



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

**Wednesday, 14 September 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, 23 November 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)	
<p>Members are reminded of their responsibility to declare any personal or personal and prejudicial interest which they have in any item of business on the agenda no later than when that item is reached and, with personal and prejudicial interests (subject to certain exceptions in the Code of Conduct for Members), to leave the meeting prior to discussion and voting on the item.</p>	
3. PUBLIC QUESTION TIME	1 - 3
4. EXECUTIVE BOARD MINUTES	4 - 17
5. PERFORMANCE MONITORING	
(A) PERFORMANCE MANAGEMENT REPORTS FOR QUARTER 1 OF 2011/12	18 - 78
6. DEVELOPMENT OF POLICY ISSUES	
(A) LOCAL BUS SERVICE NETWORK	79 - 89
(B) PETITION REGARDING NUMBER 17A BUS	90 - 96

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: 14 September 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: 14 September 2011

REPORTING OFFICER: Chief Executive

SUBJECT: Executive Board Minutes

WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDATION: That the Minutes be noted.

3.0 POLICY IMPLICATIONS

- 3.1 None.

4.0 OTHER IMPLICATIONS

- 4.1 None.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children and Young People in Halton

None

5.2 Employment, Learning and Skills in Halton

None

5.3 A Healthy Halton

None

5.4 A Safer Halton

None

5.5 Halton's Urban Renewal

None

6.0 RISK ANALYSIS

6.1 None.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

APPENDIX 1

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

EXECUTIVE BOARD MEETING HELD ON 26 MAY 2011

TRANSPORTATION PORTFOLIO

EXB7 TRANSPORT CAPITAL IMPLEMENTATION PROGRAMME 2011/12

The Board received a report of the Strategic Director, Policy and Resources on the Transport Capital Implementation Programme 2011/12.

The Board was reminded that Halton's third Local Transport Plan (LTP3) was approved by the Executive Board on 17th March 2011. The key issues for Transport in Halton, identified through the public consultation exercise for LTP3 were listed in Appendix 1. LTP3 contained within its Implementation Plan Appendix (and also within the Executive Summary) details of the Government's final local transport capital block settlements for 2011/12 and 2012/13 and indicative settlements for 2013/14 and 2014/15, which covered the whole period of the Comprehensive Spending Review (CSR10).

As part of CSR10, the Board noted that the Department for Transport 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 incorporated within the main Local Government Formula Grant administered by the Department for Communities and Local Government. The grants no longer available to the Council were listed in Appendix 2.

The report provided supporting information on the local authority integrated transport block and highway capital maintenance allocations, calculated through needs-based formulae. The settlement represented a significant reduction in transport funding from previous years. It was noted that the Integrated Transport budget was cut by 61% (to £1.087 million) and the Highway Capital Maintenance budget was cut by 9% (to £207,000), compared with the original 2010/11 allocations.

RESOLVED: That

- 1) the Local Transport Settlement and indicative allocations covering the Comprehensive Spending Review Period be noted;
- 2) Council be recommended to approve the following sums for incorporation into the Council's Capital Programme for 2011/12:

Transport Implementation Programme
£2,663,000;
Transport Major Scheme Capital Funding(SJB)
£4,416,000;
Street Lighting £200,000;
Flood Defence £106,000;
Fleet Replacements £370,000.
- 3) authority to agree the detailed programme of schemes, based where appropriate upon the four year implementation Programme described in the Local Transport Plan 3, be delegated to the Strategic Director Policy and Resources, in consultation with the Executive Board Member for Transportation; and
- 4) a bid for funding from the Government's Sustainable Transport Fund be prepared for presentation to the Board before submission to Department for Transport by 24th February 2012.

Strategic Director
- Policy &
Resources

EXECUTIVE BOARD MEETING HELD ON 30TH JUNE 2011

PHYSICAL ENVIRONMENT PORTFOLIO

EXB18 HALTON CORE STRATEGY - SUBMISSION TO THE

SECRETARY OF STATE - KEY DECISION

The Board received a report of the Strategic Director, Policy and Resources, on the Halton Core Strategy, which sought approval to submit the document to the Secretary of State for Communities and Local Government, to commence its formal examination.

The Board was reminded that on 31 March 2011, approval was given to make changes to the Proposed Submission Core Strategy (November 2010) for the purpose of a further six week public consultation and representation period.

A further period of public consultation took place on the Revised Proposed Submission Core Strategy between 13 May 2011 and 24 June 2011. The main matters provoking the need for a further consultation period were detailed in the report. Once the final version of the Strategy had been collated and ratified by Council, it would then be submitted to the Secretary of State for examination, and, following the statutory stages of inspection as outlined in the report, it was expected that the Core Strategy would be adopted by Spring 2012.

Reason(s) For Decision

The next stage in the production of the Halton Core Strategy was for the document to be submitted to the Secretary of State for examination. Officers were seeking Executive Board endorsement and full Council ratification to proceed to the examination stage for the Core Strategy.

Alternative Options Considered and Rejected

No alternative options had been considered at this stage. Submitting the Core Strategy for examination was the next step in the process of the Core Strategy's production and was in accordance with the associated Regulations for the production of Development Plan Documents.

Implementation Date

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

development management purposes in the determination of planning applications and to direct development to the most appropriate locations in accordance with the adopted spatial strategy for the Borough.

RESOLVED: That Council be recommended to:

- 1) approve the Halton Core Strategy Revised Proposed Submission Document (May 2011) for Submission to the Secretary of State under Regulation 30 of the Town and Country Planning (Local Development) (England) Regulations 2008;
- 2) agree that any minor editorial amendments required to improve the legibility of the Halton Core Strategy be agreed with the Inspector by the Operational Director for Policy, Planning and Transportation in consultation with the Executive Board Member for Physical Environment;
- 3) delegate authority to the Strategic Director, Policy and Resources, to enter into discussions with parties and to suggest wording changes, as are deemed necessary by the Inspector to reach agreement on matters discussed at the examination into the soundness of the Core Strategy; and
- 4) material weight to give to the Halton Core Strategy Revised Proposed Submission Document (May 2011) as a material consideration in Council Development Control policy decisions.

Strategic Director
- Policy &
Resources

EXECUTIVE BOARD MEETING HELD ON 14TH JULY 2011

EXB27 VICTORIA PARK PLAY AREA

The Board considered a report of the Strategic Director, Communities which sought Members approval to make a bid to WREN for funding which would be used to extend the present Children's Play Area at Victoria Park by providing more equipment suitable for older children.

RESOLVED: That

- (1) the extension of the Play Area at Victoria Park be made a development priority of the

Open Space Services Division and added to its work plan;

Strategic Director
- Communities

- (2) a bid be prepared and submitted to Waste Recycling Environmental Ltd (WREN) to secure funding that would be used to extend the existing children's play area at Victoria Park through the installation of equipment that would be suited to an older age group; and
- (3) subject to securing the WREN funding, and having match funding in place, an extension to the existing playground be designed, procured and installed at Victoria Park.

TRANSPORTATION PORTFOLIO

EXB28 PRELIMINARY FLOOD RISK ASSESSMENT

The Board considered a report of the Strategic Director, Policy and Resources which informed Members that the Environment and Urban Renewal Policy and Performance Board at its meeting of 15th June 2011, had considered a report detailing the preparation and findings of a Preliminary Flood Risk Assessment (PFRA) for the Borough.

The Board was advised that Defra had set a timetable for the production and review of PFRAs, and the results of the assessments were required by the Environment Agency (EA) for review by 22 June 2011. It was reported that the Board had resolved to support the submission of the draft Preliminary Assessment Report for Halton to the EA in order to comply with Defra's timetable for review and approval, and recommended the Preliminary Assessment Report (PAR) to the Executive Board for approval.

Members were advised of the key findings of the PFRA, the need for Halton to produce a Local Flood Risk Management Strategy and that Defra had extended the date for submission of the approved PAR to 19 August 2011. The Board agreed that the PAR appended to the report could be submitted to the EA for review.

RESOLVED: That

- (1) The Preliminary Assessment Report, detailing the preparation and funding of the PFRA for Halton, be approved; and
- (2) the Preliminary Assessment Report be submitted to the Environment Agency for review, in accordance with the EA's final guidance and Defra's timetable.

Strategic Director
- Policy &
Resources

EXECUTIVE BOARD SUB COMMITTEE – 26 MAY 2011

PHYSICAL ENVIRONMENT PORTFOLIO

ES4 SHOPMOBILITY

The Sub Committee received a report of the Strategic Director, Communities on the Shopmobility service provided at Halton Lea.

The Sub Committee was reminded that, at its meeting on 2 December 2010, it had authorised a tender process to be initiated for future service provision. Only one tender had been received, from Warrington Disability Partnership, the current provider. However, Officers had identified an alternative viable option utilising the Council's day services for disabled people, together with a negotiated waiver of the licence fee and service charge for the location of the service at Halton Lea, as detailed in the report.

It was noted that, if successful, the service may be provided in Widnes Town Centre, using this model of provision.

RESOLVED: That the Council note that, after consultation with the Leader and Members of the Executive Board Sub Committee, the Chief Executive had, under delegated powers (Matters of Urgency, Constitution), expressed support for the Licence to be agreed as set out in paragraph 3.7 of the report.

Chief Executive

EXECUTIVE BOARD SUB COMMITTEE – 16TH JUNE 2011

ES6 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972
AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION)
ACT 1985

The Board considered:

- (1) whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following items of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972; and
- (2) whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

RESOLVED: That as, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following items of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it is likely that, in view of the nature of the business, exempt information will be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972.

ENVIRONMENTAL SUSTAINABILITY

ES7 SALE OF PERCIVAL LANE INDUSTRIAL UNITS

The Sub Committee considered a report which sought approval for the surrender of a lease to Halton Chamber of Commerce. The lease related to Percival Lane Industrial Estate which comprised 17 small industrial units. It was proposed that the surrender of the lease to the Chamber would be in exchange for writing off a debt of £20,343, which represented repayment of ERDF funds.

In addition, the report also sought approval to place the freehold interest on the open market for sale with a target date for auction in September 2011.

RESOLVED: That

- (1) the surrender of the lease to the Chamber in exchange for writing off a debt from the Chamber to the Council of £20,343, representing repayment of ERDF funds be approved; and
- (2) the sale of its freehold interest through auction in September 2011 be approved subject to achieving a reserve price.

Strategic Director
Children and
Enterprise

ES8 LEASE OF 2 SEYMOUR COURT TO NORTON PRIORY

The Sub Committee considered a request to grant a two year lease, rent free, to Norton Priory for the occupation of Seymour Court, Runcorn. The lease would allow Norton Priory to submit a Lottery bid for improvements. It was noted that Norton Priory had been located at Seymour Court for the previous six months.

RESOLVED: That the grant of the lease to Norton Priory at nil rent for 2 years be approved.

Strategic Director
Children and
Enterprise

EXECUTIVE BOARD SUB COMMITTEE – 30TH JUNE 2011

TRANSPORTATION PORTFOLIO

ES13 PASSENGER TRANSPORT TENDERS

The Sub-Committee considered a report of the Strategic Director Policy and Resources which advised that transport tenders for a complex range of passenger transport contracts and arrangements for vulnerable children and adults were to be publicised by The Chest. The accumulative value of the contracts was projected to be in excess of £1m.

RESOLVED: That

1. the Sub-Committee note that transport tenders were being advertised for services on behalf of Children and Enterprise and Communities Directorates, required from September 2011; and
2. a further report be submitted to the Sub Committee detailing the results of the passenger transport contracts tenders.

Strategic Director
Policy and
Resources

EXECUTIVE BOARD SUB COMMITTEE – 15 JULY 2011

ENVIRONMENTAL SUSTAINABILITY

ES15 HALTON BC ENVIRONMENTAL HEALTH AIR QUALITY MONITORING CONTRACT WITH INEOS CHLOR LTD.

The Sub Committee was advised of a proposal by INEOS Chlor Ltd to award a contract for monitoring of air quality in relation to their development located in Weston Point, to Halton Borough Council's Environmental Health Department. INEOS Chlor Ltd was currently constructing a plant that would use waste to generate steam and electricity. The development which was located within the INEOS site bordering Weston Point was due to start operating in 2012.

The Council's Environmental Health Department was approached by INEOS Chlor Ltd to undertake an air quality monitoring project within Weston Point. The aim of the project was to monitor dioxins, nitrogen dioxides and particulate matter, PM2.5 and PM10. Monitoring would commence one year before the commissioning of the plant and two years after in order to ascertain whether there was any significant impact on local air quality in Weston Point.

