



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

**Wednesday, 23 November 2011 6.30 p.m.  
Civic Suite, Town Hall, Runcorn**

A handwritten signature in black ink, appearing to read 'David WR', is centered on the page.

**Chief Executive**

**BOARD MEMBERSHIP**

<b>Councillor Ron Hignett (Chairman)</b>	<b>Labour</b>
<b>Councillor John Gerrard (Vice-Chairman)</b>	<b>Labour</b>
<b>Councillor Sandra Baker</b>	<b>Labour</b>
<b>Councillor John Bradshaw</b>	<b>Conservative</b>
<b>Councillor Ellen Cargill</b>	<b>Labour</b>
<b>Councillor Mike Hodgkinson</b>	<b>Liberal Democrat</b>
<b>Councillor Angela McInerney</b>	<b>Labour</b>
<b>Councillor Paul Nolan</b>	<b>Labour</b>
<b>Councillor Dave Thompson</b>	<b>Labour</b>
<b>Councillor Kevan Wainwright</b>	<b>Labour</b>
<b>Councillor Geoff Zygadlo</b>	<b>Labour</b>

*Please contact Gill Ferguson on 0151 471 7395 or e-mail [gill.ferguson@halton.gov.uk](mailto:gill.ferguson@halton.gov.uk) for further information.  
The next meeting of the Board is on Wednesday, 4 January 2012*

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

**Part I**

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<b>1. MINUTES</b>	
<b>2. DECLARATIONS OF INTERESTS (INCLUDING PARTY WHIP DECLARATIONS)</b>	
<p>Members are reminded of their responsibility to declare any personal or personal and prejudicial interest which they have in any item of business on the agenda no later than when that item is reached and, with personal and prejudicial interests (subject to certain exceptions in the Code of Conduct for Members), to leave the meeting prior to discussion and voting on the item.</p>	
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*In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.*

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

**DATE:** 23<sup>rd</sup> November 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:** 23<sup>rd</sup> November 2011

**REPORTING OFFICER:** Chief Executive

**SUBJECT:** Executive Board Minutes

**WARD(s):** Boroughwide

## **1.0 PURPOSE OF REPORT**

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

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

## **3.0 POLICY IMPLICATIONS**

- 3.1 None.

## **4.0 OTHER IMPLICATIONS**

- 4.1 None.

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

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

None

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

None

### **5.3 A Healthy Halton**

None

### **5.4 A Safer Halton**

None

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

None

**6.0 RISK ANALYSIS**

6.1 None.

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

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

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

**APPENDIX 1**

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

**EXECUTIVE BOARD MEETING HELD ON 8<sup>th</sup> SEPTEMBER 2011**

**TRANSPORTATION PORTFOLIO**

**EXB34 MERSEY PORTS MASTER PLAN - CONSULTATION RESPONSE ON BEHALF OF HALTON BOROUGH COUNCIL**

The Board considered a report of the Strategic Director, Policy and Resources which outlined the consultation exercise undertaken by Peel Ports on the draft Mersey Ports Master Plan.

The Board was advised that the draft Master Plan for the Mersey Ports contained a twenty year strategy to develop the potential of its port assets. The consultation exercise commenced on 6 June 2011 and concluded on 5 September 2011.

The draft Master Plan strategy was broadly supported by the existing policies contained within Halton's third Local Transport Plan (LTP3), which became effective on 1 April 2011. The LTP3 was supportive of the SuperPort concept, seen as a key driver of the Liverpool City Region economy as well as delivering sustainable low carbon transport.

It was noted that Halton's consultation response had been formed from existing LTP3 policies, Halton's Sustainable Community Strategy, the needs and impact of the Mersey Gateway project, advice from the Major Projects Team within the Council and the transport policies of the Merseyside Authorities. In addition, representations received from Councillors and Moore and Daresbury Parish Councils had been incorporated into the response, a copy of which was circulated at the meeting.

RESOLVED: That

- 1) the proposals contained in the draft Mersey Ports Master Plan be welcomed; and



- 2) the comments made on the draft Master Plan be noted, in particular, that the development of the Mersey Gateway Port is seen as complementary to the Master Plan forming part of the SuperPort concept.

Strategic Director  
- Policy &  
Resources

## PHYSICAL ENVIRONMENT PORTFOLIO

### EXB35 PARK PAVILIONS & VISITOR CENTRES

The Board considered a report of the Strategic Director, Communities on alternative ways of opening the Council's Visitor Centres and Park pavilions to the public.

The Board was advised that the Council had a number of Visitor Centres/ Pavillions in public parks which act as information outlets, staff accommodation, venues for events, educational activities and community group meetings, a café and places for site-based security.

The report contained details of proposals identified at the following locations:

- Wigg Island
- Spike Island
- Pickerings Pature
- Runcorn Hill Park
- Phoenix Park
- Hough Green park and Rock Park; and
- Victoria Park

The Board noted that the parks themselves would remain wholly as Council facilities, managed by the Council through its Open Space Service. Buildings would also remain under the ownership of the Council. The visitor centres/ pavilions could be staffed by third party organisations, such as charitable sector organisations or established community groups, or could be let as franchise cafes. As part of any agreement, the centres would be open to the public at least during the summer months and at peak times including weekends. Groups could carry out their own activities which would be complimentary to the Council's park sites.

RESOLVED: That the Board approve

- 1) a five year agreement be drawn up with Cheshire Wildlife Trust that would allow them to operate from Wigg Island Community Park Visitor Centre. The Trust be allowed to carry out their educational and conservation work and related activities from the centre and also operate the centre as a visitor centre for park users.
- 2) a five year agreement be drawn up with the West Bank Community Group that would allow them to operate from the Spike Island Visitor Centre. The group be allowed to carry out their community work and related activities from the centre and they also operate the centre as a visitor centre for park users.
- 3) a five year agreement be drawn up with Groundwork Merseyside that would allow them to operate from the Pickerings Pasture Visitor Centre. The group be allowed to carry out their activities from the centre and they also operate the centre as a visitor centre for park users.
- 4) to identify alternative methods of operation at Phoenix Park and Runcorn Hill Park. Franchise agreements would be let through delegated powers of the Strategic Director, Communities in consultation with the Portfolio Holder for Physical Environment and the Portfolio Holder for Resources.

Strategic Director  
- Communities

#### EXB36 APPROVAL OF PUBLICATION OF HOT FOOD TAKEAWAYS PLANNING DOCUMENT FOR PUBLIC CONSULTATION

The Board considered a report of the Strategic Director, Policy and Resources, on the publication of the draft Supplementary Planning Document (SPD): Hot Food Takeaways, for the purposes of statutory public consultation.

The Board was advised that the Local Development Scheme (LDS) for Halton set out the spatial planning policy priorities for the Council. Included within the LDS programme of works, was the production of a Hot Food Takeaway SPD. The SPD explained the Council's overall

approach to hot food takeaway development and set out considerations related to:

- Proximity to Schools and Health Impact
- Over-concentration and clustering
- Highway Safety
- Protection of Residential Amenity
- Hours of Operation
- Odours and Cooking Smells
- Disposal of Waste Products
- Litter
- Crime and Anti-Social Behaviour

It was noted that once the formal public consultation exercise had been conducted, responses to it would be recorded and taken into account when finalising the SPD.

RESOLVED: That

- 1) the draft Supplementary Planning Document (SPD): Hot Food Takeaway SPD be approved for the purposes of statutory public consultation;
- 2) further editorial and technical amendments that do not materially affect the content of the SPD be agreed by the Operational Director – Policy, Planning and Transportation in consultation with the Executive Board Member for the Physical Environment, if necessary, before the document is published for public consultation; and
- 3) the results of the public consultation exercise and consequent recommended modifications to the draft SPD be reported back to the Executive Board for resolution to adopt as a Supplementary Planning Document.

Strategic Director  
- Policy &  
Resources

**EXECUTIVE BOARD MEETING HELD ON 22<sup>nd</sup> SEPTEMBER 2011**

**ENVIRONMENTAL SUSTAINABILITY PORTFOLIO**

EXB47 MERSEYSIDE AND HALTON JOINT WASTE DEVELOPMENT  
PLAN DOCUMENT - PUBLICATION AND SUBMISSION STAGES-  
KEY DECISION

The Board considered a report of the Strategic Director, Policy and Resources, on the Merseyside and Halton Joint Waste Development Plan - Publication and Submission Stages document (Waste DPD).

The Board was reminded that the 6 week consultation period on the Preferred Options 2 (New Sites) Consultation ended on 20 June 2011. The scope of the consultation was limited to only four new sites proposed for allocation for waste management use. Detailed feedback was contained in Appendix 1 which highlighted key issues raised against each of the sites.

As a result of the consultation, all four sites would be included within the publication of the Waste DPD, alongside those moving forward from Preferred Options 1 stage. This would give a total of six sub-regional sites, 13 local sites proposed as allocations, and 2 inert landfill sites.

The Board was advised that the Publication Stage of the Waste DPD would be the final 6-week consultation stage whereby the consultees could submit comments based on "soundness matters", which related to technical content or procedural matters. Publication Consultation was planned to start in November 2011, followed by submission of the Waste DPD to the Secretary of State for formal examination.

### Reason(s) for Decision

Government policy (PPS10) required that waste must be dealt with in a sustainable way. The Council was producing a Joint Waste Development Plan Document (DPD) for the Merseyside sub-region. Drafting of the Plan had reached the stage where the policy framework contained in the Waste DPD needed to be subject to public scrutiny.

### Alternative Options Considered and Rejected

The Waste DPD had been prepared through a multi-stage process. Four previous public consultation stages had been completed and these were detailed in section 5.7.

These reports document the evolution of the Plan and the options for policies and sites that had been considered and rejected. The results of the public consultation, engagement with stakeholders, industry and the Local Authorities and, detailed technical assessments had all been used to inform the preparation of this Report, forming a fifth and final public

consultation stage. The Preferred Options stage reports set out the alternative options considered.

Implementation Date

The Joint Merseyside Waste DPD was scheduled to be adopted by all six partner Districts in November 2012.

RESOLVED: That Council be recommended to

- 1) note the results of consultation (Appendix 1) undertaken between May and June 2011 on the Waste DPD Preferred Options 2 (New Sites) Report;
- 2) approve the Joint Waste DPD Publication Document (Appendix 2) and a final six-week public consultation commencing at the end of 2011;
- 3) approve the Submission of the Waste DPD to the Secretary of State in early 2012 and that this approval be subject to the detailed comment in paragraph 3.19;
- 4) approve the spatial distribution of one sub-regional site per district (Table 2 and paragraph 4.11); and
- 5) give delegated authority to the Operational Director, Policy, Planning and Transportation, in consultation with the Portfolio Holder, Physical Environment, to make any minor drafting amendments to the Waste DPD.

Strategic  
Director - Policy  
& Resources

**PHYSICAL ENVIRONMENT PORTFOLIO**

**EXB48 RUNCORN HILL PARK, "PARKS FOR PEOPLE" PROJECT**

The Board considered a report of the Strategic Director, Communities, on the successful achievement of a Round 1 Pass from the Heritage Lottery Fund (HLF) "Parks for People" Programme, for the refurbishment and development of Runcorn Hill and Heath Park.

The Board was advised that the "Parks for People"

programme was a funding stream administered by the HLF, to improve parks and open spaces and support their historic and cultural heritage for the benefit of local communities. The application process consisted of two competitive assessment stages, with Round 1 awarded in February 2011. A Round 2 decision, if successful, would not be known until September 2012.

A Project Development Group had been set up, which included Ward Councillors, Council Officers and community group representatives. Others consulted on a regular basis included park users, local residents and Friends of Runcorn Hill and Runcorn Model Boat Club, Runcorn Bowling Club, Scout and Youth Group Leaders, the Police and Fire Service.

The Board noted that a key feature of the "Parks for People" Programme was a five year part time development post, to promote the site heritage, help community involvement in the Park and enable user group activities to improve self sustainability.

RESOLVED: That delegated authority be given to the Strategic Director, Communities, in consultation with the Executive Board Member for Physical Environment, to progress the project and to prepare and submit all necessary information for a Round 2 submission to Heritage Lottery Fund.

