



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

**Wednesday, 14 March 2012 6.30 p.m.  
Civic Suite, Town Hall, Runcorn**

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

**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 to be confirmed.*

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

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

**DATE:** 14<sup>th</sup> March 2012

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

**SUBJECT:** Public Question Time

**WARD(s):** Borough-wide

### **1.0 PURPOSE OF REPORT**

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

### **2.0 RECOMMENDED: That any questions received be dealt with.**

### **3.0 SUPPORTING INFORMATION**

- 3.1 Standing Order 34(9) states that Public Questions shall be dealt with as follows:-
- (i) A total of 30 minutes will be allocated for dealing with questions from members of the public who are residents of the Borough, to ask questions at meetings of the Policy and Performance Boards.
  - (ii) Members of the public can ask questions on any matter relating to the agenda.
  - (iii) Members of the public can ask questions. Written notice of questions must be given by 4.00 pm on the working day prior to the date of the meeting to the Committee Services Manager. At any one meeting no person/organisation may submit more than one question.
  - (iv) One supplementary question (relating to the original question) may be asked by the questioner, which may or may not be answered at the meeting.
  - (v) The Chair or proper officer may reject a question if it:-
    - Is not about a matter for which the local authority has a responsibility or which affects the Borough;
    - Is defamatory, frivolous, offensive, abusive or racist;
    - Is substantially the same as a question which has been put at a meeting of the Council in the past six months; or

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

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

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

#### **4.0 POLICY IMPLICATIONS**

None.

#### **5.0 OTHER IMPLICATIONS**

None.

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

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

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

6.3 **A Healthy Halton** – none.

6.4 **A Safer Halton** – none.

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

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

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

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

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

**DATE:** 14<sup>th</sup> March 2012

**REPORTING OFFICER:** Chief Executive

**SUBJECT:** Executive Board Minutes

**WARD(s):** Boroughwide

## **1.0 PURPOSE OF REPORT**

- 1.1 The Minutes relating to the relevant 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 3MG Executive Sub Board Minutes Relevant to the Environment and Urban Renewal Policy and Performance Board**

**EXECUTIVE BOARD MEETING HELD ON 15 December 2011**

**EXB83 ST MICHAEL'S GOLF COURSE, WIDNES- CHANGE TO CAPITAL PROGRAMME - KEY DECISION**

The Board considered a report of the Strategic Director, Children and Enterprise, on amendments to the Capital Programme to ensure completion of Phase 2 of the St Michael's Golf Course remediation programme.

The Board was advised that it was important to complete the Phase 2 works, to reduce the estimated yearly leachate disposal costs and to ensure the site could be restored for future use (yet to be determined).

Reason(s) for Decision

The decision related to a significant investment to conclude the remediation of the former St. Michael's Golf Course. Once the remediation was completed, this would allow the Council to progress with the development of options for the future use of the site.

Alternative Options Considered and Rejected

An alternative would be to continue with the current leachate disposal arrangements. However, this was costing the Council £3,000 per week and was, therefore, unsustainable financially.

Implementation Date

Implementation of the amendment to the capital programme would be 1<sup>st</sup> March 2012. Completion of the remediation would be July 2012.

RESOLVED: That Council be recommended to amend the Capital Programme accordingly.

Operational  
Director - Finance

**EXB84 ST MICHAEL'S GOLF COURSE, WIDNES - REMEDIATION**

(NORTHERN SECTION) AND FUTURE SITE OPTIONS - KEY DECISION

The Board considered a report of the Strategic Director, Children and Enterprise which provided an update on the progress of the remediation of the northern section of St Michael's Golf Course.

The Board noted the options appraisal attached to the report for Phase 3 - reinstatement of the site for public use.

Reason(s) for Decision

The decision related to an opportunity to bring back into use the former St. Michael's Golf Course. Entering into a commercial partnership was the only viable way of achieving this aim.

Alternative Options Considered and Rejected

A detailed options appraisal was contained in section 3.3 of the report.

Implementation Date

Implementation would be determined during the three month period of negotiation outlined in section 3.3.6 of the report.

RESOLVED: That

- 1) progress on the remediation of the site be noted; and
- 2) approval be given to enter into detailed negotiations with the interested party for a 9 hole golf course, driving range and associated facilities.

Strategic Director  
- Children and  
Enterprise

**EXECUTIVE BOARD MEETING HELD ON 9<sup>th</sup> February 2012**

**TRANSPORTATION PORTFOLIO**

EXB99 LOCAL SUSTAINABLE TRANSPORT FUND

The Board considered a report of the Strategic Director, Policy and Resources, on the Council's applications for funding from the Local Sustainable Transport Fund (LSTF).

The Board was advised that in January 2011, the Department for Transport (DfT) launched its White Paper 'Creating Growth, Cutting Carbon – Making Sustainable Transport Happen', (the Paper), which focused on the Government's transport priorities of economic growth and carbon reduction. The Paper concentrated on shorter distance trips where action at a local level was emphasised. Published alongside the Paper was bidding guidance for the LSTF. A fund of £560m for local authorities (outside London) was provided to fund packages of transport interventions which support economic growth and reduce carbon emissions, which delivered cleaner environments and improved air quality, enhanced safety and reduced congestion.

In March 2011, the Halton and Merseyside Chief Executives determined that two separate bids from the Liverpool City Region (LCR) would be preferable; one bid would cover the five Merseyside Authorities and the Integrated Transport Authority and one bid for Halton, the latter covering the financial years 2012/13 to 2014/15. It was noted that the main element of the bid would focus on sustainable travel to employment areas, so as to address the Government's transport priorities of economic growth and carbon reduction. The bid, named 'Routes to prosperity', would complement the Merseyside bid, aiming to be a programme of coordinated actions and interventions aimed at removing transport obstacles to employment for local residents.

It was noted that Halton's bid was in the order of £4.3m, plus local contributions, and the Merseyside bid was in the order of £3.2m plus local contributions. Both bids would need to be submitted by 24 February 2012, with decisions announced in May 2012. Copies of the bids were attached at appendices to the report.

RESOLVED: That

- 1) the Halton LSTF application be approved;
- 2) the joint 'Mid Mersey' LSTF application be approved; and
- 3) further editorial and technical amendments that do not materially affect the applications, be agreed by the Operational Director – Policy,

Planning and Transportation, in consultation with the Executive Board Member for Transportation, as necessary, before the document is published.

Strategic Director  
- Policy &  
Resources

## PHYSICAL ENVIRONMENT PORTFOLIO

### EXB103 WIDNES MARKET REVIEW

The Board considered a report of the Strategic Director, Children and Enterprise, that informed Members of the outcome of the recent review of Widnes Market.

The Board was advised that the indoor and outdoor markets were key assets in Halton's town centres, and that the vitality of the town centres and the future sustainability of the markets were inextricably linked. In addition, it had been proposed to align the management of the town centres and markets more closely within a clearly defined economic regeneration brief, to enable a more holistic and joined up approach to developing and marketing the town centres.

It was noted that in August 2011, the National Association of British Market Authorities (NABMA), Consultancy Services (NCS) were appointed to carry out a review of Widnes Market. The review focused on two aspects :

- Acting as a critical friend, NABMA/NCS offered advice and support to how the Council could improve its Market operation; and
- NABMA/NCS considered and made recommendations to improve the viability and vitality of the Market.

Details of the recommendations were attached at Appendix 1 whilst the report provided a summary of the recommendations as they related to Systems and Procedures and a Vision/Strategy for the Retail offer in Widnes.

RESOLVED: That

- 1) The recommendations set out In Appendix 1, attached to the report be approved; and
- 2) The Operational Director, Economy, Enterprise

Strategic Director  
- Policy &

and Property, be authorised to organise a Markets Forum to present the recommendations to Traders.

Resources

#### EXB104 HALTON DIGITAL ECONOMY AND INCLUSION STRATEGY- KEY DECISION

The Board considered a report of the Strategic Director, Policy and Resources, on the Halton Digital Economy and Inclusion Strategy (DEIS).

The Board was informed that consultation on the DEIS had taken place with stakeholders, and comments incorporated, and had been approved by the Employment, Learning and Skills Policy and Performance Board in June 2011. Element 1 covered the upgrading of Halton's communications infrastructure to deliver superfast broadband, with a view to stimulating economic growth and enabling digital inclusion.

The report considered a number of opportunities to be pursued to achieve upgraded communications infrastructure. The Halton DEIS consisted of four elements:

1. Obtain Superfast Broadband (SFB) for the Borough by driving demand for this utility;
2. Provide businesses with the knowledge and skills to take advantage of SFB and related technology;
3. Provide residents with the knowledge, skills and infrastructure for inclusion in the online world; and
4. Deliver more Council Services primarily online with backup via other channels.

In addition, the report also considered the benefits of joining the Connecting Cheshire bid, to deliver SFB to 90% of homes and businesses and provide 100% coverage of two megabits per second (mbps) Internet access. Funding of £570k for Halton had been made available as part of a combined County of Cheshire allocation, which must be match funded and spent on infrastructure in order to access it.

Reason(s) for Decision

To take advantage of the Department of Culture Media and Sport funding via Broadband Delivery UK and deliver superfast broadband to the Borough faster than the general market would roll out SFB.

Alternative Options Considered and Rejected

Options were considered fully in the report, under the following headings:

Do nothing at all  
Influence the Market  
Halton Only Option  
Join a Future Merseyside Project  
Council Sponsored Network

Implementation Date

The DEI Strategy would begin implementation of the action plan with immediate effect.

The SFB project would be dependent upon access to appropriate match funding to deliver the infrastructure required. A successful project would deliver SFB to Halton in 2015.

RESOLVED: That

- 1) the Strategy be adopted and the Action Plan be approved for implementation; and
- 2) the Council formally joins the Connecting Cheshire project to stimulate economic growth across the Borough, but particularly in Runcorn.

**EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 12  
January 2012**

**TRANSPORTATION PORTFOLIO**

ES68 TENDER FOR THE PROVISION OF COMMERCIAL  
VEHICLE AND PLANT SPARES AND COMPONENTS

The Sub-Committee considered a report on the process for the tender for the provision of Commercial Vehicle and Plants Components Contract. The existing contract would end on 31<sup>st</sup> March 2012. It was proposed that the new contract would be for a three year period with the potential for up to a two year extension subject to satisfactory performance and pricing agreement. It was noted that the contract would be awarded to the most economically advantageous tender through assessment of weighted scoring as follows:-

Overall price (40%), Quality (25%), Sustainability (10%) and (for shortlisted companies only) Supplier Presentation and Panel Questions (25%).

It was anticipated that based on previous expenditure the annual value of the contract in total was likely to be in the region of £335,000 therefore making the value of a five year contract (including potential extensions) in the order of £1,675,000.

It was noted that the tender had been advertised via “The Chest” e-procurement vehicle and had been subject to publication in the OJEU. However, due to the specialist nature of the service, and particularly the diversity of the components and spares to be provided, the pre-qualification stage of the tender had only identified three tenderers as demonstrating the necessary competence and financial stability to tender. Despite the lower than expected number of tenderers, officers were confident that there were sufficient tenderers to generate the necessary level of competition to ensure the Council would receive competitive offers.

Members noted that in accordance with Standing Orders, as there were less than five tenders to be submitted a report would be submitted to a future meeting of the Board to approve the successful tenderer.

**RESOLVED:** That Members note that a procurement process will be entered into with the purpose of securing the supply and management of Commercial Vehicle and Plant Spares and Components for use in the maintenance and repair to the Council’s operational vehicle fleet, plant and equipment.

**EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 26<sup>TH</sup>  
January 2012**

**TRANSPORTATION PORTFOLIO**

**ES76 ENHANCEMENT OF VARIABLE MESSAGE SIGNS**

The Sub-Committee considered a report which sought approval to award a contract for the supply, installation and commissioning of three Variable Message Signs to enhance the existing system. It was proposed to install additional signs at the following locations:

- A561 Speke Boulevard (outside former Metal Box Factory) (Liverpool City Council have agreed to a sign at this location);
- A5300 Knowsley Expressway (subject to identifying a suitable power supply) (Knowsley Council have agreed to a sign at this location); and
- B5419 Kingsway, Widnes (near Simms Cross School)

It was reported that the cost of purchasing the three signs was £47,501. Whilst the provision of electricity supplies and traffic management for the installation of the signs was in the region of £3,000.

RESOLVED: That

- (1) Procurement Standing Orders 4.1 to 4.3 be waived to obtain equipment that uses the same communication systems as our existing signs to ensure compatibility; and
- (2) the quotation from Siemens Traffic Controls for the supply, installation and commissioning of 3 Variable Message Signs for £47,501.00, be accepted.

Strategic Director  
Policy and  
Resources

**ES77 OBJECTIONS TO PROPOSED TRAFFIC REGULATION  
ORDERS, WESTON POINT, RUNCORN**

The Sub-Committee was advised that a previous meeting of the Environment and Urban Renewal Policy and Performance Board on 15<sup>th</sup> June 2011 considered a petition concerning heavy industrial traffic on South Parade, Weston Point, Runcorn. A number of recommendations were approved that included:



- proposals to review existing direction signs and re-signed routes to industrial sites;
- to introduce a time limited weight restriction on South Parade and Sandy Lane; and
- the review of existing waiting restrictions in the area.

Members were advised that despite revised signing in the area and the best efforts of local businesses to direct their traffic away from South Parade, complaints continued from residents relating to heavy industrial traffic using South Parade. In order to address this issue and in an attempt to respond to the concerns of residents and local Councillors, proposed Traffic Regulation Orders were advertised to:

- impose prescribed movements on vehicles exiting private entrances on Picow Farm Road (between the Weston Point Expressway and Sandy Lane);
- to impose an overnight 7.5 tonne vehicle weight restriction on the full adopted length of South Parade, parts of Sandy Lane and Lydiate Lane and other adjacent roads; and
- to amend existing waiting restrictions on various roads.

The full details of these Traffic Regulation Order proposals, together with the objections received from Councillor Hodgkinson, Ineos Enterprises, Ineos ChlorVinyls and a 28 name petition were set out in detail in the report.

Following consideration of the objections/suggestions received it was proposed that the Traffic Regulation Orders should proceed, although a deferment of the Prescribed Route Order was recommended.

RESOLVED: That

- (1) notice be given of the Council's intention to create those vehicle weight restriction and waiting restriction Traffic Regulation Orders as set out in the report;
- (2) the prescribed Movement Order not be implemented at this stage, subject to the agreement

Strategic Director  
Policy and  
Resources

of the adjacent properties to amend their exit to prevent HGVs from making the advertised prohibited movements; and

(3) objectors be notified accordingly.

ES78 PROCUREMENT OF HIGHWAY IMPROVEMENT AND MAINTENANCE CONTRACT

The Sub-Committee received a report of the Strategic Director, Policy and Resources which provided information on proposals to enter into a Contract the value of which was likely to exceed £1,000,000. It was noted that works associated with improvement and maintenance of the highway network were currently delivered through two separate term contracts with Lambros (Paving Contractors) Limited and Amey LG Limited respectively.

The Highway Improvement Term Contract with Lambros was due to conclude in July 2012 and the Highway Maintenance Term Contract with Amey was due to end on the 31<sup>st</sup> March 2013. The Highway Development and the Bridge and Highway Maintenance Divisions had identified that the two existing contracts shared a number of common features and there was potential to procure a combined contract which could, through economies of scale, increase value for money in works delivery. It had also been recognised that the opportunity to engage current forms of contracts and to rationalise works ordering and payment processes would enhance efficiency and increase the ability to drive down costs.

Based upon current capital and revenue budgets, the value of works delivered through a new combined contract would be in the order of £3.5m per year. However, it had to be recognised that future reductions in capital grant and requirements to identify savings from revenue budgets would have implications. In conjunction with the Procurement Centre of Excellence, opportunities for collaborative procurement with neighbouring authorities, either using a contract already in place or by involving partner authorities in the drafting, tender and evaluation and administration of a potential shared/cross boundary contract would continue to be investigated.

RESOLVED: That the intention to procure a contract for delivery of works associated with improving and maintaining the highway network in Halton be noted.

**EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 9<sup>TH</sup>  
February 2012**

**PHYSICAL ENVIRONMENT PORTFOLIO**

ES86 DEBT WRITE OFF - ST HELENS CANAL REMEDIAL  
WORKS

The Sub Committee considered a report which sought approval to write off a debt of £164,930.56 which was associated with works adjacent to St Helens canal at Carter House Bridge. In June 2008 a hole appeared on Council owned land between the railway line and St Helens canal adjacent to Carter House Bridge at the bottom of Tan House Lane, Widnes. It became evident that water was leaking from the canal through the masonry wall. Subsequently the canal was drained and it was established that the water was entering a United Utilities overflow drain. United Utilities repaired the pipe but did not accept that they were liable for anything other than that. Remedial works were carried out and funded from the maintenance budget 2008/09.

RESOLVED: That Members agree to write off the debt from 2008 in the amount of £164,930.56 following legal advice.

Strategic Director  
Children and  
Enterprise

**3MG EXECUTIVE SUB BOARD – 12 January 2012**

ESB5 REGIONAL GROWTH FUND (RGF) GRANT

The Board considered a report which sought authority to draw down the first instalment of grant funding following a legal agreement with the Government's Business, Innovation and Skills (BIS) Office for £9m Regional Growth Fund (RGF) grant.

The Board was advised that the Executive Board on 9 December 2004 (EXB162) adopted the Ditton Strategic Rail Freight Park Masterplan, now known as 3MG (the Mersey Multimodal Gateway). The Business Innovation and Skills office had offered a Regional Growth Fund allocation of £4.5m towards the remediation works to be carried out by the Stobart Group and £4.5m towards the provision of additional rail sidings to serve HBC Field and the wider 3MG area.

The Board was further advised that the Council had adopted the 3MG Masterplan in December 2004. The 3MG programme had been included in the Council's Corporate Plan, the Halton Partnership and Halton Borough Council Urban Renewal Strategy and Action Plan, and supported the Council's Urban Renewal corporate priority. In addition, it was reported that the Regional Growth Fund grant funding was essential to facilitate the delivery of 3MG.

Furthermore, it was reported that the Business Innovation and Skills Office had offered £9m Regional Growth Funding to progress 3MG. These funds were offered on condition that the Council entered into an agreement.

The funding offer, however, placed the balance of risk with the Accountable Body, in this case Halton Borough Council (HBC). Although some of the risks had been negotiated away, the most prominent risks for the Council remained as follows:-

- The Council must comply fully with the offer letter which included external verification of the claims;
- There was a specific clawback provision which would require the council to repay grant if the job target was not met. However, in turn, Halton would also enter into a clawback agreement with The Stobart Group to underwrite and share the risk in the event that the jobs or investments did not materialise or was reduced; and
- The responsibility for State Aid compliance rested with HBC. For this reason Halton would take advice regarding the potential implications of European Commission rules and regulations and implement appropriate procedures to monitor the project as it developed.

In conclusion, it was reported that these risks were similar to those previously accepted by Members in connection with other projects such as the Widnes Waterfront.

RESOLVED: That

- (1) Authority be given to the Operational Director for Economy, Enterprise & Property to

Operational  
Director –

negotiate funding drawdown arrangements with the Office for Business, Innovation and Skills to make the first claim from a £9m grant to undertake land remediation of 100 acres of brown field land; and provide rail infrastructure to open up HBC Field in order to prepare the 3MG site for private sector occupation and development; and

Economy,  
Enterprise &  
Property

- (2) The Council enters into a clawback arrangement with the Stobart Group to share the risk.

ESB6 MARSH BROOK

The Board considered a report which sought authority to enter into a contract with the Stobart Group in respect of the future flood risk management of Marsh Brook.

The Board was advised that the Council had been working in partnership with the Stobart Group since 2007 in order to bring forward development of 200 acres of brownfield land within Stobart's ownership. The development of this land was an integral part of the 3MG Masterplan and the aspiration to create up to 5000 new jobs at 3MG.

The Board was further advised that site development, comprising of a 528,000 sq ft distribution warehouse had been undertaken during 2009. Site preparation works had included the improvement of Marsh Brook, the realignment of the channel and the construction of a new outfall culvert to the River Mersey. The existing culvert, which was sited on land occupied by the Trans Pennine Trail and owned by the Council, had become blocked and as riparian owner, the Council had been responsible for its maintenance. However, to enable the Development to proceed, the culvert construction work had been planned to be undertaken and paid for by the Stobart Group.

It was reported that during the infrastructure design stage, the Stobart Group and their Consultants had liaised on their proposals to improve Marsh Brook with the Environment Agency (EA), who were the Regulatory Authority for such matters. However, due to the demanding time constraints in delivering the development, work had commenced prior to receiving formal Land Drainage Act Consent from the EA. Furthermore, unforeseen issues and

difficult site conditions during construction necessitated amendments to the proposals that were originally submitted to the EA.

Furthermore, it was reported that in order to keep to the development programme, the Marsh Brook improvement works had been completed without EA Consent. These works subsequently proved to be not acceptable to the EA in terms of obstructing flow and maintaining a natural gradient along the Brook.

As a consequence in March 2010 the EA served notice on Westlink Holdings (the registered land owners who were a subsidiary of the Stobart Group) to rectify the un-consented works. Unfortunately, matters had not been resolved and there was an ongoing legal dispute between the two parties.

In addition, it was reported that the Council had liaised with both parties, who were seeking to reach agreement, in an attempt to find an acceptable and amicable solution. The EA had indicated that they would be prepared to accept the current arrangement of Marsh Brook and would not proceed with their prosecution if an approved maintenance plan for Marsh Brook was put in place for a period of 30 years and the Council agreed to underwrite the flood management responsibility, which it would have a statutory obligation for from April 2012. Therefore, it was reported that the EA had agreed to cease the legal challenge.

It was reported that the Council guarantee would only be activated following default by Westlink and the Stobart Group, or their successors in title in respect of the flood risk management aspect of Marsh Brook. This agreement would be for 30 years and the Council would be paid in advance the estimated maintenance costs of £164,000. This money would be held by the Council on a reducing scale for the 30 years and a proportion of it would be refunded annually to the Stobart Group for every year the Council had not had to intervene and undertake the maintenance.

In conclusion, it was reported that it was imperative that the next phase of Stobart Park commenced at the earliest opportunity as job creation was key to the ongoing success of 3MG and resolving this existing dispute would pave the way for the next phase of the development.

RESOLVED: That Authority be given to the Operational | Operational

Director for Legal & Democratic Services to enter into a legally binding contract with the Stobart Group and other interested parties in respect of future flood risk management of Marsh Brook.

Director – Legal & Democratic Services

<b>REPORT TO:</b>	Environment & Urban Renewal Policy & Performance Board
<b>DATE:</b>	14 <sup>th</sup> March 2012
<b>REPORTING OFFICER:</b>	Strategic Director Policy & Resources
<b>PORTFOLIO:</b>	Resources
<b>SUBJECT:</b>	Performance Management Reports for Quarter 3 of 2011/12
<b>WARDS:</b>	Boroughwide

### **1.0 PURPOSE OF REPORT**

To consider and raise any questions or points of clarification in respect of performance management reports for the third quarter of 2011/12, to December 2011. The report provides extracts from the following Departmental Reports, falling within the remit of this Policy & Performance Board. It details progress against service objectives/milestones and performance targets, and describes factors affecting the service for:

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

### **2.0 RECOMMENDED: That the Policy and Performance Board**

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

### **3.0 SUPPORTING INFORMATION**

- 3.1 Directorate Overview reports and associated individual Departmental Quarterly Monitoring reports have been previously circulated via a link on the Members Information Bulletin to allow Members access to the reports as soon as they become available. These reports will also provide Members with an opportunity to give advanced notice of any



questions, points raised or requests for further information, to ensure the appropriate Officers are available at the Board Meeting.

- 3.2 Where a Department presents information to more than one Policy & Performance Board some reconfiguration of the reports has been actioned to reflect Board responsibilities as shown in the following papers.
- 3.3 The departmental objectives provide a clear statement on what the services are planning to achieve and to show how they contribute to the Council's strategic priorities. Such information is central to the Council's performance management arrangements and the Policy and Performance Board has a key role in monitoring performance and strengthening accountability.
- 3.4 From 2010/11 direction of travel indicators have also been added where possible, to reflect progress for performance measures compared to the same period last year.

#### **4.0 POLICY IMPLICATIONS**

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

#### **5.0 OTHER IMPLICATIONS**

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

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

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

#### **7.0 RISK ANALYSIS**

- 7.1 Not applicable.

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

- 8.1 Not applicable.

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

None under the meaning of the Act

## Departmental Quarterly Monitoring Report

<b><u>Directorate:</u></b>	Children & Enterprise
<b><u>Department:</u></b>	Economy, Enterprise and Property (Extract)
<b><u>Period:</u></b>	Quarter 3 - 1 <sup>st</sup> October – 31 <sup>st</sup> December 2011

### 1.0 Introduction

This quarterly monitoring report covers the Economy, Enterprise and Property Department third quarter period up to 31<sup>st</sup> December 2011. It describes 'key' developments and progress against 'key' milestones and performance indicators for the service.

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

### 2.0 Key Developments

#### 2.1 Business Development Team

The Business Development Team have produced a Halton Business Support Guide, a simple and straightforward guide to the range and type of business support currently available in the Borough of Halton. The guide provides information and up to date contact details about a range of business support initiatives including funding, innovation, resource efficiency, recruitment, training and starting your own business. The guide [www.halton.gov.uk/property/support.asp](http://www.halton.gov.uk/property/support.asp) is updated regularly to ensure that the business community in Halton has access to the most relevant and up to date business critical information.

The Business Development Team have begun to ramp up marketing activities in order to firstly, drive more traffic to the online commercial property search facility at [www.runcorn-widnes.com](http://www.runcorn-widnes.com) and secondly, to increase the uptake of Council owned industrial units. Marketing activities either on-going or planned include:

Other examples include developing an event with Google to promote ICT amongst Halton Businesses. Further marketing and promotion at Runcorn Rail Station and other gateways to the Borough planned.

#### 2.2 External Funding

The department co-hosted a Funding Marketplace in November 2011. Representatives were in attendance from Big Lottery Fund, Heritage Lottery Fund, WREN, John Moores Foundation and Morgan Foundation. Over 100 groups / Council Departments visited the event.

### **2.3 Major Projects**

The Hive at Venture Fields is progressing well with a number of businesses open or in process of fitting out. Good progress is being made at the Village Square at Castlefields. Retailers have commenced trading and 16 residential units completed.

### **2.4 Capital Works Team**

A key development commenced within the quarter included the development of Runcorn Market Hall as well as preparation for the refurbishment and relocation of staff from Grosvenor House to Rutland House. In addition, the partial refurbishment of Picow Farm Depot Office accommodation, the improvement to facilities at Lower House Lane and the demolition of Queens Hall is progressing.

## **3.0 Emerging Issues**

### **3.1 Business Support Services**

It is acknowledged that central government is awarding a number of Business Support contracts to the private rather than public sector. However in partnership with other Local Authorities, Halton is working to continue to provide a Business Support Service for local businesses. To this end, the LA is developing a European Regional Development Fund application which it is anticipated will run from April 2012 to March 2014.