It was noted that the requirement to monitor was imposed through a condition on the planning consent which was produced by the Secretary of the State. The enforcement of any air quality contraventions in relation to the permit granted to INEOS Chlor Ltd would be by the Environment Agency.

Members were advised that in order to fulfil the requirements of the contract, Environmental Health was planning to subcontract where it did not have the relevant technical expertise or specialised equipment. As part of the contract, Environmental Health would receive a fee from INEOS Chlor Ltd for the management of the project. Initial discussions had commenced with Legal Services and Procurement in order to prepare contracts and tenders. It was essential that monitoring began a year before commissioning, as laid out in the planning conditions which would be regulated by the Council's Development Control Section. The intention was for monitoring to begin in September.

It was noted that the Environment Agency had confirmed that they were happy with the Council's ability to

appoint competent contractors and manage a project that had important public health implications for residents of Halton.

The contract with INEOS would be in the region of £130,000 (not yet finalised). Three sub-contracts would be awarded, none of which shall be in excess of £50,000 (still to be finalised). Environmental Health would receive approximately £2,500 per annum for the project management. The final figure would be dependent on the total cost of the three contracts.

RESOLVED: That

1. the contract arrangement proposed by INEOS Chlor for Halton Borough Council's Environmental Health to carry out air quality monitoring in Weston Point be approved; and
2. the contractual arrangements which will be made with sub-contractors and Environmental Health be approved.

TRANSPORT PORTFOLIO

ES19 **MARKETS - WAIVER OF STANDING ORDERS**

The Sub Committee was advised that as part of the Efficiency Review process of the Economy, Enterprise and Property Department, it was proposed that an external challenge be sought in the specialism of the Council's business units.

Members were advised that initial discussions had taken place with the National Association of British Market Authorities (NABMA) to undertake a review of the Council market operation. The consultation on the first draft of the brief had taken place with the Portfolio Holder, Chair of the Markets Working Party, Efficiency Team and Research and Intelligence Team and comments taken on board.

It was reported that NABMA were uniquely placed to undertake a review of the Council operation in that it can bring a wealth of best practice experience within the context of a local authority setting.

Members noted that the brief had now been finalised and the cost of implementation would be £6,500, plus up to £150 of evidenced expenses, plus VAT.

Strategic Director
Communities

RESOLVED: That

1. the Operational Director (Economy, Enterprise and Property) be authorised to award a contract for the review of Halton Borough Council Market with NABMA (National Association of British Market Authorities) Consultancy Services; and
2. in the light of the exceptional circumstances, namely that the Council's requirements can only be delivered by NABMA Consultancy Services, and in accordance with Procurement Standing Order 1.8.2 (e), Standing Orders 4.1 to 4.3 be waived on this occasion.

Strategic Director
Children and
Enterprise

ES20 EXTENSION OF TERM CONTRACT FOR HIGHWAY IMPROVEMENT SCHEMES - SECOND YEAR

The Sub Committee considered a report which sought approval for the extension of the Highway Improvement Term Contract with Lambros (Paving Contractors) Ltd for a second period of 12 months as allowed for in the terms and conditions of the contract. The Sub Committee had previously approved an initial 12 month extension to July 2011 (Minute ES23 refers). If approved this further extension would take the total contract term to the maximum period allowed for the conditions of the contract.

Members were advised that over the past 12 months Lambros Paving Contractors had continued to successfully deliver LTP schemes including improvements at Widnes Railway Station, Coronation Drive and Murdishaw roundabout. Construction work had been consistently undertaken to the specified standards and quality and delivered in accordance with the agreed scheme programmes. No reportable injury accidents had been recorded during the period of the contract extension to July 2011. In addition, Lambros had confirmed in writing their desire to extend the contract.

It was proposed that the term contract would be extended for a further period of 12 months to enable the delivery of the scheme as outlined in the LTP Implementation Programme for 2011/12. The option to extend was included as a contract condition and therefore a waiver of standing orders was not required.

RESOLVED: That

1. the Highway Improvement Term Contract with Lambros (Paving Contractors) Ltd of Longmeadow Road, Knowsley, Prescot, be extended for a period of 12 months to July 2012 to enable the delivery of approximately £680,000 worth of highway improvements; and
2. in consultation with the relevant portfolio holder, discussions be held with Lambros (Paving Contractors) Ltd. with a view to extending the contract term by a further period of 8 months to 31st March 2013, subject to securing agreement of contract price, savings and advice being sought from Procurement and Legal Services Divisions on the feasibility of this extension. Such agreement would require a waiver of standing orders, which would be reported to Members for approval in due course.

Strategic Director
Policy and
Resources

REPORT TO:	Environment & Urban Renewal Policy & Performance Board
DATE:	14 th September 2011
REPORTING OFFICER:	Strategic Director Policy & Resources
SUBJECT:	Performance Management Reports for Quarter 1 of 2011/12
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 first quarter of 2011/12, to June 2011. The report provides extracts from the following Departmental Reports, falling within the remit of this Policy & Performance Board. It details progress against service objectives/milestones and performance targets, and describes factors affecting the service for:

- Economy, Enterprise and Property (Development and Investment)
- Policy, Planning & Transportation (Highways & Transportation, Logistics & Transport Management, and Building Control and contaminated Land)
- Environment & Regulatory Services (Waste & Environmental Improvement & Open Spaces)
- Commissioning & Complex Care (Housing Strategy)

2.0 RECOMMENDED: That the Policy and Performance Board

- 1) Receive the first 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 From 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

None under the meaning of the Act.

Departmental Quarterly Monitoring Report

<u>Directorate:</u>	Children & Enterprise
<u>Department:</u>	Economy, Enterprise and Property (Extracts)
<u>Period:</u>	Quarter 1 - 1 April – 30 June 2011

1.0 Introduction

This quarterly monitoring report covers the Economy, Enterprise and Property first quarter period up to 30 June 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 6.

2.0 Key Developments

2.1 Development and Investment Services

External Funding, European and Regional Affairs

Key developments in External Funding, European and Regional Affairs include:

The team worked with Community Development to deliver a Funding Marketplace in Runcorn Town Hall. This was attended by approximately 100 members of the public; stallholders included Big Lottery Fund, Mersey Forest, Morgan Foundation, John Moores Foundation, local housing associations and various Council Officers.

A Big Lottery Fund training session on the 'Reaching Communities Programme' was organised for targeted voluntary sector groups from the Borough. The team also supported Halton Community Transport with a successful bid to the Government's Transitions Fund; one of two bids supported in the Borough to date.

Business Support

The level of inward investment enquiries recorded by the Business Development, Inward Investment and Economic Promotion Team remains depressed.

To attract businesses to relocate in Halton the Business Parks Team (BPT) are working with the business community at Astmoor and Halebank Industrial Estates to deliver a programme of activities for 2011\2012.

Initiatives include :-

- a complete upgrade, including new software, of all nine ANPR cameras at Astmoor. Cheshire Police are keen to take a feed from the Astmoor APNR system.
- the evaluation of four additional, 360 degree, HD CCTV cameras at Astmoor key road junctions
- fitting additional alarm diallers and void alarms to combat an increase in burglaries in general and metal thefts in particular
- the delivery of a range of training programmes for resident businesses and events addressing particular business critical issues
- the development of a comprehensive rebranding and marketing strategy for Astmoor Industrial estate.

The BPT attended a 'Science at Work' event at the Catalyst Discovery Centre to promote the Science Route Way to young people contemplating a career in science, technology and advanced manufacturing.

Major Regeneration Schemes

Developments in relation to major regeneration schemes include the Phoenix Park dipping platform which has been officially opened, whilst Phase 1 of the Hive is due to open in October. In addition, further site investigations are required on the former Bayer site to investigate contamination identified as present. HBC Fields/3MG Developer and end user have been identified and the scheme is being developed for a planning application over the summer. 3MG Executive Sub Board approval has been given to enter into various legal agreements with the developer. In relation to the Runcorn Town Centre Draft Action Plan, following on from the presentation to Members, proposals for public consultation are now being developed.

Markets

Work has been progressed, in particular the Executive Board Sub Committee has approved the appointment of the National Association of British Markets Authorities to undertake a review of the Market as part of the divisional efficiency review and the Widnes Market Traders Committee has been reconstituted. In addition initial feasibility work has been commissioned to look at Wi-Fi options for the market hall. This is linked to developing on-line trading opportunities for stall holders.

3.0 Emerging Issues

3.1 Development and Investment Services

Whilst Lottery (Heritage Lottery Fund and Big Lottery Fund) funding is stable, the level of demand for their funding is increasing due to the depletion of local and central Government sources of funding. Groups are advised to discuss any bids with the External Funding Team before submitting.

Uncertainty regarding the future shape of business support nationally continues to affect the delivery of business support locally. The impact of the closure of Business Link and the NWDA and the changing role of The Mersey Partnership has yet to be fully quantified. It is the intention of government to replace public sector business support with a range of private sector providers who will, by necessity, deliver a more limited service to business.

4.0 Service Objectives / milestones

4.1 Progress against 'key' objectives / milestones

Total	9		9		0		0
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Of the 9 'key' performance objectives/milestones, all 9 were on target.

Please refer to Appendix 1 for more information.

4.2 Progress against 'other' objectives / milestones

Total	9		8		1		0
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Of the 9 'other' performance objectives/milestones, there were 8 where progress was as expected, and 1 where progress was uncertain in meeting the target at this point in the year (EEP2).

Please refer to Appendix 2 for more information.

5.0 Performance indicators

5.1 Progress Against 'key' performance indicators

Total	5		3		2		0
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Of the 5 'key' performance indicators, there were 3 where progress was as expected. There are also currently 2 indicators for which progress was uncertain at this stage of the year (DIS LI03 & DIS LI04).

Please refer to Appendix 3 for more information.

5.2 Progress Against 'other' performance indicators

Total	11		10		1		0
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Of the 11 'other' performance indicators, there were 10 where progress was as expected, and 1 where progress was uncertain at this stage of the year (DIS LI17).

Please refer to Appendix 4 for more information.

6.0 Risk Control Measures

Where a Key service objective has been assessed and found to have an associated 'High' risk, progress against the application of this risk treatment measures will be reported in quarters 2 and 4.

7.0 Progress against high priority equality actions

There are no High Priority Equality Actions identified in the quarter.

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 Financial Statement
- Appendix 6 Explanation of use of symbols

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
EEP 2 (previous reference: PS04)	The generation of external funding and the provision of funding advice to the third sector.

Milestones	Progress Q1	Supporting Commentary
Bid-Writing: Minimum of four large-scale bids advised on per annum by March 2012		There have been two bids made to date, these are: <ul style="list-style-type: none"> ▪ Beyond our Bridges – Landscape Partnership Scheme (HLF) ▪ Hale Youth Centre Restoration – various funds

Ref	Objective
EEP 3 (previous reference: EEB03)	The provision of a Comprehensive Support Service to business.

Milestones	Progress Q1	Supporting Commentary
Scope the opportunities for 'Vikings and the Economy' Action Plan by September 2011		An initial meeting has taken place with the Vikings. It is expected that the action plan will be finalised at the next meeting which is due mid August.
Review the land and property business portfolio (as part of the LEA) by September 2011		The review of the portfolio has commenced and is on target to meet the September 2011 target.
Facilitate Mersey Gateway acquisition and business relocation programme by March 2012		The Mersey Gateway acquisition and the business relocation process is underway and running inline with the delivery programme and is on track

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
EEP 4 (previous references: EEB05, 06, 07, 08 & 10)	The delivery of the Council's major regeneration schemes

Milestones	Progress Q1	Supporting Commentary
Draft Runcorn Town Centre Action Plan by April 2011 .		The draft action plan has been completed and reported to full members briefing. Public consultation is in the process of being prepared
3MG: Commence construction of western link road and warehouse development on HBC Field by October 2011		The programme is on target and is being supported by the Regional Growth Fund award.
Completion of 'Hive' Leisure Development at Widnes Waterfront by March 2012		The completion of the 'Hive' Leisure Development is on schedule and the first opening is scheduled for October 2011
Review the Mersey Gateway Regeneration Strategy by March 2012		Work has commenced on the review of the Mersey Gateway Regeneration Strategy and it is anticipated that this will be completed by the target of March 2012.
Commence implementation of Runcorn Town Centre Action Plan phase by March 2012		The action plan will be finalised post public consultation, which expected to be completed by September.