Strategic  
Director  
-  
Communities

**EXB52 AFFORDABLE HOMES AND LAND DISPOSALS**

The Board considered a report of the Strategic Director, Policy and Resources on the disposal of seven Council owned sites to Halton Housing Trust (HHT).

The Board was advised that HHT had been working with partners to secure funding from the Homes and Communities Agency (HCA), to build new housing under the HCA's 2011-15 Affordable Housing Programme.

RESOLVED: That the disposal to HHT of the 7 sites shown edged red in the Appendices on the terms outlined in the report, subject to planning permission and HHT (via its Consortium partner) entering into a development framework agreement with the HCA be approved.

Strategic  
Director - Policy  
& Resources

EXB58 LAND DISPOSAL FOR HOUSING DEVELOPMENT

The Board considered a report of the Strategic Director, Children and Enterprise on Land Disposal for Housing Development.

The Board was reminded that, after extensive stakeholder and community consultation, in September 2003 the Council formally adopted the 'Castlefields Masterplan - An ambition for regeneration and a plan for action'. In doing so, the Council also authorised a series of supporting actions to help deliver the Masterplan, as outlined in the report.

The Board noted that to facilitate the delivery of the Masterplan the Council adopted the Castlefields and Norton Priory Action Area Supplementary Planning Document (SPD) in June 2005, to formally guide the physical regeneration of the area. The Masterplan and SPD provided the basis for approval by the Local Planning Authority in August 2008 of outline planning permission for residential development of Lakeside and Canalside. In July 2009 the outline permission was extended for a further three years.

RESOLVED: That the disposal of c. 5.9 acres of land, subject to planning permission, and subject to a formal valuation report from the District Valuer, be approved.

Strategic Director  
- Children and  
Enterprise

**EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 2<sup>ND</sup> SEPTEMBER 2011**

ES39 3MG WESTERN APPROACH LINK ROAD

The Sub-Committee considered a report which sought a waiver of Standing Orders to begin construction work on the 3MG western approach link road.

It was noted that in order to comply with planning permission granted by Knowsley Metropolitan Borough Council and Halton Borough Council commencement of the Western Approach Link road was required. In June 2011 the Council had entered into an agreement with Prologis UK Limited for the development of the HBC Field. As part of the agreement the developer was obliged "to complete the Infrastructure Works" which included the western approach link road. Therefore the tender process to let a small

contract to undertake advanced drainage works was managed by Prologis.

Members were advised that the tender process carried out by Prologis had resulted in Balfour Beattie Civil Engineering Limited being the preferred contractor for the western approach link road. The primary reason for the waiver was that compliance with Standing Orders would result in the Council having to forego a clear financial or commercial benefit.

RESOLVED: That the waiver of standing orders for this discrete area of work be agreed.

**EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 13<sup>TH</sup> OCTOBER 2011**

**ES42 EXTENSION TO HOUSING AGENCY AGREEMENT WITH HALTON HOUSING TRUST**

As part of the Housing Stock Transfer to Halton Housing Trust (HHT) in December 2005, an agreement was made whereby for a period of 5 years HHT would deliver certain housing services on the Council's behalf, the arrangement being capable of extension with the written agreement of both parties. The agreement expired on 4<sup>th</sup> December 2010 and it had been hoped that it would not prove necessary to renew it due to different contractual arrangements being developed for the introduction of a new Choice Based Lettings scheme. However these new arrangements were still some months off, due to delays in agreeing the final technical specification for the sub regional scheme. The new scheme was now estimated to be introduced in April 2012.

The Council had previously agreed that when the Choice Based Lettings scheme is introduced HHT would be the delivery partner (EXB98, 4<sup>th</sup> March 2010). Therefore it was proposed that the current contractual arrangements be extended for a period of 18 months.

RESOLVED: That the extension of the Housing Agency Agreement between the Council and Halton Housing Trust be agreed for 18 months for the reasons set out in the report.

Strategic Director  
Communities

**TRANSPORTATION PORTFOLIO**



ES43 TRANSPORT CONTRACT TENDERS

The Sub Committee was advised on the outcome and results of public and passenger transport tenders which were recently publicised by The Chest e-tendering procurement system. Members were advised that there was likely to be a saving to transport related budgets, however at this stage this level of saving could only be projected as new and emergency contracts needed to be taken into consideration. Currently from the overall analysis of results breakdown this projected saving from recent transport tendering and re-scheduling could be in the region of £53,585.64 for the remainder of this financial year or £77,130.86 as a full year total.

Members were advised that feedback on the tendering process from potential tenderers was that the e-tendering system had been complicated. Therefore due to the low response rate to The Chest e-tendering exercise it was proposed to carry out further tendering in 12 months time.

RESOLVED: That the Sub Committee:

1. acknowledge those transport tenders that have been advertised for services on behalf of Children and Enterprises and Communities Directorates;
2. acknowledge those transport contracts which commenced from the beginning of September 2011;
3. acknowledge those tenders that have been advertised for supported local bus transport tenders; and
4. confirm that they support the overall process.

Strategic Director  
Policy and  
Resources

ES44 EXTENSION TO TERM CONTRACT FOR HIGHWAY SURFACE TREATMENTS TO 31ST MARCH 2017

The Sub Committee was advised that the existing Term Contract for Highway Surface Treatments was awarded to Road Maintenance Services Limited (RMS) on 1<sup>st</sup> April 2007. The Contract was for the completion of preventative highway maintenance measures including surface dressing, slurry surfacing and micro asphalt

treatment to the carriageway and footway network. These activities were specialist and therefore outside the scope of the Highway Maintenance Term Contract.

The contract was initially for a 5 year period with an option to extend the duration by up to 5 years by agreement of the parties. RMS had met all of the quality thresholds set out in the existing contract and their overall performance, in terms of quality, customer service and Health and Safety had been deemed to be excellent.

In addition it was noted that negotiations with RMS had taken place regarding a potential contract extension and this had led to RMS offering a 5% reduction in the original contract base rates for the duration of the 5 year extension.

RESOLVED: That the proposed 5 year extension to the current Term Contract for Highway Surface Treatments, making its expiry date 31<sup>st</sup> March 2017, be approved.

Strategic Director  
Policy and  
Resources

#### ES45 WINTER MAINTENANCE - WEATHER FORECASTING AND DATA COLLECTION

The Sub Committee was advised that the current contract for weather forecasting and data collection, utilising joint collaborative arrangements with Cheshire East, Cheshire West and Chester and Warrington Councils expired on 31<sup>st</sup> March 2011. Subsequently Cheshire East and Cheshire West & Chester Councils had successfully let and awarded a contract for data collection which was won by Vaisala Ltd. In addition they had also successfully let and awarded a contract for weather forecasting, which had been won by the Met Office.

The report proposed that the Council continues to utilise the joint collaborative arrangements for weather forecasting and data collection with the Cheshire Council's and Warrington BC until 31<sup>st</sup> March 2014. It was anticipated that the amount for 2011/12 would be approximately £15,000 based on the percentages used to calculate last year's figures for the cost of the two contracts. This was a saving on last year of £10,000.

RESOLVED: That the Sub Committee

1. agree a 3 year (plus the option of a 1 year extension) contract, utilising joint collaborative arrangements, for weather forecasting until

Strategic Director  
Policy and  
Resources

31<sup>st</sup> March 2014; and

2. agree to subscribe to a 3 year (plus the option of a 1 year extension) contract, utilising joint collaborative arrangements, for data collection until 31<sup>st</sup> March 2014.

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

**DATE:** 23 November 2011

**REPORTING OFFICER:** Strategic Director, Policy & Resources

**SUBJECT:** Annual Road Traffic Collision & Casualty  
Report

**WARDS:** Boroughwide

### **1.0 PURPOSE**

- 1.1 To report road traffic collision and casualty numbers within the Borough in the year 2010 and to recommend a continuance of road traffic collision reduction work.

### **2.0 RECOMMENDATIONS**

**It is recommended that:**

- 1) the overall progress made on casualty reduction in Halton be noted and welcomed, particularly achievement of national targets for 2010;**
- 2) the current programme of road traffic collision reduction schemes and road safety education, training and publicity be endorsed; and**
- 3) concerns with regard to the achievement of further casualty prevention, as a result of resource reductions, be noted.**

### **3.0 SUPPORTING INFORMATION**

- 3.1 The report attached as Appendix 'A' sets out full details of the numbers of traffic collisions and casualties on Halton's roads in the year 2010, and compares these figures with those for previous years. These results are exceptionally good. The report also gives details of success in meeting various national targets for casualty reductions and highlights concerns regarding the resources available to continue this work and achieve further reductions in the future.

- 3.2 In summary during 2010:

- There were 303 road collisions involving personal injury in Halton, resulting in 464 casualties;
- 37 of the casualties were classed as serious, and there were 4 deaths. The total of 41 serious injuries or deaths (KSI) is equal to the 2009 total which was the lowest for over 20 years;

- There were 9 child serious injuries and one child fatality (CKSI). This is in line with the gradual reduction in such incidents over recent years;
- The number of people of all ages being slightly injured (SLI) rose from 374 in 2009 to 423, again in line with the progressive reductions of recent years. Whilst this may appear a disappointing year to year increase, the 2009 total of 374 was an exceptionally low figure, well below the gradually decreasing numbers of the past ten years.

3.3 Overall, the results confirm the success of casualty reduction work, funded through Halton's second Local Transport Plan and (until March 2011) the Cheshire Safer Roads Partnership, supported by targeted enforcement and road safety education, training, publicity and traffic management initiatives.

3.4 Halton has met and surpassed the 2010 casualty reduction targets set nationally in 2000:

	Target Reduction	Reduction Achieved
KSIs	40%	74%
CKSI	50%	70%
SLIs	10%	32%

3.5 Whilst national comparison figures (for other local authorities) for 2010 are not available yet, according to the DfT in 2009 **Halton was one of the highest achieving highway authorities in the country in terms of casualty reduction rates.**

3.6 In 2010, the ten year casualty reduction targets set in 2000 expired. Although the DfT has consulted on a series of road casualty reduction targets that it was proposing to set for the year 2020, with the change in national government these targets have not been confirmed. The national focus of future casualty reduction work thus remains unclear.

3.7 Prior to April 2011, specific grants were in place to fund School Travel Plan (STP) Officers whose role was to encourage and facilitate the production of Plans in schools across the Borough. Although all schools in Halton now have School Travel Plans in place, the government grant support for this service was withdrawn from April 2011 and these documents with their safety-based implementation plans are, very regrettably, unlikely to be carried through without another funding source being identified. This could have implications for road safety, especially in the vicinity of schools, and the promotion of sustainable modes of transport (walking, cycling and public transport) as one of the main objectives of STPs was to discourage use of the private car.

3.8 Up until June 2010, the Council benefitted from Government funded capital and revenue Road Safety grants of £75k and £396k respectively. However, the capital grant was then cut in its entirety and the revenue grant was cut by 27% (£90k). From April 2011, the remainder of the revenue grant was cut. This has resulted in a halving of the number of Road Safety officers in Halton, and loss of funding for a wide range of projects and initiatives. Whilst the impact of these cuts cannot be predicted, there is a concern that the impressive downward

trend in casualty reduction might not be sustainable. Given the reduced staff numbers, in the future it is intended to run some initiatives jointly with our neighbours from Warrington Borough Council and other partner organisations such as Cheshire Police and Cheshire Fire & Rescue Service.

- 3.9 With the loss of the Road Safety Grant, it has been necessary to disband the Cheshire Safer Roads Partnership (CSRP). A new group, the Cheshire Road Safety Group (CRSG), has been formed to operate the safety cameras, with reduced contributions from the local authorities within Cheshire. Due to the level of cuts, Halton is unable to contribute financially to the Group. At the present time the safety cameras within Halton will continue to operate, although the level of activity and enforcement cannot be determined. The Speed Awareness Courses, which drivers can be referred to instead of receiving a fine and penalty points will now be run by Cheshire Police, having formerly been run by Cheshire West & Chester Council.

