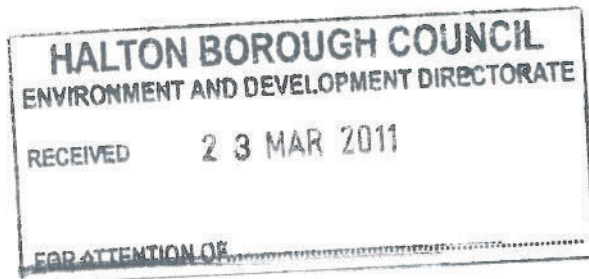
- 6.1 Partial removal of the waiting restrictions is likely to necessitate drivers of vehicles giving way to each other while using Hale Bank Road, adjacent to Frederick Terrace. However, this is a situation common to a number of streets with residential frontage. Hale Bank Road is subject to a 30mph speed limit and a vehicle weight restriction. The existing parking restrictions are routinely ignored and represent an inconvenience to residents. Formal revocation of the existing Traffic Regulation Order which currently prevents waiting at any time, over the length proposed, would need to be advertised and this would give anybody the opportunity to object if they so wished.

7.0 EQUALITY & DIVERSITY ISSUES.

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

8.0 BACKGROUND PAPERS

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



Mr L Gore
7 Halebank Road
WIDNES
Cheshire
WA8 8NA

Halton Direct Link
7 Brook Street
WIDNES
Cheshire
WA8 6NB

18th March 2011.

Dear Sir/Madam

We, the undersigned residents of Halebank Road (from number 3-31 inclusive) are seeking to reduce the double yellow lines which are marked approximately 211 feet along our road. We have concluded that a reduction of only 75 feet of the double yellow lines would allow for a greater number of car parking spaces for the people who reside on the terraced housing side of the road. At present there is only a small space at the end of the road which can accommodate possibly three or four spaces for residents to park their vehicles. Also currently the only other spaces available within the vicinity of the road are for privately owned businesses and designated residential parking apportioned to the residents of Hale Court.

We feel that this would be a fair compromise by still allowing approximately 136 feet of yellow lining on the road to avoid congestion of parked cars and also lower the risk of accidents. If you could please give this matter your full attention the residents of Halebank Road would be incredibly grateful to resolve this matter.

We look forward to your response.

Yours sincerely,

LAWRENCE GORE

Lawrence Gore
7 Halebank Road

with the full participation and support of the residents of Halebank Road.