Appendix 2: Progress Against 'other' objectives / milestones

Ref	Objective	
EEP2 (previous reference: PS04)	The generation of external funding and the provision of funding advice to the third sector.	
Milestones	Progress Q1	Supporting Commentary
To partake in 4 lobbying or consultation opportunities during 2011-12, subject to the availability of consultation and lobbying events	?	In quarter 1 there were no lobbying or consultation events to take part in. It is anticipated that there will be opportunities for the Council to partake in events during the remainder of the year.

Appendix 3: Progress Against 'key' performance indicators






Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
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Development and Investment Services

Cost & Efficiency							
DIS LI01 (previous reference PYS LI03)	Occupancy of industrial units	81%	85%	79%	?		Occupancy of Industrial Units has fallen slightly this quarter, which is reflective of prevailing economic conditions
DIS LI02 (new)	Occupancy Widnes Market Hall	85.5% (Baseline figure as at 30 June 2011)	85%	85%		n/a	This is the first year that the market hall has been monitored separately. The quarter 1 occupancy has been used as a baseline for comparison in future quarters.
DIS LI03 (new)	Improved revenue position £250,000	Baseline awaited	250,000	Refer comment	n/a	n/a	The quarter 1 data will be used as a baseline for comparison in future quarters when available
DIS LI04 (new)	Capital receipts £2million	Baseline awaited	2million	Refer comment	n/a	n/a	The quarter 1 data will be used as a baseline for comparison in future quarters when available

Appendix 3: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
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Service Delivery							
DIS LI05 (previous reference EEB LI05)	Number of investment enquiries per annum	162	180	30	?		Enquiries still remain depressed
DIS LI06 (previous reference EEB LI06)	Inward investment enquiry conversion rate %	14.8	9	3.3			In line with the rest of the region, the market remains depressed
DIS LI07 (previous reference EEB LI07)	Contribution to jobs created as result of the service's being provided (departmental)	244	350	126			Good progress with more jobs in the pipeline through the Hive recruitment

Appendix 4: Progress Against 'other' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
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Development and Investment Services

Cost & Efficiency							
DIS LI17 (new)	Occupancy Runcorn Street Market	71%	75%	71%	?	n/a	The quarter 1 percentage has been used as a baseline for comparison in future quarters. This is slightly below target.

Appendix 5: Financial Statement
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EMPLOYMENT, ECONOMIC REGENERATION & BUSINESS DEVELOPMENT DEPARTMENT**Revenue Budget as at 30 June 2011**

	Annual Budget £'000	Budget to Date £'000	Expenditure to Date £'000	Variance to Date (Overspend) £'000	Actual including Commitments £'000
<u>Expenditure</u>					
Employees	4,563	1,298	1,314	(16)	1,324
Repairs & Maintenance	2,555	320	318	2	318
Energy & Water Costs	936	219	216	3	593
NNDR	918	918	918	0	918
Rents	1,061	495	492	3	755
Marketing Programme	11	3	2	1	3
Promotions	36	1	1	0	2
Development Projects	85	8	0	8	0
Supplies & Services	1,208	340	350	(10)	585
Agency Related Payments	193	46	51	(5)	68
Property Rationalisation Savings Target	-327	0	0	0	0
Total Expenditure	11,239	3,648	3,662	(14)	4,566
<u>Income</u>					
Rent – Markets	-806	-171	-158	(13)	-158
Rent – Industrial	-952	-208	-200	(8)	-200
Rent – Commercial	-560	-120	-116	(4)	-116
Sales	-3	-1	-2	1	-2
Fees & Charges	-336	-15	-12	(3)	-12
Reimbursements	-440	0	0	0	0
Government Grant Income	-945	-109	-109	0	-109
Recharges to Capital	-1,008	0	0	0	0
Schools SLA Income	-735	0	0	0	0
Transfer from Enterprise & Employment Reserve	-353	0	0	0	0
Total Income	-6,138	-624	-597	(27)	-597
Net Operational Expenditure	5,101	3,024	3,065	(41)	3,969
<u>Recharges</u>					
Premises Support	1,522	273	273	0	273
Office Accommodation	153	38	38	0	38
Transport	57	14	14	0	14
Central Support	2,203	552	552	0	552
Asset Charges	2,307	0	0	0	0
Accommodation Recharge	-3,705	-911	-911	0	-911
Support Service recharge	-1,876	-281	-281	0	-281
Repairs & Maintenance	-2,599	-649	-650	1	-650
Total Recharges	1,938	-964	-965	1	-965
Net Department Total	3,163	2,060	2,100	(40)	3,004

Appendix 5: Financial Statement

Comments on the above figures




In overall terms, revenue spending at the end of Quarter 1 is showing a slight overspend.

The Employee budget is currently over budget to date due to insufficient level of staff turnover compared to staff vacancies across the departments. This will be monitored closely through out the financial year.

Rental Income (including Markets, Industrial & Commercial) is currently showing a shortfall due to vacant units across all three areas. Work is being carried out to promote these units and again budgets will be monitored closely throughout the year to make sure the financial impact is limited and action taken to balance the Departmental budget at year-end.




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</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.

Departmental Quarterly Monitoring Report

<u>Directorate:</u>	Policy & Resources
<u>Department:</u>	Policy, Planning & Transportation (Extracts)
<u>Period:</u>	Quarter 1 - 1 st April – 30 th June 2011

1.0 Introduction

This quarterly monitoring report covers the Policy, Planning & Transportation Department first quarter period up to 30th June 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 5

2.0 Key Developments

Mersey Gateway

In recent months the Project Team have been working with Department for Transport officials to agree terms for the detailed funding package required to deliver Mersey Gateway. Draft proposals are now settled and discussions are now taking place with the Treasury. Ministers are expected to be in a position to make an announcement in the autumn.

In the meantime, the project team has been busy developing the procurement programme and liaising with landowners along the route to purchase the land needed for the project. This vital work will continue over the summer, and we are looking forward to an announcement on the full funding package in the near future that ensures that we get the best value for money for everybody involved. That means local residents, communities, businesses and local and central government.

Highways Development

Works at Widnes railway station were substantially completed in June 2011 and the extended car park is now in operation, providing improved park & ride facilities and relieving pressure on surrounding side streets.

A scheme to widen Milton Road at its junction with Kingsway commenced in June 2011. The aim of the scheme is to provide pedestrian crossing facilities, reduce

traffic delays and improve air quality in the area. Improvements to Lugsdale Road and its junction with Gerrard Street were agreed with the developer of the new Tesco store. Together, these schemes will improve traffic access in and around Widnes town centre.

A Preliminary Flood Risk Assessment for Halton has been completed, approved by the Policy & Performance Board (PPB) and reported to the Environment Agency in line with Government requirements. Work on a Surface Water Management Study of the Borough was also substantially completed. These will form the basis of a local flood risk management strategy.

Bridge & Highways Maintenance

Following expiry of dedicated Primary Route Network (PRN) bridge capital maintenance grant, the major bridge maintenance programme for the Silver Jubilee Bridge (SJB) Complex has continued using Department for Transport (DfT) Major Maintenance Scheme funding. Success of Halton Borough Council's (HBC) bid for this additional funding was confirmed in March 2010 and it will provide a maximum grant availability of £18.6m over a 5 year period.

Development & Building Control

From 1st April 2011 the Policy and Strategy Division has expanded to include Development Management, Building Control and Contaminated Land Teams. The Division has been renamed 'Policy and Development Services'. Delivery of the framework of statutory plans continues.

3.0 Emerging Issues

Highways Development

In April, along with all Highway Authorities, Halton were invited to bid for funding to provide improvements at rail stations which will enable more disabled people to access the rail network. A bid for £658,000 has been submitted for a scheme that would provide ramped access to both Widnes and Hough Green Stations. DfT will announce the results of the bidding process by 5th September 2011.

In June, a bid was made to the Environment Agency (EA) for Flood Defence Grant in Aid scheme funding through the EA's Mid Term Plan. The bid comprised 5 projects at an estimated total cost of £477,000. The outcome of the bid will be known at the end of the year.

Development & Building Control

Localism Bill

The Bill will devolve greater powers to councils and neighbourhoods and give local communities more control over housing and planning decisions. The Bill was presented to Parliament on 13th December 2010. Line by line examination of the Bill continues and it is anticipated the report will be present to the House of Lords in September 2011.

4.0 Service Objectives / milestones

4.1 Progress against 'key' objectives / milestones


Total	14		4		3		1
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Delays to the development of the Core Strategy have caused it to miss the original deadline for Examination in Public. It is anticipated that this will not now be possible until Spring 2012 and will be dependent on the Planning Inspectorate.

There are currently 6 'key' indicators for which progress is unable to reported at this time.

Further details of progress concerning key objectives/milestones for the service are provided within Appendix 1.




4.2 Progress against 'other' objectives / milestones

Total	0		0		0		0
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At present there are no objectives/ milestones of this type identified for this service.

5.0 Performance indicators

5.1 Progress Against 'key' performance indicators

Total	7		0		3		4
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There has been a negative impact on bus punctuality during this period due to roadworks in Liverpool affecting Widnes routes in particular although this is expected to improve from Q2.

There are currently 25 key performance indicators that are unable to be reported at this time.

Further details of progress concerning key performance indicators for the service are provided within Appendix 2.

5.2 Progress Against 'other' performance indicators

Total	8		6		2		0
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There are currently 3 indicators that we are unable to report performance on at this time.

Six performance indicators for this service are progressing as planned and are therefore not reported on by exception at this time. Further details of performance indicators where it is too early to say at this stage if the target for the service will be met, are provided within Appendix 3.

6.0 Risk Control Measures

During the production of the 2011-14 Service Plan, the service was required to undertake a risk assessment of all Key Service Objectives.

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

7.0 Progress against high priority equality actions

Any high priority equality actions identified by the service will be reported in quarters 2 and 4.

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
PPT 04	To prepare and adopt a local development framework (LDF) and to review the LDF on a regular basis ensuring that an up to date development plan is available (statutory requirement). To achieve this by producing the following targets set out in the most current Local Development Scheme (LDS).

Milestones	Progress Q 1	Supporting Commentary
Adoption of the Core Strategy by the Council following public examination December 2011 .		Adoption is dependent upon the speed of the Planning Inspectorate and timetable of the Examination in Public but will not be achievable until the Spring of 2012.

Ref	Objective
PPT 05	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.

Milestones	Progress Q 1	Supporting Commentary
Conditional Funding Approval Granted by Ministers – Autumn2011 .	See Commentary	In recent months we have been working with Department for Transport officials to agree terms for the detailed funding package required to deliver Mersey Gateway. Draft proposals are now settled and discussions are now taking place with the Treasury. Ministers are expected to be in a position to make an announcement in the autumn.
Commence the Execution of Compulsory Powers for Land Acquisition – Commenced July 2011 .	See Commentary	


Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
PPT 06	Mersey Gateway- Commence the procurement process for the construction of Mersey gateway to ensure that the project can be completed within the required timescales.

Milestones	Progress Q 1	Supporting Commentary
HM Treasury approval (Chief Secretary) for Conditional Funding Bid - Autumn 2011.	See Commentary	Work is now well underway on the detailed procurement process to appoint a private sector partner to work with Halton Borough Council to design, build, finance and operate the bridge over an expected 30-year period. Earlier this year the team met with 130 representatives from potential main contractors at a special Industry Day at the Stobart Stadium as part of its market consultation programme to with the aim to issue the OJEU notice in the autumn and the feedback from potential bidders is very positive.
Publish invitation to prospective tenders in the Official Journal of the European Union (OJEU) – Autumn 2011.	See Commentary	
Announce Prequalification Results - Spring 2012.	See Commentary	
Commence Competitive Dialogue process – Spring 2012.	See Commentary	

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
PPT 07	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 1	Supporting Commentary
To deliver the 20011/12 LTP Capital Programme March 2012.		<p>The LTP Capital Programme comprises two blocks:</p> <p><u>Highways Capital Maintenance</u></p> <p>(£1,983k budget) The first phase programmes of Carriageway resurfacing and Footway reconstruction works have been designed during Quarter 1 with implementation of schemes commencing early in Quarter 2.</p> <p><u>Integrated Transport</u></p> <p>(£680k budget): work during Quarter 1 has focused upon the development and design of improvement measures to assist walking, cycling and buses in and around neighbourhood centres, and on assessment and design of Local Safety Schemes. A traffic safety scheme for Dundalk Road is due to commence early in Quarter 2. Consultation on further scheme proposals is anticipated during Quarter 2.</p>



Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
PPT 08	Local Transport Plan 3 – Monitor progress against the Council’s transport goals and submit to ensure progress is maintained

Milestones	Progress Q 1	Supporting Commentary
Report progress on LTP 3 to Members. October 2011.	<input checked="" type="checkbox"/>	The selection of appropriate indicators to monitor LTP3 is underway with appropriate targets to be determined.
Submit final delivery report for LTP 2 to Members. November 2011.	<input checked="" type="checkbox"/>	It is no longer a requirement of Government that LTP monitoring and delivery reports are produced; however, it is still viewed as good practice. A delivery report will be produced for the final year of LTP2.