#### **4.0 FINANCIAL IMPLICATIONS**

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

- **The Local Transport Plan** - Provides capital funding for engineering based casualty reduction schemes. The Council's LTP settlement was reduced by approximately two thirds in 2011 so this is likely to impact on the amount of road safety engineering works that can be developed and implemented over the coming years of LTP 3;
- **Halton's Revenue Programme** – Provides the only funding now for local road safety education, training and publicity initiatives (approx. £18k), the School Crossing Patrol Service and some traffic management measures;

#### **5.0 RISK ANALYSIS**

- 5.1 There is a variable and uncertain road safety risk associated with implementing a reduced annual programme of road traffic accident prevention measures. Failure to implement a programme or any further lessening of resource allocations could lead to an escalation of accident and casualty numbers. It is possible that the reduced funding available to the Council for road safety could impact on its ability to maintain its downward trend in casualty reduction.

#### **6.0 POLICY IMPLICATIONS**

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

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

- 7.1 **A Safer Halton**

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

### **7.2 Children & Young People in Halton**

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

### **7.3 A Healthy Halton**

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

### **7.4 Employment, Learning and Skills in Halton.**

There are no direct implications for this priority.

### **7.5 Halton's Urban Renewal.**

There are no direct implications for this priority

## **8.0 EQUALITY AND DIVERSITY ISSUES**

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

## **9.0 OTHER IMPLICATIONS**

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

## **10.0 BACKGROUND PAPERS**

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

2010 saw increases in the number of road traffic accidents and casualties in Halton relative to the exceptionally low numbers in 2009 but general levels were in line with the gradually reducing, trend line levels of recent years.

*Serious injuries & deaths (KSI) remained at 41.*

*Child serious injuries (CKSI) rose to 10, to expected levels.*

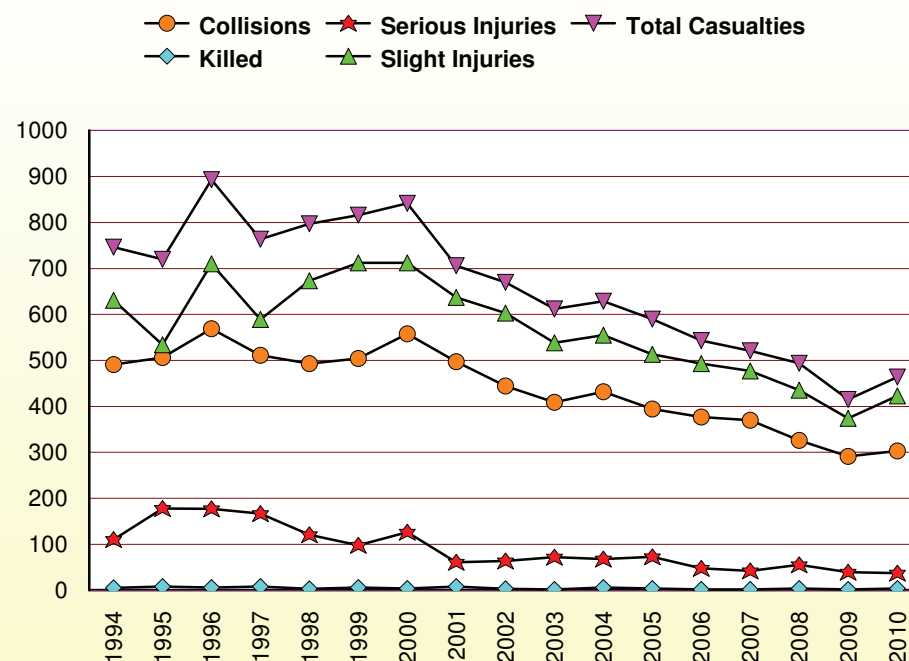
*Slight casualty numbers (SLI) rose from 374 to 423.*

Halton has comfortably met the Government's casualty reduction targets in 2010.

Year	Collisions	Deaths	Seriously Injured	Slight Injuries	Total Casualties
1994	491	5	110	631	746
1995	506	8	178	534	720
1996	569	6	177	710	893
1997	511	8	167	589	764
1998	493	3	121	673	797
1999	504	6	98	712	816
2000	558	4	126	712	842
2001	497	8	61	637	706
2002	444	3	64	603	670
2003	409	2	72	538	612
2004	432	6	68	555	629
2005	394	4	73	513	590
2006	377	2	48	493	543
2007	370	2	42	477	521
2008	326	4	55	435	494
2009	291	2	39	374	415
<b>2010</b>	<b>303</b>	<b>4</b>	<b>37</b>	<b>423</b>	<b>464</b>

## Halton 2010 Traffic Collisions Review

Collision & Casualty Trends

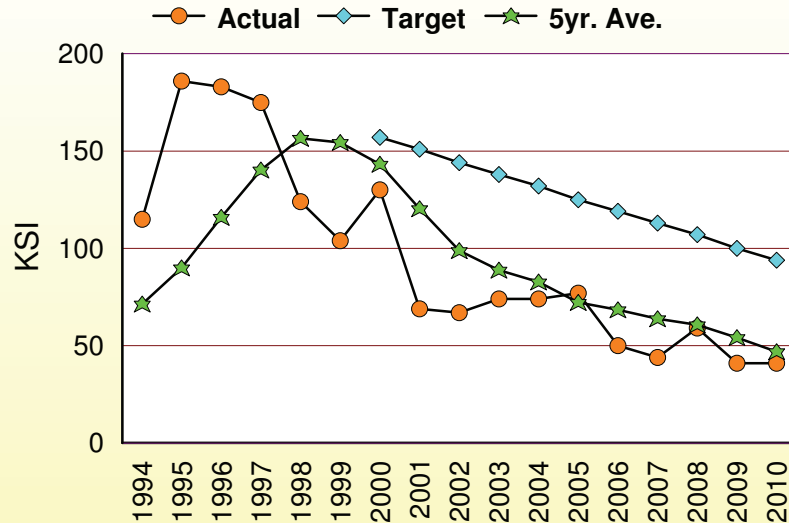




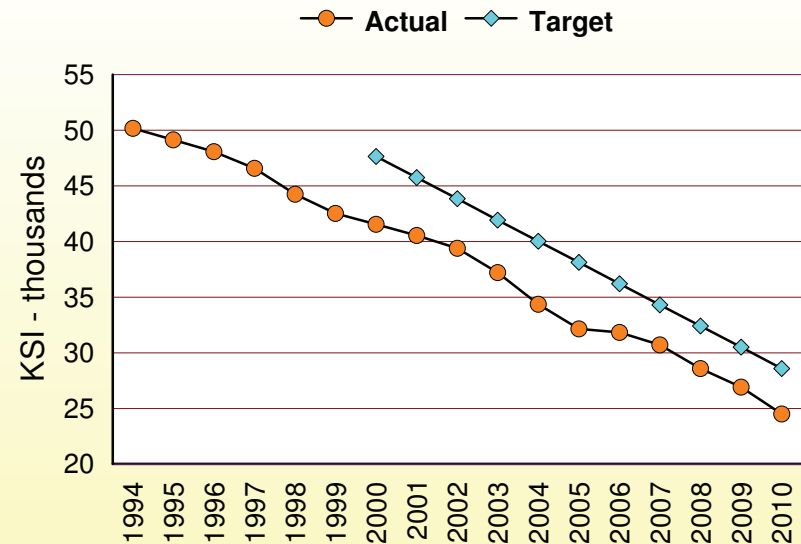
### Killed/Seriously Injured All Ages (KSI) (National indicator)

	94-98 average	2009	2010	% change over base for 2010	% change 2009-2010
<b>Halton</b>	<b>157</b>	<b>41</b>	<b>41</b>	-74% down	0%
<b>National</b>	<b>47,656</b>	<b>26,912</b>	<b>24,510</b>	-49% down	-9% down

#### Halton KSI Trends & Targets



#### National KSI Trends & Targets



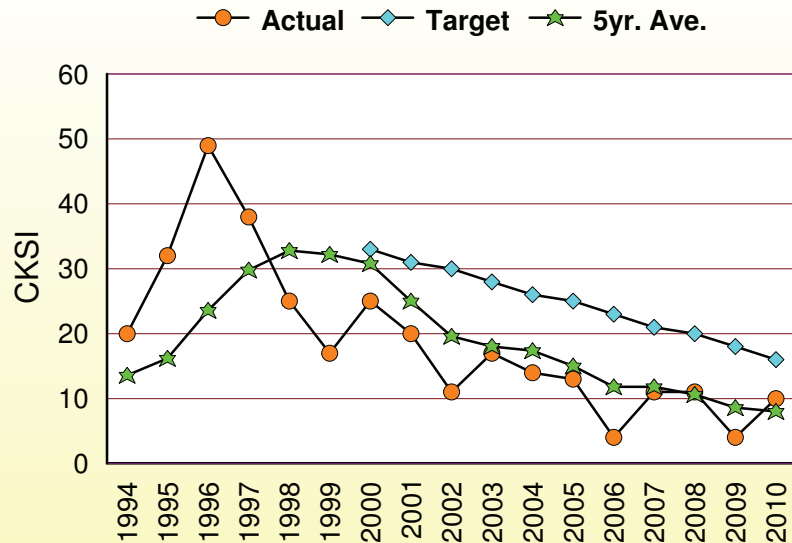
*Due to the very low KSI numbers that occur annually in Halton, year to year numeric volatility is clearly an issue. However, the general downward trend is very good news and the five year rolling average figure gives a more stable view of the KSI trends.*

*Halton comfortably met the national 40% reduction in KSI casualties target in 2010, achieving a remarkable 74% reduction.*

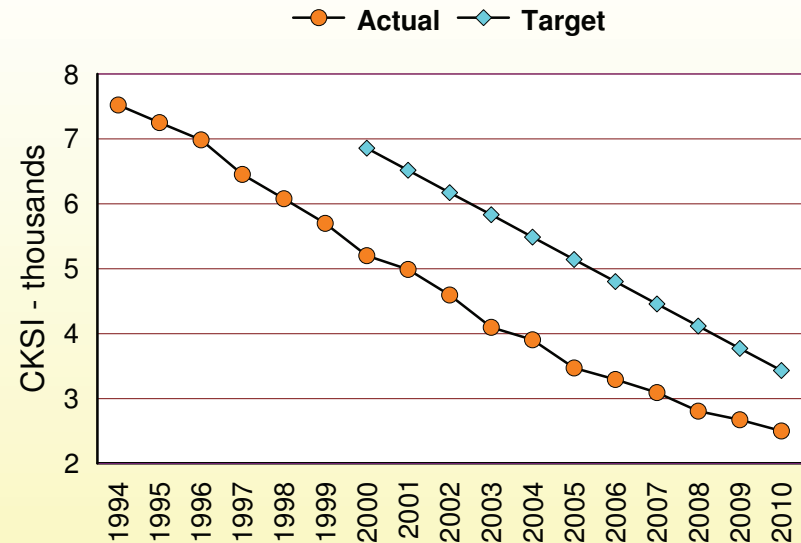
### Children Killed/Seriously Injured (CKSI) (*National indicator*)

	94-98 average	2009	2010	% change over base for 2010	% change 2009-2010
<b>Halton</b>	<b>33</b>	<b>4</b>	<b>10</b>	-70% down	150% increase
<b>National</b>	6,860	2,671	2,502	-64% down	-6% down

#### Halton CKSI Trends & Targets



#### National CKSI Trends & Targets

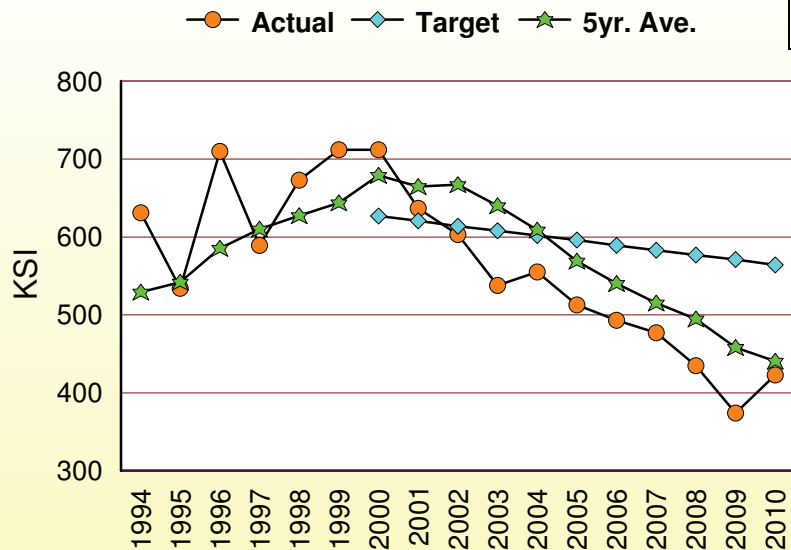


Statistical volatility has bedevilled this indicator in Halton, where the numbers of casualties in this category are so low. With such small numbers, single year to single year comparisons are of little value locally. It is clear though that years of road safety education, training and publicity, engineering and school travel plan work has produced a clear decline in child KSI numbers and the general downturn in the five year average is particularly, welcome. Halton achieved the 2010 national reduction target of 50% with ease, despite 2010 not being an outstanding year.