PHONE NO 0151 425 3694 HOME
0151 424 2207 WORK

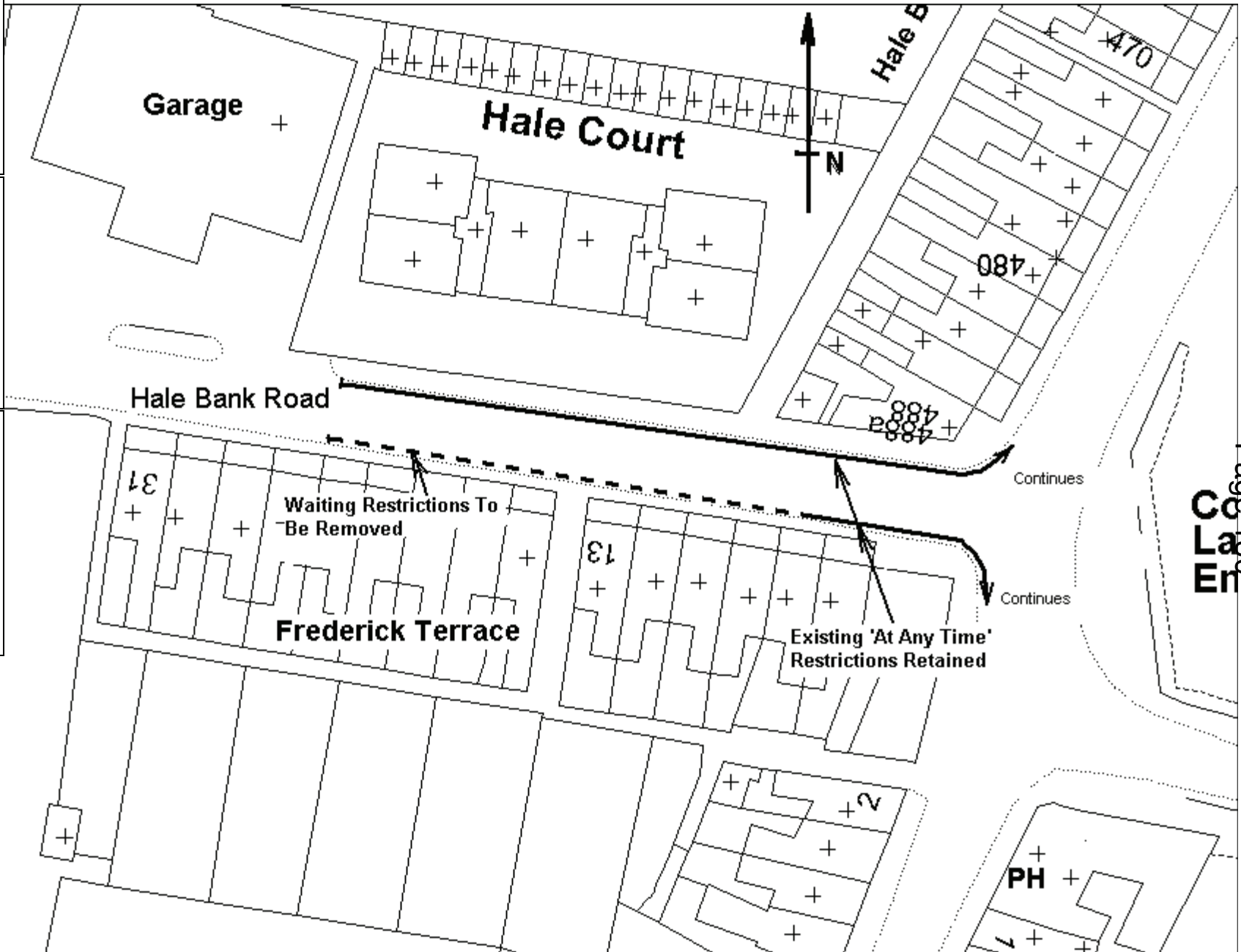


Mick Noone, BA(Hons), MSc, C.Eng,
 MICE, MCIHT, CMILT
 Operational Director - Policy, Planning &
 Transportation Department
 Municipal Building, Kingsway,
 Widnes, WA8 7QF. Tel: 0303 333 4300

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown copyright & may lead to prosecution or civil proceedings. H.B.C. O.S. License LA 078123.

Proposed Partial Removal of "At Any Time" Waiting Restrictions, Hale Bank Road, Widnes

Scale:NTS Date:May 2011
 Drawn: SJ Checked:
 Drg. No.: 9005



REPORT TO: Environment and Urban Renewal Policy
and Performance Board

DATE: 15th June 2011

REPORTING OFFICER: Strategic Director Policy and Resources

SUBJECT: Preliminary Flood Risk Assessment

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

- 1.1 As part of its new duties as a Lead Local Flood Authority (LLFA), Halton Council must undertake a Preliminary Flood Risk Assessment (PFRA). This is a high level screening exercise, to determine whether there is a local flood risk within the LLFA boundary based on historic and potential future flood risk data. This screening and any identified risk is contained within a Preliminary Assessment Report (PAR) which is attached to the report as Appendix 1.
- 1.2 The PAR requires approval from the LLFA and review by the Environment Agency within a specified timeframe. The Environment Agency have requested PAR documents to be submitted to them by the 22nd June 2011. This report presents the findings of the PFRA and seeks endorsement of the draft PAR and of it being submitted to the Executive Board for approval and to the Environment Agency for review .
- 1.3 It is proposed to deliver a short presentation to Members on the key findings of the Assessment and the salient issues in the Report.

2.0 RECOMMENDATION: That

- (1) The Board notes the findings of the Preliminary Flood Risk Assessment for Halton and recommends the draft Preliminary Assessment Report to the Executive Board for Approval; and
- (2) The Board supports the submission of the draft Preliminary Assessment Report to the Environment Agency by 22nd June 2011, in order to comply with Defra's timetable for review and approval.

3.0 SUPPORTING INFORMATION

- 3.1 The Flood Risk Regulations 2009 and the Flood and Water Management Act 2010 set out a range of new duties and responsibilities for local authorities in planning for, and delivering local flood risk management. All unitary authorities, for the purposes of flood risk management, are designated as Lead Local Flood Authorities (LLFA).