### **3.2 External Funding**


It has been notable that funding for the third sector is being passported to third sector organisations. Nevertheless the LA has a key role in ensuring that funding accords with local priorities and supporting bids for Reaching Communities. In addition, central government is making funding available for large scale capital infrastructure schemes, notably through the regional growth fund and schemes such as the Enterprise Zone and growing places fund. Therefore, the work of the team is moving to focus on larger scale strategic, projects and bids.

### **3.3 Public Health**

In light of the closer working arrangements with the future Public Health move to the Local Authority, an emerging issue for the department will be the co-location of respective health teams if this is considered appropriate. This will have implications not least for IT infrastructures and accommodation.

#### 4.0 Service Objectives / milestones

##### 4.1 Progress against 'key' objectives / milestones

<b>Total</b>	<b>9</b>		9		0		0
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All 'key' the objectives and milestones have progressed as expected. Please refer to Appendix 1 for further information.

##### 4.2 Progress against 'other' objectives / milestones

<b>Total</b>	<b>9</b>		9		0		0
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All 'other' the objectives and milestones are progressing as expected and are therefore do not require reporting by exception at this time.

#### 5.0 Performance indicators

##### 5.1 Progress Against 'key' performance indicators

<b>Total</b>	<b>3</b>		1		1		1
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Of the three key performance indicators, one has progress as expected, one where progress is uncertain and one where it will not meet the end of year target.

For more information please refer to Appendix 2.

##### 5.2 Progress Against 'other' performance indicators

<b>Total</b>	<b>0</b>		0		0		0
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There are no 'other' performance indicators for the service.

## **6.0 Risk Control Measures**

Where a Key service objective has been assessed and found to have an associated 'High' risk, progress against the application of this risk treatment measures will be reported at year-end.

## **7.0 Progress against high priority equality actions**

There are no High Priority Equality Actions identified for the service.

## **8.0 Data quality statement**


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

## **9.0 Appendices**



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

**Appendix 1: Progress Against 'key' objectives / milestones**

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


Milestones	Progress Q 3	Supporting Commentary
Bid-Writing: Minimum of four large-scale bids advised on per annum by <b>March 2012</b>		The department has been working with the Carers Consortium to develop an application to the Big Lottery Fund for £350,000.

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


Milestones	Progress Q 3	Supporting Commentary
Scope the opportunities for 'Vikings and the Economy' Action Plan by <b>September 2011</b>		Scoping report has been developed jointly with the Vikings. Representatives from the club have been invited to present to the next Halton Tourism Business Network (TBN). It is anticipated thereafter that a sub-group of the TBN, made up of both public and private sector representatives, will progress the initiative
Review the land and property business portfolio (as part of the LEA) by <b>September 2011</b>		This review is complete and is helping us to implement Asset Management Plan priority deployments.

**Appendix 1: Progress Against 'key' objectives / milestones**

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





Facilitate Mersey Gateway acquisition and business relocation programme by <b>March 2012</b>		The Council commenced formal procurement in October 2011. Prequalification submissions are currently being evaluated. The issue of Invitation to Participate in the Dialogue will be in February 2012, with issue invitation to submit final tender in January 2013, tenders to be returned in February 2013. A Preferred Tenderer will be confirmed in May 2013 and project agreement award and mobilization in October 2013. The land acquisition and business relocation programme has already commenced with serving of the General Vesting Declarations Numbers 1-4 and will be completed by April 2013.
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Ref	Objective
EEP 4 (previous references: EEB05, 06, 07, 08 & 10)	The delivery of the Council's major regeneration schemes

Milestones	Progress Q 3	Supporting Commentary
Draft Runcorn Town Centre Action Plan by <b>April 2011</b> .		The draft action plan has been completed and reported to full members briefing. A prospectus for Runcorn Town Centre has been prepared and expressions of interest will be invited from potential developers in Q4.








**Appendix 1: Progress Against 'key' objectives / milestones**

Ref	Objective	
EEP 4 (Continued) (previous references: EEB05, 06, 07, 08 & 10)	The delivery of the Council's major regeneration schemes	
3MG: Commence construction of western link road and warehouse development on HBC Field by <b>October 2011</b>		<p>Preparatory work on the link road commenced in September 2011. The main link road works and the warehouse development were to commence in December 2011.</p> <p>However, with the potential legal challenge pending the developer has not progressed the road or the warehouse development. We are now waiting a response from the developer and customer on the scheme timetable.</p>
Completion of 'Hive' Leisure Development at Widnes Waterfront by <b>March 2012</b>		<p>Practical completion at the Hive took place on 5<sup>th</sup> September 2011.</p> <p>Reel cinema, Widnes Super Bowl, Frankie and Bennys and Nandos are now open to the public. The Premier Inn and pub are due to open late February 2012.</p>
Review the Mersey Gateway Regeneration Strategy by <b>March 2012</b>		<p>An audit of the Mersey Gateway Strategy has been completed and it is now being considered in conjunction with the Core Strategy Key Areas of Change. A number of the projects identified in the strategy are already in progress, the next steps is to identify the next phase of priorities.</p>
Commence implementation of Runcorn Town Centre Action Plan phase by <b>March 2012</b>		<p>The Action Plan implementation has begun with an advert being placed in the Estates Gazette in January 2012 requesting expressions of interest by mid February 2012. Specific sites would be taken forward to the market in March 2012.</p>

**Appendix 2: Progress Against 'key' performance indicators**

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
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Service Delivery							
<u>DIS LI05</u> (previous reference EEB LI05)	Number of investment enquiries per annum	162	180	130			The number of investment enquiries continues to be affected the current economic climate and the decline of inward investment promotion at a regional and sub-regional level
<u>DIS LI06</u> (previous reference EEB LI06)	Inward investment enquiry conversion rate %	14.8	9	19%			The number of conversions in Quarter 3 has increased and exceeds the annual target
<u>DIS LI07</u> (previous reference EEB LI07)	Contribution to jobs created as result of the service\s being provided (departmental)	244	350	178.5			Increase in Quarter 3, however unlikely to achieve revised target of 350 (original target was 225)

<b>Appendix 3: Financial Statement</b>
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## ECONOMY, ENTERPRISE &amp; PROPERTY DEPARTMENT

## SUMMARY FINANCIAL POSITION AS AT 31st DECEMBER 2011

	Annual Budget £'000	Budget to Date £'000	Expenditure to Date £'000	Variance to Date (Overspend) £'000
<b><u>Expenditure</u></b>				
Employees	4,563	3,740	3,761	(21)
Repairs & Maintenance	2,736	1,432	1,470	(38)
Energy & Water Costs	936	505	453	52
NNDR	918	914	926	(12)
Rents	1,061	880	887	(7)
Marketing Programme	11	10	10	0
Promotions	35	27	23	4
Development Projects	85	25	25	0
Supplies & Services	1,921	1,779	1,786	(7)
Agency Related Payments	193	56	63	(7)
Property Rationalisation Saving Target	-327	0	0	0
<b>Total Expenditure</b>	<b>12,132</b>	<b>9,368</b>	<b>9,404</b>	<b>(36)</b>
<b><u>Income</u></b>				
Rent - Markets	-806	-604	-576	(28)
Rent - Industrial	-953	-721	-603	(118)
Rent - Commercial	-560	-420	-439	19
Sales	-3	-2	-10	8
Fees & Charges	-336	-170	-205	35
Reimbursements	-440	-94	-80	(14)
Government Grant Income	-1,407	-542	-541	(1)
Recharges to Capital	-908	-297	-201	(96)
Schools SLA Income	-714	-694	-698	4
Transfer from Reserves	-353	0	0	0
<b>Total Income</b>	<b>-6,480</b>	<b>-3,644</b>	<b>-3,353</b>	<b>(291)</b>
<b>Net Operational Expenditure</b>	<b>5,652</b>	<b>5,824</b>	<b>6,051</b>	<b>(227)</b>
<b><u>Recharges</u></b>				
Premises Support	1,713	1,207	1,207	0
Office Accommodation	282	211	211	0
Transport	57	38	38	0
Central Support Services	1,768	1,326	1,326	0
Asset Charges	2,307	5	5	0
Accommodation Recharge	-3,838	-2,879	-2,879	0
Support Service Recharges	-2,125	-1,614	-1,614	0
Repairs & Maintenance	-2,366	-1,774	-1,774	0
<b>Net Total Recharges</b>	<b>-2,202</b>	<b>-3,480</b>	<b>-3,480</b>	<b>0</b>
<b>Net Department Total</b>	<b>3,450</b>	<b>2,344</b>	<b>2,571</b>	<b>(227)</b>

**Appendix 3: Financial Statement**

**Comments on the above figures**

At the end of Quarter 3 revenue spending is over budget due to a number of reasons.

Firstly, Employee expenditure is above budget as staff savings targets will not be achieved within the department (due to the insufficient level of staff turnover within the Department, particularly within the Corporate and School cleaning services).




Energy and Water costs are under budget due to efficiency improvements that been implemented within the buildings throughout the Council.

Rental income for both Markets and Industrial units are below budget because of low occupancy rates due the current economic climate which still remains challenging, in particular there are a large number of vacant units in Seymour Court.

There is a significant shortfall in capital salaries income to date, as the scope to attribute fees to capital salaries has reduced considerably. As a result the related costs will need to be reviewed for the future.




<b>Appendix 4: Explanation of Symbols</b>
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Symbols are used in the following manner:

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

#### **Direction of Travel Indicator**

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

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

## Departmental Quarterly Monitoring Report

<b><u>Directorate:</u></b>	Communities Directorate
<b><u>Department:</u></b>	Community and Environment Services
<b><u>Period:</u></b>	Quarter 3 - 1 <sup>st</sup> October – 31 <sup>st</sup> December 2011

### 1.0 Introduction

This quarterly monitoring report covers the Community and Environment Services 3<sup>rd</sup> quarter period up to 31<sup>st</sup> December 2011. It describes 'key' developments and progress against 'key' milestones and performance indicators for the service.

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

### 2.0 Key Developments

#### **2.1 Open Space Services**

In October 2011 the Open Space Service moved out of its office at Picow Farm Depot to allow asbestos to be removed and a refurbishment of the accommodation to take place. The depot will continue to function throughout the refurbishment period which is expected to be completed by the end of 2011/12 year. Front line staff are currently accommodated in portacabins whilst office based staff are located at Runcorn Town Hall, Stobart Stadium Halton and Victoria Park. When the works are completed all of the main office based functions of the Open Space Service, the events team and Cemeteries & Crematoriums will be brought together in one place for the first time.

Improvements have been carried at Widnes Crematorium that have better facilitated the storage of cremated remains. An office area has also been created for the Crematorium Technician and in Q4 a public toilet will be added. The works have facilitated the closure of the Cemetery Lodge which closed at the end of Q2.

In December 2011 the Open Space Service won the APSE (Association for Public Service Excellence) Performance Networks 'Best Performer' award for its service delivery in the sphere of Parks, Open Spaces and Horticulture. The service gained the award based upon its submitted performance indicator data for the year 2010/11.

**2.2 Waste and Environmental Improvement Services**

The Vehicle Permit Scheme for accessing the Council’s Household Waste Recycling Centres (HWRC’s) was introduced on 7<sup>th</sup> November 2011. The Scheme was introduced to help deter and reduce abuse of the Centres by traders who illegally deposit their commercial waste.

In the first two moths of the scheme being operated, annual permits have been issued to approximately 600 households and ‘temporary’ permits have also been issued to a further 500 people who, for example, may have hired or borrowed a vehicle for a single visit to a HWRC.

Early indications are that since the introduction of the scheme there has already been a fall in the levels of waste deposited at the Centres, particularly builder’s rubble, which demonstrates the positive impact that the Scheme is having on reducing both the levels of waste and the Council’s costs of operating the Centres.

**Enforcement Activities**

During Q3, there were 9 successful prosecutions and 127 Fixed Penalty Notices issued for litter and waste offences. This takes the total numbers for this financial year to 22 and 326 respectively. A total of 266 other enforcement actions were also carried out during Q3, including issuing of warning letters, statutory notices and other investigations.

**3.0 Emerging Issues**

There are no emerging issues to report at this time.

**4.0 Service Objectives / milestones**

**4.1 Progress against ‘key’ objectives / milestones**

<b>Total</b>	<b>8</b>		<b>8</b>		<b>0</b>		<b>0</b>
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All ‘Key’ objectives/milestones are currently on target at this point in the financial year.

Further details of progress concerning ‘Key’ objectives/milestones for the service are provided within Appendix 1

#### 4.2 Progress against 'other' objectives / milestones

Total	2		2		0		0
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All other performance indicators are currently on target at this point in the year and are therefore reported by exception.




#### 5.0 Performance indicators

##### 5.1 Progress Against 'key' performance indicators

Total	6		6		0		0
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Further details of progress concerning 'Key' performance indicators for the service are provided within Appendix 3.

##### 5.2 Progress Against 'other' performance indicators

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

#### 6.0 Risk Control Measures

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

Where a Key Service Objective has been assessed and found to have associated 'High' risk, progress against the application of risk treatment measures will be monitored, and reported at year-end.



### **7.0 Progress against high priority equality actions**

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

### **8.0 Data quality statement**





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

### **9.0 Appendices**

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




## Appendix 1: Progress Against 'key' objectives / milestones

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

Milestones	Progress Q 3	Supporting Commentary
<i>Runcorn Hill Park – Parks for People bid. Work up bid to 'Second Round' submission stage (subject to success of First Round), <b>Feb 2012</b>. (AOF10, 12 &amp; 29)</i>		Work is progressing with the bid. Work on the quarry heritage elements have continued through Q2 and are expected to be completed Q3. The bid is currently on schedule for submission to the Heritage Lottery Fund (HLF) in February 2012.
<i>Woodland Expansion - Additional 200m2 of Woodland planted Boroughwide, <b>Mar 2012</b>. (AOF10, 12 &amp; 29)</i>		Tree planting will take place in Q3 and Q4. The milestone is on target to be delivered by March 2012.
<i>Develop a 'Greenspace Strategy', <b>Jul 2011</b> (AOF10, 12 &amp; 29)</i>		The Greenspace Strategy was in a third draft by the end of Q3 and on target for completion for March 2012.
<i>Create new park and associated landscape improvements at Upton, <b>Mar 2012</b>. (AOF10, 12 &amp; 29)</i>		The first phase in the creation of a new park for Upton which consisted of a Multi Use Games Area, an adventure play area and associated landscape works was completed May 2011. Design work is currently ongoing for the second phase of works and it is anticipated that the project will be completed on schedule by March 2012.

## Appendix 1: Progress Against 'key' objectives / milestones


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

Milestones	Progress Q 3	Supporting Commentary
Carry out a full review of waste and recycling collection systems and implement new policies/operational arrangements as determined by the outcome of the review. <b>Jan 2012</b> (AOF5 & 36)		A review of waste and recycling collection systems is underway. Future updates on the outcome of the review, and proposed changes to service provision as a result, will be presented to Members.
Commence a review of the Council's Waste Management Strategy. <b>Mar 2012</b> (AOF5 & 36)		A review of the Council's Waste Management Strategy will be commenced within the stated timescale.
Deliver projects and initiatives to help improve energy efficiency and reduce CO <sub>2</sub> emissions. <b>Mar 2012</b> (AOF36)		A series of projects and initiatives are on-going. Examples include the production of a 'green guide' to help Council staff become more energy efficient and the continuing programme to support building managers and other responsible officers to help them analyse energy usage data and implement actions to deliver energy efficiencies.

**Appendix 1: Progress Against 'key' objectives / milestones**









Ref	Objective
CE7	Undertake actions to maintain a clean, safe and attractive borough.

Milestones	Progress Q 3	Supporting Commentary
Develop Action Plans and Protocols with External Agencies to effectively prevent and tackle a range of waste and environmental offences. <b>Mar 2012</b> (AOF5, 27 & 36)		The Council continues to work successfully with its partners and Officers will continue to seek opportunities to agree and develop Action Plans, Protocols and effective joint working arrangements.





## Appendix 2: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
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Service Delivery							
<b>CE LI 18</b>	Greenstat-Survey, Satisfaction with the standard of maintenance of trees, flowers and flower beds. (Previously EAR LI8)	96.88%	74%	100.00%			Taken from the Greenstat Survey. Satisfaction with the Borough's parks remains high.
<b>CE LI 19</b>	Residual household waste per household (Previously NI191)	688.86	700	490			This is a cumulative figure however, performance in Q3 is better than the corresponding period from last year (523.28) and early indications are that this target will be exceeded.
<b>CE LI 20</b>	Household waste recycled and composted (Previously NI192)	38.1%	40%	39.32%			Waste production is subject to seasonal variation and current performance levels will likely fall, however, performance in Q3 is better than the corresponding period from last year (37.9%) and indications are that this years target will be exceeded.
<b>CE LI 21</b>	Municipal waste land filled (Previously NI193)	63.79%	62%	61.04%			Waste production is subject to seasonal variation and current performance levels will change, however, it is anticipated that this target will be met.

**Appendix 2: Progress Against 'key' performance indicators**

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
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Quality							
<b><u>CE LI 23</u></b>	Satisfaction with the standard of cleanliness and maintenance of parks and green spaces. (Previously EAR LI2)	100%	92%	100.00%			Monitored via the Greenstat Survey. Satisfaction with the Borough's parks remains high. All participants in the Greenstat surveys considered the Borough's parks to be clean and well maintained.
<b><u>CE LI 24</u></b>	Number of Green Flag Awards for Halton (Previously EAR LI3)	12	12	12			All twelve Green Flag Award parks retained the award.

**Appendix 3: Emerging Indicators**

**Proposed Performance Indicators  
(Derived from Department of Culture, Media and Sport Business Plan)**

Ref <sup>1</sup>	Description	Halton 09/ 10 Actual	Halton 10/11 Target	Halton 10/11 Actual	Halton Targets		
					11/12	12/13	13/14
	<i>Input Indicator</i> – DCMS subsidy per home with broadband access that would not otherwise be connected	Further detailed information is awaited from Department of Culture, Media and Sport Business Plan regarding the above measures. The Business Plan can be obtained from the Number10.gov website.					
	<i>Input Indicator</i> – Tourism (e.g. subsidy per foreign visitor)						
	<i>Input Indicator</i> – Arts (e.g. Arts Council England subsidy per funded performance)						
	<i>Input Indicator</i> – Museums (e.g. subsidy per visit)						
	<i>Input Indicator</i> – Sport (e.g. subsidy per coach, subsidy per total number of sport sessions)						
	<i>Input Indicator</i> – Heritage (e.g. subsidy per property, subsidy per visit)						
	<i>Impact Indicator</i> – Proportion of adults and children who regularly participate in sport						
	<i>Impact Indicator</i> - Proportion of adults and children who regularly participate in cultural activities and/or proportion of adults and children satisfied with their last cultural experience						
	<i>Impact Indicator</i> – Proportion of people who volunteer or donate to cultural or sporting organisations						
	<i>Impact Indicator</i> – Proportion of people employed in tourism and/or spend per foreign visitor						
	<i>Impact Indicator</i> – UK broadband take-up						

<sup>1</sup> Further detailed information is awaited from Department of Culture, Media and Sport Business Plan regarding the above measures. The Business Plan can be obtained from the Number10.gov website.

## Appendix 4: Financial Statement

## COMMUNITY &amp; ENVIRONMENT DEPARTMENT Revenue Budget as at 31/12/2011

	Annual Budget £'000	Budget To Date £'000	Actual to Date £'000	Variance To Date (overspend) £'000
<b><u>Expenditure</u></b>				
Employees	11,565	8,684	9,135	(451)
Other Premises	1,144	771	689	82
Supplies & Services	1,286	960	835	125
Book Fund	232	174	93	81
Promotional	153	115	164	(49)
Other Hired Services	936	661	638	23
Food Provisions	541	388	338	50
School Meals Food	1,614	871	856	15
Bar Provisions	329	253	272	(19)
Transport	30	22	27	(5)
Other Agency Costs	951	702	644	58
Waste Disposal Contracts	5,232	2,682	2,521	161
Leisure Management Contract	1,395	799	851	(52)
Development Projects	213	0	0	0
Capital Financing	84	5	5	0
<b>Gross Spending</b>	<b>25,705</b>	<b>17,087</b>	<b>17,068</b>	<b>19</b>
<b><u>Income</u></b>				
Sales Income	-1,891	-1,363	-1,349	(14)
School Meals Sales	-2,128	-1,054	-1,065	11
Fees & Charges Income	-2,588	-1,857	-1,785	(72)
Rents Income	-83	-63	-34	(29)
Government Grant Income	-26	-20	-58	38
Reimbursements & Other Grant Income	-893	-727	-715	(12)
Schools SLA Income	-240	-136	-127	(9)
Internal Fees Income	-319	-239	-202	(37)
School Meals Other Income	-1,850	-1,593	-1,626	33
Capital Salaries	-101	-61	-61	0
Transfers From Reserves	-290	-211	-211	0
<b>Gross Income</b>	<b>-10,409</b>	<b>-7,324</b>	<b>-7,233</b>	<b>(91)</b>
<b>Net Operational Expenditure</b>	<b>15,296</b>	<b>9,763</b>	<b>9,835</b>	<b>(72)</b>
<b><u>Recharges</u></b>				
Premises Support	1,186	846	846	0
Transport Recharges	2,162	1,529	1,529	0
Departmental Support Services	9	0	0	0
Central Support Services	2,925	2,204	2,204	0
Asset Charges	2,399	0	0	0
HBC Support Costs Income	-314	-63	-63	0
<b>Net Total Recharges</b>	<b>8,367</b>	<b>4,516</b>	<b>4,516</b>	<b>0</b>
<b>Net Departmental Total</b>	<b>23,663</b>	<b>14,279</b>	<b>14,351</b>	<b>(72)</b>



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

Net operational budget is £72,000 above budget profile at the end of the third quarter of the financial year. Employee spending is still the main area of concern as well as internal and external fees incomes lines.

Staffing expenditure continues to spend above budget, though primarily due to savings targets for premium pay elements. Libraries have made savings in this area by reducing posts and adjusting hours worked. The use of agency staff for Open Spaces and Waste Management to sustain front line services is a main factor in the collective overspends. All Overtime budgets are in an overspend position with the exception of School Catering.

Supplies and Services expenditure is continuing to spend under budget as managers across the Department make savings mainly on advertising and marketing, but also school meals repairs and equipment.

Quarter three has seen a large amount of expenditure on the promotional heading. Income for these events is actually overachieving but is offset by shortfalls in a number of income budgets within Open Spaces and Waste Management. A general fall in custom has been experienced across other divisions like the Stadium and winter has an impact on some Commercial Catering cost centres such as parks. Sales incomes have fallen in quarter three and are not in proportion with the earlier part of the year. The Stadium has suffered due to no fixtures whilst the pitch is re-laid and registrars, cemeteries and crematorium incomes have also dipped. It is possible all these incomes could pick up but reliance on custom received.

Food provisions continue to be lower than budget profile with a fall in purchases for Stadium fixtures and savings made on School catering contracts. As mentioned above, Stadium income, both internal and external has suffered due to lower sales of food products meaning any chance of profits are also not realised.

Contracts for Waste Management and Leisure & Recreation have been evaluated from updated information obtained on projected costs. It is likely Waste management costs will underspend. The Leisure contract had a significant budget reduction last year and contract prices remain at a higher level. It is not expected to fully meet this requirement for the full year.

Leisure & Recreation reimbursement income for the use of sports facilities by the Ormiston Bolingbroke Academy has been resolved and income has now been received. Future year's incomes could be affected if the Academy does continue to look to other providers. Rents income continues to be affected by the reduction in use by Everton, who may not wish to use the artificial pitch. However, other sources of rental income may be possible once the pitch works are completed.

At this stage, net expenditure for the Department is anticipated to be £90,000 above budget at the end of the financial year.




<b>Appendix 4: Financial Statement</b>
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**Capital Projects as at 31 December 2011**

	2011/12 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
Stadium Minor Works	30	23	47	(17)
Children's Playground Equipment	75	56	5	70
Landfill Tax Credit Scheme	340	255	5	335
Playground Arley Drive	114	85	105	9
The Glen	32	24	33	(1)
Crow Wood Park	9	6	17	(8)
Open Spaces Scheme	150	113	53	97
Runcorn Cemetery Extension	256	192	98	158
Installation of 5 Multi Use Games Areas	107	80	78	29
Allotments	6	4	6	0
Dev of Facilities at RTH Park	127	95	16	111
Litter Bins	20	15	1	19
<b>Total Spending</b>	<b>1,266</b>	<b>948</b>	<b>464</b>	<b>802</b>




## Appendix 5: Explanation of Symbols

Symbols are used in the following manner:

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

#### Direction of Travel Indicator

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

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

## Departmental Quarterly Monitoring Report

<b><u>Directorate:</u></b>	Policy & Resources
<b><u>Department:</u></b>	Policy, Planning & Transportation
<b><u>Period:</u></b>	Quarter 3 - 1 <sup>st</sup> October – 31 <sup>st</sup> December 2011

### 1.0 Introduction

This quarterly monitoring report covers the Policy, Planning & Transportation Department 3<sup>rd</sup> quarter period up to 31<sup>st</sup> December 2011. It describes 'key' developments and progress against 'key' milestones and performance indicators for the service.

The way in which the Red, Amber and Green, (RAG), symbols and Travel Indicator symbols have been used to reflect progress to date is explained in Appendix 6.

### 2.0 Key Developments

#### **2.1 Mersey Gateway**

As mentioned in the 2011/12 Quarter 2 report, the Project Team received Conditional Funding Approval in October 2011.

Procurement has now commenced with the prequalification process aimed at selecting three bidding groups that can provide evidence to demonstrate that they are the most suitably qualified candidates to compete for the Mersey Gateway Bridge contract. The private sector was invited to express an interest in the project by a Contract Notice which appeared in the Official Journal of the European Union on 24<sup>th</sup> October 2011.

Interested parties were required to forward their submissions to the Council by noon on 14<sup>th</sup> December 2011.

#### **2.2 Highways Development**

The Council was notified on 14<sup>th</sup> December 2011 of additional government grant funding allocated to the Integrated Transport Block for 2011/12. Halton's allocation is £113,000. This will be added to the current year's capital programme, to fund works identified in the Local Transport Plan (LTP) Implementation Plan.

Also in December, the Department for Transport (DfT) confirmed the 2012/13 capital block funding for highways maintenance and small transport improvement schemes as:

- Integrated Transport £725,000
- Highways Capital Maintenance £2,078,000

### **2.3 Development Services**

#### **Major Planning Applications of Interest:**

- 10/00214/FUL. Proposed erection of mezzanine sales floor and associated internal and external works at ASDA, Widnes Road, Widnes, Cheshire WA8 6AF.
- 11/00368/OUT. Outline application (with appearance, landscaping, layout and scale matters reserved) for demolition of all existing structures and the construction of a new non-food retail development (A1 use class), with associated access, parking and servicing facilities at Frank Armit and Adjoining Units, Victoria Street, Widnes, Cheshire, WA8 7UE.
- 11/00396/FULEIA. Proposed new building to house a third alumina fibre production line, electrical switch room and process plant at Saffil Ltd, Tanhouse Lane, Widnes, Cheshire, WA8 0RY
- 12/00001/FULEIA. Proposed works to tie in to the existing highway network at the A562 Speke Road and the A533 Queensway in Widnes and new works in South Widnes arising from the provision of the Mersey Gateway Bridge on land at Widnes lying between Speke Road and the River Mersey.
- 12/00002/FULEIA. Proposed works to provide a new cable stay maximum 3 tower bridge to carry a dual three lane road over the River Mersey in Halton known as the Mersey Gateway Bridge to tie in to the Widnes approach works to the north of the St Helens Canal in South Widnes and the Runcorn/Central Expressway works to the south of the Manchester Ship Canal at land at Widnes and Runcorn.
- 12/00003/FULEIA. Proposed works to the existing highway network (specifically parts of Central Expressway, Lodge Lane junction and Weston Link junction) arising from the provision of the Mersey Gateway Bridge and new works to tie in to the new bridge to the north of Bridgewater Junction.