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
PPT 09	Silver Jubilee Bridge 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 1	Supporting Commentary
Review progress, revise SJB maintenance strategy document and deliver 2011/12 works programme in accordance with Project Plan March 2012 Review progress, revise SJB maintenance strategy document and deliver 2010/11 works - March 2012.		2011/12 Works programme underway. Major works to complete refurbishment below deck in the SJB Widnes spandrel and side span and to refurbish and increase the height of SJB pedestrian parapets to start in Q2.
Complete consideration of implications of approval of Mersey Gateway project for funding and delivery of future major bridge maintenance requirements within SJB Complex - October 2011 (depending upon the outcome of the Secretary of State's decision).		Formal confirmation of funding details still subject to addressing new and additional areas of work identified by Secretary of State and Department for Transport.

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
PPT 10	Improving the quality and accessibility of public transport services in Halton to encourage the use of sustainable transport and increase its accessibility by vulnerable group

Milestones	Progress Q 1	Supporting Commentary
Increased number of Disability Discrimination Act (DDA) compliant bus stops.	?	The number of bus stops with DDA compliant features has remained at 10/11 levels. Progress will be made during Quarter 2 & Quarter 3 of this year. This is particularly due to ongoing budgetary discussions as budget levels have only recently been agreed.
Improved quality bus partnerships and punctuality of services.	?	Punctuality of bus services in the Borough has reduced slightly as compared to 2010/11 figures, mainly due to roadworks which in particular affected services in Widnes. Dialogue with the operators will continue to ensure improvement concerning reliability of bus services.

Appendix 2: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
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Corporate Health

There is no longer a requirement for the authority to undertake Place Survey as part of the National Indicators Data Set. Work is currently being undertaken to determine the most effective means by which customer perception / satisfaction data can be captured and appropriate measures will be determined in due course.

Cost & Efficiency

There are presently no performance indicators of this type identified for the service.





Service Delivery

PPT LI 07	Processing of planning applications as measured against targets for:						
NI 157	a) 'major' applications	44.4%	60%	14.3			All planning application processing has been impacted due to an increase in the applications workload, including Major applications for Ineos and 3MG. As a result, performance this quarter is lower than the same period last year and at this stage it is unlikely the annual targets can be achieved.
	b) 'minor' applications	36%	80%	8.3			
	c) 'other' applications	55.56%	80%	32.8			
PPT LI 08	Supply of ready to develop housing sites (%)	128.80%	100%	N/A (Reported Annually)	N/A	N/A	This is an annual condition figure that will be available at the end of Q4.
NI 159							

Appendix 2: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
<u>PPT</u> <u>LI 09</u> <u>NI 170</u>	Previously developed land that has been vacant or derelict for more than 5 years	2.21%	2.24%	N/A (Reported Annually)	N/A	N/A	This is an annual condition figure that will be available at the end of Q4.
<u>PPT</u> <u>LI 10</u>	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	47 (2010 yr)	55 (2010)	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
<u>PPT</u> <u>LI 11</u>	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	8 (2010 yr)	10 (2010)	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
<u>PPT</u> <u>LI 12</u>	No. of people slightly injured in road traffic collisions.	423 (2010 yr)	420 (2011)	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
<u>PPT</u> <u>LI 15</u> Ex BVPI 224b	Condition of Unclassified Roads (% of network where structural maintenance should be considered).	17	9	N/A (Reported Annually)	N/A	N/A	This is an annual condition figure that will be available at the end of Q4.
<u>PPT</u> <u>LI 19</u> NI 47	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.	2.1% (2010 yr)	-9.1%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.

Appendix 2: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
PPT LI 20 NI 48	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.	-3.8% (2010 yr)	0.0%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
PPT LI 21 NI 168	Percentage of principal road network where structural maintenance should be considered.	1	2%	N/A (Reported Annually)	N/A	N/A	This is an annual condition figure that will be available at the end of Q4.
PPT LI 22 NI 169	Non principal roads where maintenance should be considered.	3	4	N/A (Reported Annually)	N/A	N/A	This is an annual condition figure that will be available at the end of Q4.
PPT LI 23 NI 178	Bus service punctuality, Part 1: The proportion of non frequent scheduled services on time (%):						
	a) Percentage of buses starting route on time	96.77%	97.6%	90.57%			Punctuality reduced during this period due to roadworks in Liverpool affecting Widnes routes in particular. Expected improvements from Q2..
	b) Percentage of buses on time at intermediate timing points	87.1%	85%	86.25%			On course to achieve target for 2011/12.

Appendix 2: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
PPT LI 24 NI 189	Flood and coastal erosion risk: To record the progress of the authority in delivering agreed actions to implement long term flood and coastal erosion risk management (FCERM) plans.	N/A	100%	N/A (Reported Annually)	N/A	N/A	Former 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 (although these have yet to be enacted through the establishment of SuDS Approval Bodies (SABs)). A Preliminary Flood Risk Assessment for Halton (which is a requirement under the Flood Risk Regulations) has been completed and submitted to EA / Defra for review. The Surface Water Management Plan study has been completed and will be reported to Board in Quarter 2.
PPT LI 25 NI 198	Children travelling to school – mode of transport usually used (%). a) Children aged 5 – 10 years						
	<ul style="list-style-type: none"> Cars 		43.2%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	<ul style="list-style-type: none"> Car Share 		2.1%	N/A (Reported Annually)	N/A	N/A	This is an annual condition figure that will be available at the end of Q4.



Appendix 2: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
	• Public Transport		2.1%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	• Walking		52.0%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	• Cycling		0.5%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	• Other		0.1%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
PPT LI 25 NI 198 cont	b) Children aged 11 – 15 years						
	• Cars		28.6%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	• Car Share		2.4%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	• Public Transport		18.6%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	• Walking		48.7%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	• Cycling		0.6%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.

Appendix 2: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
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	• Other		1.1%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
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Fair Access							
<u>PPT LI 27</u>	% increase in cycle use - NEW Indicator to be derived from previous LTP3 Mandatory PI	N/A	TBC	N/A	N/A	N/A	The necessary datasets and methodology for calculating this new indicator are still being developed. It is anticipated that data comprising a combination of cycle usage and cycle infrastructure, required for the PI, will be available in the Autumn.
<u>PPT LI 28</u>	No. of passengers on community based accessible transport	266,230	267,000	63,177	?		On course to achieve target for 2011/12, figure increased from Q1 figure in previous year.
<u>PPT LI 30</u> NI 167	Congestion, in minutes per mile, during morning peak times on locally managed 'A' roads during the weekday morning peak (7am to 10am)	1.80	N/A Externally monitored	N/A	N/A	N/A	This is an annual condition figure that will be available at the end of Q4.
<u>PPT LI 31</u> NI 177	Number of local bus passenger journeys originating in the authority area in one year (000's)	6,293	6150	1540	?		On course to meet target figure for 2011/12, Q1 total increased slightly as compared to Q1 figure in previous year.

Appendix 3: Progress Against 'other' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
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Corporate Health

There is no longer a requirement for the authority to undertake Place Survey as part of the National Indicators Data Set. Work is currently being undertaken to determine the most effective means by which customer perception / satisfaction data can be captured and appropriate measures will be determined in due course.


Cost & Efficiency

There are presently no performance indicators of this type identified for the service.

Cost & Efficiency

PPT LI 02	Number of third party compensation claims received due to alleged highway / footway defects	149	110	40	?		There have been 40 3rd party claims in Q1.
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Service Delivery

PP LI 18	Percentage of employers (> 100 employees) with Green Travel Plans in place.	62%	66%	62%	?		No Travel Plans completed during Q1 although work progressing on two plans and work due to commence on two further plans.
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Appendix 4: Financial Statement
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POLICY, PLANNING & TRANSPORTATION DEPARTMENT**Revenue Budget as at 30th June 2011**

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Expenditure					
Employees	6,198	1,707	1,663	44	1,669
Other Premises	278	121	121	0	199
Hired & Contracted Services	531	74	43	31	158
Supplies & Services	377	90	37	53	69
Street Lighting	1,733	380	397	(17)	491
Highways Maintenance	2,364	600	588	12	1,664
Bridges	89	17	4	13	22
Fleet Transport	1,338	313	321	(8)	321
Lease Car Contracts	786	500	500	0	500
Bus Support – Halton Hopper Tickets	163	27	26	1	26
Bus Support	703	81	81	0	494
Out of Borough Transport	51	9	7	2	18
Finance Charges	358	190	196	(6)	196
Grants to Voluntary Organisations	83	41	41	0	82
NRA Levy	60	15	15	0	15
Total Expenditure	15,112	4,165	4,040	125	5,924
Income					
Sales	-250	-70	-70	0	-70
Planning Fees	-416	-83	-95	12	-95
Building Control Fees	-182	-45	-38	(7)	-38
Other Fees & Charges	-500	-107	-140	33	-140
Rents	-14	-4	-3	(1)	-3
Grants & Reimbursements	-504	-97	-80	(17)	-80
School SLAs	-27	0	0	0	0
Recharge to Capital	-359	0	0	0	0
Total Income	-2,252	-406	-426	20	-426
Net Controllable Expenditure	12,860	3,759	3,614	145	5,498
Recharges					
Premises Support	810	140	136	4	136
Transport Recharges	477	110	99	11	102
Asset Charges	8,748	0	0	0	0
Central Support Recharges	2,606	651	652	(1)	652
Departmental Support Recharges	352	1	1	0	1
Support Recharges Income – Transport	-3,928	-908	-895	(13)	-895
Support Recharges Income – Non Transport	-3,577	-477	-477	0	-477
Net Total Recharges	5,488	-483	-484	1	-481
Net Departmental Total	18,348	3,276	3,130	146	5,017

Appendix 4: Financial Statement**Comments on the above figures:**

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

Staffing is below budget to date due to vacancies within the Bridge & Maintenance division. These post have now been filled and therefore staffing costs should be more in line with budgets for the remainder of the financial year.

Supplies & Services is below budget due to a combination of small variances to date across all the divisions. The largest variance relates to computer expenditure within the department but this is expected to be spent by the financial year end.

Hired and Contracted Services is slightly below budget in a number of areas, the main area being Traffic Management. However, this will be spent by the end of the financial year.

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

The local bus cross boundary income budget linked to this is expected to underachieve by £54,000 as other authorities have stopped their subsidy.

Planning and Building Control fee budgets were reduced in this financial year as the targets were unachievable due to increased competition from the private sector and the current economic climate. This has resulted in them being in line with budget.

Fees and charges is above budget to date largely due to the MOT & Repairs Station within the Logistics division.

Grants and reimbursements are below budget to date due to supervision of private sector development. This income is ad hoc and therefore difficult to estimate.

At this stage it is anticipated that overall spend will be in line with the Departmental budget by the financial year-end and 11/12 savings will be met.

Appendix 4: Financial Statement
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POLICY, PLANNING & TRANSPORTATION**Capital Projects as at 30th June 2011**

	2011/12 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
Local Transport Plan				
Bridges & Highway Maintenance				
Bridge Assessment, Strengthening & Maintenance	4,915	113	113	4,802
Road Maintenance	1,483	132	132	1,351
Total Bridge & Highway Maintenance	6,398	245	245	6,153
Integrated Transport	535	27	27	508
Network Management & Street Lighting	145	0	0	145
Total Local Transport Plan	7,078	272	272	6,806
Halton Borough Council				
Early Land Acquisition Mersey Gateway	30,967	1,299	1,299	29,668
Flood Defence	106	0	0	106
Street lighting – Structural Maintenance	200	13	13	187
Risk Management	120	0	0	120
Fleet Replacements	370	18	18	352
Total Halton Borough Council	31,763	1,330	1,330	30,433
Partnership Projects				
Growth Point Award	642	130	130	512
Section 106/External Funded Work				
B&Q Site – Public Transport	51	0	0	51
Asda Runcorn	165	0	0	165
Total Section 106/External Funded Work	216	0	0	216
Total Capital Programme	39,699	1,732	1,732	37,967




Appendix 4: Financial Statement
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POLICY, PLANNING & TRANSPORTATION**LSP, External or Grant Funded Items as at 30th June 2011**

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committe d Items
	£'000	£'000	£'000	£'000	£'000
Accessible Transport Neighbourhood Travel Team	24	6	0	6	0
LSP Team	46	12	20	(8)	20
Transition Fund	107	27	16	11	16
Total Local Strategic Partnerships Funding	177	45	36	9	36




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 <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.