- 3.2 Each LLFA is required to undertake a Preliminary Flood Risk Assessment (PFRA) under the Flood Risk Regulations 2009 and map any proposed Flood Risk Areas (FRAs), submitting these (initially in draft form) to the Environment Agency by 22nd June 2011, as part of The Department for Environment, Food and Rural Affairs' (Defra) national review process. These processes form the first two stages of the flood risk management strategy set out in the Regulations. The PFRA is a high level screening exercise to determine whether there is a local flood risk within the LLFA area, based upon historic and potential future flood risk.
- 3.3 Local flood risk includes that arising from surface water, groundwater, ordinary watercourses and canals and any interaction these have with drainage systems including sewers. Whilst the Environment Agency are responsible for flood risk in relation to main rivers, the sea and reservoirs, the assessment will also take into account any local impact of flooding from these sources, for example where an ordinary watercourse floods when a main river backs up. The PFRA provides the baseline for the development of a local flood risk management strategy.
- 3.4 Members will recall the recent progress reports presented to the Board, which described the background and process for undertaking the Assessment, and the fact that the Environment Agency have already produced indicative Flood Risk Area maps for England and Wales. The EA have identified ten FRA's, including Manchester and Liverpool. These Indicative Flood Risk Areas occur where clusters of population greater than 30,000 people are located within an area of flood risk that is above prescribed national thresholds.
- 3.5 The PFRA uses a consistent, prescribed approach, to review the national Indicative Flood Risk Areas, using the most up to date locally available evidence. All data gathered and considered in the Assessment is captured within a spreadsheet template, provided by Defra., which forms part of the submission to the EA in June. Where relevant and necessary, the PFRA sets out the need for any amendments to the indicative areas, providing an explanation of the rationale behind the proposal.
- 3.6 The PAR, which is attached to this report as Appendix 1, sets out how the assessment has been undertaken and provides a robust evidence base to help support preparation of a Local Flood Risk Strategy. The Preliminary Assessment Report is based on data held by a wide variety of sources, but primarily, the Environment Agency, United Utilities and from within the Council's Strategic Flood Risk Assessments (SFRA1 and SFRA2).
- 3.7 The key findings of the PFRA are as follows:

- In relation to historic flooding, the quality and level of detail of data collected by authorities and agencies in the past, has resulted in incomplete or sometimes non-existent flood records. Although the PFRA exercise has collected a wide range of 'logged' flood events and 'hotspots' across Halton over the past twenty years, (the vast majority in relation to United Utilities sewer flooding) detailed information relating to the extent, duration and cause of flooding could not be determined with any reliable accuracy. The new duties now placed upon Halton as LLFA will of course mean that details of flood incidents will be accurately recorded in future.
- Based upon the data and evidence collected, in relation to 'local flooding' (as defined in paragraph 3.3), no past flood events were considered to have had significant harmful consequences (as defined in the national guidance criteria). Annex 1 of the Preliminary Assessment Spreadsheet therefore does not contain any records of past flooding (local flooding) within Halton. Of course, there have been instances of past flooding at several locations in Halton although the most significant of these have been related to main river or sewer flooding, for example at Halebank, Sandymoor or at Halton Brow.
- In relation to future flooding, there does remain a risk of flooding from local sources, particularly from surface water at various locations across the Borough. Based upon the Environment Agency's (EA) national surface water modelling, it is estimated that approximately 9,700 residential properties and 2,900 non-residential properties across the whole of Halton are at risk from flooding to a depth of 0.3 metres during a rainfall event with a 1 in 200 annual chance of occurring. This does not however meet the EA's threshold of 30,000 people within a 'cluster' of significant areas that is required to identify a Flood Risk Area. Consequently, Halton does not propose to declare any new FRA within Halton.
- The indicative FRA for Liverpool encroaches slightly into Halton's administrative area and this has been reviewed as part of Halton's PFRA. The area concerned is part of a cluster on the periphery of the Liverpool conurbation. Within Halton however, the land is predominantly rural, to the west of Hale Village and does not coincide with any flood risk areas identified by Halton's PFRA. It is proposed that the EA be requested to amend the boundary of the Liverpool FRA, to coincide with the administrative boundary between Halton and Liverpool City.

3.8 The outcome of the first two stages of flood risk assessment required by the Regulations (described in 3.2) is that no Flood Risk Area is proposed for Halton. This means that the next two stages, the production of Flood Risk Maps and preparation of a Flood Risk Management Plan for FRAs are not triggered.

- 3.9 However, as LLFA, Halton still has to produce a Local Flood Risk Management Strategy for the area. Although currently there is no prescribed timetable for the production of the Strategy, the data used in, and the information produced by the PFRA, together with the results of the soon to be completed Surface Water Management Study, will put the Authority in a good position to commence preparation of a comprehensive strategy later this year, once the national strategy has been approved.
- 3.10 As stated earlier in the report, Defra require a draft PAR (together with completed spreadsheet appendices) to be submitted to the Environment Agency for review by 22nd June 2011. However, in recognising that authorities may not be able to achieve final sign-off of the report so soon after local government elections, Defra have extended the date for submission of the final PAR to 19th August 2011. It is proposed that the draft PAR appended to this report be endorsed by the Board and a final PAR presented to Executive Board for approval in order to meet the deadline for submission of final reports to EA.

4.0 POLICY IMPLICATIONS

There are no specific policy implications in relation to this report or within the PAR. The PFRA will inform the Local Flood Risk Management Strategy for Halton, which must be consistent with the National Strategy for Flood and Coastal Erosion Risk Management. The Board will be further appraised of progress in relation to flood risk management activities and the implementation of the Council's duties and functions as these develop.