### **3.0 Emerging Issues**

#### **3.1 Logistics**

It should be noted that the current Real Time Passenger Information (RTPI) system is due to be switched off on the 31<sup>st</sup> March 2012. The system is delivered in partnership with Merseytravel and they have taken the decision to decommission the system as of the end of March 2012. Merseytravel are in the process of procuring a new RTPI system, however, this will not be operational until later in the year. Officers will continue to meet with Merseytravel to discuss the possibility of working in partnership to deliver a new RTPI system for the Borough.

It should also be noted that the proposed reductions to the contracted local bus network are currently out to consultation and the responses to this exercise will require assessment.

#### **3.2 Winter Maintenance**

Winter highway maintenance activities are ongoing. However the unusually mild winter conditions to date have meant that the numbers of gritting runs required (12) and grit usage (300 tonnes) to end of Q3 are only 26% of that required to end of Q3 last year.

#### **3.3 Development Services**

The Design of Residential Development Supplementary Planning Document (SPD) is going out for a six week period of public consultation from Friday 27<sup>th</sup> January to Friday 9<sup>th</sup> March.

**4.0 Service Objectives / milestones**

**4.1 Progress against 'key' objectives / milestones**

<b>Total</b>	<b>11</b>		<b>9</b>		<b>1</b>		<b>1</b>
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The significant proportion of service objectives are being delivered as planned and further details of progress are provided within Appendix 1.



**4.2 Progress against 'other' objectives / milestones**

<b>Total</b>	<b>1</b>		<b>1</b>		<b>0</b>		<b>0</b>
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The one 'other' objective / milestone is progressing as expected and is therefore not being reported by exception at this time.

**5.0 Performance indicators**

**5.1 Progress Against 'key' performance indicators**

<b>Total</b>	<b>7</b>		<b>1</b>		<b>1</b>		<b>5</b>
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Annual targets relating to the processing of planning applications and bus passenger journeys are unlikely to achieve targeted levels by financial year-end. Additional details for all key indicators are provided within Appendix 2.

There are also a further six key performance indicators which can not be reported at this time due to the unavailability of data.

## 5.2 Progress Against 'other' performance indicators

Total	8		5		1		2
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Whilst the majority of other performance indicators remain on track it is unlikely that targets relating to employers with green travel plans and compensation claims due to alleged highway / footway defects will be achieved. Information on those three indicators being reported by exception is provided within Appendix 3.

There are a further 11 other performance indicators which cannot be reported at this time due to the unavailability of data.

## 6.0 Risk Control Measures

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

Where a Key Service Objective has been assessed and found to have associated 'High' risk, progress against the application of risk treatment measures will be monitored and reported at year-end.

## 7.0 Progress against high priority equality actions

Any high priority equality actions identified by the service will be reported at year-end.

## 8.0 Data quality statement

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





**9.0 Appendices**



- Appendix 1 Progress Against 'key' objectives / milestones
- Appendix 2 Progress against 'key' performance indicators
- Appendix 3 Progress against 'other' performance indicators
- Appendix 4 Indicators to be reported at year end
- Appendix 5 Financial Statement
- Appendix 6 Explanation of use of symbols

**Appendix 1: Progress Against 'key' objectives / milestones**

Ref	Objective
PPT 05	<b>Mersey Gateway – Complete the procedural process to achieve all necessary orders and conditional approval of the Business Case for the construction of the Mersey Gateway within the timescales required.</b>



Milestones	Progress Q 3	Supporting Commentary
Conditional Funding Approval Granted by Ministers – <b>Autumn 2011.</b>		Conditional Funding received in October 2011. Construction of the new bridge is expected to begin in 2013 and is due to be open for traffic in 2016. The construction cost (including land) is around £600m which the Department for Transport (DfT) will support with a mixture of capital grant and revenue funding for the bridge's continued operation. The DfT will contribute £14.55m per annum over the 27 year operation period.
Commence the Execution of Compulsory Powers for Land Acquisition – <b>Commenced July 2011.</b>		Ongoing. Advanced works have commenced including remediation pilot trials and ground investigation works.

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

Milestones	Progress Q 3	Supporting Commentary
HM Treasury approval (Chief Secretary) for Conditional Funding Bid - <b>Autumn 2011.</b>		Completed with approval being received October 2011.
Publish invitation to prospective tenders in the Official Journal of the European Union (OJEU) – <b>Autumn 2011.</b>		Official Journal of the European Union (OJEU) notice published 24 <sup>th</sup> October 2011. Submissions received back on 14 <sup>th</sup> December 2011.


**Appendix 1: Progress Against 'key' objectives / milestones**

Ref	Objective
PPT cont'd 06	<b>Mersey Gateway - Commence the procurement process for the construction of Mersey Gateway to ensure that the project can be completed within the required timescales.</b>

Milestones	Progress Q 3	Supporting Commentary
Announce Prequalification Results - <b>Spring 2012.</b>		Ongoing. Still on target to announce early Spring 2012.
Commence Competitive Dialogue process – <b>Spring 2012.</b>		



**Appendix 1: Progress Against 'key' objectives / milestones**

Ref	Objective
PPT 07	LTP Capital Programme - Deliver the LTP Capital Programmes to ensure that the transport system is maintained and developed to meets local needs

Milestones	Progress Q 3	Supporting Commentary
To deliver the 2011/12 LTP Capital Programme <b>March 2012.</b>		<p>The LTP Capital Programme comprises two blocks:</p> <p><u>Highways Capital Maintenance</u></p> <p>(£1,983k budget) All programmed major structural maintenance schemes (carriageway and footway reconstructions) were completed by the end of Quarter 3.</p> <p><u>Integrated Transport</u></p> <p>(£680k budget): Sustainable transport and highway improvements to assist walking, cycling and buses in and around Hough Green neighbourhood centre commenced in quarter 3. Public consultation on similar measures at Halton Brook was undertaken in December with works programmed to commence early in quarter 4, together with a programme of bus stop upgrades at Weston.</p>



**Appendix 1: Progress Against 'key' objectives / milestones**

Ref	Objective
PPT 09	<b>Silver Jubilee Bridge Complex Major Maintenance Scheme – Delivery of the remaining programme of major works identified within the revised SJB Complex Maintenance Strategy to ensure continued unrestricted availability of the SJB crossing and to allow future maintenance to be delivered on a steady state, lifecycle planned basis.</b>

Milestones	Progress Q 3	Supporting Commentary
Review progress, revise SJB maintenance strategy document and deliver 2011/12 works programme in accordance with Project Plan <b>March 2012</b>		2011/12 Works programme ongoing. Concrete repair of Runcorn approach complete.  Major works to complete refurbishment below deck in the SJB Widnes spandrel and side span and to refurbish and increase the height of SJB pedestrian parapets has commenced.
Complete consideration of implications of approval of Mersey Gateway project for funding and delivery of future major bridge maintenance requirements within Silver Jubilee (SJB) Complex - <b>December 2011</b> (depending upon the outcome of the Secretary of State's decision).		Formal confirmation of details of the Mersey Gateway funding has been received from Secretary of State.  Liaison ongoing with Mersey Gateway team to determine the extent of delinking and demolition works which are within extent of the Design, Build, Finance & Operate (DBFO) contract.  Department for Transport to be approached by March 2012 to advise them of reduced Major Maintenance Scheme funding requirement and to ascertain opinion regarding deferring high level maintenance work (and funding provision) until Mersey Gateway open to traffic and SJB can be closed for 6 to 9 months.











**Appendix 1: Progress Against 'key' objectives / milestones**

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

Milestones	Progress Q 3	Supporting Commentary
Increased number of Disability Discrimination Act (DDA) compliant bus stops.		There has been a 3.65% increase in the number of bus stops now DDA compliant. It is planned to make improvements to a further 10 bus stops in Q4.
Improved quality bus partnerships and punctuality of services.		The Authority continues to work with operators to improve the public transport network within the Borough, for example on the draft Local Sustainable Transport Fund Bid and the recently announced Better Bus Fund.  Additional information concerning bus punctuality is provided overleaf.





**Appendix 2: Progress Against 'key' performance indicators**

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
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Service Delivery							
<b>PPT LI 07 NI 157</b>	Processing of planning applications as measured against targets for:						
	a) 'major' applications	44.4%	60%	28.6			Planning application processing has been impacted due to an increase in the applications workload, for example major applications for Ineos, 3MG, and Widnes Town Centre / Widnes Waterfront. As a result, performance this quarter is lower than the same period last year and at this stage it is unlikely the annual targets can be achieved.  Opportunities for improvement will be investigated as part of the wave 3 Efficiency Review.
	b) 'minor' applications	36%	80%	27.6			
	c) 'other' applications	55.56%	80%	45.9			
<b>PPT LI 23 NI 178</b>	Bus service punctuality, Part 1: The proportion of non frequent scheduled services on time (%):						
	a) Percentage of buses starting route on time	96.77%	97.6%	96.29%			This figure is slightly down on the same period last year. Although it is anticipated this will improve through Quarter 4 attainment of the annual target remains uncertain  This indicator continues to perform well and has shown a slight improvement.
b) Percentage of buses on time at intermediate timing points	87.1%	85%	87.21%				



**Appendix 2: Progress Against 'key' performance indicators**

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
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<b>Fair Access</b>							
<b><u>PPT</u> <u>LI 28</u></b>	No. of passengers on community based accessible transport	266,230	267,000	183,402			Quarter figures continue to show a steady decline, mainly due to reduced numbers of passengers using community transport services as a result of charging introduced from April 2011.
<b><u>PPT</u> <u>LI 31</u>  NI 177</b>	Number of local bus passenger journeys originating in the authority area in one year (000's)	6,293	6150	1287			Patronage figures for this indicator show a significant drop in anticipated levels. One operator has reported a drop of approximately 200,000 journeys. The operator is now in the process of re-evaluating the figures provided in order to verify the accuracy of the data.



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

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
<b>Cost &amp; Efficiency</b>							
PPT LI 02	Number of third party compensation claims received due to alleged highway / footway defects	149	110	107			<p>There have been 107 3rd party claims received by the end of Q3 and it is unlikely that the annual target will be satisfied although it is expected that the actual figures for 2010/11 will be bettered.</p> <p>It should be noted however that the numbers of successful claims remains a relatively low proportion of all claims received.</p>

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

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
<b>Service Delivery</b>							
PPT LI 16	Damage to roads and pavements (% dangerous damage repaired within 24 hours).	98.37	98	96.8			The percentage of repairs completed within 24hrs has reduced to 96.8% and this is largely due to relatively poor contractor performance in Dec 2011. Investigation of the reasons for this is ongoing.
PP LI 18	Percentage of employers (> 100 employees) with Green Travel Plans in place.	62%	66%	50.68%			There are now 73 businesses registered in the Borough employing more than 100 Employees, an increase of 13 businesses on the initial baseline data. Therefore, reducing the current number of businesses with travel plans to 50.68%. Work continues to develop work based travel plans with four new travel plans being developed.

<b>Appendix 4: Indicators to be reported at year end</b>
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The following indicators are to be reported at year end due to the availability of data.

**'Key' Performance Indicators**

<b><u>PPT LI 10</u></b> <sup>1</sup>	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)
<b><u>PPT LI 11</u></b> <sup>1</sup>	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)
<b><u>PPT LI 12</u></b> <sup>1</sup>	No. of people slightly injured in road traffic collisions.
<b><u>PPT LI 19</u></b> <sup>1</sup> <b><u>(Previously 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.
<b><u>PPT LI 20</u></b> <sup>1</sup> <b><u>(Previously 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.
<b><u>PPT LI 24</u></b> <b><u>(Previously NI 189)</u></b>	Flood and coastal erosion risk

**'Other' Performance Indicators**

PPT LI 05 (Previously NI 154)	Net additional homes provided
PPT LI 06 (Previously NI 155)	Number of affordable homes delivered (gross)
PPT LI 08 (Previously NI 159)	Supply of ready to develop housing sites (%)
PPT LI 09 (Previously NI 170)	Previously developed land that has been vacant or derelict for more than 5 years
PPT LI 15 (Ex BVPI 224b)	Condition of Unclassified Roads (% of network where structural maintenance should be considered).
PPT LI 21 (Previously NI 168)	Percentage of principal road network where structural maintenance should be considered.
PPT LI 22 (Previously NI 169)	Non principal roads where maintenance should be considered.
PPT LI 26 (Previously a BVPI)	% of footpaths and Rights of Way that are easy to use.

<sup>1</sup> Data is now only available annually, 3 months after the calendar year end. (Dec 2011). Estimates are no longer available from the Cheshire Safer Roads Partnership.

**Appendix 4: Indicators to be reported at year end**

PPT LI 27	% increase in cycle use - NEW Indicator to be derived from previous LTP Mandatory PI
PPT LI 30 (Previously NI 167)	Congestion, in minutes per mile, during morning peak times on locally managed 'A' roads during the weekday morning peak (7am to 10am)

<b>Appendix 5: Financial Statement</b>
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**POLICY, PLANNING & TRANSPORTATION DEPARTMENT****Revenue Budget as at 31<sup>st</sup> December**

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance To Date (overspend) £'000
<b>Expenditure</b>				
Employees	6,245	4,622	4,542	80
Other Premises	278	166	155	11
Hired & Contracted Services	557	325	268	57
Supplies & Services	367	234	208	26
Street Lighting	1,733	1,065	1,058	7
Highways Maintenance	2,364	1,252	1,241	11
Bridges	89	33	29	4
Fleet Transport	1,322	1,059	1,062	(3)
Lease Car Contracts	786	665	664	1
Bus Support – Halton Hopper Tickets	163	143	143	0
Bus Support	663	377	343	34
Out of Borough Transport	51	34	34	0
Finance Charges	358	327	332	(5)
Grants to Voluntary Organisations	83	83	83	0
NRA Levy	60	45	45	0
<b>Total Expenditure</b>	<b>15,119</b>	<b>10,430</b>	<b>10,207</b>	<b>223</b>
<b>Income</b>				
Sales	-242	-220	-225	5
Planning Fees	-416	-378	-407	29
Building Control Fees	-182	-136	-140	4
Other Fees & Charges	-453	-322	-420	98
Rents	-14	-11	-10	(1)
Grants & Reimbursements	-503	-323	-341	18
School SLAs	-38	0	0	0
Recharge to Capital	-353	-65	-68	3
	-74	-45	-45	0
Contribution from Reserves				
<b>Total Income</b>	<b>-2,275</b>	<b>-1,500</b>	<b>-1,656</b>	<b>156</b>
<b>Net Controllable Expenditure</b>	<b>12,844</b>	<b>8,930</b>	<b>8,551</b>	<b>379</b>

<b>Appendix 5: Financial Statement</b>
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<b>Recharges</b>				
Premises Support	844	471	461	10
Transport Recharges	461	330	321	9
Asset Charges	8,748	0	0	0
Central Support Recharges	3,322	2,489	2,490	(1)
Departmental Support Recharges	348	0	0	0
Support Recharges Income – Transport	-3,896	-2,872	-2,856	(16)
Support Recharges Income – Non Transport	-3,992	-2,258	-2,259	1
<b>Net Total Recharges</b>	<b>5,835</b>	<b>-1,840</b>	<b>-1,843</b>	<b>3</b>
<b>Net Departmental Total</b>	<b>18,679</b>	<b>7,090</b>	<b>6,708</b>	<b>382</b>

**Comments on the above figures:**

In overall terms revenue spending at the end of quarter 3 is below budget profile. This is due to a number of expenditure and income budget areas.

Staffing is below budget to date due to vacancies within the Bridge & Maintenance, Highway Development, and Policy and Development Services divisions. Most of these have now been filled and others offered up as 12/13 savings.

Hired and Contracted Services is below budget mainly due to the LTP support budget. Following the production and publication of LTP3 in 2010/11, the level of LTP support work has been lower than profiled expenditure to date. LTP planning and transportation modelling work for major projects was funded from previous years' capital budgets and these are still feeding through. Further expenditure in quarter 4 will complete current project modelling. In addition, the systems rental budget in Risk Management is not intended to be spent. These monies will be used to offset the unfavourable variance in relation to the Emergency Centre room hire.

Supplies & Services is below budget due to a combination of small variances to date across all the divisions. However, there is insufficient budget for the room hire for the Emergency Centre at the Stadium so Supplies & Services may be higher than budget at the financial year-end. This should be met by the spare monies within Hired and Contracted Services as above.

Bus Support is below budget due to contracts not being renewed as part of the agreed savings for 2012-13.

Planning and Building Control fee budgets were reduced in this financial year as the targets were unachievable due to increased competition from the private sector and the current economic climate. These income streams are above budget to date as a result of exceptionally large applications due to large developments. These are one off items so the high income level is not expected to continue in future years.

**Appendix 5: Financial Statement**

Fees and charges is above budget to date partly due to MOT fees performing better than anticipated at this point in time. The remaining variance relates to Traffic Management where there have been additional road closures, higher than expected number of defects and overstays by statutory undertakers. This will not continue as Statutory Undertakers are taking action to improve their efficiency and standards of work to avoid incurring these charges and challenging/refusing to pay invoices.

Grants and reimbursements is above budget to date due to different areas. Supervision of private sector development income is above budget to date as this income is ad hoc and therefore difficult to estimate. In previous financial years this has been below budget.

At this stage it is anticipated that overall spend will be lower than the Departmental budget at the financial year-end.

<b>Appendix 5: Financial Statement</b>
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**POLICY, PLANNING & TRANSPORTATION****Capital Projects as at 31<sup>st</sup> December**

	2011/12 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
<b>Local Transport Plan</b>				
<b>Bridges &amp; Highway Maintenance</b>				
Bridge Assessment, Strengthening & Maintenance	4,915	4,445	2,249	2,666
Road Maintenance	1,483	1,645	1,058	425
	<b>6,398</b>	<b>6,090</b>	<b>3,307</b>	<b>3,091</b>
Total Bridge & Highway Maintenance				
<b>Integrated Transport</b>	<b>648</b>	<b>325</b>	<b>63</b>	<b>585</b>
<b>Network Management &amp; Street Lighting</b>	<b>145</b>	<b>140</b>	<b>60</b>	<b>85</b>
Total Local Transport Plan	<b>7,191</b>	<b>6,555</b>	<b>3,430</b>	<b>3,761</b>
<b>Halton Borough Council</b>				
Early Land Acquisition Mersey Gateway	28,870	16,450	4,649	24,221
Development Costs Mersey Gateway	5,000	2,796	812	4,188
Flood Defence	106	60	0	106
Street lighting – Structural Maintenance	200	150	95	105
Risk Management	120	100	0	120
Fleet Replacements	370	352	327	43
<b>Total Halton Borough Council</b>	<b>34,666</b>	<b>19,908</b>	<b>5,883</b>	<b>28,783</b>
<b>Growth Point Award</b>	<b>642</b>	<b>642</b>	<b>262</b>	<b>380</b>
Section 106/External Funded Work				
B&Q Site – Public Transport	39	0	0	39
Asda Runcorn	60	0	0	60
Pot Hole Repairs	348	150	82	266
Surface Water Management Grant	266	2	2	264
<b>Total Section 106/External Funded work</b>	<b>713</b>	<b>152</b>	<b>84</b>	<b>629</b>
<b>Total Capital Programme</b>	<b>43,212</b>	<b>27,257</b>	<b>9,659</b>	<b>33,553</b>






<b>Appendix 6: Explanation of Symbols</b>
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Symbols are used in the following manner:

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

#### **Direction of Travel Indicator**

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

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

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

**DATE:** 14<sup>th</sup> March 2012

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

**PORTFOLIO:** Resources

**SUBJECT:** Sustainable Community Strategy Performance Framework 2011 – 16 and Mid- Year Progress Report 2011/12.

**WARDS:** Borough-wide

### **1.0 PURPOSE OF REPORT**

1.1 To provide information on the progress in achieving targets contained within the 2011- 2016 Sustainable Community Strategy for Halton.

### **2.0 RECOMMENDED: That**

- 1. the report is noted; and**
- 2. the Board considers whether it requires any further information concerning the actions taken to achieve the performance targets contained within Halton's 2011–16 Sustainable Community Strategy (SCS) arising from the mid year review.**

### **3.0 SUPPORTING INFORMATION**

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

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

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

- 3.3 Thus, following extensive research and analysis and consultation with all stakeholder groups including Elected Members, partners and the local community and representative groups, a new SCS (2011 – 26) was approved by the Council on 20<sup>th</sup> April 2011.
- 3.4 The new Sustainable Community Strategy and its associated “living” 5 year delivery plan (2011-16), identifies five community priorities that will form the basis of collective partnership intervention and action over the coming five years. The strategy is informed by and brings together national and local priorities and is aligned to other local delivery plans such as that of the Halton Children’s Trust. By being a “living” document it will provide sufficient flexibility to evolve as continuing changes within the public sector continue to emerge.
- 3.5 As such, articulating the partnership’s ambition in terms of community outcomes and meaningful measures and targets to set the anticipated rate of change and track performance over time, will further support effective decision making and resource allocation.
- 3.6 The views of Lead and Senior Officers and Elected Members have been captured in a number of forums within Halton BC and Partner organisations and via the Environment and Regeneration SSP Board, who were consulted on the selection of appropriate measures and targets in the period April to October 2011.
- 3.7 Selected measures and targets for Environment and Regeneration Community priority are summarised in Appendix 1, using the Halton Corporate template, designed for the purpose of bringing together all relevant items of performance information. For instance, this considers the levels of performance that have been achieved to date and provides a contextual backdrop in relation to national, regional and statistical neighbours. The template also provides a clear evidence based rationale for measure selection, which will further evidence and support value for money judgements by the Audit Commission and ensure outward accountability.
- 3.8 Placeholder measures have also been included where new services are to be developed or new performance information is to be captured, in response to legislative changes; for which baselines will be established in 2011/12 or 2012/13, against which future services will be monitored.
- 3.9 An annual ‘light touch review’ of targets contained within the SCS, will also ensure that targets remain realistic over the 5 year plan to ‘close the gaps’ in performance against regional and statistical neighbours.
- 3.10 Attached as Appendix 2 is a report on progress to the 2011-12 mid – year position which includes a summary of all indicators within the new Sustainable Community Strategy and additional information for those

specific indicators and targets that fall within the remit of this Policy & Performance Board.

#### **4.0 CONCLUSION**

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

#### **5.0 POLICY IMPLICATIONS**

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

#### **6.0 OTHER IMPLICATIONS**

6.1 The publication by Local Authorities of performance information is central to the coalition government's transparency agenda.

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

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

#### **8.0 RISK ANALYSIS**

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

#### **9.0 EQUALITY AND DIVERSITY ISSUES**

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

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

Document Sustainable Community Strategy 2011 – 26

Place of Inspection 2<sup>nd</sup> Floor, Municipal Building, Kingsway, Widnes

Contact Officer Hazel Coen DM (Performance & Improvement)

**APPENDICES**

Appendix 1 - Environment & Regeneration SCS Performance Framework 2011-16.  
Appendix 2 - Mid Year SCS Progress Report for 2011/12

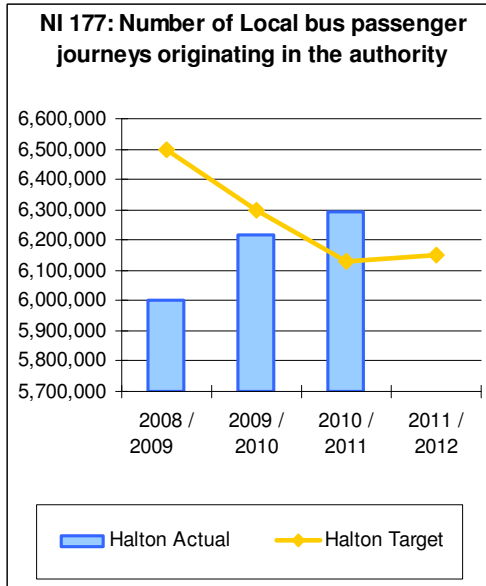
**APPENDIX 1 - ENVIRONMENT & REGENERATION IN HALTON****Background Information to Sustainable Community Strategy Partnership  
Indicators 2011/12 to 2015/16**

Index:

<b>Definition</b>	<b>Lead Partner</b>	<b>Responsible Officer</b>	<b>Page</b>
A : NI 177 : Number of Local bus passenger journeys originating in the authority area B : PPT LI 28 : Number of passengers on community based accessible transport	Bus Operators	Geoff Hazlehurst	2
NI 178: Percentage % of Bus services running on time: a) Percentage of buses starting route on time b) Percentage of buses on time at intermediate timing points	Bus Operators	Geoff Hazlehurst	3
Average Number of days to repair street lighting faults: a) PPT LI 13 - Non Distribution Network Operators (HBC) b) PPT LI 14 – Distribution Network Operators	HBC	Stephen Rimmer	4
PPT LI 15, 21 & 22: Condition of Principal, Non-Principal and Unclassified Carriageways	HBC	Mike Bennett	5
CE LI 18: Satisfaction with the standard of maintenance of trees, flowers and flower beds	HBC	Paul Wright	6
CE LI 19: Residual household waste per household (Kgs)	HBC	Jimmy Unsworth	7
CE LI 20: Percentage of household waste recycled and composted	HBC	Jimmy Unsworth	8
CE LI 21: Percentage of municipal waste land filled	HBC	Jimmy Unsworth	9
CE LI 23: Satisfaction with the standard of cleanliness and maintenance of parks and green spaces.	HBC	Paul Wright	10
CE LI 24: Number of Green Flag Awards achieved for Halton	HBC	Paul Wright	11
NI 197: Improved local biodiversity –active management of local sites.	HBC	Paul Wright	12
To regenerate 5 hectares of urban sites per annum for the next five years	HBC	Tim Gibbs	13
To make sure there is a 5 year rolling supply of housing land available for 2000 homes over 5 years ( New)	HBC	Tim Gibbs	14

**APPENDIX 1 - ENVIRONMENT & REGENERATION IN HALTON**

A : NI 177 : Number of Local bus passenger journeys originating in the authority area  
 B : PPT LI 28 : Number of passengers on community based accessible transport

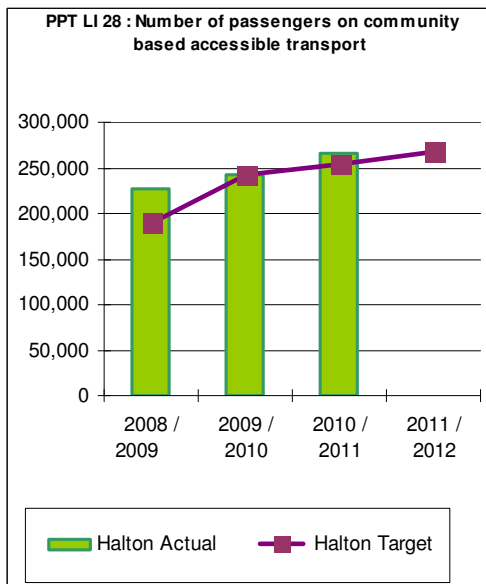


Lead Partner:	Bus and Community Transport Operators
Responsible Officer:	Geoff Hazlehurst
Good is:	An increase in the number of passenger journeys carried out on both modes of transport.