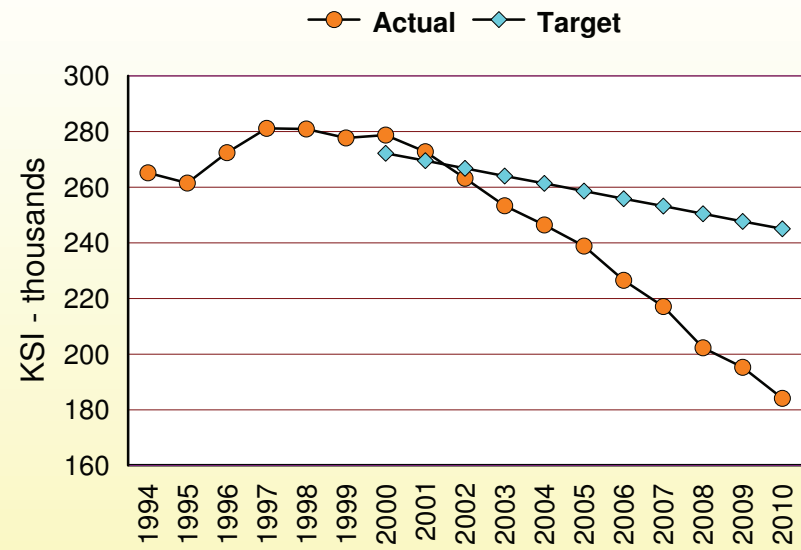
### Slight Injuries, All Ages (SLI) (*National indicator*)

	94-98 average	2009	2010	% change over base for 2010	% change 2009-2010
<b>Halton</b>	627	374	423	-32% down	13% increase
<b>National</b>	272,272	195,234	184,138	-32% down	-6% down

#### Halton Slight Injuries Trends & Targets



#### National Slight Injuries Trends & Targets



All figures for slight casualties are expressed as a pure number that have or may occur, not as a rate per distance travelled which is the basis of Government reduction targets. In 2010, Halton matched the national reduction in slight casualty numbers over the 1994-98 baseline average at 32% , this despite local slight casualty numbers rising in 2010 relative to the previous year for the first time since 2003.

Halton has surpassed the national target reduction figure of just 10% in this category. (Taken as the raw slight injuries number, not expressed as a rate per distance travelled, as there is no means of accurately presenting the figures in this way.)

## Targets Comfortably Surpassed

In 2000, the government set three new casualty reduction targets to be reached by the year 2010. These targets are based on the relevant averages over the years 1994 to 1998 (the 'baseline' figures) as follows:

40% reduction in the number of all people killed or seriously injured ('KSI' ),  
50% reduction in the number of children killed or seriously injured ('CKSI'),  
10% reduction in the slight casualty rate, expressed as the number of people slightly injured ('SLI') per 100 million vehicle kilometres travelled. (Taken as the actual number of slight casualties in Halton, and not expressed as a rate per distance travelled due to lack of accurate data on total annual travel distances).

The year to year fluctuations in victim numbers across the various casualty categories have always been a problem in Halton, producing excessive swings in the individual year totals. It is for this reason that it would be more reasonable to show Halton's performance as a five year rolling average as noted earlier in this report. However they are presented though, overall the 2010 final casualty totals across the various categories covered have broadly been in line with the established trends of recent years and Halton has surpassed its targets:

	Target Reduction	Reduction Achieved
KSIs.	40%	74%
CKSIs	50%	70%
SLIs	10%	32%

Whilst comparison figures for 2010 are not available yet, according to the DfT Halton was one of the highest achieving highway authorities in the country in terms of casualty reduction rates to the end of 2009..

For the future, whilst no new casualty reduction targets have been agreed nationally as yet, there appear to be no 'easy fixes' that will secure further large scale reductions in casualty numbers and permit continuation of the rapid progress of recent years. Loss of the road safety grant and consequential halving of staffing levels in the Road Safety section will certainly have an impact. However, casualty savings will continue being sought through a wide range of initiatives including traditional engineering work, the use of safety cameras and road safety education, training and publicity. We will continue to work with our partner organisations including Cheshire Road Safety Group, though with funding cuts at a national level, all partners are facing funding and staffing restrictions in the years to come.

<b>REPORT TO:</b>	Environment & Urban Renewal Policy & Performance Board
<b>DATE:</b>	23 <sup>rd</sup> November 2011
<b>REPORTING OFFICER:</b>	Strategic Director, Communities
<b>SUBJECT:</b>	Petition: Public Toilets to be installed in Widnes Cemetery
<b>WARD(S)</b>	Borough-wide

1.0 **PURPOSE OF THE REPORT**

1.1 To inform members of the Board about the receipt of a petition regarding the provision of public toilets at Widnes Cemetery.

2.0 **RECOMMENDATION: That Members of the Board note the petition and inform Mr Lyon of the next steps.**

3.0 **SUPPORTING INFORMATION**

3.1 On the 22<sup>nd</sup> of September 2011 the Council received a petition from a Mr Lyon. The petition signed by 73 persons asked that 'Public Toilets be Installed in Widnes Cemetery' and it stated that 'At the present time there is none for the public who attends the cemetery'.

3.2 There are public toilets at Widnes Cemetery which are located close to the main entrance at the side of the Cemetery Lodge, however, it was considered that perhaps there might be an issue with signage and managers from the Open Space Service were asked to investigate. The Strategic Director, Communities wrote to Mr Lyon on 29<sup>th</sup> September 2011 and explained to him that there were toilets at Widnes Cemetery although as 73 people had signed the petition it was obvious that many people were not aware of the toilets and that the Council would look into the matter.

3.3 On 12<sup>th</sup> October 2011, Mr Lyon returned the letter with hand written notes which indicated that the petition referred to there being no public toilets at the Crematorium, although it had not stated this. Mr Lyon's comments were acknowledged and informed the petition would be presented to this Board.

3.4 The Cemetery Lodge closed as an office on the 1<sup>st</sup> September 2011 and is no longer in use. The toilets which form part of the actual lodge are still open during the Cemetery's opening hours. The Asset Management Working Group has declared the lodge to be a surplus asset and a report has recommended its demolition. If a public toilet

is still to be provided at the Cemetery an alternative location will have to be identified.

3.5 An area within the Crematorium has been identified as a possible location for a public toilet. A feasibility study is currently being undertaken by Property Services to see if a Public Toilet could be provided within the Crematorium building. If it could then it would be an ideal location and it would presumably be agreeable to the petitioners.

3.6 The petition is the first request that the Council has had for public toilets to be located within the Crematorium.

#### 4.0 **POLICY IMPLICATIONS**

4.1 It is the policy of the Council that petitions should be considered by the appropriate Policy and Performance Board.

4.2 An update report will be presented to the Board in 2012 which considers the feasibility study..

#### 5.0 **FINANCIAL IMPLICATIONS**

5.1 If the creation of a public toilet in the Crematorium is feasible a budget would have to be identified to carry out the works.

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

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

None identified.

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

None identified.

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

None identified.

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

None identified.

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

None identified.

#### 7.0 **RISK ANALYSIS**

7.1 There are no risks associated with the petition request.

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 Mr Lyon's hand written notes sent back with the 12<sup>th</sup> of October indicate that the lack of toilet facilities at the Crematorium prevents many elderly people from attending services at the facility.

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

None.

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

**DATE:** 23<sup>rd</sup> November 2011

**REPORTING OFFICER:** Chief Executive

**SUBJECT:** Enterprise Zone Daresbury

**WARDS:** All

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

1.1 The purpose of the report is to advise Members that the Operational Director Economy, Enterprise and Property will provide a presentation on the recently approved Enterprise Zone for Daresbury

**2.0 RECOMMENDATION: That a presentation on the development of an Enterprise Zone at Daresbury is noted.**

### **3.0 SUPPORTING INFORMATION**

3.1 The Enterprise Zone status (which uniquely has the full support of 3 LEP's - Liverpool, Manchester and Cheshire and Warrington) enables the accelerated delivery of the plans to build on Daresbury's continuing role as a nationally designated Science and Innovation Campus, containing internationally competitive facilities, developing world-class science, and maximising opportunities for knowledge transfer.

3.2 The Daresbury vision is to deliver 1 million sq ft of science and technology development and over 10,000 new jobs, making Daresbury Science and Innovation Campus the most ambitious project in this sector anywhere in the UK.

3.3 All Enterprise Zones will benefit from:

- A business rate discount worth up to £275,000 per business over a five year period
- All business rates growth within the zone for a period of at least 25 years will be retained by the local area, to support the Partnership's economic priorities and ensure that Enterprise Zone growth is reinvested locally
- Government help to develop radically simplified planning approaches for the zone using, for example, provision of Local Development Order powers



- Government support to ensure that superfast broadband is rolled out throughout the zone, achieved through guaranteeing the most supportive regulatory environment and, if necessary, public funding.

**Government will work with local enterprise partnerships** on additional options, to suit local circumstances, **including consideration of:**

- Enhanced capital allowances for plant and machinery, in a limited number of cases and subject to State Aid, where there is a strong focus on manufacturing
- Tax Increment Finance to support the long-term viability of the area
- UKTI support for inward investment or trade opportunities in the zone.

The proposed timetable for implementation would be:

**August 2011** – SCI TECH Zone at Daresbury designated as an Enterprise Zone

**September 2011 – March 2012:** Government will work with the SCI-Tech Zone partnership to agree the specific package required to address the local economic challenge.

**October 2011 – March 2012:** Halton, as local planning authority will need to establish a local development orders (LDO) to cover the zone.

**April 2012:** Subject to agreement from government, the SCI-TECh Zone at Daresbury will be officially established.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 Daresbury SIC is one of two national science and innovation campuses, the other being Harwell.

The vision for the Daresbury Science & Innovation Campus is to create:

- Nearly 100 acres dedicated to Science & Technology, the largest such Campus in the North.
- A growth location for world class Science & Technology businesses from small to medium enterprises SME to Multi-National Corporations.

- 4.2 However, in order to realise this ambitious vision, partners submitted a bid for Enterprise Zone status to further encourage and stimulate demand from high value businesses to the site.

#### **5.0 OTHER IMPLICATIONS**

- 5.1 Without Enterprise Zone status, Daresbury SIC could be dependent on potential interest from speculative developers acquiring land on a long-term lease basis or requests from large blue-chips wanting to acquire

land for corporate headquarter-type activity. All of these are very speculative in the current economic climate and more difficult to deliver. The natural result is that the momentum of the Campus growth would slow and potentially stall. Enterprise Zone status provides added momentum in providing a vehicle for developing site infrastructure and bringing sites forward for development.

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

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

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

The report recognises the role Daresbury Science and Innovation Campus is playing in attracting major businesses to the Borough, thereby improving the Borough's overall employment offer.