5.0 OTHER IMPLICATIONS

5.1 Legal Implications

Halton as a LLFA has a statutory duty under the Flood Risk Regulations 2009 to produce a PFRA and submit a Preliminary Assessment Report together with any proposed flood risk maps to the Environment Agency by 22nd June 2011.

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 PFRA will be of considerable value to the spatial planning and development process. The analyses undertaken and outputs from the assessment will help to promote sustainable development and support a more strategic approach to implementing sustainable surface water drainage solutions.

7.0 RISK ANALYSIS

If Halton defaulted in its duty to undertake a PFRA and submit a Preliminary Assessment Report within the timescales set by Defra, under the Flood and Water Management Act 2010, the Government may direct another risk management authority to exercise those functions and recover the costs of compliance from Halton.

8.0 EQUALITY AND DIVERSITY ISSUES

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

Appendix 1 PFRA Preliminary Assessment Report

(Note: 50 page report including PFRA Analysis Maps)

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

Document	Place of Inspection	Contact Officer
Halton Borough Council Preliminary Flood Risk Assessment – Proposal	Highways Development Division, Rutland House, Halton Lea, Runcorn	Dave Cunliffe
Preliminary Flood Risk Assessment (PFRA) Final Guidance (Environment Agency)	Highways Development Division, Rutland House, Halton Lea, Runcorn	Dave Cunliffe
Guidance on Selecting Flood Risk Areas (Environment Agency)	Highways Development Division, Rutland House, Halton Lea, Runcorn	Dave Cunliffe

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	15 th June 2011
REPORTING OFFICER:	Strategic Director – Policy and Resources
TITLE:	Annual Report Environment and Urban Renewal Policy and Performance Board 2010-2011
WARDS:	All

1.0 PURPOSE OF REPORT

- 1.1 To provide the Environment and Urban Renewal Policy and Performance Board with an annual review of the 2010-2011 series of meetings and issues scrutinised. To inform Members of an agreed Topic Working Group and invite Members to consider other topic areas they may wish to see scrutinised, hence forming a draft work programme for 2011-2012.

2.0 RECOMMENDED: That:

- (1) **The Annual Report attached is accepted and that the work of any agreed Topic Working Groups is supported in 2011-2012.**

3.0 BACKGROUND/SUPPORTING INFORMATION

- 3.1 The Environment and Urban Renewal Policy and Performance Board's primary function is to focus on the work of the Council (and its partners) in seeking to bring about the Environmental and Urban Renewal of the Borough. It is also charged with scrutinising progress against the Corporate Plan in relation to the Environment and Urban Renewal Priority.
- 3.2 During the 2010/11 Municipal Year, the Board met on five occasions and considered a number of reports on a diverse range of subjects pertinent to Halton's Environment and Urban Renewal. A summary of these reports together with a message from the Chair of the Board is attached to this report for information.
- 3.3 During the year, the PPB received regular updates on progress towards meeting Halton's Sustainable Community Strategy targets at 2010-2011 financial year end. It also received updates on progress of the new Sustainable Community Strategy (2011-2026) which became "live" from April 2011.

- 3.4 The Board also agreed nominations of Members to sit on the Council's Public Transport Advisory Panel and to sit on the Consultation Review Panel for the 2010/2011 Municipal year.

4.0 POLICY IMPLICATIONS

- 4.1 In 2011/12 Members of the Board will scrutinise the new Household Waste Collection Policy and follow the work of the Waste Management Topic Group as the policy is implemented. The Board is invited to consider other policy areas for scrutiny.
- 4.2 It will also continue to scrutinise progress against the corporate plan in relation to the Environment and Urban Renewal Priority.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children and Young People in Halton

N/A

5.2 Employment, Learning and Skills in Halton

N/A

5.3 A Healthy Halton

N/A

5.4 A Safer Halton

N/A

5.5 Halton's Urban Renewal

The PPB scrutinises the work of the Environment and Urban Renewal Specialist Strategic Partnership (UR SSP). This role will develop and become increasingly important with the merger (from 1st April 2011) of the UR SSP and the Environmental Sub-Group to form the Environment and Regeneration Specialist Strategic Partnership.

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

- 6.1 There are no background papers under the meaning of the Act.



Cllr. Ron Hignett
Chairman

Annual Report Environment and Urban Renewal Policy and Performance Board April 2010 – March 2011

“I would first like to thank all of the Members of the Environment and Urban Renewal PPB for their efforts and support throughout the year. The Board has scrutinised a substantial volume of work in increasingly challenging times. These efforts have undoubtedly helped with the continued regeneration of the Borough and its environment.

With a broader remit than previous years, the Board has had to consider and respond to a wider range of issues and it has managed to do this admirably. This demonstrates not only a very high level of commitment but also a positive attitude to examining and resolving matters that are brought before Members. I am convinced that the Board’s experience and abilities combine to improve the quality of life in Halton and the opportunities afforded to its communities.”