**Indicator Purpose / Brief Description:**

This indicator measures the number of passenger journeys undertaken within the Borough on both the Local bus network and Community transport services. This indicator will be reported in two parts as follows

- a) Number of Local bus passenger journeys originating in the authority area
- b) Number of passengers on community based accessible transport



	2008/09	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
A)Halton Target	6,500,000	6,300,000	6,130,000	6,150,000	6,200,000	6,200,000	6,200,000	6,200,000
A) Halton Actual	6,000,000	6,219,000	6,293,000					
B) Halton Target	190,000	242,000	255,000	267,000	267,000	267,000	267,000	267,000
B)Halton Actual	227,040	241,810	266,230					

**APPENDIX 1 - ENVIRONMENT & REGENERATION IN HALTON**

Benchmarking:				
All England	No comparable benchmarking data available			
Northwest				
Relevant Statistical Neighbour <sup>1</sup>				
Supporting Commentary & Target Rationale (2011 / 2012 Onwards):				
<p><b>A:</b> Patronage in the Borough has remained steady providing for over 6 million passenger journeys in recent years. However, the bus industry is facing its most difficult period with an increase in operating costs and a 20% reduction in Bus Service Operators Grant (BSOG). This will have an adverse effect on services as operators seek to balance operating costs and profit margins. Operators have already begun to withdraw non profitable journeys from the commercial network to ensure their businesses are in a position to manage the reduction in BSOG from April 2012. The contracted network has also seen service reductions over recent years following a re-alignment in the local bus budget of approximately 20%. On this basis, target figures for the coming years have been slightly reduced in anticipation of the potential for further funding withdrawals and service provision on both the commercial and subsidised network.</p> <p><b>B:</b> Patronage levels on these services have increased year on year. However, provisional passenger numbers for the first half of 11/12 indicate a short fall of the target. The fall in usage has been linked to the reduction in funding for the services and as a result the introduction of a cost of £1.80 per passenger journey.</p>				

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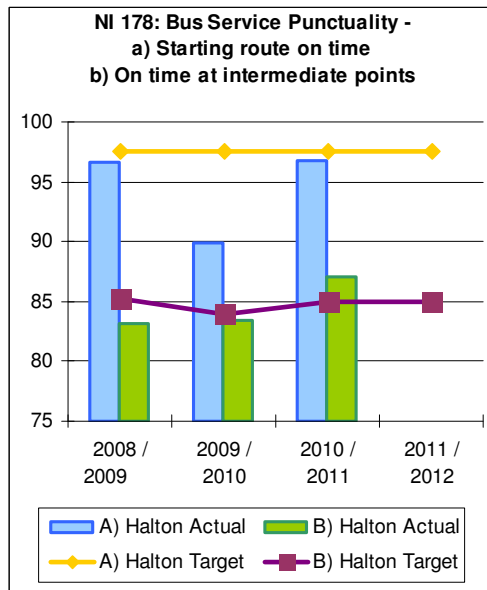
<sup>1</sup> This could be from regional or family benchmarking data.



**APPENDIX 1 - ENVIRONMENT & REGENERATION IN HALTON**

NI 178: Percentage % of Bus services running on time:

- a) Percentage of buses starting route on time
- b) Percentage of buses on time at intermediate timing points



Lead Partner:	Bus Operators
Responsible Officer:	Geoff Hazlehurst
Good is:	An increase in the percentage of buses operating on time.

**Indicator Purpose / Brief Description:**

This indicator measures the percentage of local bus services operating within the not more than 1 minute early and not more than 5 minutes late window set out by the Northwest Traffic Commissioner. The indicator is measured in two parts as follows

- a) Percentage of buses starting route on time
- b) Percentage of buses on time at intermediate timing points

	2008/09	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
A)Halton Target	97.50%	97.50%	97.60%	97.60	97.70%	97.80%	98.00%	98.20%
A) Halton Actual	96.60%	89.84%	96.77%					
B) Halton Target	85.20%	84.00%	85.00%	85.00	86.00%	87.00%	87.50%	88.00%
B)Halton Actual	83.19%	83.37%	87.10%					

**Benchmarking:**

All England	To be determined				
Northwest					
Relevant Statistical Neighbour <sup>1</sup>					

**Supporting Commentary & Target Rationale (2011 / 2012 Onwards):**

Targets figures for future years, as above, will be maintained through continued dialogue with the operators and development of Punctuality Partnerships.

<sup>1</sup> This could be from regional or family benchmarking data.

**APPENDIX 1 - ENVIRONMENT & REGENERATION IN HALTON**

Average Number of days to repair street lighting faults:																																		
A) PPT LI 13 - Non Distribution Network Operators (HBC)																																		
B) PPT LI 14 – Distribution Network Operators																																		
<p><b>Avg No. of days taken to repair street lighting fault:</b>                      (A) PPT LI 13: Non District Operators (HBC)                      (B) PPT LI 14 : District Operators/Energy Provider</p> <table border="1"> <caption>Chart Data</caption> <thead> <tr> <th>Year</th> <th>A) Halton Actual</th> <th>B) Halton Actual</th> <th>A) Halton Target</th> <th>B) Halton Target</th> </tr> </thead> <tbody> <tr> <td>2008 / 2009</td> <td>5.00</td> <td>24.73</td> <td>5.00</td> <td>40.00</td> </tr> <tr> <td>2009 / 2010</td> <td>5.00</td> <td>20.00</td> <td>5.00</td> <td>30.00</td> </tr> <tr> <td>2010 / 2011</td> <td>5.00</td> <td>32.00</td> <td>5.00</td> <td>30.00</td> </tr> <tr> <td>2011 / 2012</td> <td>5.00</td> <td>-</td> <td>5.00</td> <td>30.00</td> </tr> </tbody> </table>	Year	A) Halton Actual	B) Halton Actual	A) Halton Target	B) Halton Target	2008 / 2009	5.00	24.73	5.00	40.00	2009 / 2010	5.00	20.00	5.00	30.00	2010 / 2011	5.00	32.00	5.00	30.00	2011 / 2012	5.00	-	5.00	30.00	Lead Partner:	Halton Borough Council							
	Year	A) Halton Actual	B) Halton Actual	A) Halton Target	B) Halton Target																													
	2008 / 2009	5.00	24.73	5.00	40.00																													
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2010 / 2011	5.00	32.00	5.00	30.00																														
2011 / 2012	5.00	-	5.00	30.00																														
Responsible Officer:	Stephen Rimmer																																	
Good is:	A lower figure.																																	
Indicator Purpose / Brief Description:																																		
A) PPT LI 13: Average number of days taken to repair street lighting faults: non DNO (Street lights controlled by the authority). (Previously BVPI 215a).  B) PPT LI 14: Average number of days taken to repair street lighting faulta: DNO (Street lights controlled by the energy provider). (Previously BVPI 215b).																																		
	2008/09	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016																										
A)Halton Target	5.00	5.00	5.00	5.00	5.00	5.00	5.0	5.0																										
A) Halton Actual	5.00	5.00	5.00																															
B) Halton Target	40.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00																										
B)Halton Actual	24.73	20.00	32.00																															
<b>Benchmarking:</b>																																		
All England	Local measure. No comparable benchmarking information available																																	
Northwest																																		
Relevant Statistical Neighbour <sup>1</sup>																																		
<b>Supporting Commentary &amp; Target Rationale (2011 / 2012 Onwards):</b>																																		
Given the ongoing financial position and any future savings requirements in relation to street lighting it is likely that maintaining current levels of performance will be challenging.  Scottish Power a District Operator have recently changed their service level agreement to give them longer to complete repairs, which is outside the control of Halton BC. This target will thus be reviewed annually.																																		

<sup>1</sup> This could be from regional or family benchmarking data.

**APPENDIX 1 - ENVIRONMENT & REGENERATION IN HALTON**

PPT LI 15, 21 & 22: Condition of Principal, Non-Principal and Unclassified Carriageways																																												
<p><b>Condition of Principal, Non-Principal and Unclassified Carriageways</b></p> <table border="1"> <caption>Chart Data: Condition of Carriageways</caption> <thead> <tr> <th>Year</th> <th>Halton Principal Actual</th> <th>Halton Non-Principal Actual</th> <th>Halton Unclassified Actual</th> <th>Halton Principal Target</th> <th>Halton Non-Principal Target</th> <th>Halton Unclassified Target</th> </tr> </thead> <tbody> <tr> <td>2008 / 2009</td> <td>1%</td> <td>3%</td> <td>9%</td> <td>2%</td> <td>6%</td> <td>9%</td> </tr> <tr> <td>2009 / 2010</td> <td>1%</td> <td>3%</td> <td>11%</td> <td>2%</td> <td>4%</td> <td>9%</td> </tr> <tr> <td>2010 / 2011</td> <td>1%</td> <td>3%</td> <td>17%</td> <td>2%</td> <td>4%</td> <td>9%</td> </tr> <tr> <td>2011 / 2012</td> <td>1%</td> <td>2%</td> <td>4%</td> <td>2%</td> <td>4%</td> <td>9%</td> </tr> </tbody> </table>		Year	Halton Principal Actual	Halton Non-Principal Actual	Halton Unclassified Actual	Halton Principal Target	Halton Non-Principal Target	Halton Unclassified Target	2008 / 2009	1%	3%	9%	2%	6%	9%	2009 / 2010	1%	3%	11%	2%	4%	9%	2010 / 2011	1%	3%	17%	2%	4%	9%	2011 / 2012	1%	2%	4%	2%	4%	9%	Lead Partner:	Halton Borough Council						
		Year	Halton Principal Actual	Halton Non-Principal Actual	Halton Unclassified Actual	Halton Principal Target	Halton Non-Principal Target	Halton Unclassified Target																																				
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2011 / 2012	1%	2%	4%	2%	4%	9%																																						
Responsible Officer:	Mike Bennett																																											
Good is:	A lower percentage of carriageway requiring structural maintenance.																																											
Indicator Purpose / Brief Description:																																												
Percentage of Principal, Non-Principal and Unclassified Carriageways network where structural maintenance should be considered.																																												
	2008/ 2009	2009/ 2010	2010/ 2011	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016																																				
Principal Target	2%	2%	2%	2%	2% To be reviewed annually																																							
Principal Actual	1%	1%	1%																																									
Non-Principal Target	6%	4%	4%	4%																																								
Non-Principal Actual	3%	3%	3%																																									
Unclassified Target	9%	9%	9%	9%																																								
Unclassified Actual	9%	11%	17%																																									
<b>Benchmarking:</b>																																												
All England	No formal benchmarking mechanism for this measure.																																											
Northwest																																												
Relevant Statistical Neighbour <sup>1</sup>																																												
<b>Supporting Commentary &amp; Target Rationale (2011 / 2012 Onwards):</b>																																												
<p>Maintaining an effective highways infrastructure, particularly for principal carriageways, has a number of significant advantages for local residents and businesses in terms of both the Environment and Urban Renewal and Safer Halton perspectives. The highway network is the Council's biggest physical asset.</p> <p>Future targets are considered appropriate to carriageway classification although any future, and as yet unknown, financial considerations may require these targets to be reviewed.</p>																																												

<sup>1</sup> This could be from regional or family benchmarking data.

**APPENDIX 1 - ENVIRONMENT & REGENERATION IN HALTON**

CE LI 18: Satisfaction with the standard of maintenance of trees, flowers and flower beds																								
<p><b>CE LI 18: Greenstat-Survey Satisfaction with the standard of maintenance of trees, flowers and flower beds</b></p> <table border="1"> <caption>Chart Data</caption> <thead> <tr> <th>Year</th> <th>Halton Actual (%)</th> <th>Halton Target (%)</th> </tr> </thead> <tbody> <tr> <td>2008 / 2009</td> <td>97.14</td> <td>75</td> </tr> <tr> <td>2009 / 2010</td> <td>94</td> <td>75</td> </tr> <tr> <td>2010 / 2011</td> <td>96.68</td> <td>70</td> </tr> <tr> <td>2011 / 2012</td> <td>-</td> <td>74</td> </tr> </tbody> </table>		Year	Halton Actual (%)	Halton Target (%)	2008 / 2009	97.14	75	2009 / 2010	94	75	2010 / 2011	96.68	70	2011 / 2012	-	74	Lead Partner:	Halton Borough Council						
		Year	Halton Actual (%)	Halton Target (%)																				
		2008 / 2009	97.14	75																				
		2009 / 2010	94	75																				
2010 / 2011	96.68	70																						
2011 / 2012	-	74																						
Responsible Officer:	Paul Wright																							
Good is:	Good is a higher percentage																							
Indicator Purpose / Brief Description:																								
The purpose of this measure is to establish the levels of public satisfaction with the standards of maintenance.																								
	2008/09	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016																
Halton Target	75%	75%	70%	74%	78%	82%	82%	82%																
Halton Actual	97.14%	94%	96.68%	-																				
<b>Benchmarking:</b>																								
All England																								
Northwest																								
Relevant Statistical Neighbour <sup>1</sup>																								
<b>Supporting Commentary &amp; Target Rationale (2011 / 2012 Onwards):</b>																								
<p>It is hoped that in the short-term levels of public satisfaction can be increased through the continued maintenance programme. However public perception rates can be influenced by a range of factors and as resources continue to decrease it is more appropriate to establish an acceptable level of satisfaction as opposed to a year on year increase.</p>																								

<sup>1</sup> This could be from regional or family benchmarking data.

**APPENDIX 1 - ENVIRONMENT & REGENERATION IN HALTON**

CE LI 19: Residual household waste per household (Kgs)								
		Lead Partner:		Halton Borough Council				
		Responsible Officer:		Jimmy Unsworth				
		Good is:		Good performance is typified by a lower figure per household.				
		Indicator Purpose / Brief Description:		This indicator monitors the authority's performance in reducing the amount of waste that is sent to landfill, incineration or energy recovery.				
	2008/09	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
Halton Target		856 (Kgs)	811 (Kgs)	700 (Kgs)	700 (Kgs)	700 (Kgs)	700 (Kgs)	700 (Kgs)
Halton Actual	889.79	819.41 (Kgs)	688.86 (Kgs)					
<b>Benchmarking:</b>								
All England	Benchmarking Data currently being compiled from DEFRA							
Northwest								
Relevant Statistical Neighbour <sup>1</sup>								
<b>Supporting Commentary &amp; Target Rationale (2011 / 2012 Onwards):</b>								
<p>Our ultimate aim is to improve our performance achieved in 2010/11. Given the ongoing financial climate, and the increasing costs associated with landfill, a key challenge over the medium term will be to concentrate efforts upon reducing waste production and increasing recycling.</p> <p>Whilst recycling facilities have been extended to all properties within the last 3 years there are areas where participation rates remain relatively low and further work will be needed in relation to educational activities in order to increase recycling rates across the borough. These targets will be reviewed annually.</p>								

<sup>1</sup> This could be from regional or family benchmarking data.

**APPENDIX 1 - ENVIRONMENT & REGENERATION IN HALTON**

CE LI 20: Percentage of household waste recycled and composted																					
<p><b>CE LI 20: Percentage of household waste recycled and composted</b></p> <table border="1"> <caption>Chart Data</caption> <thead> <tr> <th>Period</th> <th>Halton Actual (%)</th> <th>Halton Target (%)</th> </tr> </thead> <tbody> <tr> <td>2009 / 2010</td> <td>29.97</td> <td>31</td> </tr> <tr> <td>2010 / 2011</td> <td>38.01</td> <td>34</td> </tr> <tr> <td>2011 / 2012</td> <td>-</td> <td>40</td> </tr> </tbody> </table>	Period	Halton Actual (%)	Halton Target (%)	2009 / 2010	29.97	31	2010 / 2011	38.01	34	2011 / 2012	-	40	Lead Partner:	Halton Borough Council							
	Period	Halton Actual (%)	Halton Target (%)																		
	2009 / 2010	29.97	31																		
	2010 / 2011	38.01	34																		
2011 / 2012	-	40																			
Responsible Officer:	Jimmy Unsworth																				
Good is:	Good performance is typified by a higher percentage.																				
Indicator Purpose / Brief Description:																					
The percentage of household waste which has been sent by the authority for reuse, recycling, composting or anaerobic digestion.																					
	2008/09	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016													
Halton Target		31%	34%	40%	40%	40%	40%	40%													
Halton Actual		29.97%	38.01%																		
<b>Benchmarking:</b>																					
All England	Benchmarking Data currently being compiled from DEFRA																				
Northwest																					
Relevant Statistical Neighbour <sup>1</sup>																					
<b>Supporting Commentary &amp; Target Rationale (2011 / 2012 Onwards):</b>																					
<p>We are looking for ongoing improvements in recycling performance. We would aim to maintain/ improve performance achieved in 2010/11. Given the ongoing financial climate, and the increasing costs associated with landfill, a key challenge over the medium term will be to concentrate efforts upon reducing waste production and increasing recycling.</p> <p>Whilst recycling facilities have been extended to all properties within the last 3 years there are areas where participation rates remain relatively low and further work will be needed in relation to educational activities in order to increase recycling rates across the borough. These targets will be reviewed annually.</p>																					

<sup>1</sup> This could be from regional or family benchmarking data.

**APPENDIX 1 - ENVIRONMENT & REGENERATION IN HALTON**

CE LI 21: Percentage of municipal waste land-filled								
		Lead Partner:		Halton Borough Council				
		Responsible Officer:		Jimmy Unsworth				
		Good is:		Good performance is typified by a lower percentage.				
		Indicator Purpose / Brief Description:						
To measure the proportion of municipal waste land-filled.								
Municipal waste is all the waste produced / collected by the Council when carrying out its functions e.g. Household Waste, Commercial waste and Open Space services waste. The Government's strategy on waste is to divert an increasing proportion of waste away from landfill. The nationally recognised waste hierarchy places waste reduction and prevention ahead of any measures to recycle or treat waste.								
	2008/09	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
Halton Target		63%	63%	62%	61%	60%	60%	60%
Halton Actual		70.16%	63.79%					
<b>Benchmarking:</b>								
All England	Benchmarking Data currently being compiled from DEFRA							
Northwest								
Relevant Statistical Neighbour <sup>1</sup>								
<b>Supporting Commentary &amp; Target Rationale (2011 / 2012 Onwards):</b>								
<p>The reduction in the % of municipal waste land filled has been brought about as a result of enhanced recycling services to all residents.</p> <p>To sustain and further improve performance will require significant change in residents' behaviour to increase participation levels whereby large proportions of residents are using the services provided. This will only be achieved through educational and community engagement initiatives.</p>								

<sup>1</sup> This could be from regional or family benchmarking data.

**APPENDIX 1 - ENVIRONMENT & REGENERATION IN HALTON**

CE LI 23: Satisfaction with the standard of cleanliness and maintenance of parks and green spaces.																								
<p><b>CE LI 23: Satisfaction of the standard of cleanliness and maintenance of parks and green spaces</b></p> <table border="1"> <caption>Chart Data</caption> <thead> <tr> <th>Year</th> <th>Halton Actual (%)</th> <th>Halton Target (%)</th> </tr> </thead> <tbody> <tr> <td>2008 / 2009</td> <td>94</td> <td>88</td> </tr> <tr> <td>2009 / 2010</td> <td>94</td> <td>88</td> </tr> <tr> <td>2010 / 2011</td> <td>100</td> <td>90</td> </tr> <tr> <td>2011 / 2012</td> <td>-</td> <td>92</td> </tr> </tbody> </table>		Year	Halton Actual (%)	Halton Target (%)	2008 / 2009	94	88	2009 / 2010	94	88	2010 / 2011	100	90	2011 / 2012	-	92	Lead Partner:	Halton Borough Council						
		Year	Halton Actual (%)	Halton Target (%)																				
		2008 / 2009	94	88																				
		2009 / 2010	94	88																				
2010 / 2011	100	90																						
2011 / 2012	-	92																						
Responsible Officer:	Paul Wright																							
Good is:	Above 70%																							
Indicator Purpose / Brief Description:																								
To demonstrate public satisfaction with the standard of cleanliness and maintenance within public parks in Halton. Whilst the Green Flag Award indicator demonstrates actual quality of delivery this indicator gauges the opinion of the park users in relation to the quality of service delivery.																								
Data is taken from the Greenstat Survey run by Greenspace.																								
	2008/09	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016																
Halton Target	88%	88%	90%	92%	92%	92%	92%	92%-																
Halton Actual	94%	94%	100%																					
<b>Benchmarking:</b>																								
All England	91.22%	91.11%	92.17%																					
Northwest	91.06%	88.18%	88.18%																					
Relevant Statistical Neighbour <sup>1</sup>																								
<b>Supporting Commentary &amp; Target Rationale (2011 / 2012 Onwards):</b>																								
<p>Every year, at least 80 park users complete questionnaires in a variety of public parks. Satisfaction is based on scores of Very Good, Good and Fair. Scores of Poor or very poor are considered as dissatisfied.</p> <p>Halton is a consistently high performer which reflects the investment it has made in its parks over a ten year period. However, in light of continuing fiscal constraint it is unlikely that such satisfaction levels can be maintained and therefore the targets that have been established to the period 2016 reflect a more realistic but still ambitious level of satisfaction.</p>																								

<sup>1</sup> This could be from regional or family benchmarking data.



## APPENDIX 1 - ENVIRONMENT &amp; REGENERATION IN HALTON

CE LI 24: Number of Green Flag Awards achieved for Halton																								
<p><b>CE LI 24: Number of Green Flag Awards for Halton</b></p> <table border="1"> <caption>Data for CE LI 24: Number of Green Flag Awards for Halton</caption> <thead> <tr> <th>Year</th> <th>Halton Actual</th> <th>Halton Target</th> </tr> </thead> <tbody> <tr> <td>2008 / 2009</td> <td>10</td> <td>9</td> </tr> <tr> <td>2009 / 2010</td> <td>12</td> <td>10</td> </tr> <tr> <td>2010 / 2011</td> <td>12</td> <td>12</td> </tr> <tr> <td>2011 / 2012</td> <td>12</td> <td>12</td> </tr> </tbody> </table>	Year	Halton Actual	Halton Target	2008 / 2009	10	9	2009 / 2010	12	10	2010 / 2011	12	12	2011 / 2012	12	12	Lead Partner:	Halton Borough Council							
	Year	Halton Actual	Halton Target																					
	2008 / 2009	10	9																					
	2009 / 2010	12	10																					
2010 / 2011	12	12																						
2011 / 2012	12	12																						
Responsible Officer:	Paul Wright																							
Good is:	A larger or maintained number of parks awarded a Green Flag award.																							
Indicator Purpose / Brief Description:																								
All twelve Green Flag Award parks to retain their awards.																								
	2008/09	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016																
Halton Target	9	10	12	12	12	12	12	12																
Halton Actual	10	12	12	12																				
<b>Benchmarking:</b>																								
All England	-	-	-	-																				
Northwest	-	-	-	-																				
Relevant Statistical Neighbour <sup>1</sup>	-	-	8	8																				
<b>Supporting Commentary &amp; Target Rationale (2011 / 2012 Onwards):</b>																								
<p>The following Parks are managed and maintained to Green Flag Award standard.</p> <p>Clincton Woods Local Nature Reserve (LNR)  Hale Park  Hough Green Park  Pickerings Pasture LNR  Phoenix Park  Rock Park  Runcorn Hill Park &amp; LNR  Runcorn Town Hall Park  Spike Island  Victoria Park  Victoria Promenade  Wigg Island Community Park</p> <p>All twelve Green Flag Award parks retained the award.</p>																								

<sup>1</sup> This could be from regional or family benchmarking data.

**APPENDIX 1 - ENVIRONMENT & REGENERATION IN HALTON**

NI 197: Improved local biodiversity – active management of local sites.																								
<p><b>NI 197: Improved local biodiversity –active management of local sites.</b></p> <table border="1"> <caption>Chart Data</caption> <thead> <tr> <th>Year</th> <th>Halton Actual (%)</th> <th>Halton Target (%)</th> </tr> </thead> <tbody> <tr> <td>2008 / 2009</td> <td>16%</td> <td>-</td> </tr> <tr> <td>2009 / 2010</td> <td>43%</td> <td>15%</td> </tr> <tr> <td>2010 / 2011</td> <td>51.85%</td> <td>67%</td> </tr> <tr> <td>2011 / 2012</td> <td>-</td> <td>52%</td> </tr> </tbody> </table>		Year	Halton Actual (%)	Halton Target (%)	2008 / 2009	16%	-	2009 / 2010	43%	15%	2010 / 2011	51.85%	67%	2011 / 2012	-	52%	Lead Partner:	HBC						
		Year	Halton Actual (%)	Halton Target (%)																				
		2008 / 2009	16%	-																				
2009 / 2010	43%	15%																						
2010 / 2011	51.85%	67%																						
2011 / 2012	-	52%																						
Responsible Officer:	Paul Wright																							
Good is:	Good performance is indicated by an increase in the percentage of sites under positive conservation management year on year.																							
Indicator Purpose / Brief Description:																								
To measure the performance of local authorities for the biodiversity by assessing the implementation of positive nature conservation management of local sites.																								
The indicator will assess the performance of local authorities with regards to local sites and consequently their wider performance for biodiversity (in turn contributing to wider environmental quality). This indicator may also have the effect of providing secondary benefits such as by encouraging wider public access to local sites and promoting them for educational purposes.																								
	2008/09	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016																
Halton Target		15%	67%	52%	53%	54%	55%	56%																
Halton Actual	16%	43%	51.85%																					
<b>Benchmarking:</b>																								
All England	-	-	-	-																				
Northwest	-	-	-	-																				
Relevant Statistical Neighbour <sup>1</sup>	11%	No data yet	No data yet																					
<b>Supporting Commentary &amp; Target Rationale (2011 / 2012 Onwards):</b>																								
<p>Over the last two years there has been debate nationally about what ‘under positive management’ actually means. It appeared that site visits and biological recording activities had been counted as under positive management. Through the Wildlife Trusts it has now been confirmed that positive management can only be recorded if actual positive practical tasks to the primary habitat of the site have been undertaken at sites. The change in the way that the data is collected has meant that Halton has not met its 2010/11 target which was based on the old way that data was collected and was therefore un-realistic.</p> <p>It should be noted that over the last two years using the new way of collecting data Halton has improved year on year. Also, Halton is performing significantly better than its neighbours in 2008/09. Data is awaited for 2009/10 and 2010/11.</p>																								

<sup>1</sup> This could be from regional or family benchmarking data.