### **6.3 A Healthy Halton**

### **6.4 A Safer Halton**

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

6.6 Daresbury SIC is contributing to the diversification of Halton's business base and commercial premises portfolio; it is a site that combines high science, research and development, and innovation with business opportunity.

## **7.0 RISK ANALYSIS**

Reductions in public funding could impact on the speed at which development of the Science and Innovation Campus takes place. Therefore, it is a major boost to secure Enterprise Zone status to encourage businesses to relocate and invest in the area.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

As part of the submission seeking Enterprise Zone status, bidders were required to demonstrate how their proposals would engage with the wider community and contribute to ensuring equality of access for all to the new and emerging opportunities arising from the investment on the campus.

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

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Enterprise Zone Daresbury bid to Government	Municipal Building	Wesley Rourke

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

**DATE:** 23 November 2011

**REPORTING OFFICER:** Strategic Director, Policy & Resources

**SUBJECT:** Matchday Parking around The Stadium

**WARDS:** Kingsway

## **1.0 PURPOSE**

- 1.1 To report on the situation regarding parking issues around the Stobart Stadium Halton, on match days.

## **2.0 RECOMMENDATIONS**

**It is recommended that:**

- 1) the temporary increased demand for on-street parking, associated with St. Helens playing its fixtures at the stadium be noted;**
- 2) the measures already taken to control parking on surrounding streets be noted;**
- 3) the situation continue to be monitored, especially once the new Rugby League season commences;**
- 4) options to address any persistent parking problems resulting from matches at the Stadium, including additional Traffic Regulation Orders, be explored and evaluated in order to establish their feasibility; and**
- 5) proposals that are deemed to be feasible and have identified resources to fund them, are consulted on (where appropriate) in order to obtain the views of those directly affected.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 The Stobart Stadium Halton (initially known as Naughton Park) has been on the current site since Widnes Football Club settled on it in 1884/85. The land was leased on behalf of the rugby organisation by Widnes Cricket Club but, to coincide with the breakaway from the Rugby Football Union in 1895, Widnes FC obtained a lease for the land on which they laid out a new ground.
- 3.2 Halton Borough Council in partnership with Widnes Vikings agreed to build the new stadium on the site of Naughton Park in 1995. The stadium now provides a multi-purpose complex including a social club, conference facilities, recreational facilities and catering/function

facilities. The stadium including the North and South Stands was officially opened on 2 November 1997. The West stand was built in 1998 and the East Stand was built in 2005, making it an all seater stadium and with a total capacity of 13,350.

- 3.3 The housing estates and associated roads around the Stobart Stadium were built around 1930, when car ownership was low and hence was not designed to include off street parking within the properties. Most roads are 4.7m wide, but Clayton Crescent and Timmis Crescent are only 3.2m wide and Henderson Way and Mottershead Road are 6.8m wide (a plan will be available at the meeting indicating these locations). On most days, even when a match is not taking place there are parking problems particularly on the narrower roads due to the lack of off street parking and the increased level of car ownership. A number of residents have had dropped kerbs provided to allow them to park their vehicles off the road.
- 3.4 The current Council policy for the provision of disabled parking bays requires a minimum carriageway width of 5.5m to provide a 2.4m wide bay; for general parking of cars the bay width can be reduced to 1.8m, requiring a carriageway width of 4.9m. The remaining width is required to allow vehicles, especially large vehicles such as refuse collection vehicles, to pass the parked vehicles, but does not retain two way traffic. From the above comments it will be noted that most of the roads in the area are too narrow to permit parking bays to be marked on the carriageway without prohibiting parking on the opposite side of the road, which would exacerbate the current situation even on normal days. The current situation has existed for a number of years around the stadium, and such parking is to be expected as it is common to many stadia, as parking associated with stadium activities is generally confined to specific periods once or twice a week.
- 3.5 When the Stadium redevelopment took place, parking needs were considered and it was felt there was sufficient parking in the area for the Stadium. However parking was provided on site and there are currently 159 spaces (including 6 disabled spaces); although during matches these are reserved for disabled drivers and hospitality guests. Staff are requested to park their vehicles at Lower House Lane Depot and where possible share vehicles. Waiting restrictions and traffic circulation routes around the stadium were also reviewed as part of the redevelopment proposals and point closures were subsequently implemented at Lowerhouse Lane/Sinclair Avenue and Cameron Road/Sinclair Avenue.
- 3.6 Additional parking for visitors to the stadium is available at Caldwell Road (153 spaces) and the Municipal Building (200 spaces) and coach parking is available at Lowerhouse Lane Depot. The depot is also available for staff parking, e.g. stewards and media (TV production) staff. There are also a small number of parking spaces available at Leigh Recreation Ground, Witt Road and Lacey Street together with town centre parking. From next year it is hoped that the car park at Riverside College will be available providing an extra 150 spaces. No charge is currently made on any of these car parks for parking.

- 3.7 Since February 2011 St Helens RLFC have been playing their home matches at the Stobart Stadium as it awaits the completion of its new stadium, which is due in early 2012. This resulted in effectively two 'away' teams of Super League status and following, playing at the Stadium. The combined number of visitors has resulted in increased traffic volumes in the residential areas beyond what may have been experienced in the past, and increased the demand for on-street parking. These factors have, in turn, led to a number of complaints being received from local residents who have been experiencing a range of problems or who have expressed concerns about the ability to access the estate and its properties (see paragraph 3.10 below). These concerns have been echoed by the local Ward Members and the Local Area Forum, but the number of complaints has only increased significantly since St Helens had played here for a few weeks.
- 3.8 Most St. Helens matches were played on a Friday evening when many residents tend to want to park at or near to their homes. However, it must be noted that next season, beginning in February 2012, Widnes Vikings will be playing their home matches generally on a Sunday afternoon at 3.00 pm and it is hoped that a large number of more local supporters will either walk to the Stadium or be dropped off away from the immediate area. St. Helens will also no longer be playing here and hence there should not be two 'away' teams and the associated traffic volumes and demand for parking to cater for.
- 3.9 Prior to St Helens beginning to play at The Stadium the waiting restrictions on surrounding roads were reviewed to reduce the need to put out 'No Waiting' cones for matches and to improve road safety. It was desirable to reduce the use of 'No Waiting' cones to reduce recurring costs of putting out the cones and remove the potential for misuse of the cones (e.g. moving them to other locations or to provide a parking space or throwing them into adjacent gardens, etc.), although this can be reduced by collecting them after the match has started, but before it ends, which was the procedure used last season. As a result new restrictions were implemented as follows and as shown on the attached plan:
- No Waiting At Any Time restrictions on side road junctions with Lower House Lane
  - Milton Road amended to restrict parking on match days only on the south side (existing restriction on the North side retained, but No Waiting At Any Time restrictions added to all side road junctions)
  - Caldwell Road – No Waiting At Any Time restrictions on the east side (area used for away supporters coaches to pick up after the match)
  - Caldwell Road/Moor Lane – Loading/Unloading ban added.

It is still necessary however, to use 'No Waiting' cones on Dundalk Road to minimise the impact on parking at other times e.g. when football matches are being played on the adjacent playing fields.

- 3.10 Following complaints, which started in April 2011 from residents of the Kingsway estate about problems experienced in the vicinity of the ground due to inconsiderate parking during matches, staff from both Halton Council's Traffic Division and Cheshire Police visited the area. Cheshire Police issued fixed penalty notices where appropriate. In the longer term the Police would like to see more off street parking provided, such as within school grounds.
- 3.11 The main issues identified on both Kingsway and Stewards Avenue estates during the visits are as follows:
- Parking partly on pavements (footways) with implications for pedestrians, wheelchair users, people with pushchairs etc.
  - Parking on-street sometimes making access to people's driveways difficult or, in some cases, not possible
  - Parking on-street sometimes preventing residents from parking outside or near to their own homes (regrettably, this particular problem occurs in many estates and adjacent to many stadia)
  - Parking on-street, and potentially interfering with emergency vehicle access (particularly on the narrower roads)
  - Double parking reducing available carriageway width for through traffic giving rise to concerns again about problems for emergency vehicle access
  - Parking on double yellow lines by some blue badge holders, sometimes causing an obstruction or blocking sight lines (Blue Badge holders can legitimately park on yellow lines for up to three hours but they are expected to do so responsibly)
- 3.12 It has also been noted that staff have been parking in the adjacent streets and they have been reminded to use Lower House Lane Depot.

### **Potential Options**

- 3.13 One solution to the problems outlined above would be to introduce new Traffic Regulation Orders (TROs) that would restrict parking on match days on defined roads within the vicinity of the stadium. The purpose would be to ensure that access and through routes are maintained at all times. The extent of restrictions could depend on the seriousness of the problem and the width of the road. They could apply to both sides of the road or one side only as we have done at Milton Road. The cost would be about £500 per section (for advertising, signs and carriageway markings) (i.e. each side of a road between each junction). This would cost approximately £10,000 if all roads on the Kingsway estate were treated. However, this would reduce the amount of parking available for everyone, including residents who prefer to park near their homes, and hence is likely to prove unpopular.
- 3.14 To be effective the restrictions would also need to be supported by and subsequently enforced by the police who have limited resources and are not in attendance at all matches. The Council does not have the powers to enforce parking restrictions on the highway. It is unlikely that even if resources could be found to fund specific police enforcement that it would be forthcoming on the grounds that they simply would not

have the officers available and the police feel they have higher priorities than enforcement of parking restrictions.

- 3.15 Any TROs needed either for changes to the existing or for new parking restrictions would take several months to implement due to the consultation and legal processes involved. There are also costs associated with advertising any proposals, for any signs and markings required to make the restrictions enforceable and for future maintenance. Furthermore, there is a right of objection to any TRO proposal which could, if upheld, result in a TRO not being progressed.
- 3.16 Another option would be to put out 'No Waiting' cones on all affected roads but this too has a number of problems associated with it. Resources would be needed to put out and collect the cones before and after every match, vehicles would be needed to transport the cones, storage facilities would be required, and there would in all probability be abuse/misuse of the cones which could create a nuisance and will increase costs still further. The restrictions would also apply again to residents.
- 3.17 It has to be noted that if any of the above restrictions are implemented then it is highly likely that the vehicles will be displaced to other streets within the area and similar restrictions will then need to be considered for these areas. In Liverpool and Manchester there has been a similar result around the football stadiums.
- 3.18 Complaints have also been received about supporters blocking junctions on Liverpool Road and Dundalk Road and restrictions are being investigated at these locations.
- 3.19 Due to the demand for parking and the narrowness of many of the streets around the stadium, it is common practice for vehicles to be parked either fully or partly on the footways and it is very difficult to control. This is not a practice however, that should be condoned for a number of reasons: these vehicles block the footways for pedestrians; they can reduce the visibility levels between motorists and pedestrians; they restrict visibility levels especially on junctions; they potentially damage kerbs and the footway itself (and possible statutory undertakers plant in the footways) especially where there is no dropped crossing provided; this damage can result in costs being incurred by the Council who have to rectify any serious faults and respond to possible claims; any damage can result in a degradation in the appearance of an area.
- 3.20 Some authorities, most notably in London, do permit footway parking and regulate it through a TRO. However, it is generally where parking demand is permanently heavy (throughout the working week) and where the width of footways, permit pedestrians to pass relatively unhindered. Often these footways are treated or strengthened before parking is allowed to enable vehicles to access them easily and safely, and to ensure the surfaces do not break up. These improvement works can carry significant capital costs. They also have revenue costs associated with them to cover maintenance and as they need to be formalised with a TRO.