Departmental Quarterly Monitoring Report

Directorate: Communities Directorate

Department: Community and Environment Services (Extracts)

Period: 1st April 2011 – 30th June 2011

1.0 Introduction

This quarterly monitoring report covers the Community and Environment Services first quarter period up to 30th June 2011. It describes key developments and progress against objectives and performance indicators for the service.

The way in which the Red, Amber and Green, (RAG), symbols and Travel Indicator symbols have been used to reflect progress to date is explained in Appendix 5.

2.0 Key Developments

2.1 Open Space Services

In Quarter 1 the service opened three new playground sites which were the last projects to be funded through the Playbuilder scheme. The new facilities were at Crow Wood Park, Runcorn Hill Park and Upton Green.

The Efficiency Review into Green Space which resulted in the creation of the Open Space Service was completed in quarter 1 and the new service was shown to have met its targets and continued to perform at an acceptable level.

2.5 Waste and Environmental Improvement

Government Review of Waste Policy

The Government has published the findings of its Review of Waste Policy. The key issues arising from the review, and the potential impact for Halton, are summarised below.

- **Weekly Waste Collections**

Whilst the Government states it will be working with local councils to increase the frequency and quality of rubbish collections, weekly waste collections will not be made compulsory.

- **Recycling**

There are no new recycling targets imposed on local authorities. The government's aim is to continue to increase the percentage of waste collected from both households and businesses in order to meet the revised Waste Framework Directive target of recycling 50% of waste by 2020.

Recycling on the Go! – The government is calling for Council's to improve recycling facilities in public places. In Halton, 'recycling' litter bins are already installed in many areas across the borough and all waste collected from 'traditional' litter bins is taken to a local waste facility where over 85% of litter is recycled. New dedicated recycling points in the Halton's town centres are currently being considered to improve the current range of facilities available and to help increase recycling awareness.

Councils will be encouraged to sign up to a new Recycling and Waste Services Commitment, drawn up by the Local Government Association. The Commitment, to be published shortly, is intended to demonstrate a local authority's willingness to consult fully, to listen to and work with householders; to provide information about recycling and re-use; and to make it easier for householders to improve their behaviour with regard to waste.

- **Landfill Allowance Trading Scheme**

The Landfill Allowance Trading Scheme will cease at end of the 2012/13. Halton has in place arrangements to ensure that it meets its landfill allowance targets up to that point. This comes as a result of the fact that the 2010 Landfill Directive Target has been met, and the UK remains on course to meet the 2013 target. The government believes that the next target under the Directive, in 2020, will also be met.

- **Changes to Local Authority Enforcement Powers**

The government will bring forward legislative changes to remove what it sees as disproportionate local authority enforcement powers against householders. To ensure local authorities use enforcement powers appropriately the government is proposing to set 'harm to local amenity' as a test before penalties can be imposed by a local authority. The aim is to ensure that action is only taken against 'neighbours from hell'; those who litter their neighbourhoods and those who harm the local environment and local amenity due to their irresponsible behaviour.

The government has stated that it will remove criminal sanctions applying to householders who commit waste collection related offences and will reduce the relevant fine levels.

Having said the above, the government will continue to encourage more robust enforcement action by local authorities and other enforcement agencies, as well as more sharing of intelligence and best practice to reduce more serious waste crime, such as tackling illegal waste carriers and operators. The Council currently has good working relationships and undertakes regular joint exercises with the Environmental Agency, Police and other organisations to tackle such offenders.

A key element from the review remains improving waste related behaviour, both with regard to reducing waste levels and increasing recycling, and tackling littering and other forms of environmental nuisance.

Whilst enforcement will remain at the forefront of dealing with litter, encouraging behaviour change through close engagement with local communities will be vital and needs to remain a key focus for the Council. We will continue work closely with our Community Development Team and use established community networks to actively engage with members of our local community.

- **Waste Prevention**

The Government will develop a Waste Prevention Programme for England by December 2013. This will set out detailed actions to meet obligations under the revised Waste Framework Directive. The government has indicated that this could include exploring how householders could be rewarded for effectively preventing or reusing waste. It is intended that officers will produce a Waste Prevention Plan for Halton.

- **Household Reward and Recognition Scheme**

The Government is encouraging Councils to reward people for positive behaviour and is introducing the Household Reward and Recognition Scheme. It is making limited funding (£500k) available for the introduction or trial new schemes that reward or recognise people or communities for adopting positive behaviour towards managing their waste.

Halton is referenced in the Government's Policy Review document and on the Defra website for its Recyclebank scheme which is quoted as a good example of how people can be rewarded for 'doing the right thing'.

- **Landfill bans**

No details are available at this stage, but the government will review the case for restrictions on sending other materials to landfill, including looking specifically at textiles and biodegradable waste. Consultation on this matter is planned for 2012.

Enforcement Activities

During Q1, there were 8 successful prosecutions and 79 Fixed Penalty Notices were issued for litter and waste offences. A total of 282 other enforcement actions were carried out, including issuing of warning letters and statutory notices, 'stop and search operations' and other investigations.

Collaborative Low Carbon Schools (CLCSS) Programme

During Quarter 1 Halton signed up to the Collaborative Low Carbon Schools (CLCSS) Programme. The CLCSS Programme, resourced by the Carbon Trust aims to develop a reinvigorated approach by Local Authorities to drive to carbon reduction across the Schools network.

A pilot carbon reduction service to schools will now be developed with support from Officers in Waste and Environmental Improvement Division. The programme is built around the delivery of pilot services to 10 schools to be delivered 'fast track' during the Autumn Term of 2011. The aims of the pilot programme include building capability for carbon reduction within the schools and demonstrating that tangible energy and financial savings are achievable.

3.0 Emerging Issues

3.1 Alternate Bin Collection Scheme

To allow officers the opportunity to gather further data, plans were being drawn up in Q1 to extend the current Alternate Bin Collection scheme into four other areas of the borough where recycling participation and performance is high; these being areas within Farnworth, Birchfield, Norton North and Daresbury wards. The scheme is being implemented in those areas in August 2011 and future updates on the scheme will be presented to Members.

4.0 Service Objectives / milestones

4.1 Progress against 'key' objectives / milestones

Total	8		7		0		1
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Of the 8 'other' performance objectives/milestones, the majority of the indicators have performed as expected, with one indicator failing to meet it's deadline but is anticipated that it will be completed at the end of Q4 2011/12 (CE5).

Refer to Appendix 1 for further detail.

4.2 Progress against 'other' objectives / milestones

Total	2		2		0		0
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Both 'other' objectives/milestones are reported Green in this quarter with a view that each will be met by the stated target date.

5.0 Performance indicators

5.1 Progress Against 'key' performance indicators

Total	6		6		0		0
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6 'key' performance indicators have met their target in Q1 and are reported green. Refer to Appendix 2 for further detail.

5.2 Progress Against 'other' performance indicators

Total	0		0		0		0
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There are currently no performance indicators of this type to report at this time.

6.0 Risk Control Measures

During the development of the 2011 -12 Service activities, the service was required to undertake a risk assessment of all Key Service Objectives.

No 'high' risk, treatment measures were identified.

7.0 Progress against high priority equality actions

As a result of undertaking a departmental Equality Impact Assessment no high priority actions were identified for the service for the period 2011 – 2012.

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, sourced externally, 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 Financial Statement

Appendix 4 Explanation of use of symbols




Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
CE5	Continue to improve Parks, Sports Grounds, Open Spaces and Local Nature Reserves.


Milestones	Progress Q 1	Supporting Commentary
<i>Runcorn Hill Park – Parks for People bid. Work up bid to 'Second Round' submission stage (subject to success of First Round), Feb 2012. (AOF10, 12 & 29)</i>		Work is progressing with the bid. In Q1 a Parks for People development group of stakeholders was set up to inform the detail design of the bid. Work on the quarry heritage elements of the bid began in Q1 and are expected to be completed Q3. The bid is currently on schedule for submission to the HLF in Feb 2012.
<i>Woodland Expansion - Additional 200m2 of Woodland planted Boroughwide, Mar 2012. (AOF10, 12 & 29)</i>		Tree planting will take place in Q3 and Q4. In Q1 potential sites for tree planting were identified. The milestone is on target to be delivered by March 2012.
<i>Develop a 'Greenspace Strategy', Jul 2011 (AOF10, 12 & 29)</i>		Due to a number of pressing priorities and changes Government led changes to planning policy the Greenspace Strategy work was delayed by several months. The strategy will not be completed by July 2011. It is anticipated that it will be completed at the end of Q4.
<i>Create new park and associated landscape improvements at Upton, Mar 2012. (AOF10, 12 & 29)</i>		The first phase in the creation of a new park for Upton which consisted of a Multi Use Games Area, an adventure play area and associated landscape works was completed May 2011. Design work is currently ongoing for the second phase of works and it is anticipated that the project will be completed on schedule by March 2012.

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
CE6	Implementation of actions to ensure the Council achieves its targets and objectives relating to waste and climate change.







Milestones	Progress Q 1	Supporting Commentary
Carry out a full review of waste and recycling collection systems and implement new policies/operational arrangements as determined by the outcome of the review. Jan 2012 (AOF5 & 36)		A review of waste and recycling collection systems is underway. Future updates on the outcome of the review, and proposed changes to service provision as a result, will be presented to Members.
Commence a review of the Council's Waste Management Strategy. Mar 2012 (AOF5 & 36)		A review of the Council's Waste Management Strategy will be commenced within the stated timescale.
Deliver projects and initiatives to help improve energy efficiency and reduce CO ² emissions. Mar 2012 (AOF36)		A series of projects and initiatives are on-going. Examples include the pilot CLCSS Programme (see Key Developments), the production of a 'green guide' to help Council staff become more energy efficient and the continuing programme to support building managers and other responsible officers to help them analyse energy usage data and implement actions to deliver energy efficiencies.

Appendix 1: Progress Against 'key' objectives / milestones







Ref	Objective	
CE7	Undertake actions to maintain a clean, safe and attractive borough.	
Milestones	Progress Q 1	Supporting Commentary
Develop Action Plans and Protocols with External Agencies to effectively prevent and tackle a range of waste and environmental offences. Mar 2012 (AOF5, 27 & 36)		This work is on-going and Action Plans and Protocols will be developed within the stated timescale.

Appendix 2: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
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Service Delivery							
CE LI 18	Greenstat-Survey, Satisfaction with the standard of maintenance of trees, flowers and flower beds. (Previously EAR LI8)	96.88%	74%	88.89%			Taken from the Greenstat Survey. Satisfaction with the Borough's parks remains high.
CE LI 19	Residual household waste per household (Previously NI191)	681.92	799	176.68			<p>This is a cumulative figure however, performance in Q1 is better than the corresponding period from last year (182.12) and early indications are that this target will be met.</p> <p>For reference: Considerable improvement has been shown over time – 2009/10 figure 819.41kg</p>
CE LI 20	Household waste recycled and composted (Previously NI192)	38.1%	35%	41.93%			<p>Waste production is subject to seasonal variation and current performance levels will likely fall, however, performance in Q1 is better than the corresponding period from last year (39.58%) and early indications are that this target will be met.</p> <p>For reference: Considerable improvement has been shown over time – 2009/10 figure 29.97%</p>

Appendix 2: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
CE LI 21	Municipal waste land filled (Previously NI193)	59.6%	62%	58.65%			Waste production is subject to seasonal variation and current performance levels will change, however, performance in Q1 is better than the corresponding period from last year (60.86%) and early indications are that this target will be met. For reference: Considerable improvement has been shown over time – 2009/10 figure 70.16%
Quality							
CE LI 23	Satisfaction with the standard of cleanliness and maintenance of parks and green spaces. (Previously EAR LI2)	100%	92%	100.00%			Monitored via the Greenstat Survey. Satisfaction with the Borough's parks remains high. All participants in the Greenstat survey in Q1 considered the Borough's parks to be clean and well maintained.
CE LI 24	Number of Green Flag Awards for Halton (Previously EAR LI3)	12	12	12			All twelve Green Flag Award parks retained the award.