## APPENDIX 1 - ENVIRONMENT &amp; REGENERATION IN HALTON

To regenerate 5 hectares of urban sites per annum for the next five years								
		Lead Partner:		Halton BC				
		Responsible Officer:		Tim Gibbs				
		Good is:		Achieving target stated				
		Indicator Purpose / Brief Description:						
		Data is obtained from the annual National Land Use Database (NLUD) site survey and database. Category A,B & C to F (definition)						
	2008/09	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
Halton Target			10 Hectares	5 Hectares	5 Hectares	5 Hectares	5 Hectares	5 Hectares
Halton Actual			14.52 Hectares					
<b>Benchmarking:</b>								
All England	-	-	-	-				
Northwest	-	-	-	-				
Relevant Statistical Neighbour <sup>1</sup>								
<b>Supporting Commentary &amp; Target Rationale (2011 / 2012 Onwards):</b>								
<p>Commentary will be provided to Partners and Elected Members in the mid year and year end Sustainable Community Strategy Progress Report on how vacant derelict land and buildings have been developed or remediated and brought back into beneficial use. A target of 25 hectares over 5 years is considered reasonable.</p>								

<sup>1</sup> This could be from regional or family benchmarking data.

## APPENDIX 1 - ENVIRONMENT &amp; REGENERATION IN HALTON

To make sure there is a 5 year rolling supply of housing land available for 2000 homes over 5 years ( New)								
		Lead Partner:		Halton BC				
		Responsible Officer:		Tim Gibbs				
		Good is:		Target achieved				
		Indicator Purpose / Brief Description:						
		This objective is in line with the Strategic Housing Land Availability assessment ( SCHALL) of 400 homes per year.						
	2008/09	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
Halton Target				A 5 year rolling supply of Housing Land available for 2000 homes over 5 years.				
Halton Actual								
<b>Benchmarking:</b>								
All England	-	-	-	-				
Northwest	-	-	-	-				
Relevant Statistical Neighbour <sup>1</sup>								
<b>Supporting Commentary &amp; Target Rationale (2011 / 2012 Onwards):</b>								
This is in line with the SCS objective to provide sustainable, good quality, affordable and adaptable residential accommodation in the Borough. This equates to 400 homes per annum								

<sup>1</sup> This could be from regional or family benchmarking data.



# **The Sustainable Community**

## **Strategy for Halton**

**2011 - 2016**

### **Mid-year Progress Report**







**01<sup>st</sup> April – 30<sup>th</sup> Sept 2011**

<b>Document Contact (Halton Borough Council)</b>	Hazel Coen (Divisional Manager Performance & Improvement) Municipal Buildings, Kingsway Widnes, Cheshire WA8 7QF <a href="mailto:hazel.coen@halton.gov.uk">hazel.coen@halton.gov.uk</a>
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This report provides a summary of progress in relation to the achievement of targets within Halton's Sustainable Community Strategy 2011 - 2016.

It provides both a snapshot of performance for the period 01<sup>st</sup> April 2011 to 30<sup>th</sup> September 2011 and a projection of expected levels of performance to the year-end.

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

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

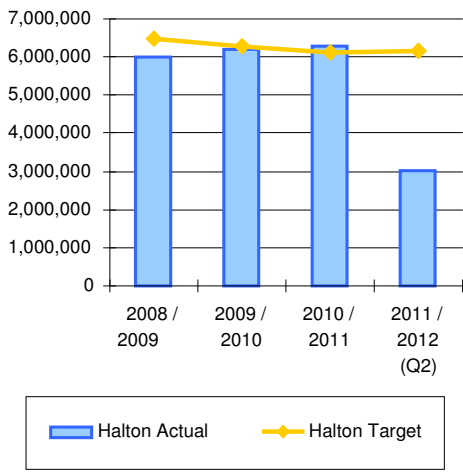
## Environment and regeneration in Halton

Page	Ref	Descriptor	2011 / 12 Target	Direction of travel
4	<a href="#">ER 1</a>	a) Number of Local bus passenger journeys originating in the authority area NI 177		
5		b) Number of passengers on community based accessible transport PPT LI 28		
6	<a href="#">ER 2</a>	a) Percentage of buses starting route on time		
		b) Percentage of buses on time at intermediate timing points		
7	<a href="#">ER 3</a>	Average Number of days to repair street lighting faults		
		a) Non Distribution Network Operators (HBC)		N/A
		b) Distribution Network operators		N/A
8	<a href="#">ER 4</a>	Percentage of road carriageway where maintenance should be considered		
		a) Principal Carriageways	Data available Qtr 4	New Measure
		b) Non-Principal Carriageways		
		c) Unclassified Carriageways		
9	<a href="#">ER 5</a>	Satisfaction with the standard of maintenance of trees, flowers and flower beds		
10	<a href="#">ER 6</a>	Residual household waste per household (Kgs)		
11	<a href="#">ER 7</a>	% of household waste recycled / composted		
12	<a href="#">ER 8</a>	Percentage of municipal waste land filled		
13	<a href="#">ER 9</a>	Satisfaction with the standard of cleanliness and maintenance of parks and green spaces		
14	<a href="#">ER 10</a>	Number of Green Flag Awards achieved for Halton		
15	<a href="#">ER 11</a>	Improved local biodiversity –active management of local sites.	Data available Qtr 4	N/A
16	<a href="#">ER 12</a>	To regenerate 5 hectares of urban sites per annum for the next five years		N/A
17	<a href="#">ER 13</a>	To make sure there is a 5 year rolling supply of housing land available for 2000 homes over 5 years		

SCS / ER1a

Number of Local bus passenger journeys originating in the authority area (000) (NI 177)

**NI 177: Number of Local bus passenger journeys originating in the authority**



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
6, 293	6, 150	3,037			

**Data Commentary:**

The figures for this indicator represent actual data and are provided by the bus operators in the Borough. However, the Quarter 2 figure is incomplete due to figures from 2 operators not being available.

**Performance Commentary:**

Current passenger levels indicate that the year end total will fall slightly short of the anticipated figure for 2011/12. This reduction is reflective of the national trend which saw a reduction in patronage of 6 % i.e. 18 million journey's, excluding London borough's where journeys rose by 11 million over the same period in 2010 – 11.

**Summary of Key activities taken or planned to improve performance:**

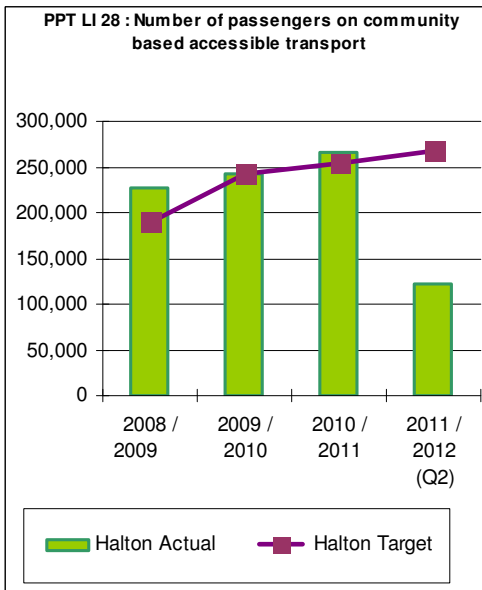
Patronage in the Borough has remained steady providing for over 6 million passenger journeys in recent years. However, the bus industry is facing its most difficult period with an increase in operating costs and a 20% reduction in Bus Service Operators Grant (BSOG). This will have an adverse effect on services as operators seek to balance operating costs and profit margins. Operators have already begun to withdraw non profitable journeys from the commercial network to ensure their businesses are in a position to manage the reduction in BSOG from April 2012.

The contracted network has also seen service reductions over recent years following a re-alignment in the local bus budget of approximately 20%. On this basis, target figures for the coming years have been slightly reduced in anticipation of the potential for further funding withdrawals and service provision on both the commercial and subsidised network.



## SCS / ER1b

## Number of passengers on community based accessible transport PPT LI 28



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
266,230	267,000	122,437			

**Data Commentary:**

The data above is actual patronage numbers and is provided by the operator and taken from the Council's in house scheduling system.

**Performance Commentary:**

Patronage levels on these services have increased year on year. However, provisional passenger numbers for the first half of 11/12 indicate a shortfall of the target. The fall in usage has been linked to the reduction in funding for the services and as a result the introduction of a cost of £1.80 per passenger journey.

**Summary of Key activities taken or planned to improve performance:**

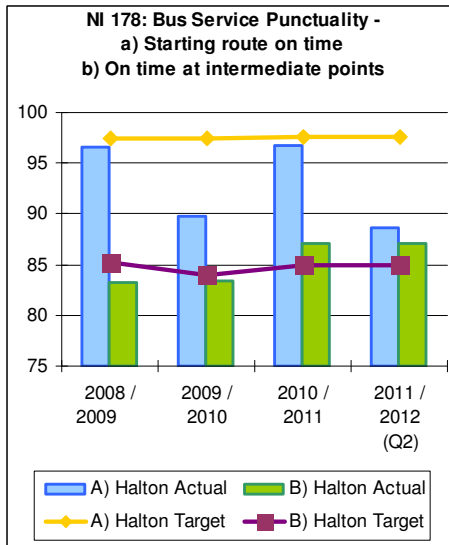
The Transport Co-ordination staff in the Logistics Division are to work with service providers to identify marketing opportunities for the services. It is anticipated that adverts will be placed in local newspapers and leaflet drops will also take place as part of the campaign to generate patronage usage.

SCS / ER2

Percentage % of bus services running on time: (NI 178)

a) Percentage of buses starting route on time

b) Percentage of buses on time at intermediate timing points



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
a) 96.77	97.60	88.58			
b) 87.10	85.00	87.11			

**Data Commentary:**

This data is actual data and is taken from timing checks carried out by a member of the Transport Co-ordination Team.

**Performance Commentary:**

- a) Punctuality slightly improved this period. However continued road works in Liverpool are still affecting routes in the Borough and road works at Milton Rd have also had a negative affect on this measure.

*Traffic Commissioners have set a target whereby 95% of services should depart from the Timing Points within the bracket of up to 1 minute early and up to 5 minutes late.*

- b) On course to achieve target for 2011/12. There has also been a slight improvement on Q1 figure.

*The absolute minimum standard which an operator will be expected to attain is that 70% of buses will depart within the bracket "up to 1 minute early or up to 5 minutes late".*

Both the indicators are performing well within the guidelines outlined by the Traffic Commissioner.

**Summary of Key activities taken or planned to improve performance:**

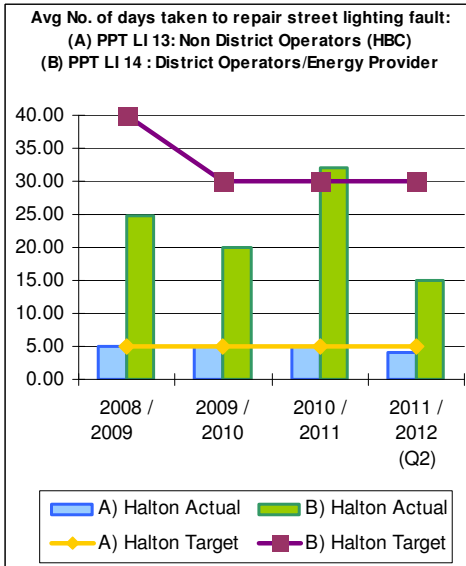
High levels of performance continue to be maintained through ongoing dialogue with operators with efforts continuing to be made to minimise delays through the effective programming of necessary road works and other highways maintenance operations.

SCS / ER3

## Average Number of days to repair street lighting faults:

- a) Non-Distribution Network Operators (HBC)
- b) Distribution Network Operators

	2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
a)	5	5	5		<input checked="" type="checkbox"/>	n/a
b)	32	30	24		<input checked="" type="checkbox"/>	n/a
<b>Data Commentary:</b>						
This is actual data for quarter 2 derived from Halton Mayrise repair records system.						
<b>Performance Commentary:</b>						
<p>a) Currently in line with target for the year. This figure could increase in winter as number of faults increase.</p> <p>As data has previously been collected annually it is not possible to compare this years quarter 2 position for that at 2010 - 11.</p> <p>b) Currently in line with target for the year. This measure is affected by other faults, so as winter approaches the performance falls due to operators attending to domestic and business properties rather than street lights.</p>						
<b>Summary of Key activities taken or planned to improve performance:</b>						
<p>Given the ongoing financial position and any future savings requirements in relation to street lighting it is likely that maintaining current levels of performance will be challenging.</p> <p>Scottish Power, a Distribution Network Operator (DNO), has recently changed their service level agreement to give them longer to complete repairs, which is outside the control of Halton BC. This target will thus be reviewed annually.</p>						

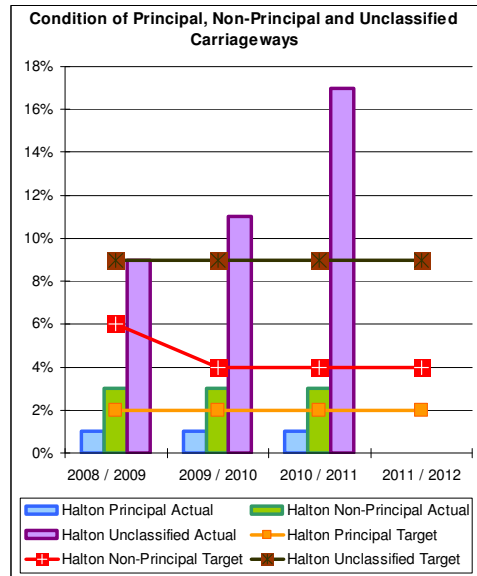


## SCS / ER4

## Percentage of road carriageway where maintenance should be considered

- a) Principal Carriageways
- b) Non-Principal Carriageways
- c) Unclassified Carriageways

	2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
	a) 1 b) 3 c) 17	a) 2 b) 4 c) 9	<b>Data Reported in Q4</b>		Data Available in Qtr 4	New measure
<b>Data Commentary:</b>						
The data required to report on this measure is based upon Scanner survey of the Principal and non-Principal carriageway network and Course Visual Inspection of the Unclassified Carriageway network. These surveys are conducted on an annual cycle and as the data is not available until March, the measure can only be reported annually at year-end.						
<b>Performance Commentary:</b>						
These measures will be reported at year-end due to the availability of data.						

**Summary of Key activities taken or planned to improve performance:**

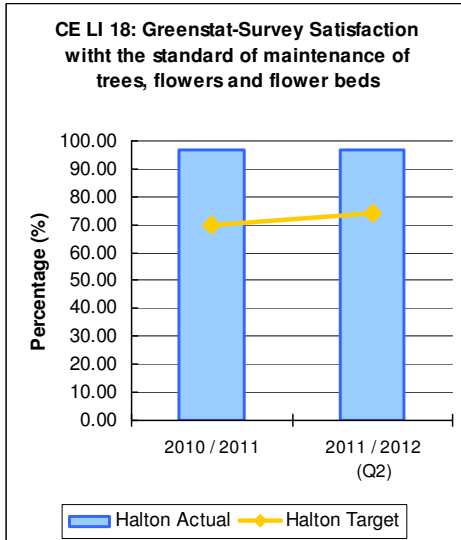
Maintaining an effective highways infrastructure, particularly for principal carriageways, has a number of significant advantages for local residents and businesses in terms of both the Environment and Urban Renewal and Safer Halton perspectives. The highway network is the Council's biggest physical asset.

The programme of carriageway maintenance works is prioritised to address the most significant structural deterioration of principal, non-principal and unclassified carriageways in HBC's network as determined through survey and visual inspection.

Significant decreases in revenue and capital funding availability, allied to the continual natural deterioration of the asset over time make achieving progress against these targets a challenging task but opportunities for increasing cost effectiveness of works through rationalisation of programmes, innovation in specification and savings through procurement are continually sought in order to address this.

SCS / ER5

Satisfaction with the standard of maintenance of trees, flowers and flower beds (CE LI 18)

2010/11  
Actual

96.68%

2011/12  
Target

74.00%

2011/12  
Qtr 2

96.88%

2011/12  
Qtr 4Current  
ProgressDirection  
of Travel**Data Commentary:**

Quarter 2 figure represents actual data for the period taken from the Greenstat Survey.

**Performance Commentary:**

The target has been exceeded and the previous year's very high score has been improved upon. Satisfaction with the Borough's parks remains high.

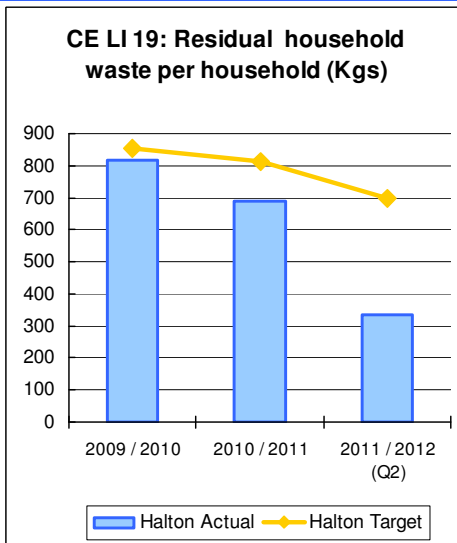
The Open Space Service also benchmarks its activities through APSE. In December 2011 based upon the benchmarking data that was submitted for year 2010/11 the service was recognised as the 'Best Performer for Parks and Horticulture'.

**Summary of Key activities taken or planned to improve performance:**

It is hoped that in the short-term levels of public satisfaction can be increased through the continued maintenance programme. However public perception rates can be influenced by a range of factors and as resources continue to decrease, it is more appropriate to establish an acceptable level of satisfaction as opposed to a year on year increase.

SCS / ER6

## Residual household waste per household (Kgs)

2010/11  
Actual

688.86

2011/12  
Target

700

2011/12  
Qtr 2

333

2011/12  
Qtr 4Current  
ProgressDirection  
of Travel**Data Commentary:**

This indicator monitors the authority's performance in reducing the amount of waste produced per household.

**Performance Commentary:**

This is a cumulative figure however, performance in Q2 is better than the corresponding period from last year (354.61) and indications are that this target will be met.

**Summary of Key activities taken or planned to improve performance:**

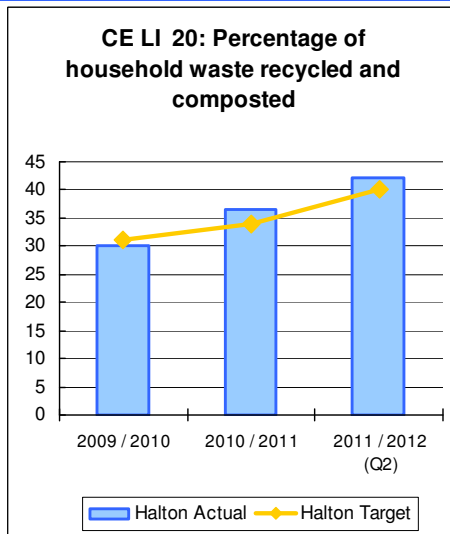
Given the financial pressures faced by the Council, and the increasing costs associated with landfill, a key challenge over the short and medium term will be to continue to reduce the levels of waste produced per household.

Reducing the levels of waste produced in Halton will require a significant change in residents' behaviour. This will only be achieved through further educational and community engagement initiatives. Communications and awareness raising campaigns are on-going and will continue to be delivered to help promote waste reduction.

The level of waste produced per household in Halton is amongst the highest in the country. Changing resident behaviour and reducing waste will therefore be particularly challenging and this is reflected in the annual target. Nonetheless, the aim is to reduce the levels of waste produced as much as possible.

SCS / ER7

% of household waste recycled and composted



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
38.01%	40.00%	42.12%			

**Data Commentary:**

This indicator measures the % of household waste which has been sent by the authority for reuse, recycling or composting.

**Performance Commentary:**

Waste production is subject to seasonal variation and current performance levels will change however, it is anticipated that this target will be met.

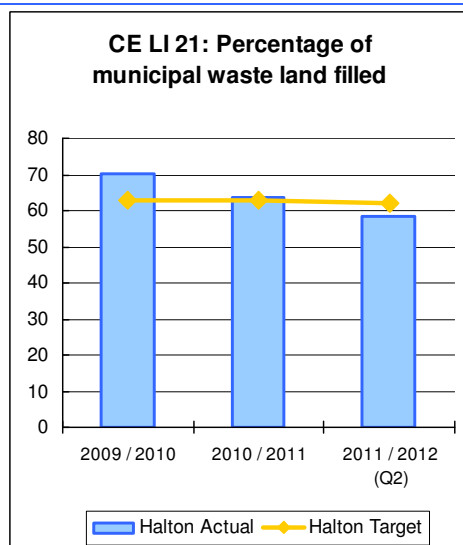
**Summary of Key activities taken or planned to improve performance:**

Given the financial pressures faced by the Council, and the increasing costs associated with landfill, a key challenge over the short and medium term will be to increase recycling performance, thereby reducing the level of waste sent for disposal.

Whilst kerbside multi-material recycling services have been extended to all properties within the last 3 years, there are areas where participation rates remain relatively low and further work will be needed in relation to educational activities in order to increase recycling rates across the borough.

The Council's aim is to deliver ongoing improvements in recycling performance and the target for 2011/12 reflects the further increases that can be achieved through the services that are now in place.

## SCS / ER8 Percentage of municipal waste land filled



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
63.79	62.00	58.40			

**Data Commentary:**

This indicator measures the % of Municipal waste which has been sent to landfill for disposal. Municipal Waste is all the waste produced/collected by the Council when carrying out its functions e.g. Household Waste, Commercial Waste, litter and Fly-tipping waste.

**Performance Commentary:**

Waste production is subject to seasonal variation and current performance levels will change however, it is anticipated that this target will be met.

**Summary of Key activities taken or planned to improve performance:**

Given the financial pressures faced by the Council, and the increasing costs associated with landfill, a key challenge over the short and medium term will be to reduce the level of waste sent for disposal.

The reduction in the % of municipal waste sent to landfill for disposal has been achieved through a number of activities that have resulted in both a reduction in the level of waste produced in Halton and an increase amount of waste produced that has been recycled. These activities have included educational and awareness raising campaigns, the provision of enhanced recycling services to all households in the borough, the Council's 'rewards for recycling' scheme, the pilot Alternate Bin Collection scheme and new contractual arrangements that resulted in the recycling of commercial waste and waste generated from the Council's cleaning services.

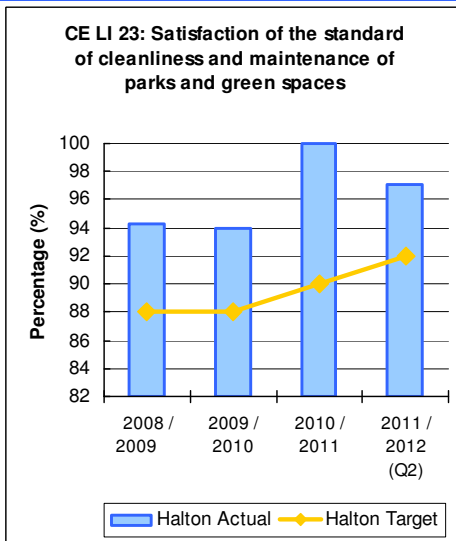
Now that all households in the borough have access to multi-material recycling services, sustaining and further improving performance will require an increase in the number of households using the services provided. Increased participation will require significant change in residents' behaviour and will only be achieved through further educational and community engagement initiatives.

The target for 2011/12 reflects the further reduction in levels of waste sent to landfill that can be achieved from the activities set out above.



SCS / ER9

Satisfaction with the standard of cleanliness and maintenance of parks and green spaces.



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
100%	92.00%	97.05%			

**Data Commentary:**

Quarter 2 figure represents actual data for the period captured through the Green Stat survey.

**Performance Commentary:**

Satisfaction with the Borough's parks remains high.

Although the direction of travel is shown as downward it should be noted that the score is actually 5.5% above the target. The reason for the downward direction is because in 2010/11 the score was exceptionally high at 100%.

**Summary of Key activities taken or planned to improve performance:**

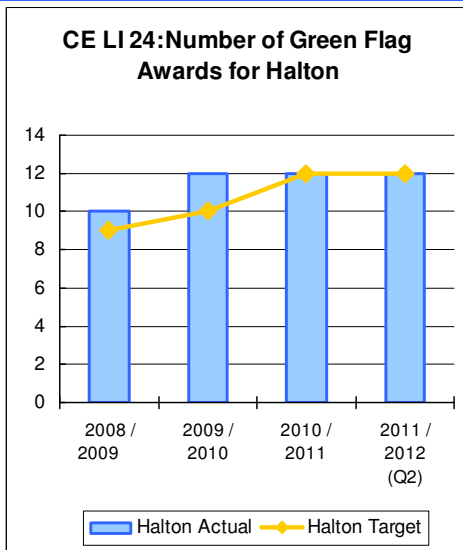
Every year, at least 80 park users complete questionnaires in a variety of public parks. Satisfaction is based on scores of Very Good, Good and Fair. Scores of Poor or very poor are considered as dissatisfied.

Halton is a consistently high performer which reflects the investment it has made in its parks over a ten year period. However, in light of continuing fiscal constraint it is unlikely that such satisfaction levels can be maintained and therefore the targets that have been established to the period 2016 reflect a more realistic but still ambitious level of satisfaction.

The Open Space Service also benchmarks its activities through APSE. In December 2011 based upon the benchmarking data that was submitted for year 2010/11 the service was recognised as the 'Best Performer for Parks and Horticulture'.

SCS / ER10

Number of Green Flag Awards achieved for Halton



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
12	12	12			
<b>Data Commentary:</b>					
<b>Performance Commentary:</b>					
All twelve Green Flag Award parks retained the award.					

#### Summary of Key activities taken or planned to improve performance:

The following Parks are managed and maintained to Green Flag Award standard.

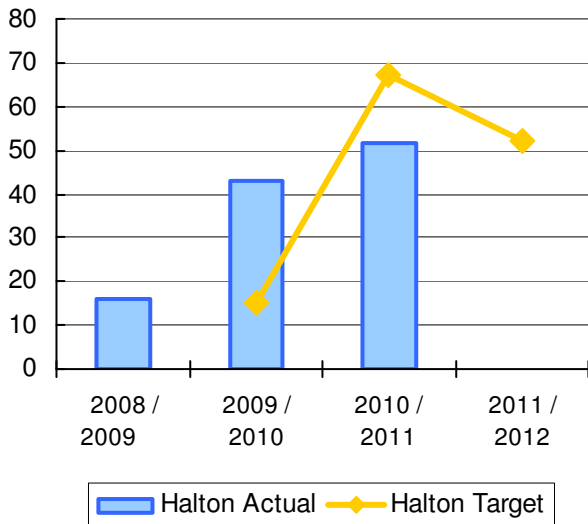
- Clinton Woods Local Nature Reserve (LNR)
- Hale Park
- Hough Green Park
- Pickering's Pasture LNR
- Phoenix Park
- Rock Park
- Runcorn Hill Park & LNR
- Runcorn Town Hall Park
- Spike Island
- Victoria Park
- Victoria Promenade
- Wigg Island Community Park

All twelve Green Flag Award parks retained the award.

SCS / ER11

Improved local biodiversity – active management of local sites. (NI 197)

### NI 197: Improved local biodiversity – active management of local sites.



2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
51.85 %	52.00 %	Awaiting Data		Data available Qtr 4	n/a

#### Data Commentary:

Data for 2011/12 is not reported on until after the end of the year.