- 3.21 The Council does not currently have a policy to permit formalised footway parking. Any such proposal would have to be considered by the Executive Board. If approved it could be requested elsewhere across the Borough. Due to the problems and costs associated with such parking, as outlined above, it would be difficult to recommend the adoption of such a policy.
- 3.22 It has been suggested that Residents Only Parking schemes be implemented on the grounds that they operate near to other stadia in the country. However, there are a number of problems associated with these schemes which were set out in a report to the Executive Board on 24<sup>th</sup> September 2009. It was concluded that they should not be introduced in the Borough.
- 3.23 At the start of last season, in order to assist with the parking demand likely to result from both St. Helens and their opposition teams playing their games at the Stadium, three local schools were invited to open up their parking areas (including playgrounds) and to make a small charge to cover any costs. Whilst one school participated and the facility was advertised to supporters, the venture did not unfortunately prove successful. Only four cars used this facility over the first two matches and the school was forced to withdraw its offer as it was not even covering its security costs. It is unlikely that this option will prove viable in the future but it is there if schools wish to participate. A bus service was also provided from St Helens to the stadium to reduce the number of cars travelling to Widnes but the use of this service reduced during the season and at the end there were less than 200 supporters using the service.
- 3.24 It is possible to consider deterring on-street parking through the use of physical measures, for example, by installing bollards in the footway, or by restricting access to the road altogether. However, these have costs associated with them, may be difficult to resource or enforce and could actually impact on residents themselves. Notwithstanding this, such measures are potentially worth exploring in order to establish their feasibility, likely costs and impacts, and potential funding sources.
- 3.25 Similarly, it is possible to review all potential open spaces in the vicinity of the stadium to explore the feasibility of converting all or part of them for parking purposes. Again, it is felt that there may be some merit in undertaking this exercise.

**Summary of Options to Control Parking**

<b>Options</b>	<b>Advantages</b>	<b>Disadvantages</b>	<b>Cost</b>
Match day parking restrictions on selected roads	Would allow parking when matches are not taking place	Would affect all motorists including residents on match days	Approximately £10k for Kingsway estate. See Para 3.12
No waiting cones on selected streets within Kingsway estate	No change to current situation except on match days	Would affect all motorists including residents on match days It could be difficult to put out cones due to vehicles already parked in the area	Initial cost of 1,000 cones £5k  Putting out & collecting cones £1k per match
Parking on pavements	Provide additional legal parking	Damage to pavements No guarantee that it would be available to residents	No cost available due to surveys required to determine extent of footway strengthening required
On street physical parking restrictions (e.g. bollards, etc.)	Prevents parking in inappropriate areas	Would affect all motorists including residents at all times	No cost available due to investigations required to determine features required
Residents Only Parking			Agreed not to implement them within Halton (Report to Executive Board)
Review all potential parking areas within a reasonable distance of the Stadium	Provides additional off street parking areas away from residential areas	May not be used if it is considered by supporters to be too far from the Stadium (as was the situation with the schools last season)	Needs further investigation, but would require capital investment with ongoing revenue costs

**Potential Way Forward**

3.26 It is acknowledged that parking problems can and do occur on roads surrounding the stadium. These problems have been exacerbated since St Helens started playing its games here, many of which have been televised (and hence are accompanied by TV and TV staff vehicles) and all of which have two sets of 'away' supporters. Whilst most of the TV company vehicles use the Lower House Lane depot, the overall consequent increase in demand for on-street parking from supporters especially has led to an increase in complaints from residents. Many of the streets were, quite simply, not built to

accommodate the parking demands now being placed on them and hence continuing problems can be anticipated when matches are being played.

- 3.27 It is unlikely that the most recent problems reported to the Council will be resolved with the departure of St. Helens. However, it is possible that they may be alleviated to some extent as demand for on-street parking hopefully drops.
- 3.28 It is, therefore, proposed that the parking situation in the vicinity of the Stadium continue to be monitored, especially once the new Super League season starts, in order to firmly establish where problems may be occurring. It is further proposed that potential solutions to these problems continue to be explored and evaluated to establish their feasibility. These could include Traffic Regulation Orders, traffic engineering measures (e.g. bollards) or the provision of additional parking facilities. This work would be undertaken where necessary, with the support and involvement of the local Ward Members, the Local Area Forum and residents.
- 3.29 All potential solutions are likely to have costs associated with them and it will be necessary to determine what these are and how they could be funded. Where it appears feasible to take forward solutions for implementation, it will be necessary to consult those directly affected either through a statutory process or more informally. This is so that they become aware of any possible implications of a proposal and hence are given the opportunity to comment or contribute to the development of it.

#### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 The implementation of any of the above proposals would have development and implementation costs associated with them that would need to be met. There would also be ongoing maintenance costs to be considered. Normally, traffic regulation measures would be funded through the Traffic Management revenue budget, but this is limited and has to accommodate the needs of the Borough. It follows that any regulation proposal that were deemed acceptable and feasible would need prioritising against other competing demands/areas, if this particular funding source were the only one available. Any proposals that constituted capital works would need to be funded from sources to be identified.

#### **5.0 RISK ANALYSIS**

- 5.1 If nothing is done then the frustration of the residents will increase resulting in further complaints and possible conflicts between residents and supporters. However, it is possible that the demand for on-street parking will be less now that St. Helens no longer has its matches at the Stadium. Introducing further waiting restrictions will only serve to displace parking to adjacent areas and similar restrictions may, as a result, need to be considered for those areas.

## **6.0 POLICY IMPLICATIONS**

6.1 The are no direct policy implications.

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

### **7.1 A Safer Halton**

The parking problems could cause problems for access to the area for larger vehicles, including those used by the emergency services.

### **7.2 Children & Young People in Halton**

There are no direct implications for this priority.

### **7.3 A Healthy Halton**

Concentrated and heavy on-street parking, especially in confined residential areas, can result in a number of problems and impact on the quality of life for residents.

### **7.4 Employment, Learning and Skills in Halton.**

The Stadium is a significant employer of local people and the viability of the facility is dependent on it being an attractive and accessible venue.

### **7.5 Halton's Urban Renewal.**

The continued use of the Stadium assists with the regeneration of the Borough but the amount of on-street parking in the immediate vicinity can detract from the appearance of the residential neighbourhoods and possibly adversely affect parts of the highway network.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 Traffic congestion and blocked footways or streets caused by inconsiderate parking can impact on all members of the community and particularly the more vulnerable/less physically able. Potential solutions to any of these problems will take account of the needs of all road users.