Councillor Hignett
Chairman, Environment and Urban Renewal Policy and Performance Board

MEMBERSHIP AND RESPONSIBILITIES

During 2010/11 the Board comprised eleven Councillors –

Councillor Ron Hignett (Chairman)	Labour
Councillor Keith Morley (Vice-Chairman)	Labour
Councillor Philip Balmer	Independent
Councillor Peter Blackmore	HLIP
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

The Environment and Urban Renewal Policy and Performance Board’s primary function is to focus on the work of the Council (and its partners) in seeking to bring about the Environmental and Urban Renewal of the Borough. It is also charged with scrutinising progress against the Corporate Plan in relation to the Environment and Urban Renewal Priority.

The Board is responsible for scrutinising performance and formulating policy in relation to the following areas:

- Highways Transportation & Logistics
- Landscape Services, Parks & Countryside, Cemeteries & Crematoria
- Environmental and Regulatory Services

- Major Projects
- Economic Regeneration and Business Development
- Waste Management
- Contaminated Land
- Sustainability, Climate Change and Biodiversity
- Physical Environment

REVIEW OF THE YEAR

The full Board met 5 times during the year. As well as considering Executive Board decisions relevant to the work of the Environment and Urban Renewal Board, agreeing the Service Plans of the relevant Departments and monitoring their general activities and performance against them, set out below are some of the main activities and issues which the Board has worked on during the year.

Corporate Responsibilities

- The PPB received the minutes of the Urban Renewal SSP.
- The Board considered a report of the Strategic Director, Resources which provided information on the progress towards meeting Halton's Sustainable Community Strategy targets at 2009-10 financial year end.
- The Board considered a report which gave Members an update on the progress of the new Sustainable Community Strategy (SCS) 2011 – 2026 and presented the emerging vision, key objectives and long term priorities that the plan sought to deliver upon. The Board was advised that an updated SCS for Halton was currently at an advanced stage of preparation and would become 'live' from April 2011.
- The Board considered a report which informed Members of a petition relating to traffic conditions in Falkirk Avenue, Upton Rocks, Widnes. The petition requested that the Council build a new road to divert traffic away from Falkirk Avenue. A number of potential courses of action had been investigated and were outlined in the report. Traffic conditions will continue to be monitored.
- The Board was advised that a petition signed by 99 people had been received via Pastor Frank Wilding of Brook Chapel, Boston Avenue, requesting traffic calming measures (speed bumps) be installed in Castle Rise, Runcorn. The request was examined and declined.
- The Board considered a report of the Strategic Director – Resources which provided an update on Business Planning for the period 2011-14 and the Directorate priorities, objectives and targets for services for this period that fell within the remit of the Board.
- The Board considered a report which informed Members of a petition that had been received from a group of residents who lived at 1 to 8 The Copse, requesting that the Council provide lighting on the access way to their houses.

Highways and Transportation

- The PPB agreed nominations of Members to sit on the Council's Public Transport Advisory Panel for the 2010/11 municipal year.
- The Board agreed that the Chair and Vice Chair of the Environment and Urban Renewal Policy and Performance Board sit on the Consultation Review Panel as may be required from time to time.

- The Board considered a report which outlined the current practice relating to the provision of grit storage bins and manual gritting of footpaths, and proposed improvements for the delivery of the service in the future.
- The Board considered a report on the impact of Government funding reductions on the Cheshire Safer Roads Partnership (CSRP) and how these would affect Halton
- The Board considered a report which advised the Members of the progress that had been 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).
- The Board considered a report which gave details of road traffic collision and casualty numbers within the Borough in the year 2009 and recommended a continuance of road traffic collision reduction work.
- The Board received an update on the implications of the Flood and Water Management Act 2010 for Halton and information on the status of the various plans and funding arrangements which supported its introduction. The Board considered a report on the progress on the development of Halton's Surface Water Management Plan (SWMP), the Preliminary Flood Risk Assessment (PFRA) and the timescales in relation to other flood risk management related matters.
- Members considered a report the establishment of the Mersey Gateway Environmental Trust, as part of the mitigation scheme for the Mersey Gateway which provided an update on progress in the establishment of the Trust and the reasons for its establishment.

Economic Regeneration and Business Development

- The Board considered a report which provided an update on the 3MG skills and recruitment project which involved the Halton Employment Partnership (HEP) handling the recruitment for the new Tesco chilled distribution centre and the Norbert Dentressangle recycling unit associated with it.
- The Board considered a report which gave Members an update on the implementation of the Construction Employment Integrator Model (now re-named Construction Halton). The report also set out the action plan for the next phase of the Project to March 2011.