#### Performance Commentary:

See above.

#### Summary of Key activities taken or planned to improve performance:

Over the last two years there has been debate nationally about what 'under positive management' actually means. It appeared that site visits and biological recording activities had been counted as under positive management. Through the Wildlife Trusts it has now been confirmed that positive management can only be recorded if actual positive practical tasks to the primary habitat of the site have been undertaken at sites. The change in the way that the data is collected has meant that Halton did not meet its 2010/11 target which was based on the old way that data was collected and was therefore un-realistic.


It should be noted that over the last two years using the new way of collecting data Halton has improved year on year. Also, Halton is performing significantly better than its neighbours in 2008/09 and 2009/10

For example when last benchmarked in 2009/10 the active management of sites as compared to neighbouring authorities was as follows.

Knowsley	11.1%
Sefton	28.1 %
Liverpool	25.0 %
St Helens	16.2 %
Wirral	36.0 %
<b>HALTON</b>	<b>43.0 %</b>

SCS / ER12

To regenerate 5 hectares of urban sites per annum for the next five years

	2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
No chart available	14.52 hectares	5 hectares	Data available Q4			N/A

**Data Commentary:**

Data is obtained from the annual National Land Use Database Site Survey and database categories A, B, & C to F definitions.

**Performance Commentary:**



A number of key development sites within the Borough are progressing namely Daresbury Park, the Hive on Widnes Waterfront and Derby Road.

**Summary of Key activities taken or planned to improve performance:**

A full analysis of the take up of land in the Borough is undertaken on an annual basis and will be reported at year end.

SCS / ER13

To make sure there is a 5 year rolling supply of housing land available for 2000 homes over 5 years (New)

	2010/11 Actual	2011/12 Target	2011/12 Qtr 2	2011/12 Qtr 4	Current Progress	Direction of Travel
No chart available	New indicator	100%	141%			

**Data Commentary:**

The purpose of this indicator is to ensure that sufficient land is being brought forward to deliver the Borough's targets for building new homes.

Data is taken from the Strategic Housing Land Availability Assessment (SHLAA) published annually.

**Performance Commentary:**

1ST APRIL 2011 TO 31ST MARCH 2016 (SHLAA 2011)

The planned housing provision for this period is 2670 net additional dwellings. This is 500 dwellings per annum defined in RSS over 5 years ( $500 \times 5 = 2500$ ) plus a demolitions allowance of 34 dwellings per annum over 5 years ( $34 \times 5 = 170$ ).

The supply of deliverable housing land for the same period can provide 3776 net additional dwellings.

The indicator of the degree to which a supply of ready to develop housing sites is being maintained is:  $(3776 / 2670) \times 100 = 141.42\%$

Good performance is where the percentage is 100% or greater.

**Summary of Key activities taken or planned to improve performance:**

This is in line with the SCS objective to provide sustainable, good quality, affordable and adaptable residential accommodation in the Borough. This equates to 400 homes per annum.

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

**DATE:** 14 March 2012

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

**PORTFOLIO:** Transportation

**SUBJECT:** Petition requesting the building of a car park,  
parking spaces and road widening, Gorsewood  
Road & St. Martins Lane, Murdishaw, Runcorn

**WARDS:** Norton North & Norton South

## **1.0 PURPOSE OF THE REPORT**

- 1.1 To report on a petition that has been received, requesting a car park be built, extra parking spaces be provided, and road widening take place at Gorsewood Road/St. Martins Lane, Murdishaw in the area of the central 'square' adjacent to the Health Centre, St. Martins R.C. Primary School and Gorsewood Primary School.

## **2.0 RECOMMENDATION: That**

- (1) the petitioner's request for a car park to be built, extra car parking spaces to be provided and for road widening to take place at Gorsewood Road/St. Martins Lane, Murdishaw in the area of the central 'square' adjacent to the Murdishaw Health Centre be refused, as the areas in question are not in the ownership of the Council; and**
- (2) the lead petitioner be informed accordingly.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 A 352 name petition has been received, requesting a car park be built, extra parking spaces be provided, and road widening take place at Gorsewood Road/St. Martins Lane, Murdishaw in the area of the central 'square' adjacent to the Health Centre, St. Martins R.C. Primary School and Gorsewood Primary School. A copy of the front pages of the petition, including a drawing prepared by the lead petitioner setting out the areas in question will be available at the meeting. Alternative plans of the area are attached, annotated to mirror the petitioner's drawing.
- 3.2 At school opening and closing times the Gorsewood Road/St. Martins Lane route, which gives access to the Health Centre and two primary schools adjacent to the central Gorsewood Road 'square' does become extremely busy and traffic has to proceed through the route at low speeds. There are inadequate parking spaces available for the number

of drivers wishing to reach the schools. However, over the five years 2006 to 2010, there were no reported road traffic accidents resulting in injury on Gorsewood Road or St. Martins Lane.

- 3.3 This Council promotes sustainable modes of transport to schools and continues to seek ways of increasing the proportion of children who chose to walk, cycle and use public transport. Increasing the volume of parking available and otherwise facilitating car transport to schools would be contrary to this approach.

#### **4.0 EVALUATION AND RESPONSES TO ACTIONS REQUESTED**

- 4.1 Construction of a new parking area as requested in the petition.

Clarification of the location for the requested car park has been sought from the lead petitioner and this is marked on Drg. No. 9088 attached. The area in question is not in the ownership of this Council, but is owned by Liverpool Housing Trust. The trust have been sent copies of the petition and other associated information, to enable them to consider the request. A verbal response has been received indicating the Trust is not in a position to finance construction of a new car park and a written response has been requested. Halton Council do not own any of the land in the immediate area.

- 4.2 Extension of existing car parking areas to provide extra spaces.

The areas in question are marked on the petitioner's drawing within and also on Drg. No. 9088 attached. These areas are not in the ownership of this Council, but are owned by Liverpool Housing Trust or Halton and St. Helens Primary Care Trust. Both organisations have been sent copies of the petition and other associated information, to enable them to consider the request. A verbal response has been received indicating neither is in a position to finance construction of new parking spaces, and a written response has been requested.

- 4.3 Carriageway widening as requested in the petition.

The area in question is marked on the petitioner's drawing within and also on Drg. No. 9088 attached. This area is not in the ownership of this Council, but is owned by Halton and St. Helens Primary Care Trust. The Trust has been sent copies of the petition and other associated information, to enable them to consider the request. A verbal response has been received indicating the Trust is not prepared to accede to this request and a written response has been requested. The Trust has agreed to cut back vegetation on the corner to improve sightlines across the corner.

- 4.4 Observations on Parking Situation.

Whilst the central "square" at the junction of St. Martins Lane and Gorsewood Road does become extremely congested at school opening and closing times, it is not felt that the carriageway needs

widening as the current traffic system operates acceptably, with the intended narrowness of the route serving to restrict vehicle speeds. Over the five years 2006 to 2010, there were no reported road traffic accidents resulting in injury on Gorsewood Road or St. Martins Lane.

4.5 Making the Gorsewood Road/St. Martins Lane Route One-Way.

This option was investigated with a view to improving traffic flows through the area at critical times, and consultation has been undertaken with Cheshire Police and ward Councillors. This proposal did not prove acceptable because it would have caused inconvenience to a large number of residents, could create congestion at the Gorsewood Road/Murdishaw Avenue or St. Martins Lane/Aldersgate Avenue junctions and removal of the likelihood of oncoming traffic would have led to an increase in traffic speeds. There is no proven history of traffic danger on this route, possibly because of the very low speeds at which traffic travels due to the frequent congestion near the central "square" by the Health Centre. Drg. No. 9089 in the appendix refers.

**5.0 POLICY IMPLICATIONS**

5.1 There are no policy implications.

**6.0 OTHER IMPLICATIONS**

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

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

**7.1 Children and Young People in Halton**

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

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

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

**7.3 A Healthy Halton**

This Council promotes healthy and sustainable modes of transport to schools and continues to seek ways of increasing the proportion of children who chose to walk, cycle and use public transport. Increasing the volume of parking available and hence facilitating increased car transport to schools would be contrary to this approach.

**7.4 A Safer Halton**

There is no established road traffic accident history on Gorsewood Road/St. Martins Lane that would justify extra parking or road widening. Introducing a one-way system would reduce the inherent safety of this route by permitting higher vehicle speeds.



**7.5 Halton's Urban Renewal**

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

**8.0 RISK ANALYSIS**

8.1 The narrowness of the Gorsewood Road/St. Martins Lane road system and restricted parking space lead to reduced traffic speeds and there is no history of traffic accidents on this route. The recommendations seek to maintain this situation and there are no associated risks. No full risk assessment is required.

**9.0 EQUALITY AND DIVERSITY ISSUES**

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

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

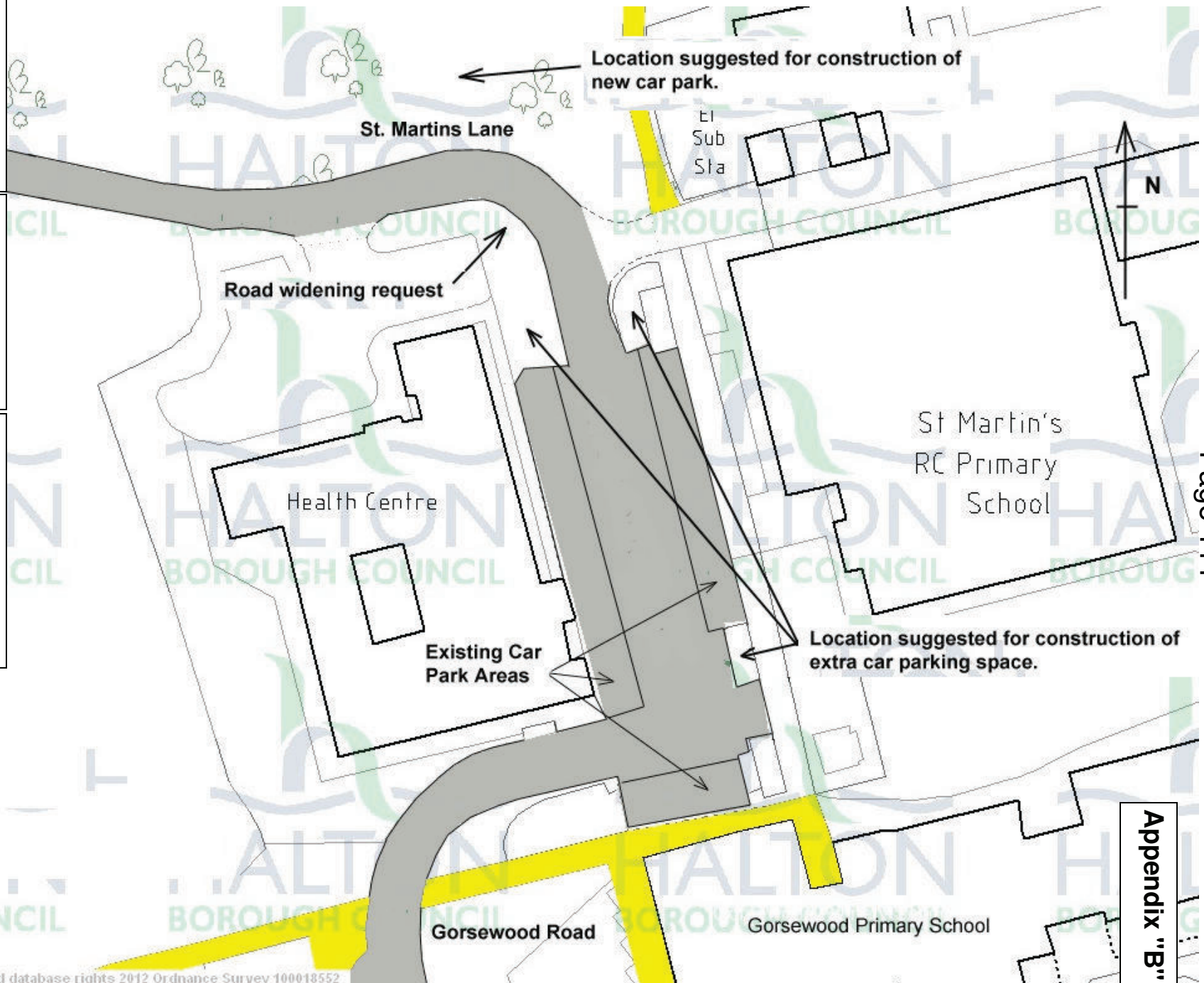
<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Petition	Traffic Section, Rutland House	Steve Johnson



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

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**Petition Proposals For New Car Park, Road Widening and Extension of Existing Car Parks**  
**Gorsewood Road/St. Martins Lane, Runcorn**  
 Scale: NTS Date: Feb 2012  
 Drawn: SJ Checked:  
 Drg. No.: 9088

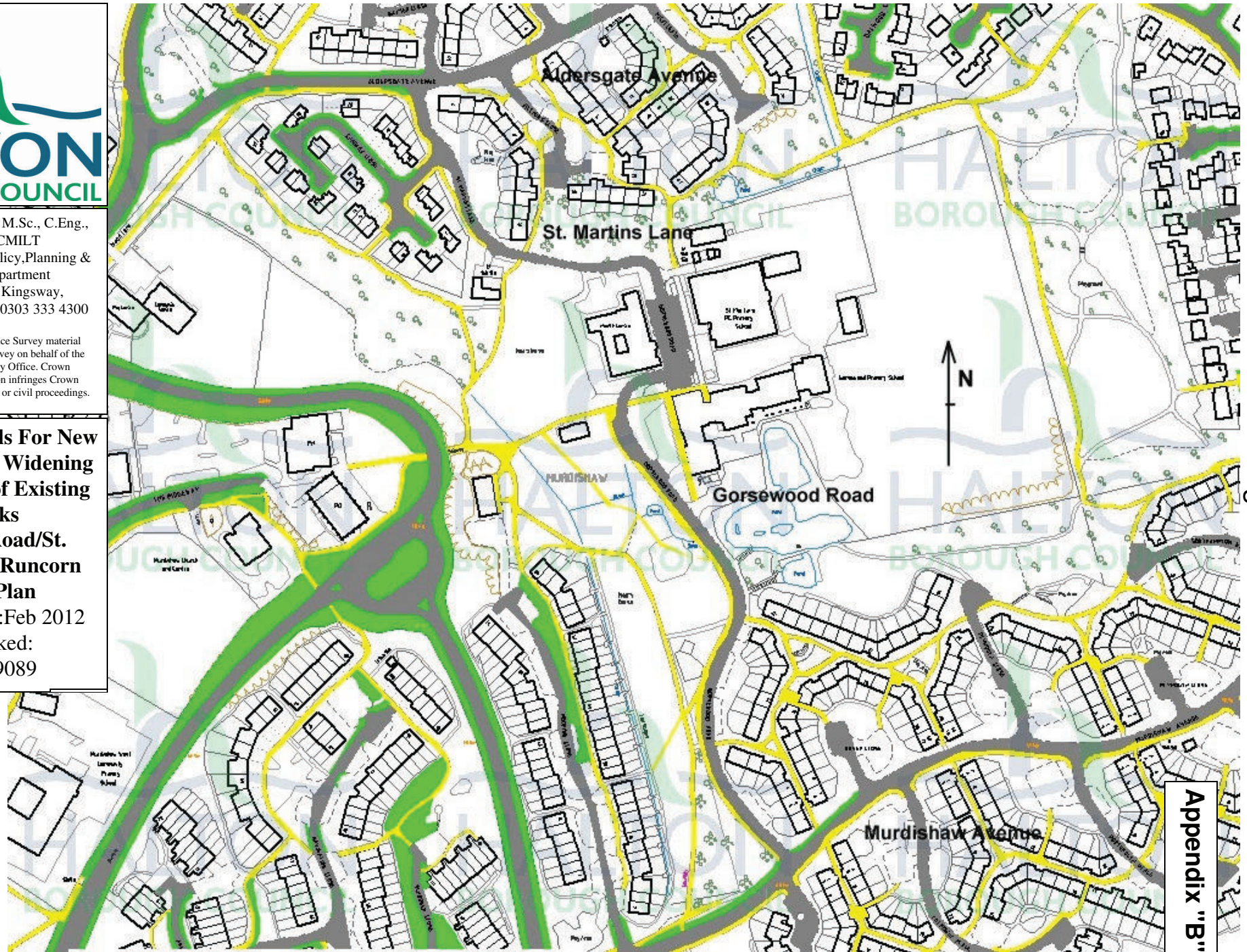




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**Petition Proposals For New  
Car Park, Road Widening  
and Extension of Existing  
Car Parks  
Gorsewood Road/St.  
Martins Lane, Runcorn  
Location Plan**  
Scale: NTS Date: Feb 2012  
Drawn: SJ Checked:  
Drg. No.: 9089



Appendix "B"

<b>REPORT TO:</b>	Environment and Urban Renewal Policy & Performance Board
<b>DATE:</b>	14 <sup>th</sup> March 2012
<b>REPORTING OFFICER:</b>	Strategic Director, Communities
<b>PORTFOLIO:</b>	Neighbourhood, Leisure and Sport Health and Adults
<b>SUBJECT:</b>	Draft Tenancy Strategy
<b>WARD(S)</b>	Borough-wide

## 1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to present Halton's Tenancy Strategy as a draft document for further consultation and to seek Members' views on the content of the Strategy.

## 2.0 RECOMMENDATION: That Members of the Policy and Performance Board note and comment on the attached draft Tenancy Strategy.

## 3.0 SUPPORTING INFORMATION

### 3.1 Background

- 3.1.1 The Coalition Government's White Paper of November 2010 "*Local decisions: a fairer future for social housing*" introduced the concept of fixed term tenancies for social housing providers rather than the "Lifetime Tenancies" currently offered. Registered Providers (RPs - previously known as Registered Social Landlords) are able to offer fixed term tenancies from April 2012.
- 3.1.2 Under the terms of the Localism Act local authorities must develop a Tenancy Strategy setting out recommendations for the type of tenancies that should be offered in the local area, the length of those tenancies (if fixed term tenancies are proposed) and the circumstances in which they should be offered and renewed. In developing their own tenancy policies RPs are to have due regard to the local authority's Tenancy Strategy, however, they do not have to adhere to the recommendations of the local authority Strategy.
- 3.1.3 The timescale for local authorities to develop their tenancy strategies is proposed to be within 12 months following enactment of the Localism Act (November 2011). Consequently, RPs are able to start offering the new tenancies some seven months before the local authority must develop an approach recommending whether and, if so, how they are used. For this reason, officers have started to develop a Tenancy Strategy, on the understanding that it may need to be revised as a result of any guidance published following enactment of the Act.

### **3.2 Progress to date**

- 3.2.1 Officers met with RPs in September 2011 to discuss their respective positions with regard to the use of fixed term tenancies. It was clear that RPs are at different stages in terms of developing their own approaches, some more advanced than others, and in some respects were looking to the Council for a steer. Equally the Council was looking to RPs to give an indication of the circumstances in which they considered they may want to use fixed term tenancies so that it could evaluate whether or not there were sound reasons for doing so and incorporating these in a strategy.
- 3.2.2 The Council's starting position was that it was willing to be flexible but would need to evidence why there should be a departure from the status quo if a tenancy strategy advocating limited use of fixed term tenancies is to gain support. However, as RPs are not obliged to adhere to the local authority's strategy there is a risk that should an RP decide to use fixed term tenancies, the Council would have no influence over how and when they are used or renewed if they are not included as an option in the Tenancy Strategy. The development of a Strategy which gives a limited level of support for fixed term tenancies would allow the local authority to set parameters guiding their use in order to protect vulnerable people and maintain sustainability in Halton's communities.
- 3.2.3 After much discussion, including the role of Affordable Rents and the proposed Welfare Reforms in the equation, it was agreed that RPs would provide examples, together with copies of early drafts of any Board reports on affordable rent and tenancy policies. The Council would then endeavour to pull together common themes with a view to developing a permissive rather than a prescribing strategy e.g. describing circumstances where it may be appropriate to use flexible tenancies.
- 3.2.4 Officers received responses from two RPs which outlined the principles on which they wish to develop their approach. A consistent theme was the need to maintain stable, cohesive and balanced communities but also highlighted was the need for a flexible approach that can be tailored to the diverse needs of customers and protect vulnerable groups, ensuring that the use of fixed term tenancies does not act as a disincentive for people to improve their lives and maintaining continuity in children's education.

### **3.3 Halton draft Tenancy Strategy**

- 3.3.1 A Strategy has been drafted which permits RPs to make use of the new fixed term tenancies should they wish to do so whilst at the same time making it clear that the Council's preference is to maintain the status quo. The Strategy, which is attached as Appendix A to this report, sets the parameters for their use.
- 3.3.2 The minimum term for fixed term tenancies is proposed to be five years (in line with current Government thinking) but RPs can extend this period if they wish.

3.3.3 The draft Strategy recommends that fixed term tenancies are not suitable for:

- Existing social housing tenants who became assured tenants prior to 1<sup>st</sup> April 2012 and who are transferring to another property;
- Where the property is part of a supported housing development that provides specialist accommodation for particular client groups, including sheltered housing.
- Where the tenant is someone over the prevailing state retirement age.
- Where the property is located in an area of very low demand and/or high multiple deprivation where the local authority has serious concerns about the long term sustainability of the area. In these circumstances, the local authority will initiate discussions with the relevant Provider(s) to request that they temporarily suspend the use of fixed term tenancies in that area.
- Where a tenant with a secure or assured tenancy is required by a Provider to move due to redevelopment e.g. they are being required to move, not seeking to do so.

3.3.4 The Council expects that in most cases fixed term tenancies will be renewed upon review, particularly where:

- 1) the tenancy was originally offered in response to a particular set of circumstances or vulnerabilities (e.g. the household was fleeing harassment or domestic violence or is under a witness protection programme or was a person leaving local authority care, or has mental health problems) and the household is assessed as still being vulnerable.
- 2) the household contains dependants of pre school age or in full time education, unless 2) below applies.
- 3) the property has been adapted to meet the needs of a disabled person and that person still resides in the property and needs the adaptations.

3.3.5 Circumstances where the tenancy may not be renewed include where:

- 1) There has been a change in the composition of the household which has resulted in the household under occupying the accommodation.
- 2) There has been a substantial improvement in the household's financial circumstances to the extent that continued occupation of the property by the household would present a conflict with the charitable objectives or primary purpose of Providers to provide housing for those in necessitous circumstances.
- 3) An adapted property is no longer suitable for the tenant's needs e.g. where adaptations have been provided for a disabled person who is no longer resident in the property, the adaptations are no longer required, and there are other families needing this type of adapted accommodation.

3.3.6 Tenancy strategies are not intended to be a means of enforcing tenancy agreements and, therefore, the Strategy states that it does not expect RPs to use fixed terms tenancies as an enforcement tool, for example, refusing to renew a tenancy on the grounds of rent arrears or anti social behaviour. Existing legal remedies and possession proceedings, as appropriate, should be pursued to tackle these issues. However, the Strategy recognises that there may be circumstances where possession proceedings are so far advanced that it may not be appropriate for RPs to renew a tenancy. It will be for RPs to judge these cases on merit mindful that they will have to justify such action should the tenant seek to exercise their right to appeal.

3.3.6 In all circumstances (except due to significant improvement in financial circumstances) it is recommended that the RP arrange for more suitable accommodation to be offered to the household within its own or another RP's stock.

3.3.7 The draft Strategy will need to be the subject of further consultation with existing social housing tenants and prospective tenants who are on the Council's and other RPs' waiting lists. It is expected that the consultation period will be from 26<sup>th</sup> March to 23<sup>rd</sup> April 2012 and that the Strategy will be signed off at Executive Board in June.

#### 4.0 **POLICY IMPLICATIONS**

4.1 The Tenancy Strategy is intended to provide guidance for RPs in the development of their tenancy policies. It has been developed to comply with Government proposals contained in the Localism Act, however, may need to be revised at a future point should further guidance be issued following enactment of the Act.

#### 5.0 **OTHER/FINANCIAL IMPLICATIONS**

5.1 There may be financial implications arising from the need to consult with existing and potential future tenants of social housing.

5.2 The implications of the use of fixed term tenancies are clearly outlined in the draft Strategy. However, the Strategy has been framed so that it minimises the impact on HBC services and on Halton's communities.

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

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

The Strategy recommends that fixed term tenancies are renewed where the household contains pre school age children or children in full time education, unless there has been a substantial increase in the financial circumstances of the household to the extent that continued occupation of the property would present a conflict with the RPs charitable objectives to provide housing for those in necessitous circumstances.

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

The Strategy has been framed so that there are no barriers to those seeking employment or career development as a result of the use of fixed term tenancies.

6.3 **A Healthy Halton**

The Strategy recommends that fixed term tenancies are renewed for vulnerable people, whose health and well being could be adversely affected by having to move as a result of the termination of a fixed term tenancy.

6.4 **A Safer Halton**

The Strategy aims to minimise the risks to sustainable communities and thus community safety which could potentially result from the use of fixed term tenancies.

6.5 **Halton's Urban Renewal**

The Strategy aims to protect the sustainability of Halton's communities from the use of fixed term tenancies by reserving the right of the Council to request that the RP suspend their use should an area be identified as potentially being at risk.

7.0 **RISK ANALYSIS**

7.1 The risks of using fixed term tenancies are clearly outlined in the draft Strategy. However, the Strategy has been framed so that it minimises the risks to HBC services and to the sustainability of Halton's communities.

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 An Equality Impact Assessment has been undertaken on the Strategy. No negative impacts were found on any of the protected characteristics.

9.0 **REASON(S) FOR DECISION**

9.1 Local authorities have a statutory duty to develop a Tenancy Strategy within 12 months of enactment of the Localism Act 2011.

9.2 The decision to develop a Strategy which permits the use of fixed term tenancies should RPs wish to use them was taken as it allows the Council to exercise some influence over their use.

10.0 **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

10.1 The development of a Strategy which does not include fixed term tenancies was considered. However, Registered Providers are only required to have due regard to the local authority's Strategy when setting their own tenancy policies and are not compelled to follow the Council's recommendations. Consequently, a Strategy which did not include fixed term tenancies would mean that the authority would have no influence over their use should providers decide to introduce them for their stock. This option was, therefore, rejected.



11.0 **IMPLEMENTATION DATE**

11.1 The Strategy would take effect from the date it is approved by the Council's Executive Board.

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

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Draft Tenancy Strategy	Runcorn Town Hall, second floor	Joanne Sutton
Localism Act 2011	Municipal Building, second floor	Eleanor Carter



# **Tenancy Strategy 2012**

## **Consultation Draft**

## **Halton Borough Council Tenancy Strategy 2012**

### **Introduction**

This is Halton Borough Council's first Tenancy Strategy. It has been developed in response to the Localism Act 2011 which places a statutory duty on local authorities to develop a strategy which sets out what type of tenancies should be offered by Registered Providers of social housing (henceforth referred to as Providers) in the local area.

### **Context**

The White Paper "*Local decisions: a fairer future for social housing*", published in November 2010, set out the Government's intentions to radically reform social housing in England. It is based on the premise that social housing should only be for those who need it and should act as a springboard to higher aspirations as individuals' circumstances improve. It points to long waiting lists, overcrowding and under occupation within the sector as evidence that the system is not currently working.