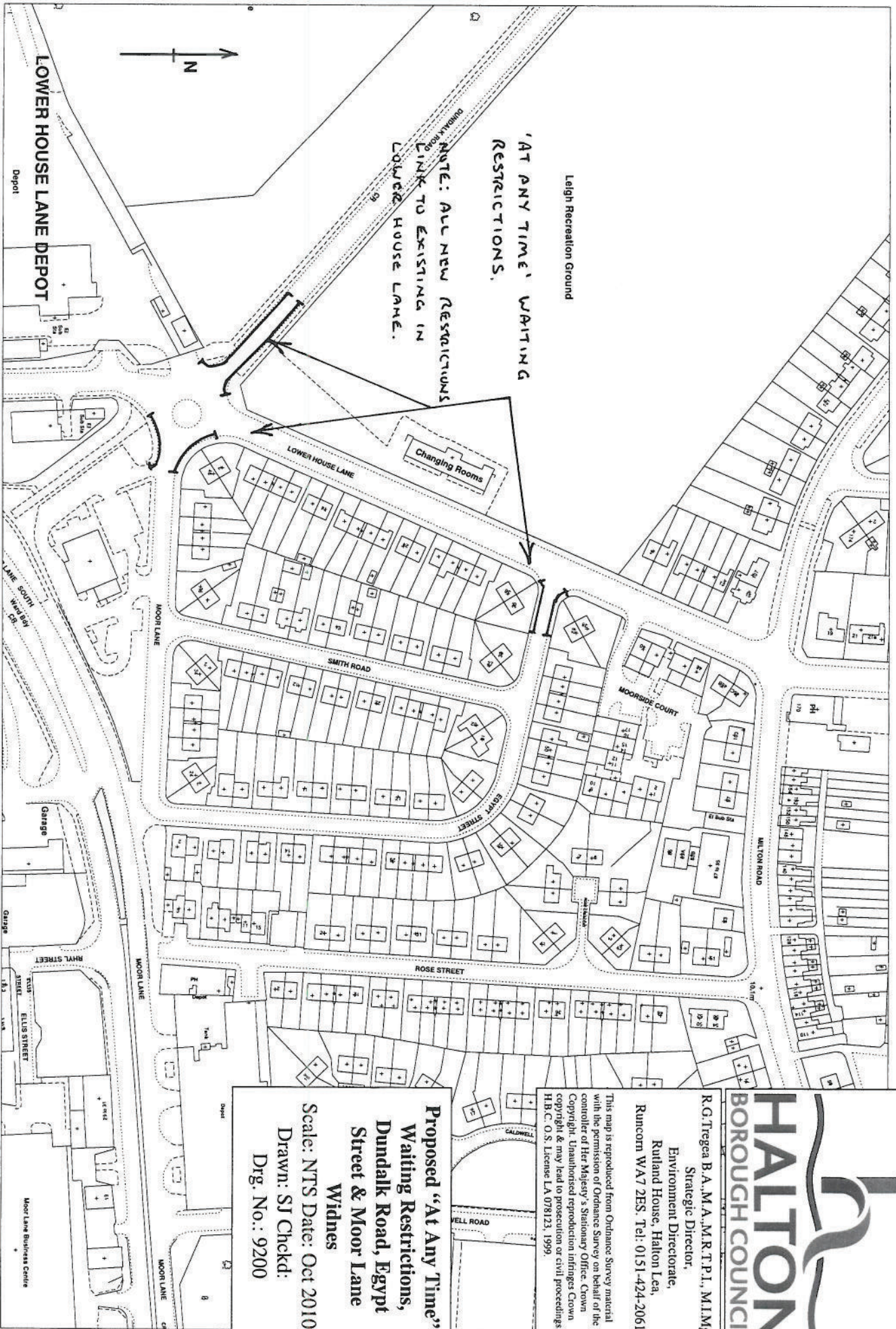
## **9.0 OTHER IMPLICATIONS**

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

## **10.0 BACKGROUND PAPERS**

10.1 The following background papers under section 100D of the Local Government Act 1972 are relevant:

Residents-Only Parking Schemes Executive Board 24 September 2009



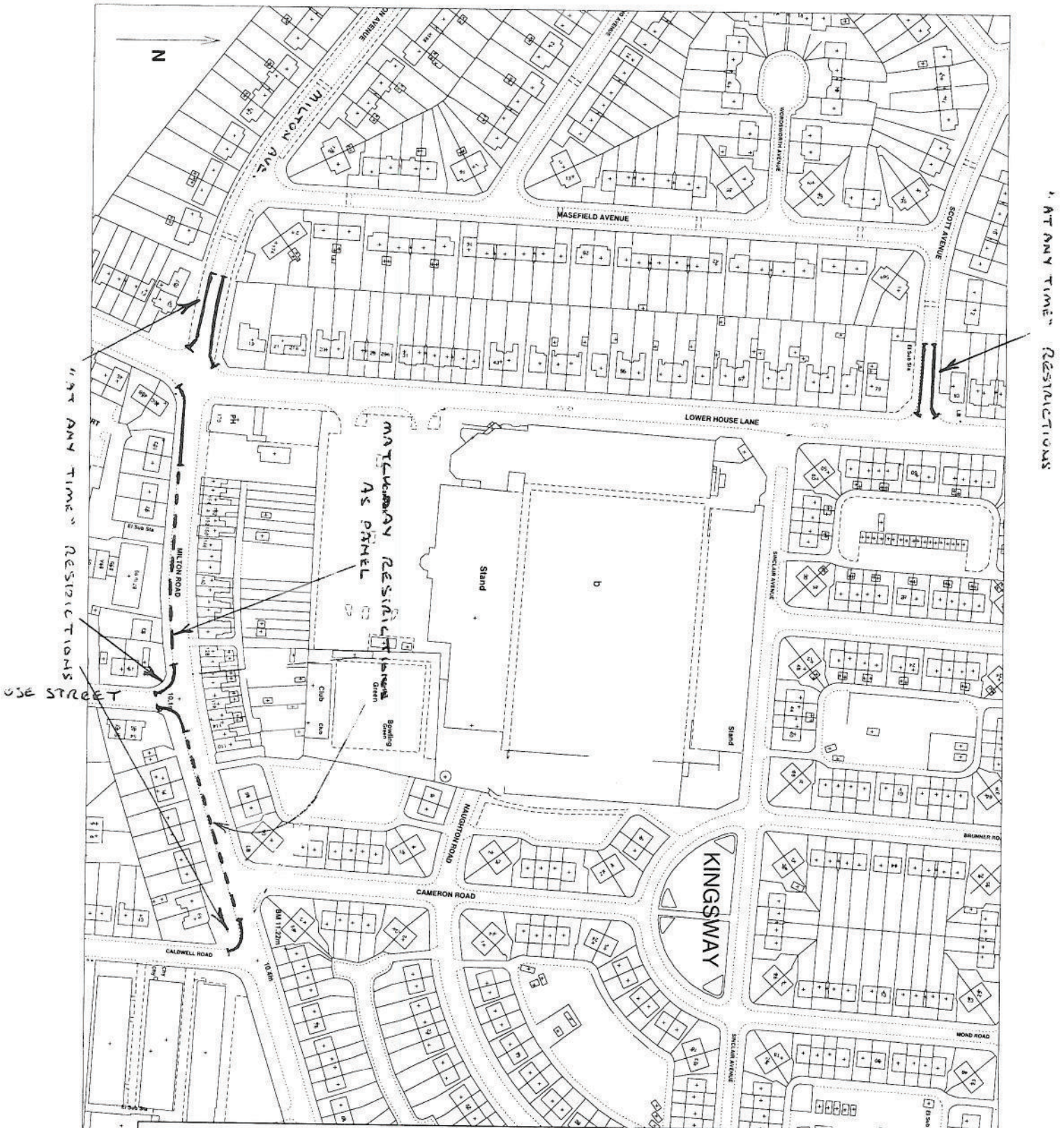
**HALTON**  
BOROUGH COUNCIL

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**Proposed "At Any Time" Waiting Restrictions, Dundalk Road, Egypt Street & Moor Lane Widnes**

Scale: NTS Date: Oct 2010  
Drawn: SJ Chckd:  
Drg. No.: 9200



**Proposed "At Any Time" Waiting Restrictions**  
 Scott Avenue, Milton Avenue and Milton Road, Caldwell Road & Rose Street  
 +  
**Proposed Match Day Waiting Restrictions**  
 Milton Road  
 (Fridays 6pm-10pm)  
 (Saturdays 4pm-8pm)  
 (Sundays 1pm-5pm)  
 (Thursdays 5:30pm-9:30pm)

Scale: NTS Date: Nov 2010  
 Drawn: SJ Checkd:  
 Drg. No.: 9199

**HALTON**  
BOROUGH COUNCIL

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

**DATE:** 23<sup>rd</sup> November 2011

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

**SUBJECT:** Local Transport Plan Progress Report  
2010/11

**WARDS:** Borough wide

## **1.0 PURPOSE OF THE REPORT**

- 1.1 The purpose of this report is to advise Members on the progress that was made during 2010/11 on implementing the capital programme of schemes to support the strategies and policies contained within Halton's second Local Transport Plan (LTP2). It also summarises our performance against a set of key indicators.

## **2.0 RECOMMENDATION: That**

- (1) The progress made during 2010/11 is welcomed.

## **3.0 SUPPORTING INFORMATION**

- 3.1 Since the LTP2 Mid Term Review was approved and submitted in September 2008, it is no longer necessary for local Highway Authorities to submit LTP progress reports to the Department for Transport (DfT). However, an annual report of progress has been produced and presented to the Environment and Urban Renewal Policy and Performance Board each year.
- 3.2 This report summarises the programme of works and initiatives undertaken in 2010/11, which was the final year of LTP2, and also describes the progress that has been made against the performance indicators contained within LTP2.
- 3.3 The Capital Programme budget allocation comprises two funding blocks, Bridge & Road Maintenance and Integrated transport. Progress within each block is reported separately as follows:
- 3.4 Bridge and Road Maintenance Block

The Maintenance Block provides DfT funding support for transport capital road maintenance. The total HBC Block allocated between bridge and road maintenance for 2010/11 was £2.188m.

In addition to the LTP funding allocation, 2010/11 was also the final year of 3 year period of DfT Grant funding for major maintenance of

Primary Route Network (PRN) bridges in Halton. The PRN forms the main network of highways in the country for longer distance journeys, linking primary destinations. On a Local Authority level this comprises highways within the “green backed” sign network.

Total PRN Grant funding availability for 2010/11 (including grant carried forward from 2009/10) was £6.405m. This funding has allowed the Council to continue to deliver the programme of maintenance to those bridges and structures identified within the Maintenance Strategy for the Silver Jubilee Bridge (SJB) Complex.

3.5 During the year major works delivered through the SJB Bridge Maintenance Partnership Contract with Balvac Ltd have included:

- Completion of major structural steelwork and concrete repairs and repainting of all steelwork below deck level work in the suspended span of the SJB.
- Commencement of repainting of the structural steelwork above deck level in the Widnes side span.
- Commencement of major concrete repairs and cathodic protection to the underside of Widnes Approach Viaduct.
- Completion of the strengthening of the support piers of Station Road Bridge and Footbridge to withstand accidental impact loading.
- Completion of resurfacing and waterproofing to 3 of the approach structures to the SJB

3.6 A total of 8 major carriageway resurfacing schemes were completed across the Borough. An innovative method of carriageway reconstruction was employed in High Street, Runcorn utilising recycled aggregates and asphaltic reinforcement to minimise construction depth. As well as saving time and cost, this avoided time consuming underground service diversions and consequent traffic disruption. At other sites, an in-situ recycling method was used, again reducing costs, environmental impact and saving time. A porous asphalt material was utilised at a difficult site in Widnes, to reduce surface water run-off and avoid costly drainage works.

3.7 In approving the LTP capital programme at its meeting in April 2010, Members accepted the case for a continued re-profiling of the Maintenance Block funding allocation, aimed at increasing the resources available for footway maintenance. This has enabled a total of 28 footway reconstruction schemes to be undertaken during the year. As with carriageway maintenance, the use of sustainable materials was a feature of the programme with the use of recycled sub base and recycled plastic kerbs at various sites including Mottershead Road, Green Lane and Montpelier Avenue.



## 3.8 Table 1 Summary of LTP Maintenance Expenditure 2010/11

	<b>Actual Expenditure £ (,000)</b>
Bridge Maintenance	500
Road & Footway Maintenance	1688
<b>Sub Total LTP Bridge &amp; Road Maintenance</b>	<b>2188</b>
DfT Grant Major Maintenance PRN (incl. grant brought forward from 2009/10)	6405
<b>Grand Total Maintenance</b>	<b>8593</b>

3.9 The future Maintenance Block delivered through LTP3 has reduced by 9% in 2011/12 and is expected to reduce by a further 17% by 2014/15. There is also the need to continue to find significant savings from future highway maintenance revenue budgets. The combination of these factors will create a major challenge to the Council's ability to deliver a highway maintenance service for what is its biggest single asset and for one which is consistent with current levels of public expectation.

3.10 Integrated Transport Block

In June 2010, the Government imposed in-year budget cuts of 25% to the planned Integrated Transport block allocation (down from the expected £1.717m) and the withdrawal of the entire Road Safety capital grant (£75,114). The likely effect of these cuts was reported to the Board together with last year's annual progress report in November 2010. A reduced programme of sustainable transport interventions was devised, the main casualty of the cuts being the improvement and car park extension at Hough Green railway station, which was originally to have been delivered in partnership with Merseytravel, who also cut funding for this scheme. It should be noted that a much reduced scheme has now been developed, which subject to Network Rail approvals, should be implemented later this financial year.

3.11 Local safety schemes were implemented at 10 sites across the Borough, with works comprising various traffic management improvements, provision of anti-skid surfacing and pedestrian safety improvements. On the expressway network, schemes were implemented at Murdishaw and Clifton Roundabouts, designed to reduce accidents through better traffic management and lane discipline. A list of locations where Local Safety Schemes were delivered is provided in Appendix 2.

3.12 A range of Quality Corridor improvements were completed in Coronation Drive and along the north-south route of Kingsway / Birchfield Road. A variety of 'off-corridor' bus access and integrated

transport schemes were also undertaken, these are also listed in Appendix 2. Following completion of design and approvals in 2010, works to improve access and parking at Widnes railway station commenced during the year continuing to completion during 2011/12.

### 3.13 Table 2 Summary of LTP Integrated Transport Expenditure 2010/11

	<b>Actual Expenditure £ (,000)</b>
Local Safety Schemes	163
Quality Corridors	492
Interventions outside Quality Corridors	543
Other Integrated Transport Improvements	129
<b>Total Integrated Transport</b>	<b>1327</b>

3.14 In total, £9,919,645 has been spent on structural maintenance and integrated transport improvements during 2010/11, further details of which can be found in Appendix 1.

### 3.15 Performance

In order to measure our progress during LTP2, an extensive list of challenging mandatory and local performance indicators were set or developed respectively covering key areas of work. These are shown in detail in Appendix 3.

During 2010/11, good progress was made toward the achievement of the targets set. An analysis of progress against all the targets that can be reported on has revealed that 82% of indicators either achieved or bettered the target set.

### 3.16 Headline Achievements in 2010/11:

- A significant increase in the usage of community based accessible transport;
- Public transport travel times to key health and education destinations maintained;
- Increase in number of local bus passenger journeys;
- Reduction in the number of children killed or seriously injured on Halton's roads;
- Reduction in the number of people of all ages killed or seriously injured on Halton's roads;
- Maintained the low percentage of principal and classified roads where structural maintenance should be considered;
- Improved bus punctuality over 2010/11 and a reduction in excess waiting time;
- Increasing percentage of bus stops with Quality Corridor accessible features and more sites with new shelters.

These results demonstrate a successful conclusion to the period of LTP2 and provide a sound base for further transport improvements to be made with LTP3.

#### **4.0 POLICY IMPLICATIONS**

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

#### **5.0 OTHER IMPLICATIONS**

5.1 Details of the LTP Capital expenditure for 2010/11 are described within Appendix 1.

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

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

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

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

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

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

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

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

In 2010/11 a proportion of the Halton LTP capital programme was targeted at delivering further local safety schemes across the Borough. The performance indicators continue to show a reduction in injury accidents.

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

The Halton Local Transport Plan capital programme supports the ongoing regeneration of Halton.

#### **7.0 RISK ANALYSIS**

There are no risks associated with this report.

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

In developing and delivering transport and highway improvements, due account is taken of the need to cater for all users of the system and network respectively including those with physical impairments.