Appendix 3: Financial Statement
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COMMUNITY & ENVIRONMENT DEPARTMENT
Revenue Budget as at 30 June 2011

	Annual Budget £'000	Budget To Date £'000	Actual to Date £'000	Variance To Date (overspend) £'000	Actual Including Committed Items £'000
<u>Expenditure</u>					
Employees	11,623	3,011	3,184	(173)	3,194
Other Premises	1,183	424	404	20	769
Supplies & Services	1,408	385	326	59	1,006
Hired & Contracted Services	965	145	137	8	140
School Meals Food	1,689	292	260	32	260
Food Provisions	557	130	92	38	142
Bar Provisions	304	76	109	(33)	121
Book Fund	232	20	14	6	19
Transport	30	7	16	(9)	23
Consumer Protection Contract	443	110	109	1	109
Waste Disposal Contracts	5,190	372	344	28	514
Leisure Management Contract	1,395	349	362	(13)	569
Other Agency Costs	455	200	177	23	179
Total Expenditure	25,474	5,521	5,534	(13)	7,045
<u>Income</u>					
Fees & Charges Income	-2,569	-802	-775	(27)	-775
Sales Income	-1,878	-478	-506	28	-506
School Meals Sales	-2,128	-9	-8	(1)	-8
School Meals Other Income	-1,850	-73	-81	8	-81
Rents Income	-83	-11	-16	5	-16
Government Grant Income	-26	-2	-3	1	-3
Reimbursements & Other Income	-922	-74	-55	(19)	-55
Schools SLA Income	-240	-32	-32	0	-32
Internal Fees Income	-319	-52	-29	(23)	-29
Capital Salaries	-101	0	-17	17	-17
Total Income	-10,116	-1,533	-1,522	(11)	-1,522
Net Controllable Expenditure	15,358	3,988	4,012	(24)	5,523
<u>Recharges</u>					
Premises Support	1,603	318	318	0	318
Asset Charges	2,483	0	0	0	0
Central Support Services	3,961	1,032	1,032	0	1,032
Departmental Support Services	87	22	22	0	22
Transport Recharges	2,166	415	415	0	415
HBC Support Costs Income	-329	-66	-66	0	-66
Net Total Recharges	9,971	1,721	1,721	0	1,721
Net Department Total	25,329	5,709	5,733	(24)	7,244

Appendix 3: Financial Statement**Comments on the figures**

Net controllable budget is £24,000 above budget profile at the end of the first quarter of the financial year.

Staffing expenditure is currently above budget to date, primarily due to savings targets relating to premium pay which have not been achieved as negotiations with the union are still on going. Expenditure is also higher than current budget due to the use of agency staffing amounting to £16,000 to date, for a long term absence and £19,000 overtime for Open Spaces to sustain front line services. There are also delays in the Libraries efficiency restructure which are still under negotiation so the full year savings target may not be achieved.

A large number of matches and functions at the Stadium have resulted in a high use of casual staff and other related costs such as bar provisions is more than expected at this time of year, although this has been met by additional sales income received for these events. Sales income is also overachieving budget due to above average receipts for weddings and other registrar events. This level of income is not expected to continue throughout the remainder of the year as stadium fixtures are likely to reduce in the forthcoming months.

Expenditure on Supplies and Services is currently £59,000 under budget profile due to savings being made across the department particularly in respect of advertising and marketing costs, school meals repairs and general prudence on other supplies and services expenditure.

Food provisions are £38,000 lower than budget profile due to the closure of Municipal Catering for part of the first quarter of the financial year. Lower than average spending in Stadium Catering has also continued following last years trend. Both of these are offset slightly by lower income received from the Corporate Training Centre as they no longer provide catering on training courses. There has also been a reduction in this type on income for the Stadium due to less internal orders for catering across the council as a whole.

School Meals provisions are £32,000 under budget mainly due to last year's renegotiation of contract prices and a large closure period for schools in quarter 1 for Easter, the royal wedding and bank holidays.

Waste disposal contracts are paid in arrears due to invoices being received late from contractors, therefore estimates have to be made in order to present a realistic position. The above portrays the present position based on current information to hand however careful monitoring will be undertaken regarding this budget.

The Leisure Management contract received a significant budget reduction in 2010/11 however contract prices remain at a higher level. Attempts are being made to renegotiate the contract in order to make the saving required. Although it is unlikely this savings target will be met in full the department must ensure a balanced budget by the end of the financial year.




Appendix 3: Financial Statement
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Capital Projects as at 30 June 2011

	2011/12 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
Stadium Minor Works	30	8	7	23
Children's Playground Equipment	75	19	0	75
Landfill Tax Credit Scheme	340	85	0	340
Playground Arley Drive	114	29	91	23
The Glen	32	8	18	14
Crow Wood Park	9	2	1	8
Open Spaces Scheme	214	54	0	214
Runcorn Cemetery Extension	256	64	2	254
Installation of 5 Multi Use Games Areas	107	27	0	107
Allotments	6	2	(2)	8
Dev of Facilities at RTH Park	127	32	0	127
Litter Bins	20	5	0	20
Total Spending	1,330	335	117	1,213




Appendix 4: 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.

Departmental Quarterly Monitoring Report

<u>Directorate:</u>	Community Directorate
<u>Department:</u>	Commissioning & Complex Care -Housing Strategy Extracts
<u>Period:</u>	Quarter 1 - 1 st April 2011 – 30 th June 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 3.

2.0 Key Developments/ Emerging issues

New Housing Developments

Four new social housing developments have recently commenced, or are due to commence, on site. These include:

- Extra Care housing at Liverpool Rd., Widnes (HHT - 47 units, including 18 for sale or shared ownership)
- Avondale Drive, Widnes (HHT - 22 units)
- Halton Brook, Runcorn (Riverside - 26 units including 6 for shared ownership)
- Houghton St., Widnes (HHT - 12 units)

Housing Options for Disabled Adults

A feasibility study is underway to evaluate the potential for Community Networks (known as the Keyring model) for Disabled Adults to be developed in Halton.

Choice Based Lettings

Halton and the five other Merseyside authorities are planning to introduce a sub regional Choice Based Lettings scheme and have formally entered into a partnership agreement and entered into contract with the ICT supplier. On present projections the scheme should go live in April 2012. Work is ongoing to draft a new agreement to govern the contractual relationship between the Council and Halton Housing Trust in terms of managing the scheme, to replace the provisions contained in the housing transfer agreement of 2005.

Housing Strategy

Work has also commenced on producing an interim housing strategy statement in advance of a full review of the existing strategy. It was felt this approach would give updated direction to housing providers and allow some new research evidence to be incorporated, whilst giving time for the wide range of housing proposals coming from Government to be taken account of in the full strategy review.

Partnership Working with Registered Social Landlords

In conjunction with members of the Housing Partnership, work is progressing to develop a Sanctuary Policy which will see Registered Social Landlords, (RSL's) in the borough taking responsibility for the provision of Sanctuary Measures installed within their properties for clients experiencing or under threat of domestic violence. The previous domestic violence indicator BVPI 225 placed a requirement on local authorities to develop Sanctuary Schemes. The aim is to ensure victims of violence and abuse can access a scheme to enable additional security measures to be installed in victim's homes to help them remain in their homes and feel safe.

Work is also being undertaken to expand the provision of floating support services for vulnerable people provided directly by RSL's. Initial meetings have been held with support providers and RSL partners to identify areas for RSL intervention.

Tenancy Strategy

The Localism Bill currently before Parliament requires local authorities to introduce a Tenancy Strategy to set out the authority's views on when it may be appropriate to offer fixed term tenancies. Whilst Housing Associations will have to pay regard to the strategy, they will be free to determine their own policies which they must publish. Government is currently consulting on its proposal to issue a direction to the sector's regulator, the Tenant Services Authority, to give Housing Associations the power to issue these new tenancies. The duty for the local authority to publish a strategy will not commence until November 2012.

Housing Associations are keen to work with the Council in addressing this issue, therefore it is intended to produce an interim strategy in advance of the statutory requirement coming into effect, but recognising that this may have to be revised to reflect any subsequent Government guidance that may be issued.

3.0 Service Objectives / Milestones

3.1 Progress against 'key' objectives / milestones

Total	1		0		1		0
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There is one 'key' objective / milestone which is uncertain to reach its target this year. This relates to the Affordable Housing Programme 2011/15 which will be announced by the Government in August 2011. The impact of this will mean that there will be limited scope to influence plans within that programme until 2016. Additional information is provided within Appendix 1.

3.2 Progress against 'other' objectives / milestones

Total	6		6		0		0
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All other objectives/milestones for the Department are on track to be achieved and are therefore not being reported by exception at this time.

4.0 Performance indicators

There are no performance indicators 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 Financial Statement

Appendix 3 Explanation of use of symbols

Appendix 1: Progress against 'key' objectives/milestones

Ref	Objective
CCC 2	Effectively consult and engage with people who have Complex Care needs to evaluate service delivery, highlight any areas for improvement and contribute towards the effective re-design of services where required

Milestones	Progress Q1	Supporting Commentary
Continue to negotiate with housing providers and 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 2012 (AOF6 & 7)	?	When the Affordable Housing programme for 2011/15 is announced in August 2011, there will only be limited scope to influence plans within that programme until 2016, which will be further restricted by the Council's ability to revenue fund future developments through the Supporting People Programme. Whilst it will not be possible to meet all identified needs by March 2012 we will still continue to explore options with housing providers to develop extra care housing provision within existing supported housing schemes.

Appendix 2: Financial Statement
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COMMUNITIES – Commissioning & Complex Care**Capital Projects as at 30th June 2011**

	2011/12 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
Renovation Grant	166	39	39	127
Disabled Facilities Grant	660	5	5	655
Energy Promotion	6	0	0	6
Stairlifts	200	47	47	153
RSL Adaptations	560	134	134	426
Modular Buildings	27	0	0	27
Choice Based Lettings	40	0	0	40
Extra Care	463	0	0	463
Borough Placements	464	0	0	464
User Led Adaptations	55	0	0	55
Total Spending	2,641	225	225	2,416




Total capital spending to date represents only 9% of the total available capital programme for the Directorate. Although it is still early in the year it is important that capital project managers keep projects on schedule ensuring all external funding is maximised for 2011/12.

Capital Spending

Spending on capital schemes is below the total capital allocation for quarter 1 of the financial year however that is not unusual for this point in the year. Managers need to ensure all action is taken to complete capital schemes on time in order to maximise the capital allocation for the year.




Appendix 3: 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.

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 14th September 2011

REPORTING OFFICER: Strategic Director, Policy & Resources

SUBJECT: Local Bus Service Network Issues

WARDS: Boroughwide.

1.0 PURPOSE OF THE REPORT

- 1.1 To provide details on the overall vision for public transport provision in the borough of Halton and the goals that have been set in order to achieve this.
- 1.2 To highlight recent bus service changes affecting the public transport network within the borough and other relevant challenges and issues currently being encountered.

2.0 RECOMMENDATION: That

- 1. the Board note the Council's vision for public transport as outlined in Appendix 1;**
- 2. the Board note the recent changes to the bus service network within the Borough (Appendix 2) and the potential effect further reductions could have on the public transport network and passengers as outlined in the report; and**
- 3. the Board note the measures that could be used to address the impacts of reductions in bus services (Appendix 3).**

3.0 SUPPORTING INFORMATION

- 3.1 The Council's long-term vision for the transport system, as detailed in the Local Transport Plan, is 'to achieve sustainable, inclusive, accessible and fuel efficient transport systems that improve the quality of life for people living in Halton by sustaining economic growth and regeneration, whilst addressing climate change, by reducing carbon emissions from transport'. To facilitate this vision for the continued development of the local bus network within the Borough, the Council has set a number of goals which it will strive to deliver. A list of these goals and ambitions as well as desired minimum service levels to achieve these goals is included as Appendix 1.
- 3.2 The current local bus network of services within the borough provides for approximately 6.2 million passenger journeys each year, with the majority of journeys taking place on commercially operated services

and the remainder provided for through journeys operated on behalf of the Council under contractual arrangements.