Central to the housing reforms is the introduction of a new time limited tenancy which is subject to review at the end of a fixed term to ensure that the tenant is still in need of the accommodation. In framing their tenancy policies, Providers should have regard to the local authority's approach to the new flexibilities as set out in its Tenancy Strategy.

There are some concerns that the new approach will reinforce residualisation of the sector, further stigmatise and disadvantage those in social housing and detract from efforts to promote community cohesion and tackle worklessness. These concerns are explored more fully later in this document.

In preparing this Strategy Halton Borough Council has had regard to its prevailing allocations policy and the sub regional allocations policy which will come into force when Halton introduces the Property Pool Plus Choice Based Lettings in 2012. The Council has also had regard to the Halton Homelessness Strategy 2009-13.

### **What the Tenancy Strategy covers**

In accordance with the proposals set out in the Localism Bill, this Strategy sets out:

1. What kind of tenancies Providers should offer.
2. The circumstances in which Providers should grant a tenancy of a particular kind.
3. Where the tenancy is for a fixed term, the recommended length of the term.
4. Circumstances in which the Provider should grant a further tenancy on the ending of the existing tenancy.

The Strategy takes into account the local economic circumstances and housing needs prevailing at the time the Strategy was written.

## Considerations

This section of the Strategy outlines the factors that have been taken into account in developing the Council's approach.

### *Relationship with Affordable Rent regime*

In order to reduce the amount of public subsidy needed for new social housing development the Government introduced the affordable rent regime (where rents are pitched at up to 80% of market rents in the area) at the same time as fixed term tenancies. The Tenant Services' Authority (TSA) has introduced a new Tenancy Standard to take account of the new affordable rents.

Much of the language that surrounds fixed term tenancies and affordable rents seems to have become interchangeable and this appears to have caused some confusion around whether properties let at affordable rents must also be fixed term tenancies. However, the Homes and Communities Agency's National Affordable Housing Programme prospectus clarifies this issue:

*"The TSA does not intend to prescribe the type of tenancy that Registered Providers should use when homes are let on Affordable Rent terms. Providers will have flexibility on the type of tenancy to be offered for Affordable Rent, and they will retain the option to offer lifetime tenancies should they wish to do so."*

### *Social rented housing in Halton*

Social rented housing makes up over a quarter of the total housing stock in the Borough, equating to 13,500 properties. In 2010 the Council commissioned consultants to undertake a Strategic Housing Market Area Assessment (SHMAA) for Halton and the surrounding areas of St Helens and Warrington. Analysis of the findings of the Halton study reveals that:

- Flats and maisonettes make up just over a quarter of the social rented stock, however, CORE data (which records new social housing lettings) reveals that turnover of this accommodation type is relatively high (making up 44% of general needs stock let in 2010/11).
- Almost two thirds of social housing tenants had lived in their home for more than five years.
- Average household sizes in the sector are lower than for other tenures.
- An estimated 2,251 (16%) social tenants under occupy their accommodation by at least two bedrooms (using the bedroom standard)<sup>1</sup>, with 60% of those being non pensioner households without children (1,344).

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<sup>1</sup> A separate bedroom is allocated to each married or cohabiting couple, any other person aged 21 or over, each pair of adolescents aged 10 - 20 of the same sex, and each pair of children under 10. Any unpaired person aged 10 - 20 is paired, if possible with a child under 10 of the same sex, or, if that is not possible, he or she is given a separate bedroom, as is any unpaired child under 10.

- An estimated 1,329 households (10%) are classed as overcrowded using the bedroom standard.
- A fifth of social housing tenants are unemployed and three quarters claim full or partial Housing Benefit (*source: HBC Housing Benefit records*).
- The median annual gross household income for social housing tenants in Halton was £9,821 with the median savings/debt level being £211 in debt. This gives a median figure of potential access to funds of £29,250, which is insufficient to access market housing.
- 1,528 social housing tenants indicated that they either need or are likely to move in the next two years with 80% of these preferring to stay in social housing and 17% wanting to buy a home.
- There is significant demand for social housing from private tenants and a quarter of owner occupiers with a mortgage who are looking to move would like to move to the sector.

It is clear from the findings of the survey that social housing in Halton plays a key role in meeting housing need and is valued both by existing social housing tenants and those currently housed in other sectors but current levels of under occupation indicate some scope to make better use of the housing stock. The survey also revealed that despite the relatively high proportion of existing social housing, there is a need for an additional 891 affordable housing units per annum.

*Outcome of consultation with tenants, applicants for social housing and Registered Providers*

*To be inserted*

*Impact on vulnerable households*

The use of fixed term tenancies, **if applied universally**, could have an adverse impact on vulnerable households. For example, approximately 1,000 elderly people under occupy their social rented home (SHMAA 2010). If those homes had been let on fixed term tenancies it is possible that the tenants would be forced to move which would uproot the elderly person from their existing community where they may be receiving vital support and the move could have an adverse impact on their health and emotional well being.

Families with children of school age could also suffer as a result of having to move, for example if the parents' financial situation improved. The children may need to move schools as a result of the move which could have an adverse impact on their educational attainment.

There are also potential issues of uprooting disabled people from suitably built or adapted accommodation or forcing someone to move from an area where they currently receive care (in which case they may need an extra bedroom) or give care to a vulnerable relative or other person.

Additionally, there are some social housing applicants who have complex and sometimes multiple needs, for whom the provision of a settled home is often a key determinant in them maintaining a more stable lifestyle. Examples include

recovering drug addicts and alcoholics or people with mental health issues. Other groups who may benefit from more stability include care leavers, people fleeing from harassment or domestic violence and people who have previously been sleeping rough.

This Strategy seeks to protect vulnerable people from being uprooted from settled, suitable accommodation, as set out in the second part of the Strategy.

#### *Impact of planned welfare reforms*

The Welfare Reform Bill proposes a number of changes to Housing Benefit (HB) which have implications for the Tenancy Strategy, as described below:

Increased deductions from HB for non dependents living in the property are being phased in until 2013. This could cause a dichotomy for families with non dependent children as, if they are on a fixed term tenancy, and they encourage their children to seek other accommodation as a result of the increased financial pressure they could risk losing their home due to resulting under occupation and receive an under occupation penalty on their HB as described below.

The Government proposes to impose a cap on Universal Credit when it is introduced which will be set at the average earnings of a working family. If this amount is exceeded then HB payments will be reduced accordingly which could increase the number of households in rent arrears. If a build up of rent arrears is one of the criteria for ending a fixed term tenancy they could also lose their home as a result.

Universal Credit, which it is proposed will include Housing Benefit, will be paid directly to the claimant. Consequently there is an increased risk of households falling into arrears with their rent which could result in them losing their home.

The Government proposes reducing HB payments for working age tenants who are occupying accommodation that is too large for their needs. While again there is a risk of rent arrears being accrued initially, in this respect, fixed term tenancies may actually help to make best use of the housing stock and minimise the risk of increased arrears. However, the ability of Providers to rehouse under occupying tenants in smaller accommodation is dependent on the availability of suitably sized properties.

#### *Potential burden on Registered Providers*

If Providers decide to use fixed term tenancies they are likely to experience additional administrative burdens resulting from tenancy reviews, providing advice and securing alternative accommodation for households whose tenancy is not being renewed, and dealing with appeals.

Finally, if tenancies are not renewed, Providers will need to meet the costs associated with bringing properties up to an acceptable standard in order to attract a new tenant and with rent loss for the period the property is empty.

#### *Mortgage availability*

The current housing market downturn was primarily triggered by the realisation of the scale of bad debts held by the financial institutions. As a consequence banks and building societies are now much more cautious in their lending practices meaning that potential borrowers are required to pay much greater deposits and lending multipliers have reduced. For example, "in 2007 the average deposit paid by a first time buyer in the UK was 10% of the property value, by the end of 2009 this figure had increased to 25%" (Hometrack Feb 2010).

Consequently even if the financial circumstances of social housing tenants improves, this is not a guarantee of them being able to access market housing since they would need substantial savings, which could take several years to build up, to be able to secure a mortgage.

#### *Capacity and suitability of the private rented sector*

Since the recent housing market downturn the private rented sector has played an increasingly significant role in meeting housing needs for two distinct groups. On the one hand there are those households who traditionally would have sought market housing but are unable to do so due to steep house price increases and/or the lack of a sufficient deposit to satisfy mortgage requirements. On the other, there are those who traditionally would have sought social rented housing but are unable to access the sector due to an increase in housing waiting lists and a declining number of vacancies caused by reduced mobility from the sector into owner occupation.

The private rented sector in Halton has grown by around 46% since the 2001 Census and now makes up around 10% of the housing stock. It is likely that this growth is attributable to a combination of factors. Firstly, from the widespread availability of buy to let mortgages in the years leading up to the downturn which was augmented by the concept of housing as a prudent investment. And in more recent years there has been a growth in the number of "reluctant" landlords who are unable to sell their properties in current market conditions and consequently let them out on a short term basis to realise a regular income until the housing market improves.

Despite the growth in the sector locally, Halton's private rented stock is still proportionately smaller than national and regional levels and anecdotal evidence from Halton's Strategic Housing Market Assessment reveals that demand for private rented housing currently outstrips supply by a ratio of around 5:1. Furthermore the SHMA, and the Halton Private Sector Stock Condition Survey conducted in 2009, found that housing conditions in the sector are significantly worse than in other tenures with higher levels of non decency, category 1 hazards and lower levels of energy efficiency.

There is, therefore, concern that fixed term tenants whose tenancies are not renewed and are not offered alternative social housing could be forced to seek accommodation in an already overburdened sector and to accept poorer housing conditions than those they previously enjoyed.

#### *Potential impact on homelessness*

Households whose tenancies are not renewed for whatever reason and are unable to purchase a property or secure private rented housing for the reasons stated above may find themselves homeless. This could result in additional pressure on the Council's Housing Solutions service and, depending on the circumstances of the household, could potentially result in them receiving an offer of another fixed term tenancy in the social rented sector. This would seem to defeat the object of using fixed term tenancies as a means of creating mobility within the sector and would undoubtedly lead to unnecessary stress to the household and cost to the Council and Providers.

*Impact on sustainable communities*

Halton shares many of the social and economic problems more associated with its urban neighbours on Merseyside. Halton is ranked the 27<sup>th</sup> most deprived borough nationally according to the 2010 Indices of Multiple Deprivation (IMD) and 21 Lower Super Output Areas (LSOAs) in Halton fall within the top 10% most deprived LSOAs in the country, with 10 LSOAs in the top 3%.

Due to the development of the Runcorn New Town, much of Halton's social housing stock is heavily concentrated in well defined and sometimes fairly isolated neighbourhoods and it is these areas that are ranked highest in terms of multiple deprivation. For example, the most deprived area in the Borough, Windmill Hill, has the highest concentration of social housing, exceeding 95% of the total housing stock and similar levels of deprivation are shown for areas like Castlefields, Halton Lea and Hough Green, all of which contain large social housing estates.

There is a need, therefore, to diversify not only the housing offer but also the socio economic mix of households living in these areas to prevent further decline and provide sustainable communities. Evicting fixed term tenants due to an improvement in their financial circumstances could act against the aspiration to create mixed and balanced communities and could further stigmatise social housing. There is also a risk that tenants will be less willing to look after their properties and invest in their communities if they have less security of tenure.



## **The Tenancy Strategy**

Halton Borough Council does not intend to prescribe the type of tenancy that Providers must offer their tenants and we recognise that many Providers with accommodation in Halton also operate across other local authority areas, where local circumstances and the recommended approach may differ.

This Strategy represents the Council's views and is intended to provide guidance to Providers with stock in Halton to assist them in framing their own tenancy policies. It has taken a great many years for tenants of social housing to secure the rights they now enjoy, and these should not be surrendered without strong justification.

However the Strategy does not preclude the use of fixed term tenancies, should Providers wish to adopt them to make best use of the housing stock, but recommends the parameters as to their use bearing in mind the considerations outlined earlier in the Strategy and the overriding need to build and maintain sustainable, cohesive communities.

### **The type of tenancies Providers may provide.**

***Introductory tenancies*** – Also known as “probationary tenancies”, these can be offered to new tenants and would not apply to tenants transferring from one Provider (or local authority) property to another, irrespective of whether the property is let at a social, affordable or intermediate rent. The introductory period normally lasts for a period of 12 months and, provided there has been no breach of tenancy that would warrant eviction within that time, can be converted to an Assured Tenancy once the 12 months has elapsed. However, if the Provider has reason to believe that the tenant has breached the tenancy agreement it can from April 2012 extend the introductory period beyond 12 months.

***Assured tenancies*** – Providers may continue to offer assured tenancies to transferring tenants, tenants converting from an introductory tenancy (or new tenants where there is no introductory scheme in place) regardless of whether the property is let at a social, intermediate or affordable rent.

***Secure tenancies*** – Providers will not offer secure tenancies to new tenants as they are reserved for local authority use. However some Providers will have tenants with secure tenancies where the tenancies have been assigned to a Provider following a housing stock transfer.

***Assured Shorthold tenancies*** – Providers have always been able to use Assured Shorthold Tenancies in certain circumstances e.g. provision of temporary accommodation. This Strategy does not seek to encroach on this. Within the context of this Strategy it is anticipated that this form of tenure will be used for “fixed term tenancies”. Providers may use the new fixed term tenancies for new tenants, regardless of whether the property is let at a social, intermediate or affordable rent. It is recommended that the term of the tenancy will be for a minimum of five years. In framing tenancy policies and determining the circumstances in which fixed term tenancies should be granted or ended, Providers are requested to adhere to the Council's recommendations as set out below.

**The circumstances in which Providers should grant a tenancy of a particular kind.**

Halton Borough Council would prefer that future social housing tenants maintain the security of tenure currently enjoyed by existing tenants. However, it recognises that Providers may wish to take advantage of the new tenure flexibilities in order to make the best use of their housing stock. If this is the case, the Council considers that fixed term tenancies are **not suitable** in the following circumstances.

- 1) Where the household is transferring from an existing Provider assured or local authority secure tenancy which was granted prior to 1<sup>st</sup> April 2012. This is to ensure that there are no disincentives for existing tenants to move to a more suitable or desirable property and there are no barriers to normal “churn” within the sector.
- 2) Where the property is part of a supported housing development that provides specialist accommodation for particular client groups, including sheltered housing.
- 3) Where the tenant is someone over the prevailing state retirement age.
- 4) Where the property is located in an area of very low demand and/or high multiple deprivation where the local authority has serious concerns about the long term sustainability of the area. In these circumstances, the local authority will initiate discussions with the relevant Provider(s) to request that they temporarily suspend the use of fixed term tenancies in that area.
- 5) Where a tenant with a secure or assured tenancy is required by a Provider to move due to redevelopment e.g. they are being required to move, not seeking to do so.

**Where the tenancy is for a fixed term, the recommended length of the term.**

Where a fixed term tenancy is offered, it is recommended that the term be for a minimum of five years. Providers may wish to offer longer periods as a matter of organisational policy but the Council sees no circumstances in which it would be appropriate to offer a fixed term tenancy for less than 5 years.

**Circumstances in which the Provider should grant a further tenancy on the ending of the existing tenancy**

The Council expects that in most cases fixed term tenancies will be renewed upon review, particularly where:

- 1) the tenancy was originally offered in response to a particular set of circumstances or vulnerabilities (e.g. the household was fleeing harassment or domestic violence or is under a witness protection programme or was a

person leaving local authority care, or has mental health problems) and the household is assessed as still being vulnerable.

- 2) the household contains dependants of pre school age or in full time education, unless 2) below applies.
- 3) the property has been adapted to meet the needs of a disabled person and that person still resides in the property and needs the adaptations.

Circumstances where the tenancy may not be renewed include:

- 1) There has been a change in the composition of the household which has resulted in the household under occupying the accommodation by more than one bedroom. In these cases the Provider would be expected to arrange a move to a more suitably sized property within their own stock or with another Provider either through a transfer or mutual exchange.

In determining whether or not a property is classed as under occupied Providers should have regard to the 'bedroom standard'. However, when making their decision Providers should also consider that while a household could technically be under occupying their accommodation using this criterion at the time of review, due to the age and sex of dependents they may not be in years to come and that a move to a smaller property could lead to overcrowding in the future. In these circumstances the Council recommends that the existing tenancy is renewed unless the household expresses a wish to move due to being unable to afford the rental contribution following changes to HB based on under occupation.

This exception should also apply where the property is under occupied but this is not as a result of a change in household circumstances (e.g. due to low demand for the property it was under occupied on allocation);

- 2) There has been a substantial improvement in the household's financial circumstances to the extent that continued occupation of the property by the household would present a conflict with the charitable objectives or primary purpose of Providers to provide housing for those in necessitous circumstances. The Council does not want the use of fixed term tenancies to be a barrier to households seeking employment or attempting to improve their income and lifestyle through career progression and, therefore, would expect that this criterion would only apply infrequently.
- 3) An adapted property is no longer suitable for the tenant's needs e.g. where adaptations have been provided for a disabled person who is no longer resident in the property, the adaptations are no longer required, and there are other families needing this type of adapted accommodation. In these cases, the Council expects that the Provider will arrange for alternative suitable accommodation to be secured either through a transfer or mutual exchange within its own stock or another Providers.

The Council expects that Providers will have robust and fair appeals processes in place to resolve any disputes that may arise.

The Council does not expect Providers to use fixed term tenancies as a short cut to enforcement procedures for breaches of tenancy conditions but accepts there may be circumstances where enforcement proceedings are so far advanced that it would not be appropriate to renew a tenancy. It will be for Providers to judge these cases on merit mindful that they will have to justify such action should the tenant seek to exercise their right to appeal.

When securing alternative accommodation for the household, Providers should take into account so far as is possible the household's area(s) of choice and whether they need to live in a particular area to give or receive care or support.

Providers are expected to contact tenants whose tenancies are due for renewal within a reasonable time period to assess the household circumstances and discuss options available to the household. Government guidance recommends a review period of six months, however Providers may want to consider making an initial contact with the household before this to ensure that there is sufficient time for the Provider to arrange alternative accommodation or for the household to purchase a home where this is likely to be deemed necessary.

### **Period of Strategy**

It is intended that this Strategy provides guidance for Providers in setting their tenancy policies until such time as a new Strategy can be developed following the publication of further guidance from the Government.

### **Monitoring and review**

The impact of this Strategy will be monitored as part of the monitoring framework for Choice Based Lettings. Should a need to review or amend the Strategy be identified as part of this process, the Council will consult Providers and any such other persons as may be prescribed by the Secretary of State.

<b>REPORT TO:</b>	Environment and Urban Renewal Policy and Performance Board
<b>DATE:</b>	14 <sup>th</sup> March 2012
<b>REPORTING OFFICER:</b>	Strategic Director Policy and Resources
<b>PORTFOLIO:</b>	Transportation
<b>SUBJECT:</b>	Sustainable Drainage Systems (SuDS) Defra Consultation
<b>WARDS:</b>	Boroughwide

## **1.0 PURPOSE OF THE REPORT**

- 1.1 To inform members of the planned implementation of the Sustainable Drainage System provisions of the Flood and Water Management Act 2010 and the response to the Defra consultation prepared jointly with partners from the Cheshire and Mid Mersey regional sub group of Lead Local Flood Authorities.

## **2.0 RECOMMENDATION: That**

- (1) the Board notes the key points relating to the proposals for the implementation of the Sustainable Drainage Systems (SuDS) provisions of the Flood and Water Management Act 2010 and the main issues that have currently been identified with these proposals; and**
- (2) the Board endorses the joint response of the Cheshire and Mid Mersey regional sub-group to the Defra consultation.**

## **3.0 SUPPORTING INFORMATION**

### **3.1 Introduction**

At the January meeting of the Board, Members were informed that Defra were consulting on a package of measures to implement the Sustainable Drainage Systems (SuDS) provisions of the Flood and Water Management Act 2010. Under the legislation, Halton will become a SuDS Approval Body (SAB).

In the consultation, Defra has sought views on

- New National Standards for SuDS,
- Four proposed Statutory Instruments and
- The impact assessment.

The consultation documents were published on 21<sup>st</sup> December 2011 and responses were required by 13 March 2012. Halton officers have been

working closely with colleagues within the Cheshire and Mid Mersey regional sub-group to formulate a joint response to the consultation.

The consultation questions are listed in Appendix 1 and a copy of the response, which has been approved by the Portfolio Holder, will be available for Members at the meeting.

The earliest implementation date for the enactment the SuDS provisions is 1<sup>st</sup> October 2012, however, within the consultation, Defra have asked for views on possible later implementation dates.

## 3.2 Background

The SuDS approach is designed to reduce flood risk and improve water quality. The overarching principle is that rainwater should be managed close to its source and on the surface where possible, making use of techniques, such as infiltration and retention, which mimic runoff from the site in its natural state. As a result rainwater is stored and released slowly. Examples of SuDS techniques include permeable paving, soakaways, green roofs, swales and ponds.

The Government wants to increase the use of SuDS in new developments and redevelopments. Halton, as a SAB, will be required to receive and process developers' SuDS applications for approval and, where appropriate, adopt and maintain SuDS in the future. This is a completely new area of work for Councils and has significant operational, legal and resource implications.

## 3.3 Key Points of the Proposals

- The existing planning system has been used as a model to develop proposals for SuDS consenting, with similar timescales for the consideration, consultation and determination of applications;
- There will be both transitional and phasing-in arrangements in place for developments in an advanced state of planning and for smaller developments respectively;
- In order for drainage applications to be approved, the SAB must ensure that the applicant has designed the SuDS in accordance with the National Standards;
- A key principle in implementing a SuDS scheme within a development, will be its affordability in comparison with conventional drainage design;
- Construction work which has drainage implications cannot commence unless the drainage system has been approved by the SAB;

- The SAB must adopt and maintain approved SuDS that are functioning properly and serve more than one property (the definition of one property includes a block of flats, a hospital, office or industrial unit);
- The proposed legislation provides enforcement powers (powers of entry, power to issue stop notices & enforcement notices) to both the SAB and the Local Planning Authority. Criminal sanctions are also proposed.

Government estimates that between 1 and 9 staff (FTE) will be needed to implement SuDS, dependent on Local Authority size and development activity. This is to be funded through applications fees (at fixed values for 3 years) and separate inspection fees on a cost-recovery basis. SABs may require non-performance bonds as a condition of SuDS approval. In the short-term, maintenance of adopted SuDS will be funded by Government. A range of options for funding of maintenance in the future is being considered.

### 3.4 Main Issues Raised in Consultation Response

At the time of writing this report, officers were still considering the detailed proposals contained within the SuDS consultation documents, together with partners within the Cheshire and Mid Mersey regional sub group of Lead Local Flood Authorities.

Initial indications are that the main issues for the sub-group in relation to the Draft SuDS National Standards and the implementation proposals will include:

- Concerns over the transitional arrangements and how they apply to developers proposals with prior approval for connection to the sewerage systems and to developments with outline planning permission;
- Request for clarity surrounding the how the costs of SuDS are to be calculated (for estimating purposes) to ensure the case for affordability can be examined appropriately for each application;
- Request for a review of the level of fees after the first year of implementation;
- Concerns over the potential for compensation claims against SABs, particularly in respect of Powers of Entry, which could involve financial risk to the Authority;
- Request for clarity on the defined extent of SuDS systems to be adopted and the timescale for adoption;

- Issues surrounding the 'voluntary' adoption of SuDS that are already in existence or have been constructed or without SAB approval.

Defra were due to hold a Capacity Building Workshop to discuss the SuDS implementation proposals and their implications at the end of February which would be attended by officers. Following the workshop, a final joint response was to be prepared, approved by the Portfolio Holder for Transportation (Surface Water and Flood Management Lead) and sent to Defra to meet the consultation closing date of 13<sup>th</sup> March.

Details of the response to the Consultation questions and other issues raised will be available for Members at the meeting and they will be asked to endorse this response.

#### **4.0 POLICY IMPLICATIONS**

There are no specific policy implications in relation to this report. However, once implemented, the sustainable drainage provisions of the Flood and Water Management Act may require the development of local policy surrounding fees and charges, enforcement and adoption.

#### **5.0 OTHER IMPLICATIONS**

##### **5.1 Resource Implications**

Once fully implemented (i.e. following any transitional and phasing-in arrangements that may form part of the legislation), the Government estimate that between 1 and 9 FTE staff will be needed to implement SuDS, dependent on Local Authority size and development activity required. The consultation proposes that for applications and approvals, cost will be recovered through fixed fees (for 3 years) Fees for inspections, required prior to adoption are proposed on a cost-recovery basis.

##### **5.2 Legal Implications**

The implementation of the Sustainable Drainage System provisions of the Flood and Water Management Act 2010 will introduce new statutory duties for Halton as a SAB. The proposals contain consenting, enforcement - including criminal sanctions and appeals processes, adoption and formal designation of SuDS schemes.

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

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

There are no implications associated with this report.

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



There are no implications associated with this report.

**6.3 A Healthy Halton**

There are no implications associated with this report.

**6.4 A Safer Halton**

There are no implications associated with this report.

**6.5 Halton's Urban Renewal**

The implementation of the Sustainable Drainage System provisions will be of considerable value in improving flood risk management and potentially improving water quality in watercourses across the Borough. Developers will be required to manage surface water runoff from their sites close to its source and on the surface where possible. This may involve provision of soakaways, green roofs, swales and ponds within their developments which will enhance the urban fabric of Halton.

**7.0 RISK ANALYSIS**

There are no specific risks in relation to this report.

**8.0 EQUALITY AND DIVERSITY ISSUES**

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

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

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
<p>Consultation on the Implementation of the Sustainable Drainage Systems provisions in Schedule 3 F&amp;WMA 2010. Defra; December 2011</p>	<p>Highways Office Rutland House, Halton Lea, Runcorn</p>	<p>Dave Cunliffe</p>
<p>National Standards for suatainable drainage systems. Defra; December 2011</p>	<p>Highways Office Rutland House, Halton Lea, Runcorn</p>	<p>Dave Cunliffe</p>
<p>4No. Consultation Draft Statutory Instruments: The Sustainable Drainage:</p> <ul style="list-style-type: none"> <li>• Procedure;</li> <li>• Approval and Adoption;</li> <li>• Enforcement;</li> <li>• Appeals.</li> </ul> <p>Orders 2012</p>	<p>Highways Office Rutland House, Halton Lea, Runcorn</p>	<p>Dave Cunliffe</p>

**Consultation on implementation of the Sustainable Drainage Systems (SuDS) provisions in Schedule 3 of the Flood and Water Management Act 2010: Full list of consultation questions**

**Question 1**

We have based our proposals on the evidence, outlined in our Impact Assessment, of the impact of surface runoff on future development and the benefits of SuDS. Do you have any additional evidence that may alter the recommendations of the Impact Assessment?

**Question 2**

We propose that SAB approval will not be required for the first 12 months:

- for developments that already granted planning permission before commencement; or
- for developments with one or more reserve matters where an application for approval of the reserve matter(s) is made; or
- for which a valid planning application has been submitted before commencement

Do you agree with this approach for transitional arrangements, if not please explain why?