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

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Halton Borough Council Local Transport Plan 2006/07 to 2010/11	Policy, Performance and Transportation Offices, Rutland House 2 <sup>nd</sup> Floor (west) Halton Lea, Runcorn	Dave Cunliffe

## APPENDIX 1

**TRANSPORT CAPITAL IMPLEMENTATION PROGRAMME 2010/11**

<b>LOCAL TRANSPORT PLAN ELEMENT</b>	<b>Expenditure £000(rounded)</b>
<b>Highways Capital Maintenance Allocation</b>	
<b>Bridge Assessment, Strengthening &amp; Maintenance</b>	
Bridge Assessment	9
Bridge Strengthening	27
Major Maintenance SJB	312
Minor Bridge Maintenance (SJB Complex)	39
Minor Bridge Maintenance (Other Bridges)	113
<b>Sub total</b>	<b>500</b>
<b>Road Maintenance</b>	
Structural Maintenance of Carriageways	473
Independent Footpath Network	171
Footway Reconstruction	744
Lighting	170
Cycleways	45
Capitalised Staff Costs	85
<b>Sub total</b>	<b>1688</b>
<b>Total for Bridge &amp; Highway Maintenance</b>	<b>2188</b>
<b>LTP Integrated Transport Allocation</b>	
<b>Local Safety Schemes:</b>	<b>163</b>
<b>Quality Corridors:</b>	
Walking	163
Cycling	154
Bus Route Improvements	175
<b>Sub total</b>	<b>492</b>
<b>Interventions Outside Quality Corridors:</b>	
Cycling	77
Walking	53
Bus Interchanges	101
Integrated Transport	268
Intelligent Traffic Systems	44
<b>Sub total</b>	<b>543</b>
<b>Other Improvements:</b>	
Rail Station Improvements	

Hough Green	18
Widnes	111
Beechwood (design)	0
Direct Contribution to Regeneration	0
Real Time Information	0
<b>Sub total</b>	<b>129</b>
<b>Total for Integrated Transport</b>	<b>1327</b>
<b>Road Safety Grant – Contribution to Cheshire Safer Roads Partnership (Capital only)</b>	<b>0</b>
<b>PRN Bridge Strengthening &amp; Maintenance</b>	
Bridge Maintenance (SJB)	4,325
Bridge Maintenance (Widnes Complex)	901
Bridge Maintenance (Runcorn Complex)	896
Other Bridges	9
Capitalised Staff Costs	274
<b>Sub total</b>	<b>6405</b>
<b>Total Capital Programme 2010/11</b>	<b>9920</b>

## Appendix 2

**Local Safety Schemes Delivered 2010/11:**

Central Expressway Merge Slip	Lane discipline safety scheme - road markings and road studs;
Clifton Roundabout	Lane discipline safety scheme – signing, road markings and antiskid surfacing;
Liverpool Road shelter	Relocation of bus shelter to improve visibility at junction;
Dundalk Road	Survey and equipment order in preparation for the zebra, traffic signal improvements and roundabout scheme;
Murdishaw Roundabout	Entry and circulatory carriageway widening and lane discipline safety scheme;
Fiddlers Ferry Roundabout	Lane discipline safety scheme – signing and road markings;
Derby Road/Barrows Green Lane Sunningdale crossing	Road markings and ‘ripple print’; Improvements to Zebra crossing involving lining and guard railing;
A56 – Northwich Road	Improvements to carriageway surface to reduces skid related accidents;
Junction 11	Warning signing on approach to roundabout.

**Other Integrated Transport Improvements ‘Off-Corridor’ Delivered 2010/11:**

Green Oaks Bus Station – Bus layby improvements

Ticket machine installations at Green Oaks, Runcorn High St and Halton Lea North Bus Stations.



Bus Stop Accessibility Improvements (HTL LI7) at:  
Hale Road / Halegate Road, Cronton Lane Wood Lane, Halton Road

Mini-bus for Social Services fleet operations

Public Right of Way footpath improvements at:  
Daresbury FP6, Daresbury FP19 / Norton FP8, Moore FP5, Widnes FP29 & 12(Upton Rocks), Halton FP3 & 4, Potters Lane (Widnes) Old Coach Road (Runcorn);  
Footpath and Greenway Signage Improvements;  
Mineral Line Footpath (Surveys - advance work to joint bid with SHMBC);  
A56 Daresbury Pedestrian Crossing Improvement;  
Upton Rocks Cycleway and PROW signage.










**Appendix 3: Progress Against 'key' performance indicators**

<u>Ref</u>	<u>Description</u>	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
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<b>Fair Access</b>							
<b><u>HTL LI6</u></b>	No. of passengers on community based accessible transport	241,810	255,000	266,230			Target for 2010/11 has been achieved with a significant increase in usage on 09/10 figures.
<b><u>NI 167</u></b>	Congestion during morning peak times	N/A Externally Monitored	N/A Externally Monitored	N/A Externally Monitored	Refer to comment	N/A	Whilst this is a National Indicator, the Department for Transport is responsible for collecting the data. To date no data has been provided to Halton.







**Appendix 3: Progress Against 'key' performance indicators**

<b>Ref</b>	<b>Description</b>	<b>Actual 2009/10</b>	<b>Target 2010/11</b>	<b>Quarter 4</b>	<b>Current Progress</b>	<b>Direction of Travel</b>	<b>Supporting Commentary</b>
<b>NI 175</b>	To increase the percentage of households who live in the top five most deprived wards in the Borough, who do not have access to a car living within 40 minutes travel time to:						
	a) <u>Whiston Hospital</u>	100%	100%	100%			Service levels remained the same as 2009/10.
	b) Warrington Hospital	100%	100%	100%			Service levels remained the same as 2009/10.
	c) Riverside College (Runcorn Campus)	93%	90%	93%			Service levels remained the same as 2009/10.
d) Riverside College (Widnes Campus)	98%	95%	98%			Service levels remained the same as 2009/10.	
<b>NI 176</b>	Percentage of people of working age living within a catchment area of a location with more than 500 jobs by public transport and/or walking	-	100%	100%		N/A	This figure is provided directly from the Central Data Hub at the Department for Transport.







**Appendix 3: Progress Against 'key' performance indicators**

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







**Appendix 3: Progress Against 'key' performance indicators**

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

**Appendix 3: Progress Against 'key' performance indicators**

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



















**Appendix 3: Progress Against 'key' performance indicators**

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







**Appendix 3: Progress Against 'key' performance indicators**

<b><u>Ref</u></b>	<b><u>Description</u></b>	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
<b><u>NI 198</u></b>	Children travelling to school – mode of transport usually used (%).						

**Appendix 3: Progress Against 'key' performance indicators**





<u>Ref</u>	<u>Description</u>	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
	a) <u>Children aged 5 – 10 years:</u>						Figures for 2010/11 (received after the Q4 monitoring report) show that car use as a mode of travel to school is generally down in favour of more sustainable forms of transport.
	<u>Cars</u>	41.3%	43.5%	39.2%			
	<u>Car share</u>	3.5%	2.5%	3.9%			
	<u>Public transport</u>	2.3%	2.2%	2.2%			
	<u>Walking</u>	52.4%	51.2%	53.7%			
	<u>Cycling</u>	0.4%	0.5%	0.4%			
	<u>Other</u>	0.1%	0.1%	0.7%			
	b) <u>Children aged 11 – 15 years</u>						
	<u>Cars</u>	25.4%	27.8%	25.0%			
	<u>Car share</u>	2.4%	2.6%	2.0%			
	<u>Public transport</u>	21.3%	18.9%	19.5%			

**Appendix 3: Progress Against 'key' performance indicators**







<u>Ref</u>	<u>Description</u>	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
	<u>Walking</u>	48.9%	48.8%	46.3%			
	<u>Cycling</u>	1.7%	0.9%	1.4%			
	<u>Other</u>	0.3%	1.0%	5.8%			













**Appendix 3: Progress Against 'key' performance indicators**

<b>Ref</b>	<b>Description</b>	<b>Actual 2009/10</b>	<b>Target 2010/11</b>	<b>Quarter 4</b>	<b>Current Progress</b>	<b>Direction of Travel</b>	<b>Supporting Commentary</b>
<b>Cost &amp; Efficiency</b>							
HTL LI1	Number of third party compensation claims received due to alleged highway / footway defects	131	110	149			<p>Although the total claims received for the year has exceeded its target, the harsh weather conditions during the winter of 2010/11 have contributed to this.</p> <p>It should be noted, however, that numbers of successful claims show a downward trend.</p>
<b>Fair Access</b>							
HTL LI3	% of pedestrian crossings with facilities for disabled people (Previously BVPI 165)	70	70	70.6			No work is being carried out to increase this percentage but as crossings are upgraded they will meet the criteria.



**Appendix 3: Progress Against 'key' performance indicators**

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

**Appendix 3: Progress Against 'key' performance indicators**

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

**Appendix 3: Progress Against 'key' performance indicators**

<b><u>Ref</u></b>	<b><u>Description</u></b>	Actual 2009/10	Target 2010/11	Quarter 4	Current Progress	Direction of Travel	Supporting Commentary
HTL LI21	Percentage of employers (> 100 employees) with Green Travel Plans in place.	60%	63%	62%			No further progress made on Q3 figures as anticipated earlier in the year

**Appendix 3: Progress Against 'key' performance indicators**

<b><u>Ref</u></b>	<b><u>Description</u></b>	Actual 2009/10	Target 2010/11	<b>Quarter 4</b>	<b>Current Progress</b>	<b>Direction of Travel</b>
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**REPORT TO:** Environment & Urban Renewal  
Policy & Performance Board

**DATE:** 23<sup>rd</sup> November 2011

**REPORTING OFFICER:** Strategic Director Policy & Resources

**SUBJECT:** Business Planning 2012-15

**WARDS:** Boroughwide

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

1.1 To offer a timely opportunity for Members to contribute to the development of Directorate Business Plans for the coming financial year.

### **2.0 RECOMMENDATION**

**That the Board indicates priority areas for service development and improvement over the next 3 years.**

### **3.0 SUPPORTING INFORMATION**

3.1 Each Directorate of the Council is required to develop a medium-term business plan, in parallel with the budget, that is subject to annual review and refresh. The process of developing such plans for the period 2012-2015 is just beginning.

3.2 At this stage members are invited to identify a small number of priorities for development or improvement (possibly 3-5) that they would like to see reflected within those plans. Strategic Directors will then develop draft plans which will be available for consideration by Policy and Performance Boards early in the New Year.

3.3 Service Objectives and Performance Indicators and targets will be developed by each Department and this information will be included within Appendices to the Directorate Plan.

3.4 These Departmental objectives and measures will form the basis of the quarterly performance monitoring received by the Board during the year. It is proposed that this Departmental information will be reorganised by priority in line with the new performance framework from 2012/13.

3.5 It is important that Members have the opportunity to provide input at this developmental stage of the planning process, particularly given the anticipated funding announcements, to ensure that limited resources may be aligned to local priorities.

- 3.6 It should be noted that plans can only be finalised once budget decisions have been confirmed in March and that some target information may need to be reviewed as a result of final outturn data becoming available post March 2012.
- 3.7 To assist Members in their considerations the Board may choose to invite each Operational Director to give a short presentation setting out the key issues and challenges for their service over the coming 3 years. This could be achieved via a presentation discussion at a scheduled PPB or a less formal briefing/ discussion before a scheduled PPB or at some other time.
- 3.8 The timeframe for plan preparation, development and endorsement is as follows:

	<b>Information / Purpose</b>	<b>Timeframe / Agenda on Deposit</b>
<b>PPB</b>	Discussion with relevant Operational / Strategic Directors concerning emerging issues, proposed priorities etc.	<b>November 2011 PPB round</b>
<b>Directorate SMT's</b>	To receive and endorse advanced drafts of Directorate Plans	<b>SMT dates to be agreed with all Strategic Directors</b>
<b>Corporate Management Team</b>	To receive and comment upon / endorse advanced drafts of Directorate Plans	<b>By Mid December 2011</b>
<b>PPB's</b>	Advanced draft plans including details of relevant departmental service objectives/milestones and performance indicators	<b>January PPB Cycle</b>
<b>Executive Board</b>	To receive advanced drafts of Directorate Plans	<b>9<sup>th</sup> February 2012</b>
<b>Full Council</b>	To receive advanced drafts of Directorate Plans	<b>7<sup>th</sup> March 2012</b>

#### **4.0 POLICY IMPLICATIONS**

- 4.1 Business Plans form a key part of the Council's policy framework.
- 4.2 Elected member engagement would be consistent with the new "Best value guidance", announced in September 2011, to consult with the representatives of a wide range of local persons.
- 4.3 Plans also need to reflect known and anticipated legislative changes.

## **5.0 OTHER IMPLICATIONS**

5.1 Directorate Plans will identify resource implications.

## **6.0 IMPLICATIONS FOR THE COUNCILS PRIORITIES**

6.1 The business planning process is the means by which we ensure that the six corporate priorities are built into our business plans and priorities, and thence cascaded down into team plans and individual action plans.

6.2 From 2012/13 it is proposed that with the introduction of the new performance framework Departmental Reports now be available to members via the intranet. Also priority based reports for each respective Policy & Performance Board be introduced, containing details stated within the Appendices of the Directorate Business plans.

## **7.0 RISK ANALYSIS**

7.1 Risk Assessment will continue to form an integral element of Directorate Plan development. This report mitigates the risk of Members not being involved in setting service delivery objectives.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 Those high priority actions that result from Impact Review and Assessment will be included within Directorate Plans and will continue to be monitored through Departmental Performance Monitoring Reports.

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

There are no relevant background documents to this report