- 3.3 The local bus network in general has remained relatively stable until April 2011. However, since April this year significant changes to the network have seen service reductions in terms of frequency and route coverage and some services have been withdrawn entirely. Fares on the network have also increased over the years, however, this has not been on an annual basis. For example, the Halton Hopper family of tickets did increase by 10% from April of this year which was due to the introduction of an administration charge for the scheme. However, the ticket had not been subject to a cost increase for approximately three years.
- 3.4 The bus industry has witnessed a continued increase in operating costs, with bus operators reporting that fuel has increased on average by 13.5% during the past year alone. This is one of the main contributors to commercial services being reduced or withdrawn.
- 3.5 Operators receive Bus Service Operators Grant (BSOG) as a rebate on the duty paid on fuel. However, with effect from April 2012 this rebate will be reduced by 20% to 34.56 pence per litre. This may well force operators to further reduce commercially operated mileage or increase fare levels in the future.
- 3.6 One operator has also reported an increase in insurance costs of 53% for the current year.
- 3.7 The supported bus network has also experienced significant changes following a 15% reduction in the approved revenue budget for Supported Bus Services for 2010/11. As a result of the reduction in subsidy level, the Council has been forced to withdraw a total of twelve local bus contracted services; this will affect approximately 21,000 annual passenger journeys. There is also the potential for further reductions to the 2011/12 local bus budget, which would necessitate further service withdrawals across the bus network in the borough. A summary of the recent changes can be found in Appendix 2. The Council also provide an annual grant to Halton Community Transport which was reduced by £40,000 for this financial year. As a result of the reduction HCT have introduced fares on services resulting in a reduction patronage on those services which may result in further social exclusion.
- 3.8 In addition to the service changes, the Council will need to consider the future of the current Real Time Passenger Information (RTPI) system. The current system has been in operation for approximately seven years and was initially delivered in partnership with Merseytravel. Merseytravel are now in the process of procuring a new RTPI system which will render the current system obsolete and therefore Merseytravel intend to de-commission the system by March 2012. The de-commissioning of the existing system will have a

detrimental effect on the Halton RTPI system as the Halton system relies on the central hub connection located at Hatton Garden in Liverpool.

3.9 There are three options available to the Council should it be possible to develop and improve the current system, these are as follows:

- upgrade the current system to operate as a bespoke system to Halton. This will, however, incur a significant cost likely to be in excess of £140,000 and for which no identified budget exists;
- continue working in partnership with Merseytravel and the new system they are currently procuring, this would be following full commissioning and would be effective from April 2012. This will also attract a considerable cost to the Council, as the current system would still have to be decommissioned and the new one procured and installed, details of which are currently unknown;
- the final option would be to discontinue the RTPI system on a permanent basis. This would be unfortunate due to work and investment that has gone into the system since its inception in 2003. This would also be to the detriment of the travelling public. A recent survey with passengers has identified that RTPI is seen as delivering a major benefit and is used and liked by the vast majority of public transport users.

3.10 It is important for the Council to continue to work with operators and other agencies/partners to increase the accessibility to public transport for residents of and visitors to the Borough, for example, by delivering the measures identified in the current LTP and future Mersey Gateway Sustainable Transport Strategy. It was mentioned earlier in the report that the public transport network currently provides for 6.2 million passenger journeys per annum which could possibly be further increased by encouraging modal shift from the car to public transport. In 2010, the Halton Countrywide Travel Survey identified that the percentage of Households in the Borough that have access to a car or van has increased is now 69% (a significant increase since 2001). However, it should be noted that the process of encouraging modal shift would depend on the available funds for marketing of bus services and provision of bus services.

4.0 POLICY IMPLICATIONS

4.1 The removal of bus services is contrary to the aims and objectives of both the LTP3 and the Mersey Gateway Sustainable Transport Strategy, both of which promote the use of sustainable modes of travel and especially public transport. Lack of public transport can also encourage greater use of the private car which is also contrary to the Council's carbon reduction aims.

5.0 OTHER IMPLICATIONS

- 5.1 Further reductions in the network of public transport services will potentially create pockets of social exclusion within the borough as bus operators will continue to reduce or completely withdraw services, which are not profitable and sustainable for them to continue. Further reductions in the Supported Bus Services budget will have similar impacts. With regards to RTPI, as identified above, consultation with users of the public transport network has indicated strongly that they would like to have access to improved levels of real time passenger information.

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. The network also provides children and young people with a degree of independence and any further reductions in services may result in a detrimental effect to access to these facilities.

6.2 Employment, Learning and Skills in Halton

The local bus network is fundamental to the residents of Halton accessing employment and education facilities not only within the Borough but also in neighbouring Boroughs.

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. Public transport, particularly the local bus network, plays a vital part in accessing these facilities not only within the borough but also in neighbouring boroughs.

6.4 A Safer Halton

Continued reductions in local bus service provision, has the potential to affect passenger safety, particularly during the darker winter months.

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. In particular, public transport can be adapted to access new development sites within the borough.

7.0 RISK ANALYSIS

- 7.1 As mentioned earlier in the report there are a number of significant issues facing the Council and the bus user. The bus industry is to face its most difficult period in the coming months with significant increases to operating costs. From April 2011, concessionary travel reimbursement has reduced with one operator reporting this to be in the region of 9.5%. In April 2012, BSOG payments to bus operators from the Department for Transport will reduce by 20% thus further increasing operating costs.
- 7.2 As a consequence, there is the potential for increasing the cost of travel and reducing services still further. The increase in the operating costs to operators could potentially present a number of issues to the passengers. For example, operators have already slightly reduced services within the Borough to enable savings to be made to operating costs. A further alternative to the operators to counter the rise in operating costs could possibly be to increase the cost of travel by increasing the fares and the cost of multi journey tickets available in the Borough.
- 7.3 Potential measures that could be used to address the issues identified above can be found in Appendix 3. However, the measures identified there are very much reliant on a kick start type of funding which is reliant on the availability of funding streams from Central Government, such as the Local Sustainable Transport Fund, and also by continuing to work with operators to identify routes which are poorly used and developing a strategy to possibly maintain a reduced level of service.

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

List of Council goals to achieve the public transport vision

- Ensure the provision of reliable services which are attractive to use;
- Ensure services are fully accessible to all members of the community;
- Provide high quality information on passenger transport services within the Borough provided through a variety of channels to suit the needs of the user;
- Provide safe services and infrastructure;
- Work to make services affordable to use;
- Provide a minimum level of service to communities across the network;
- Continue to provide Travel Training for vulnerable young people and adults;
- Continue to develop demand responsive “Door to Door” type services;
- Ensure better utilisation of passenger transport provision for Halton Borough Council residents through the better co-ordination of different vehicle fleets;
- Provide excellent interchange opportunities across the network;
- Ensure user and stakeholder involvement on the continued development of the network;
- Give priority to the development of new improved services to enable Halton residents to access health facilities and employment, training and work based learning opportunities;
- Make improvements to key cross boundary bus services;
- Work with neighbouring authorities and the Merseyside Integrated Transport Authority in developing and improving bus service provision and facilities to encourage greater use of public transport; and
- Work in partnership to identify and address the needs and aspirations of the borough’s children and young people

Minimum service standards to be pursued to achieve these goals:

- 'Turn up and go' frequencies of every 15 minutes (or better) between 7.00am and 7.30pm;
- At least 30 minute frequency Monday to Saturday evenings and Sundays;
- Guaranteed connections to Local Community Services, Strategic Employment Links and Cross Boundary services at key interchange points;
- Individual routes on the network to be clearly branded and marketed;
- All services to be operated by fully accessible low floor vehicles (operated with environmentally friendly fuels and/or by low emission engines); and
- Reliability of services to be ensured by the continued 'roll out' of bus priority measures.

Appendix Two**List of Bus Service Changes**

Service No	Route	Date effective	Description
200	Murdishaw to Runcorn Employment Sites (Monday to Friday)	27/3/11	Due to retendering operator has changed from Ashcroft Travel to Supertravel. No change to route and timetable.
110	Widnes – Warrington (Monday – Saturday - Sunday Evenings)	30/10/11	Service jointly funded by HBC and Warrington BC. Unfortunately WBC withdrew share of funding leaving HBC with full liability for costs.
42	Murdishaw – St Chads (Schooldays only)	30/4/11	Cancellation of service.
19	Leigh Avenue – Widnes Vicarage Rd via Halton View (Schooldays only)	30/4/11	Cancellation of service
2	Horns – Halebank (Schooldays only)	30/4/11	Cancellation of service.
66	Moore to Warrington, Frodsham, Northwich, Widnes, Halton Lea (Monday to Friday)	2/5/11	Cancellation of service due to Rural Funding ending.
14	Widnes, Vicarage Rd – Whitehouse and return (Monday to Friday)	3/5/11	Cancellation to early morning work journeys. The 0522 Widnes to Whitehouse has been added onto the 200 timetable.
66	Monday only – Moore to Widnes Green Oaks Friday only – Moore to Warrington	6/5/11	New registration to operate 66 service on a Monday and Friday only.
14	Arley Drive, Hough Green - Widnes, Vicarage Rd (Saturday)	9/5/11	Cancellation of service.
123	Murdishaw – Widnes via Halton Lea, Weston/Weston Village (Monday to Saturday)	8/8/11	New commercial service to operate an hourly timetable.

2, 12	Halebank to Widnes (Monday to Saturday)	14/8/11	Alteration to timetable start time now 23 and 53 mins past each hour instead of 10 and 30 on the 2 service. The 12 service has increased from a hourly service to half hourly.
14, 14C	Widnes to Liverpool (daily)	14//8/11	Major Alteration to service. 14 will no longer serve the Runcorn Area. Also not calling at L/pool One Bus Station.
17A, 17B	Widnes to St Helens (Monday to Saturday)	14/8/11	Alteration to service. Change to route no longer serving Lunts Heath Rd and Derby Road. Will now serve Birchfield Rd on way to and from St Helens.
61	Liverpool – Widnes – Runcorn (Monday to Saturday)	14/8/11	Alteration to service. Increased to a twenty mins service instead of half hourly.
62	Widnes – Runcorn – Warrington (Monday to Saturday)	14/8/11	Minor timetable alterations.
110/82A 3A&3C		01/04/11	These services were previously subsidised under a Deminimis agreement and are now operated on a fully commercial basis with no detriment to service levels

Appendix Three**Potential measures that could be considered or explored to address the issues identified in the risk analysis**

<p>Enhanced demand responsive type services to provide for residents without access to conventional bus services.</p>	<p>The potential cost for this could be in the region of £120 per vehicle per day. The Authority could consider providing a level of subsidy to kick start the service but this would of course be subject to funding availability. Should the level of demand be sufficient then the service could, in time, possibly generate enough revenue through the fare structure for the service to become commercially viable and hence sustainable.</p>
<p>Introduction of taxi clubs whereby eligible residents could qualify to receive vouchers for discounted taxi journeys (as an alternative to receiving a concessionary travel pass).</p>	<p>Where bus services are not available residents could be encouraged to join a taxi club whereby instead of receiving a concessionary bus pass they could receive vouchers which could be used to travel by taxi. The level of discount on the journey to the passenger would be similar to the level of reimbursement to the bus operators under the existing concessionary travel scheme. This would require further investigation to establish whether it is feasible.</p>
<p>Residential travel clubs that allow for shared travel either by car or taxi.</p>	<p>Provide access to a car share data base facilitated by the Council's Neighbourhood Travel Team. The development of travel planning within the borough has been identified to potentially take forward as part of the Local Sustainable Transport Fund bid.</p>
<p>Further improvements to walking and cycling routes and facilities within the borough.</p>	<p>There are a number of schemes which the Authority is looking to improve and develop through the Local Sustainable Transport Fund bid. However, this bid is only at the Expression of Interest stage and should the bid be successful then funding would only be available from 2013 onwards</p>
<p>Reduction in frequencies on existing service levels, for example, from a 30 minute frequency to a 60 minute</p>	<p>Continue to work with operators to identify non profitable routes at an early stage and discuss potential</p>

<p>frequency allowing for provision of additional routes</p>	<p>ways forward with the operators. Reducing the service frequency could be a means whereby some level of service could at least be maintained.</p>
<p>Continue to use the planning process to ensure all future developments are easily accessible by public transport</p>	<p>This would be dependent on securing appropriate funding through S106 agreements and ensuring all development is located within 400m of a bus stop.</p>
<p>Continue to monitor and apply for any future funding sources for bus services that may become available from Central Government</p>	<p>This would allow existing services to be sustained or additional ones developed.</p>

REPORT TO: Environment & Urban Renewal Policy and Performance Board

DATE: 14th September 2011

REPORTING OFFICER: Strategic Director, Policy & Resources

SUBJECT: Receipt of Petition - Withdrawal of Bus Service 17A from Derby Road section of route in Widnes

WARDS: Farnworth

1.0 PURPOSE OF THE REPORT

1.1 To inform the Board of a petition that has been received from the residents of Claremont Avenue, Claremont Drive, Derby Road, Marsh Hall Road, Windermere Avenue and Windermere Street in Widnes. This petition is in connection with the withdrawal of the commercially operated No. 17A bus service from the Derby Road and Lunts Heath Road sections of route in Widnes.