**Question 3**

We propose implementing on the common commencement date of 1 October 2012, do you agree this is reasonable? If not would you prefer an implementation date of April 2013, October 2013 or after 2013?

**Question 4**

We understand that there may be capacity issues for SABs to meet their new duty to approve drainage. We are therefore considering whether to phase implementation of the requirement for approval. Do you think a phased approach is necessary?

**Question 5**

Do you agree that development under a Neighbourhood Development Order should be exempt from the requirement of SAB approval?

**Question 6**

Drainage for surface runoff should be sustainable and affordable to build and maintain. Do the National Standards deliver this, if not please explain why?

**Question 7**

Affordable sustainable drainage systems for surface runoff are comparable in costs with conventional alternatives. Do you agree?

**Question 8**

We propose that the SuDS Approving Body must determine an application for approval within 12 weeks where it relates to major development or a county

matter and 7 weeks where it relates to other development. But could applications be determined in less time?

If yes, please specify reduced time to consider applications:

- 1 week less
- 3 weeks less
- Page 3 of 5
- 5 weeks less

**Question 9**

Do you think guidance for calculating the amount required for a non-performance bond is necessary?

**Question 10**

Do you agree with our proposals to set approval fees for three years? If you disagree, please explain why and provide any supporting evidence.

**Question 11**

We propose that the fee for each inspection of the drainage system should be set on a cost recovery basis rather than to a fixed fee. Do you agree with this proposal?

**Question 12**

We propose to make arrangements for fees for applications to vary an approval, re-submitted applications, discounted fees, fees for cross area approvals as well as the refunds of application fees. Do you agree that this covers all the scenarios for which fees are likely to be needed? If not, please explain what is missing and provide further explanation if required.

**Question 13**

We propose setting a time limit of 21 days for statutory consultees to respond to the SAB. Do you agree with the timeframe proposed?

**Question 14**

We propose to give enforcement powers to the SuDS Approving Body and the local planning authority. Do you agree?

**Question 15**

Do you agree that the proposed powers of entry are reasonable and proportionate, if not please explain why?

**Question 16**

We propose that claims for compensation related to powers of entry and temporary stop notices must be submitted within 12 months of the powers being exercised or the notice being withdrawn/ ceasing to have effect. Do you agree, if not please explain why?

**Question 17**

We propose that, as in planning, a time limit of four years is set for when the SuDS Approving Body is able to give an enforcement notice? Do you agree, if not please explain why.

**Question 18**

Are the criminal offences proposed in the draft statutory instrument appropriate and proportionate?

**Question 19**

We propose to provide similar procedures for appeals against SuDS enforcement notices to those which currently apply to planning enforcement appeals (written representation, hearing or inquiry). Do you agree, if not please explain why?

**Question 20**

We propose a register of SuDS enforcement notices which mirrors the register for planning enforcement notices. Do you agree?

**Question 21**

For the purpose of the SuDS Approving Body's duty to adopt, "sustainable drainage system" means those parts of a drainage system that are not vested in a sewerage undertaker.

Do you agree this provides certainty and clarity on what is adoptable by the SuDS Approving Body? If not please provide an alternative definition.

**Question 22**

The SuDS Approving Body's duty to adopt does not apply to a single property drainage system.

We propose that "a drainage system or any part of a drainage system is to be treated as designed only to provide drainage for a single property if it is designed to provide drainage for any buildings or other structures that, following completion of the construction work, will be owned, managed or controlled by a single person or two or more persons together".

Is our definition clear on what will or will not be adopted? if not please provide an alternative definition.

**Question 23**

We propose that the SuDS Approving Body should determine a request for adoption within 8 weeks of receiving the request. Do you agree with this timeframe?

**Question 24**

We propose for the SuDS Approving Body to have a 28 day time limit for administrative processes (for example return of bonds, the process of registration or designations). This time limit applies throughout the SuDS process. Do you agree with this timeframe, if not please explain why?

**Question 25**

We propose that all Statutory Undertakers must notify the SuDS Approving Body at least four weeks in advance of works that may affect the SuDS' operation. Do you agree with this timeframe?

**Question 26**

We propose upon completion of the works, the SuDS Approving Body must decide within 12 months if it is satisfied that the SuDS functions in accordance with the National Standards. Do you agree? Do you agree, if not please explain why?

**Question 27**

We propose that an appeal must be made within six months of the SuDS Approving Body's decision or within six months of when the decision was due. Do you agree?

**Question 28**

We propose to adopt similar procedures for SuDS appeals to those which currently apply to planning appeals (written representation, hearing or inquiry). Do you agree, if not please explain why?

**Question 29**

Should we take action to avoid the increase of un-adopted SuDS? If your answer is no, please explain why?

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

**DATE:** 14<sup>th</sup> March 2012

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

**PORTFOLIO:** Transportation

**SUBJECT:** Policy & Performance Board Work Programme 2011/2012

**WARDS:** Boroughwide

## 1.0 PURPOSE OF THE REPORT

- 1.1 To consider the scrutiny of Halton Community Transport as part of the 2011/12 work programme.

**RECOMMENDATION: That Members of the Policy and Performance Board endorse the work of the Halton Community Transport (HCT) Working Group and agree the Topic Brief attached as Appendix 1.**

## 2.0 SUPPORTING INFORMATION

- 3.1 Each year, the PPB has the opportunity to identify topics or work areas that it would like to scrutinise in detail as part of its work programme for the year.
- 3.2. Good practice, based on experience, suggests that 2/3 topics are manageable, however the choice lies with the Board depending on its priorities and commitments. The normal process for scrutiny is that, following their adoption by this Board, the topics selected are worked up as detailed topic briefs and agreed with the Chair and Vice-Chair of the PPB in conjunction with the Lead Officer for this Board.
- 3.3 In considering which are good topics to include in the work programme Members need to keep in mind the Overview and Scrutiny Guide/Toolkit. Guidance on Topic Selection is attached as an aide-memoire. In particular, the Board's attention is drawn to paragraphs 12, 13 and 14 which relate to added value, capacity and resources.
- 3.4 It should be remembered that much of the work of this PPB will be cross-cutting and will impact on or be of relevance to other PPB's. In the case of the HCT Working Group now under consideration, a report will also go to the Employment, Learning, Skills and Community Policy and Performance Board on 26<sup>th</sup> March 2012.

- 3.5 It should also be noted that Performance Monitoring of the Reporting Departments (Policy, Planning & Transportation; Economy, Enterprise and Property), will in any case be received by this PPB.

### **3.0 2011/12 Work Programme**

- 4.1 At the meeting of this Board on 15<sup>th</sup> June 2011, it was noted that the Waste Management Topic Group needed to be re-established once a Working Group had been set up. At the same meeting, it was also agreed that a Cemeteries Working Group would be established as part of the 2011/12 work programme.

- 4.2 As part of the budget savings for 2011/12, the grant that the Council award to Halton Community Transport was reduced by £40,000. A further saving is being considered for the 2012/13 financial year. In considering this saving, it was proposed that a Scrutiny Working Group should be established to review HCT's operations and determine whether it is providing the services and value for money that the Council would expect. It was also recommended that because of the cross cutting nature of the topic, the work of the Group should also be endorsed by both the E&UR PPB and the ELS&C PPB.

- 4.3 Because of the immediate need to establish the Group (as budget savings proposals for 2012/13 are being recommended), nominations from Members were sought. Those subsequently nominated were Councillors Hignett, Gerrard, A. Lowe, Edge, Nolan, Zygadllo and E. Cargill. It follows that 5 of these 7 Members sit on the E&UR PPB whilst 2 sit on the ELS&C PPB. The Group will have met on more than one occasion before the meeting of this Board and a verbal update on progress will therefore be given to Members on the evening.

- 4.4 A Topic Brief has been prepared for the Group and it is attached as Appendix 1. Members of the Board are now asked to endorse this Brief with the details being agreed by the Chair, Vice Chair and the Lead Officer of the Board.

### **4.0 POLICY IMPLICATIONS**

- 5.1 None at this stage.

### **5.0 OTHER IMPLICATIONS**

- 5.1 None at this stage.

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

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

None

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

See attached Topic Brief.



**7.3 A Healthy Halton**

See attached Topic Brief.

**7.4 A Safer Halton**

None

**7.5 Halton's Urban Renewal**

See attached Topic Brief.

**8.0 RISK ANALYSIS**

8.1 The overall risk associated with not maintaining current specialised transport service levels is that consideration needs to be given to the Council meeting its duty under S63 (8) of the Transport Act 1985 where it has to have regard to the transport needs of members of the public who are elderly or disabled.

**9.0 EQUALITY AND DIVERSITY ISSUES**

9.1 Consideration needs to be given to the elderly and disabled residents of the Borough who would be affected by any detrimental impact on current specialised transport service levels.

## OVERVIEW AND SCRUTINY WORK PROGRAMME

Topic Selection Checklist

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

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

## **APPENDIX 1 – Topic Brief**

**Topic title:** HCT Scrutiny Working Group

**PPB(s) responsible:** Urban Renewal / Employment Learning & Skills

**Officer Lead:** Mick Noone Tel: 0151 471 7370

**Support Officer:** Jeff Briggs 0151 471 7381

**Planned start/end date:** Short series of meetings (3 to 4), mid February to late March 2012

### **Topic description and scope:**

A review of the operations of, and services provided by, Halton Community Transport (HCT) including identification of funding streams which contribute towards HCT's operations and service delivery. To consider the potential social and inclusion benefits that the services operated by HCT provide to its users and the impacts on these users should service discontinue.

### **Terms of Reference**

1. To consider the Council's duties and policies for securing the provision of public transport services, including community transport.
2. To consider the role community transport can play in helping the Council fulfil its duties and meet its priorities.
3. To consider the aims and objectives of HCT, the details of its current fleet, the number and type of passengers it carries, and the services it provides to the communities of Halton.
4. To consider the legislation governing the operation of CT services (permit systems, licences, etc.).
5. To consider the service level agreement that exists between Halton Borough Council and Halton Community Transport in terms of levels of service provision, standards of quality required and funding levels.
6. To consider whether HCT, or indeed other community transport operations that may be supported by the Council, can be deemed to be benefitting from an unfair financial and competitive advantage in relation to other transport providers.
7. To consider the potential impacts on users of the specialised transport services that HCT provide should any such service be withdrawn, wholly or in part i.e. less vehicles provided, reduced days/times of operation.

8. To consider other possible transport service alternatives available for users whom rely on existing specialised transport.
9. To consider other potential ways in which alternative specialised transport services could be provided by different transport providers more effectively and/or at reduced cost.
10. To consider the detrimental impact on the Council's duty under Section 63 (8) of the Transport Act 1985 'it shall be the duty of any council, in exercising or performing any of their functions to have regard to the transport needs of members of the public who are elderly or disabled' should specialised transport services be withdrawn in their entirety.
11. To consider the impact of cuts to the supported bus service budget and the impact this is having or could have on the provision of local bus services in certain areas. Demand responsive transport services such as the Council funded Dial-a-Ride provided by HCT, are a fall-back for residents (in meeting the duties as set out above) from areas where there is no alternative public transport provision.
12. To consider the Community Impact Review and Assessment (CIRA) for reduction of funding for specialised transport services and consequential impact on duties as part of the Equalities Act.
13. To consider the potential impact on the Local Sustainable Transport Fund bid application, which includes elements of provision by HCT and could be worth £4.3million over the next three years, should funding levels provided be discontinued.
14. To consider the existing passenger fares and other charge levels made by HCT for services provided for individuals and for affiliated groups.

**Why this topic was chosen:**

In the current financial climate where major savings are required and every budget line is being closely scrutinised, the HCT scrutiny working group aims to identify the overall effectiveness of the services provided by HCT and to review the current operations of HCT as well as funding levels provided by the Council.

**Key outputs and outcomes sought**

**Outputs:**

A clear understanding of –

1. HCT's operations, the services it provides and its sources of funding.
2. The role Community Transport can play in helping the Council meet its statutory duties and its priorities.
3. The service level agreement that exists between Halton Borough Council and Halton Community Transport and it's overall content.

4. The potential impacts on users of the specialised transport services provided by HCT should these services be withdrawn or significantly reduced.
5. Any other possible transport service alternatives available for users and/or potential alternative specialised transport service provision.
6. The Council's duty under Section 63 (8) of the Transport Act 1985 when determining the need to consider the transport needs of members of the public who are elderly or disabled.
7. The requirement to produce a Community Impact Review and Assessment (CIRA) for any reduction of funding for specialised transport services.
8. The Local Sustainable Transport Fund bid application, HCT's role and how this and other forms of public transport fit with the overall aim of the LSTF bid.

**Outcomes:**

1. The identification of any significant risks and issues from the review of HCT's activities and operations.
2. The identification of any significant benefits and opportunities from the review of HCT's activities and operations.
3. To reach a conclusion on whether the subsidy provided by the Council to HCT is providing value for money and whether future support should be maintained (subject to availability of funding).
4. A clearer scope and direction for future provision of specialised transport services with knowledge of all of the relevant surrounding information.

**Which of Halton's 5 strategic priorities does this topic address and what are the key objectives and improvement targets it will help achieve?**

A Healthy Halton, Key Objectives including:

- Responding to the needs of an ageing population, improving their quality of life and thus enabling longer, active and more fulfilled lives;
- Removing barriers that disable people and contribute to poor health by addressing the wider determinants of health;
- Improving access to health services, including primary care

Employment Learning and Skills, Key Objectives including:

- Developing a culture where learning is valued and skill levels throughout the adult population and across the local workforce can be raised;
- Promoting and increasing the employability of local people and removing barriers to employment to get more people into work

Environment and Regeneration, Key Objectives including:

- Providing a well connected, sustainable and accessible borough and ensuring a variety of safe efficient travel and infrastructure options for people

**Nature of expected/desired PPB input**

Involvement by a small number of Members and officers in a series of working groups, involving approximately 3 or 4 meetings. Working group reports to be considered by PPB as appropriate.

**Preferred mode of operation**

As above.

**Media/Communication implications/opportunities arising from examining this topic.**

None at this stage.

Agreed and signed by:

PPB Chair ..... Officer .....

Date ..... Date .....

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

**DATE:** 14<sup>th</sup> March 2012

**REPORTING OFFICER:** Strategic Director, Communities

**PORTFOLIO:** Neighbourhood, Leisure and Sport  
Health and Adults

**SUBJECT:** Halton Healthy Homes Network

**WARD(S)** Borough-wide

**1.0 PURPOSE OF THE REPORT**

1.1 The purpose of this report is to introduce a presentation regarding the Halton Healthy Homes Network.

**2.0 RECOMMENDATION: That Members of the Policy and Performance Board note and comment on the content of the presentation.**

**3.0 SUPPORTING INFORMATION**

3.1. The Halton Healthy Homes Network was launched in February 2012 with the help of funding from the Department of Health under their Warmer Homes, Healthy People programme. The aim of the network is to increase awareness of the health implications of poor housing and fuel poverty so that front line staff from the Council and partner organisations and community advocates are able to identify those at risk and signpost them to organisations who can offer appropriate assistance.

3.2 The Policy and Performance Board will receive a presentation which will contain an overview of the following:

- Housing conditions and fuel poverty in Halton;
- The health implications of poor housing and fuel poverty;
- The assistance that is available to help tackle poor housing and fuel poverty;
- The challenges faced by the Council and partners in tackling the issues;
- Progress to date in implementing a Healthy Homes Network approach.

**4.0 POLICY IMPLICATIONS**

4.1 The Council's approach to tackling poor housing conditions and fuel poverty is described in the following policies:

- Draft Housing Assistance Policy (this will be presented to a future Policy and Performance Board meeting);

- Affordable Warmth Strategy 2011-15
- Enforcement Policy

## 5.0 OTHER/FINANCIAL IMPLICATIONS

5.1 Resources to tackle poor housing and fuel poverty have reduced significantly since April 2011. The Healthy Homes approach aims to maximise the role of front line staff from the Council and partner organisations in identifying those most at risk and signposting effectively for appropriate and accurate advice and assistance.

## 6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

### 6.1 Children & Young People in Halton

Living in poor housing can have a detrimental impact on children's health, wellbeing and educational attainment.

### 6.2 Employment, Learning & Skills in Halton

Investing in the energy efficiency of housing can help stimulate the labour market and economy, as well as creating opportunities for increasing the skills of the construction workforce, particularly where new technologies are involved.

### 6.3 A Healthy Halton

Improving housing conditions and reducing levels of fuel poverty can help to reduce excess winter deaths, levels of heart and respiratory disease and the number of hospital admissions due to Chronic Obstructive Pulmonary Disease (COPD). It can also help to improve mental health.

### 6.4 A Safer Halton

The removal of category 1 hazards (under the Housing, Health and Safety Rating System) within homes can help to reduce the risk of accidents and injuries within the home and increase home security.

### 6.5 Halton's Urban Renewal

Studies have shown that poor housing can have a detrimental impact on the sustainability of the wider community. Improving the energy efficiency of dwellings will help to reduce CO<sub>2</sub> emissions and have a positive impact on climate change.

## 7.0 RISK ANALYSIS

7.1 While the Network aims to improve the awareness of front line staff from other services and organisations so that they are able to make direct referrals to appropriate agencies for assistance, there is a risk that it could also lead to an increase in demand for already over stretched Council services offered by the Environment and Welfare Rights teams and the Landlord Accreditation Officer.

## 8.0 EQUALITY AND DIVERSITY ISSUES



- 8.1 The Network aims to help those most at risk of poor housing conditions and fuel poverty including older and disabled people as well as families with young children.

<b>REPORT TO:</b>	Environment & Urban Renewal Policy and Performance Board
<b>DATE:</b>	14 <sup>th</sup> March 2012
<b>REPORTING OFFICER:</b>	Strategic Director, Policy & Resources
<b>PORTFOLIO:</b>	Transportation
<b>SUBJECT:</b>	Receipt of Petition - Potential Withdrawal of 3A bus service (Saturday Only)
<b>WARDS:</b>	Halton Lea, Grange, Halton Brook, Mersey, Heath

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

- 1.1 To inform the Board of a petition that has been received from the residents of Halton Brook following notice of consultation on the potential withdrawal of bus service No 3A which operates on a Saturday only.

### **2.0 RECOMMENDATION: That**

- (1) the petition be noted;**
- (2) the Board give consideration to the objections to the proposed withdrawal of the 3A bus service;**
- (3) the Board note that officers will continue to discuss the potential for the 3A service to be operated on a commercial basis, without subsidy, by the current operator; and**
- (4) the local ward members be informed of the outcome of the Board's consideration of the petition.**

### **3.0 SUPPORTING INFORMATION**

- 3.1 Halton Borough Council received a petition on the 10<sup>th</sup> February 2012, signed by 83 residents, concerning the potential withdrawal of the No 3A bus service. A copy of the petition will be available at the meeting. The bus service is a circular running on a Saturday only from 08.55 to 17.51 between Halton Hospital and Weston Point. It stops at a number of locations including Halton Lea, Runcorn Town Hall, Runcorn High Street, Runcorn rail station and Russell Road. It operates on an hourly basis in conjunction with the 3C to provide a combined 30 minute service. It follows that if the 3A were withdrawn, the 3C would still be available albeit on an hourly frequency.

- 3.2 The petition suggests that those objecting to the potential withdrawal of the service are pensioners who, although they understand about Government cutbacks and the Council's need to respond to them, have suffered a reduction in their disposable income. They feel that having to pay for taxis to go about their daily lives on a Saturday will reduce this income even further.
- 3.3 The majority of the No 3A service Monday to Friday is operated on a commercial basis by Arriva Northwest. However, the schedule operated on a Saturday is supported under a Deminimis agreement at a cost of £3518 per annum to Halton Borough Council. A deminimus payment is one that the Council can make to an operator to divert or extend an existing service.
- 3.4 It should be noted that under the Service Subsidy (Agreements) (Tendering) (England) Regulations 2004, the maximum length of a Deminimus subsidy may only be paid for a maximum of five years per service. In the case of the service 3A, this period has now been reached.
- 3.5 The funding for this particular service has been identified as a cost saving contribution for next financial year 2012/13.
- 3.6 It should be noted that the operator, Arriva North West, may operate the service on a fully commercial basis, although Halton Borough Council have not yet received confirmation that this will be the case. It is proposed that officers continue in their attempts to encourage Arriva North West to operate this service on a fully commercial basis.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 The proposed withdrawal of this service will impact on the Primary Transport Strategy No2 (Bus) held within the current Local Transport Plan (LTP). This strategic document identifies the Council's vision for continued development of the local bus network and to provide an improved, accessible, integrated bus network that ensures all residents have good access to key facilities not only within the Borough but also within neighbouring authorities.

#### **5.0 OTHER IMPLICATIONS**

##### **5.1 Resource Implications**

As the deminimus payment will need to be withdrawn, because of the expiry of the maximum subsidy period allowed, the Council will need to tender for a replacement service should a decision be taken to continue a subsidised service. Carrying out this exercise would be in conflict with part of the Council's savings target proposed for 2012/13.

##### **5.2 Social Inclusion Implications**

The withdrawal of the service will potentially have a negative effect on residents. However, the 3C service would continue to operate on an hourly frequency on a Saturday. Withdrawal of the 3A service will reduce the availability of services in the area from a 30 minute frequency. It is possible however, that Arriva North West will start to operate the 3A service on a commercial basis.

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

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

It is widely recognised that good quality and affordable public transport services can help to improve access to key facilities for children and young people within the Borough. The network also provides children and young people with a degree of independence.

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

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

### **6.3 A Healthy Halton**

Access to health care facilities is acknowledged as a key priority. Public transport particularly the local bus network plays a vital part in accessing these facilities not only within the Borough but also further afield in neighbouring Boroughs.

### **6.4 A Safer Halton**

No direct implications.

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

Improving access to key regeneration areas or providing access to a range of facilities by sustainable forms of transport including public transport, walking and cycling, is widely acknowledged as playing a key role in sustainable regeneration and urban renewal.

## **7.0 RISK ANALYSIS**

7.1 The risks associated with the withdrawal of the 3A service on a Saturday are mitigated by the availability of the 3C service although the frequency of the service in the area will be reduced from 30 minutes to hourly.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

A Community Impact Review & Assessment has been carried out for the proposed withdrawal of this Service. The findings of this report have

found the risk to be 'medium' given that passenger figures indicate the service could be operated on a fully commercial basis.

**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>
The Service Subsidy Agreements Tendering) (England) (Amendments) Regulations 2004	Transport Co-ordination, 4th Floor, Municipal Buildings, Widnes	Ian Boyd, Principal Officer Transport Co-ordination
Copy of petition	Appendix A	

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

**DATE:** 14<sup>th</sup> March 2012

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

**PORTFOLIO:** Transportation

**SUBJECT:** Receipt of Petition - Potential Withdrawal of 26 bus service (Saturday and journeys at 1504, 1534 and 1604 Monday to Friday)

**WARDS:** Riverside, Farnworth, Halton View, Appleton and Kingsway

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

1.1 To inform the Board of a petition that has been received from the residents of West Bank following notice of consultation on the potential withdrawal of bus service No 26 which operates on a Monday to Saturday.

### **2.0 RECOMMENDATION: That**

- (1) the petition be noted;**
- (2) the Board give consideration to the objections to the proposed withdrawal of the 26 bus service;**
- (3) the Board note that officers will continue to discuss the potential for the 26 service to be operated on a commercial basis, without subsidy, by the current operator; and**
- (4) the local ward members be informed of the outcome of the Board's consideration of the petition.**

### **3.0 SUPPORTING INFORMATION**

3.1 Halton Borough Council received a petition on the 1<sup>st</sup> March 2012, signed by 329 residents primarily from the West Bank area, concerning the potential withdrawal of the No 26 bus service. A copy of the petition will be available at the meeting. The bus service operates on a Monday to Friday from 08.45 to 17.04 and Saturday from 09.34 to 17.04 between Cronton and West Bank. It operates via Lunts Heath, Crow Wood, Halton View, Widnes Town Centre and West Bank. It operates on an hourly frequency Monday to Saturday.

- 3.2 If the 26 were withdrawn, passengers in the West Bank area could access alternative services at the Irwell Street bus stops on the A533 SJB. The petition suggests that those objecting to the potential withdrawal of the service are residents who feel the walk through the subway to access the alternative services is unacceptable.
- 3.3 The majority of the No 26 service Monday to Friday is operated on a commercial basis by Halton Transport. However, the schedule operated on a Saturday and the journeys at 15.04, 15.34 and 16.04 are supported under a Deminimis agreement at a cost of £21,391 per annum to Halton Borough Council. A deminimus payment is one that the Council can make to an operator to divert or extend an existing service.
- 3.4 It should be noted that under the Service Subsidy (Agreements) (Tendering) (England) Regulations 2004, the maximum length of a Deminimus subsidy may only be paid for a maximum of five years per service. In the case of the service 26, this period has now been reached.
- 3.5 The funding for this particular service has been identified as a cost saving contribution for next financial year 2012/13.
- 3.6 It should be noted that the operator, Halton Transport, may operate the service on a fully commercial basis, although Halton Borough Council have not yet received confirmation that this will be the case. It is proposed that officers continue in their attempts to encourage Halton Transport to operate this service on a fully commercial basis.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 The proposed withdrawal of this service will impact on the Primary Transport Strategy No2 (Bus) held within the current Local Transport Plan (LTP). This strategic document identifies the Council's vision for continued development of the local bus network and to provide an improved, accessible, integrated bus network that ensures all residents have good access to key facilities not only within the Borough but also within neighbouring authorities.

#### **5.0 OTHER IMPLICATIONS**

##### **5.1 Resource Implications**

As the deminimus payment will need to be withdrawn, because of the expiry of the maximum subsidy period allowed, the Council will need to tender for a replacement service should a decision be taken to continue a subsidised service. Carrying out this exercise would be in conflict with part of the Council's savings target proposed for 2012/13.

##### **5.2 Social Inclusion Implications**

The withdrawal of the service will potentially have a negative effect on residents. However, Alternative bus services may be accessed at the Irwell St bus stops on the A533 SJB.

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

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

It is widely recognised that good quality and affordable public transport services can help to improve access to key facilities for children and young people within the Borough. The network also provides children and young people with a degree of independence.

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

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

### **6.3 A Healthy Halton**

Access to health care facilities is acknowledged as a key priority. Public transport particularly the local bus network plays a vital part in accessing these facilities not only within the Borough but also further afield in neighbouring Boroughs.

### **6.4 A Safer Halton**

No direct implications.

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

Improving access to key regeneration areas or providing access to a range of facilities by sustainable forms of transport including public transport, walking and cycling, is widely acknowledged as playing a key role in sustainable regeneration and urban renewal.

## **7.0 RISK ANALYSIS**

**7.1** The risks associated with the withdrawal of the 26 service are mitigated by the availability of alternative services at the Irwell St bus stops on the A533 SJB.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

A Community Impact Review & Assessment has been carried out for the proposed withdrawal of this Service. The findings of this report have found the risk to be 'medium' given that passenger figures indicate the service could be operated on a fully commercial basis.



**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>
The Service Subsidy Agreements Tendering (England) (Amendments) Regulations 2004	Transport Co-ordination, 4th Floor, Municipal Buildings, Widnes	Ian Boyd, Principal Officer Transport Co-ordination
Copy of petition	Appendix A	