Environmental and Regulatory Services

- The Board considered reports which provided members with a copy of the draft Household Waste Collection Policy for comment and endorsement. Adoption of the Policy was recommended and a Waste Management Topic Group was established to scrutinise the process.
- The Board considered a report which outlined revisions to the Council's policy on memorial safety testing in the light of new guidance issued by The Ministry of Justice. In addition, the report also assessed a partnership approach with Knowsley Metropolitan Borough Council for the use of Widnes crematorium by Knowsley residents. Members were also updated on the progress in developing new cemetery space in Halton.
- The Board considered a report which outlined the Council's powers in relation to the collection of abandoned shopping trolleys and proposed that recommendations be

made in respect of the adoption of an Abandoned Shopping Trolley Policy.

- The Board received a presentation which provided Members with information on the Rewards for Recycling Scheme. The Board was advised that in October 2009 the Council became only the second local authority in the UK to introduce the Recycle Bank 'Rewards for Recycling Scheme' and the first to introduce the scheme to an established kerbside multi-material recycling service.

Housing

- The Board considered a report which sought its views on the proposal by Plus Dane Housing Association to introduce a local lettings policy to allocate the new properties being constructed as part of the Castlefields Village Square redevelopment

WORK PROGRAMME FOR 2011/2012

The Board has decided that during the current municipal year (2011/12) it will carry out Topic reviews examining the following areas:

The Board was advised that the Household Waste Collection Policy would be considered by the Executive Board on 17th March 2011. It was suggested that Members of the Board may wish to scrutinise the new Household Waste Collection Policy following its adoption. Furthermore, a review of waste collection operations meant that the Waste Management Topic Group needed to be re-established. It was resolved that the Divisional Manager Waste and Environmental Improvement, in consultation with the Chair and Vice Chair of the Board, reconstitute the membership of the Waste Management Topic Group.

Members of the Public are welcome at the meetings of the Board. If you would like to know where and when meetings are to be held or if you would like any more information about the Board or its work please contact Mick Noone on 0151 471 7370 or mick.noone@halton.gov.uk

REPORT: Environment and Urban Renewal Policy and Performance Board

DATE: 15th June 2011

REPORTING OFFICER: Strategic Director, Policy & Resources

SUBJECT: Policy & Performance Board Work Programme 2011/2012

WARDS: Boroughwide

1.0 PURPOSE OF REPORT

1.1 To consider possible topics for scrutiny as part of the 2011/12 work programme.

2.0 RECOMMENDED THAT:

- (1) **Members of the Policy and Performance Board indicate target topic areas for potential scrutiny in 2011- 2012.**
- (2) **Details of topic briefs be agreed by the Chair and Vice Chair of the PPB in conjunction with the Lead Officer for the Board.**

3.0 SUPPORTING INFORMATION

- 3.1 Each year the PPB has the opportunity to identify topics or work areas that it would like to scrutinise in detail as part of its work programme for the year.
- 3.2. Good practice, based on experience, suggests that 2/3 Topics is manageable, however the choice lies with the Board depending on its priorities and commitments. The process for scrutiny is that, following their adoption by this Board, the topics selected are worked up as detailed topic briefs and agreed with the Chair and Vice-Chair of the PPB in conjunction with the Lead Officer for this Board.
- 3.3 In considering which are good topics to include in the work programme Members will need to keep in mind the Overview and Scrutiny Guide/Toolkit. Guidance on Topic Selection is attached as an aide-memoire. In particular, the Board's attention is drawn to paragraphs 12, 13 and 14 which relate to added value, capacity and resources.
- 3.4 It should be remembered that much of the work of this PPB will be cross-cutting and will impact on or be of relevance to other PPBs.
- 3.5 It should also be noted that Performance Monitoring of the Reporting Departments (Policy, Planning & Transportation; Economy, Enterprise and Property; Prevention and Commissioning Services (Housing Strategy); and Community and Environment), will in any case be received by this PPB.

4.0 2011/12 Work Programme

4.1 At the meeting of this Board on 16th March 2011 it was agreed that the following topic would be included in the 2011/12 work programme:

- A review of the new Household Waste Collection Policy following its adoption (subject to its approval by Executive Board on 17th March 2011). It was also identified that a review of waste collection operations meant that the Waste Management Topic Group needed to be re-established. It was resolved, therefore, that the Divisional Manager Waste and Environmental Improvement, in consultation with the Chair and Vice Chair of the Environment and Urban Renewal PPB, reconstitute the membership of the Waste Management Topic Group to review these two issues.
- The following Members nominations were received for the Topic Working Group: Councillors Hignett, Gerrard, Thompson, Wainwright and Hodgkinson. It is anticipated that the Topic Group will have met for the first time before today's meeting of the Board and a verbal update will be given, if appropriate. The Chair, Vice Chair and Lead Officer for the Board will have agreed the Topic Brief prior to the first meeting of the Working Group.