2.0 RECOMMENDATION: That

- (1) the issues raised by the petition and the request for the service to be reinstated be noted; and**
- (2) the Board note that if the reinstatement of the service were to be funded by the Council it would cost £40,000 per annum for which there is no currently identified budget and consequently agree that the Council is unable to fund the reinstatement of the service;**
- (3) the Board note the potential alternatives available to bus users; and**
- (4) the lead petitioner be informed of the outcome of the Board's consideration of the matter.**

3.0 SUPPORTING INFORMATION

3.1 Halton Borough Council received a petition on the 2nd August 2011 which was signed by 88 residents, concerning the withdrawal of the no. 17A bus service along the above section of route. These include residents from Derby Road whom are mostly affected. The letter fronting the petition is attached as Appendix A. The basis of the petition is that the majority of the people who use the bus service are elderly and that accessing alternative services at the bus stops located on Peelhouse Lane and Lunts Heath Road to facilitate their journeys by public transport will prove extremely difficult. Given the mobility difficulties and health

problems that a number of the residents suffer from, the distance required to walk to the alternative bus services could be totally impractical. The attached plan indicates the services that are now available. The distances previous users of the 17A now have to walk from the Derby Road stop to the nearest stop for alternative services are 428 metres to Derby Road, 489 metres to Lunts Heath Road (Glebe Garage) and 688 metres to the Everglades. However, users would have to walk to the Derby Road bus stop in the first instance and hence they may not necessarily have to travel these distances.

- 3.2 The no. 17A bus service is operated on a commercial basis by Halton Transport. The bus operator recently made a commercial decision to withdraw the service from the above mentioned section of the route to make savings, which the bus company suggest will have a resultant impact on the service as a whole then being viable to continue. The explanation as to the reasons behind the withdrawal can be observed in the letter to the petition organiser (Appendix B).
- 3.3 Halton Transport have provided passenger figures for the bus service along this particular section of the route which, on average, amounts to five passenger journeys on a daily basis.
- 3.4 It should be noted that a cost has been received from Halton Transport to re-instate the service. If the Council were to fund this in order to maintain the previous service, it would cost £40,000.
- 3.5 As an alternative to the 17a service Halton Community Transport operate a Dial-a-Ride service which is open to residents with disabilities or find difficulty in using conventional public transport. To access this service residents, will be required to register with Halton Community Transport. Council Officers are also in discussion with Arriva to identify the possibility of diverting their existing commercially operated 33A service. Arriva have agreed to investigate the possibility of diverting the service along the section of Derby Rd identified in the petition. However this may result in an additional cost to the Council in providing the service.

4.0 POLICY IMPLICATIONS

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

5.0 OTHER IMPLICATIONS

- 5.1 Resource Implications: Council officers have approached Halton Transport to identify costs to re-instate the service under a De Minimis agreement. Halton Transport have stated that the cost to re-instate the service would be £40,000 per annum. This equates to £26.00 per passenger journey based on current patronage levels. The Council would be liable for meeting the cost of the agreement through existing local bus supported service budget resources. Members should note that

the Council's Supported Bus Services Bus revenue budget (which is used to provide services that are not commercially viable) has been cut by £80,000 as part of the Council's budget savings for this financial year.

- 5.2 Social Inclusion Implications: the withdrawal of the service will potentially have a negative effect on residents, specifically those with mobility and health problems.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

It is difficult to precisely determine the full implications of the removal of a service that provides for an average 5 passenger journeys per day but the implications of removing public transport services are outlined elsewhere on this agenda and include the following.

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. The network also provides children and young people with a degree of independence.

6.2 Employment, Learning and Skills in Halton

The local bus network is fundamental to those residents of Halton who are dependent on public transport for accessing employment and education facilities, not only within the borough but also in neighbouring boroughs.

6.3 A Healthy Halton

Access to health care facilities is acknowledged as a key priority. Public transport, particularly the local bus network, plays a vital part in enabling access to these facilities, not only within the borough but also in neighbouring boroughs.

6.4 A Safer Halton

The need to walk to and from more distant bus stops, especially at night, could cause concerns and fear about personal safety and hence discourage use of public transport and prevent trips from being made .

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. It is a primary objective of the Local Transport Plan and the Mersey Gateway Regeneration Strategy to promote the use of public transport and reduce dependence on the private car.

7.0 RISK ANALYSIS

- 7.1 The risk of not re-instating the 17A bus service along the affected routes of Derby Road and Lunts Heath Road are that a number of elderly and disabled residents will be socially excluded. These residents, many of whom will find it extremely difficult to access alternative bus services due to the walk distance to the bus stops, may not be able to affordably access key facilities and amenities.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 Passengers with mobility or health problems could be affected due to the walk distance to the alternative bus services on Peelhouse Lane or Lunts Heath Road. These will be the closest bus stops for residents in the vicinity of Derby Road to access any bus service.

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

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APPENDIX A

Letter Received From Petition Organiser

Halton Borough Transport Limited
Moor Lane
Widnes
WA8 7AP

Dear Sir/Madam,

On behalf of the residents of the Grosvenor Park Estate and Claremont Drive in Widnes, I have been asked to forward the enclosed petition that represents their strong views and opposition to your plans to remove the 17a bus service route.

As you are aware, there are only two buses that currently have a route that cover Lunts Heath Road, the 26 and 17a. The 17a is a valuable service to all residents on the Grosvenor Park Estate and Claremont Drive area, especially for those people who need to go to St Helens Hospital. Both services run at a schedule of one per hour. The intention of removing the 17a service will result in severe hardship and travelling will become extremely time consuming for connecting journeys; a trip to St Helens Hospital will result in a much longer journey time.

Removing this service will cause undue stress and lots of distress as it will mean many individuals having to walk to the Black Horse Roundabout bus stop, or travelling into Widnes which is a considerable journey for the elderly; people with disabilities and young mothers with children.

Please reconsider and stop this action from being taken.

Yours faithfully

on behalf of the residents of Grosvenor Park Estate and Claremont Drive areas

AB

APPENDIX B

Letter Received Explaining Reasons for Service Withdrawal



CA/CA

Chris Adams

01 August 2011

Dear Madam,

Thank you for your letter and attached petition dated 8 July which was in regard to the re-routing of Service 17A from 14 August 2011. I apologise for the delay in replying.

It is unfortunate that this service has incurred financial losses for several years now. Up until now we have been able to continue operating the service by subsidizing it with profits made on other services. In recent months though we have been faced with a 9.5% reduction in our concessionary fares reimbursements and a 8% reduction in tendered services revenues; these were both as a consequence of local authority cut backs. In April 2012 our bus operators' service grant, paid to us directly by the government, will be reduced by 20% - another casualty of the country's economic woes.

Meanwhile in financial year 2010 / 11 our fuel costs increasing by 16% compared with the previous year and insurance costs increased by a staggering 53% over the same period.

All of this has caused our profitability to be hit and we simply can no longer continue operating loss making services.

The current service 17A needs 70 minutes to complete its return journey from Widnes (Vicarage Road) to St. Helens and back; this requires two buses and two drivers. For the service to be economically viable we have to reduce the round journey time to 60 minutes or less. By doing so we can operate the service with just one bus and one driver therefore considerably reducing our operating costs. The only way that we could reduce the journey time was by a) curtailing the service to start and finish at Widnes, Green Oaks and b) by shortening the route in the Farnworth area (i.e. direct via Birchfield Road instead of via Birchfield Road, Lockett Road, Peelhouse Lane, Derby Road, Lunts Heath Road).

I appreciate that the route shortening will inconvenience some people but in the current economic climate the only practical alternative was the complete withdrawal of the service.

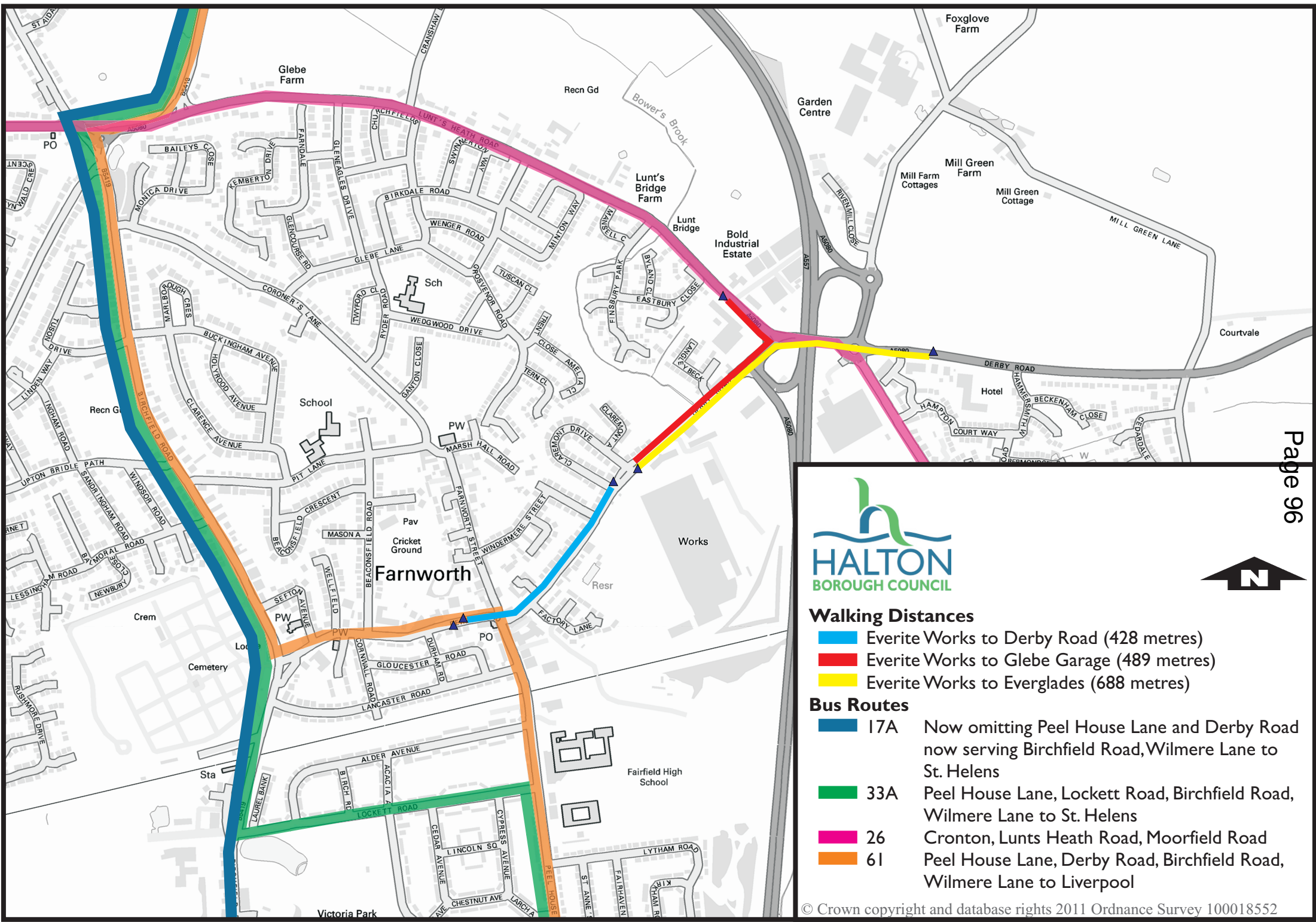
As Service 26 continues to operate profitably I am pleased to say that this service will continue to connect Lunts Heath Road and Widnes every hour.

Our new timetables are due to be delivered on Wednesday. I will ensure that a copy is sent to you.

Arriva operate a half hourly service between Widnes and St. Helens. These have 8 minutes waiting time at Green Oaks. It may be possible for this service to be diverted via Lunts Heath Road as the service has got time to go that way without incurring any high vehicle or labour costs (just fuel costs). I am forwarding your letter and petition to Halton Council as they may be able to fund the additional costs if Arriva do choose to go via Lunts Heath Road.

Yours faithfully,

Chris Adams,
Managing Director



Walking Distances

- █ Everite Works to Derby Road (428 metres)
- █ Everite Works to Glebe Garage (489 metres)
- █ Everite Works to Everglades (688 metres)

Bus Routes

- █ 17A Now omitting Peel House Lane and Derby Road now serving Birchfield Road, Wilmere Lane to St. Helens
- █ 33A Peel House Lane, Lockett Road, Birchfield Road, Wilmere Lane to St. Helens
- █ 26 Cronton, Lunts Heath Road, Moorfield Road
- █ 61 Peel House Lane, Derby Road, Birchfield Road, Wilmere Lane to Liverpool