4.2 Members are asked whether they would like to suggest other suitable areas for scrutiny and the Board is, in turn, asked to discuss these in the context of existing workloads.

5.0 POLICY IMPLICATIONS

5.1 None at this stage.

6.0 OTHER IMPLICATIONS

6.1 None at this stage.

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

7.1 **Children and Young People in Halton**

None

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

None

7.3 **A Healthy Halton**

None

7.4 **A Safer Halton**

None

7.5 Halton's Urban Renewal

None

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 None.

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

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

OVERVIEW AND SCRUTINY WORK PROGRAMME

Topic Selection Checklist

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

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

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 15 June 2011

REPORTING OFFICER: Strategic Director, Policy & Resources

SUBJECT: Nominations of Members to the Consultation Review Panel

WARDS: Boroughwide

PURPOSE OF THE REPORT

1.1 The purpose of the Report is to seek approval to the Chair and Vice Chair being confirmed as the two members who represent the Board on the Consultation Review Panel.

2.0 RECOMMENDATION:

2.1 **That the Chair and Vice Chair of the Environment and Urban Renewal Policy and Performance Board, sit on the Consultation Review Panel as may be required from time to time.**

3.0 SUPPORTING INFORMATION

3.1 At the start of each Municipal Year, it is necessary to nominate two Members to sit as the Board's representatives on any Consultation Review Panel (CRP) that may be convened during the year. Historically, these members have been the Chair and Vice Chair of the Board.

3.2 The purpose of the CRP is to review responses to highway, traffic and transportation scheme public consultations, where it has not been possible to address all concerns and resolve objections to the scheme proposals. The CRP will advise the Operational Director – Policy, Planning and Transportation who in consultation with the Executive Board Member for Transportation shall decide upon the final scheme proposals.

3.3 The CRP for a particular scheme may comprise:

- Two members of the Environment and Urban Renewal Policy and Performance Board;
- All Ward Councillors for the wards, within which the scheme is proposed to be implemented;

- Representatives of Cheshire Police (and other Emergency Services if relevant);
- Relevant council officers;
- Individual residents or businesses would not normally be invited onto the panel, but representatives could be invited from established residents' or traders' associations that clearly reflect the wider views of the community.

The CRP will be chaired by a Member of the Urban Renewal Policy and Performance Board.

The Board is asked to support these nominations.

4.0 FINANCIAL & OTHER IMPLICATIONS

- 4.1 There are no direct financial, policy, social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report.
- 4.2 Highway, traffic and transportation improvement schemes are often developed under the Local Transport Plan implementation programme in support of the shared priorities within the Plan.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children & Young People in Halton

There are no specific direct implications on the Council's 'Children and Young People in Halton' priority.

5.2 Employment, Learning & Skills in Halton

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

5.3 A Healthy Halton

Schemes will often include measures to reduce reliance on the car and promote more healthy transport options such as walking and cycling. The Panel will from time to time be required to review such measures that have been included within an overall scheme design package.

5.4 A Safer Halton

Schemes will often include measures to improve safety of the road user which may impact upon an individual resident's property or their own use of the highway. The Panel will from time to time be required to review such measures that have been included within an overall scheme design package.

5.5 Halton's Urban Renewal

Schemes will often include proposals designed to regenerate and improve the public open space both within and adjacent to the highway. Improving access in and around the Borough by sustainable forms of transport including public transport, walking and cycling is widely acknowledged as playing a key role in sustainable regeneration and urban renewal. The Panel will from time to time be required to review such measures that have been included within an overall scheme design package.

6.0 RISK ANALYSIS

6.1 There are no risks associated with the report.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 There are no Equality and Diversity Issues.

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

There are no Background Papers within the meaning of the Act

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 15 June 2011

REPORTING OFFICER: Strategic Director, Policy & Resources

SUBJECT: Nominations of Members to the Halton Public Transport Advisory Panel – Municipal Year 2011/12

WARDS: Boroughwide.

1.0 PURPOSE OF THE REPORT

1.1 The purpose of the Report is to seek nominations of Members to sit on the Council's Public Transport Advisory Panel for the Municipal Year 2011/12, and report on the key issues discussed / raised by the Panel when it met during the Municipal Year 2010/11.

2.0 RECOMMENDATION: That

- (1) the Chair of the Environment and Urban Renewal Policy and Performance Board, in consultation with the Executive Board Member for Transportation, nominates a Chair and three Members to the Public Transport Advisory Panel and for the Member nominated as the Chair to agree such deputies, as may be required from time to time;**
- (2) the Board endorse the nominations; and**
- (3) the key issues discussed by the Panel during the Municipal Year 2010/11, as set out in Appendix One of the Report, are noted.**

3.0 SUPPORTING INFORMATION

3.1 At the start of each Municipal Year, it is necessary to nominate a Chair and three other Members to attend meetings of the Halton Public Transport Advisory Panel.

3.2 The purpose of the Halton Public Transport Advisory Panel is to:-

- Monitor the performance of the public transport network within the Borough to ensure it meets the mobility needs of local communities;
- To make recommendations to the Environment and Urban Renewal Policy and Performance Board on future developments and improvements to the conventional local public transport network; and

- To review and comment on the effectiveness of the Council's public transport priorities.

3.3 A summary of the key issues discussed at the Halton Public Transport Advisory Panel, during 2010/11, is shown in Appendix 1

3.4 The Board is asked to support those nominations proposed by the Chair of the Environment and Urban Renewal Policy and Performance Board, in consultation with the Executive Board Member for Transportation, which will be announced at the meeting.

4.0 POLICY IMPLICATIONS

4.1 None

5.0 OTHER IMPLICATIONS

5.1 None

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

It is widely recognised that good quality and affordable public transport services can help to improve access to key facilities for children and young people within the Borough. A key role of the Halton Public Transport Advisory Panel is to review progress and comment on emerging initiatives.

6.2 Employment, Learning and Skills in Halton

Halton Borough Council and its partners continue to provide a wide range of accessible and affordable public transport services within the Borough aimed at improving access to key employment, learning and training facilities within the Borough. These are reported at meetings of the Halton Public Transport Advisory Panel.

6.3 A Healthy Halton

Improving access to health care facilities is acknowledged as a key priority in the Halton Access Plan and Halton Local Transport Plan. Progress on achieving these improvements are reported and discussed at the Halton Public Transport Advisory Panel.

6.4 A Safer Halton

No direct implications.

6.5 Halton's Urban Renewal

Improving access to key regeneration areas by sustainable forms of transport including public transport, walking and cycling is widely acknowledged as playing a key role in sustainable regeneration and

urban renewal. The Halton Public Transport Advisory Panel plays a key role in discussing and shaping the future direction of those initiatives associated with public transport within Halton.

7.0 RISK ANALYSIS

7.1 There are no risks associated with the report.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Good quality and affordable public transport services can play a key role in ensuring all sections of the community can access a wide range of facilities.

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

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

Appendix One

Summary of the key Issues discussed at the Halton Public Transport Advisory Panel – Municipal Year 2010/11.

Meeting Held Wednesday 18th August 2010

1. LOCAL BUS SERVICE CHANGES

The Panel considered a report from the Principal Officer, Transport Co-ordination, which identified recent changes to local public transport services in the Borough.

2. PASSENGER TRANSPORT SERVICES

The Panel received a report with an update on Passenger Transport services provided in the borough included a range of issues relating to Children's and Adults transport provision in the Borough.

The General Manager of Halton Community Transport provided the group with an update on passenger journeys carried out on the services operated by their organisation. This included in particular the Dial-A-Ride and Woman's Safe Transport services.

3. NEIGHBOURHOOD TRAVEL LINKS

The Panel received an update on the following projects:-

Links2Work – Details were provided regarding this demand responsive taxi service, available 24 hours a day, 7 days a week,

Cycling – The Cycle to Work Guarantee, a voluntary initiative from the Department for Transport which challenges businesses to become friendly employers by making it easy for staff to cycle to and from work.

Scooter Commuter – This service was introduced in April 2010. It enables people seeking employment to loan a scooter for a period of 6 months at a cost of £15 per week to the user. The lending of the scooter is also subject to the successful completion of a one day training course and the user signing a contract.

Green Travel Plans – A package of measures produced by employers to encourage staff to use alternatives to single occupancy car use and therefore encourage greener, cleaner and healthier travel choice.

Meeting held Wednesday 23rd February 2011

1. Public Transport Infrastructure

The Principal Officer, Transport Co-ordination, presented a report to inform the panel of the improvements carried out to public transport infrastructure within the Borough.

It was noted that this year a total of 15 new shelters have been installed at various bus stops across the Borough. Two new bus stops have also been commissioned in Wood Lane, Runcorn following requests from passengers.

Currently 48.25% of the bus stops in the Borough have been upgraded to conform to DDA standards. A total of 300 bus stops to date.

2. Halton Hopper Ticket

The Board received an update from the Lead Officer, Transport Co-ordination, relating to sales and the development of Halton Hopper Tickets since August 2010.

It was also reported that the key parties associated with the 'Halton Hopper Multi Operator Travel Card Ticket' had recently met to discuss increasing the pricing of the range of tickets, which had not increased for more than two years. Also, Halton Borough Council had so far funded all administration and ticket printing costs of the scheme, of which agreement had also been made for HBC to recuperate these costs. These costs were presented to the operators for reimbursement.

3. LTP3 Update

Rebecca Taylor, Policy Officer, addressed the Panel and briefed them on developments with Local Transport Plan 3.