

# Public Document Pack



## Safer Policy and Performance Board

Tuesday, 14 June 2016 at 6.30 p.m.  
Council Chamber, Runcorn Town Hall

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

**Chief Executive**

### **BOARD MEMBERSHIP**

Councillor Dave Thompson (Chair)	Labour
Councillor Norman Plumpton Walsh (Vice-Chair)	Labour
Councillor John Abbott	Labour
Councillor Sandra Baker	Labour
Councillor Susan Edge	Labour
Councillor John Gerrard	Labour
Councillor Valerie Hill	Labour
Councillor Peter Lloyd Jones	Labour
Councillor Kath Loftus	Labour
Councillor Shaun Osborne	Labour
Councillor Geoff Zygadlo	Labour

*Please contact Gill Ferguson on 0151 511 8059 or e-mail [gill.ferguson@halton.gov.uk](mailto:gill.ferguson@halton.gov.uk) for further information.*

*The next meeting of the Board is on Tuesday, 13 September 2016*

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

**Part I**

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<b>1. CHAIRMAN'S ANNOUNCEMENTS</b>	
<b>2. MINUTES</b>	
<b>3. DECLARATION OF INTEREST (INCLUDING PARTY WHIP DECLARATIONS)</b>	
Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary interests, to leave the meeting during any discussion or 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:** Safer Policy & Performance Board

**DATE:** 14<sup>th</sup> June 2016

**REPORTING OFFICER:** Strategic Director, Community 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:** Safer Policy and Performance Board

**DATE:** 14 June 2016

**REPORTING OFFICER:** Strategic Director – Community and Resources

**PORTFOLIO:** Community Safety

**SUBJECT:** Taxi Licensing Enforcement

**WARDS:** Borough Wide

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

1.1 The purpose of the report is, following a request from the Chair, for the Board to be appraised of the taxi licensing process as it operates in Halton.

### **2.0 RECOMMENDATION: That**

- 1) the presentation be received and noted; and**
- 2) the Board consider the information presented and raise any questions of interest or points of clarification following the presentation.**

### **3.0 SUPPORTING INFORMATION**

#### **3.1 Legislation**

Taxi and Private Hire Vehicle (PHV) legislation is based mainly around 2 acts of parliament:

- i) The Town Police Clauses Act 1847
- ii) The Local Government (Miscellaneous Provisions) Act 1976

These 2 acts set out the framework for the licensing of drivers, vehicles and operators but the details of how this is done, including standards and conditions is the responsibility of each licensing area.

#### **3.2 Drivers**

Any person wishing to drive a hackney carriage or private hire vehicle must first obtain a licence to do so. Legislation requires a licence to be issued to any applicant unless the licensing authority is satisfied that the applicant not is a fit and proper person to hold a driver's licence.

There is no legal definition of fit and proper only that a person must have been legally able to drive for at least 12 months prior to submitting an application.

This puts a requirement on the Authority to make its own decision on what it deems is “fit and proper”. The ‘fit and proper’ test applies to many areas of activity. It is not a ‘one size fits all’ test and will vary from occupation to occupation. The test must be proportionate and be directed at the occupation which is the subject of the application: in this case, driving a hackney carriage or private hire vehicle. The protection of the public is the fundamental issue.

As with the majority of other local authorities in England and Wales, an applicant’s fitness is assessed in accordance with the DVLA Group 2 standard. The Group 1 standard is what is required of every person holding a licence to drive a car or motorcycle. The Group 2 is designed for people who spend long hours in their vehicle and have the added responsibility of driving members of the public and or large/dangerous vehicles.

The “proper” test has been shaped following numerous court cases and is similar (but not identical) in almost all authorities. The “proper” test is currently assessed by Halton Borough Council with the following requirements:

- Must successfully pass an enhanced driving test aimed at carrying members of the public
- Obtain an enhanced criminal record history from the Disclosure & Barring Service. Where convictions are disclosed they are considered in line with a relevance of convictions policy.
- Provide a current driving record via the DVLA. As with criminal convictions, driving convictions are considered in line with a previous convictions policy.
- Successfully pass a knowledge test to demonstrate a basic knowledge of the area as well as taxi regulation

For an application the onus is on the applicant to prove to the authority that they are a fit and proper person to hold a licence.

### **3.2 Vehicles**

Each licensing authority must ensure that vehicles used to carry members of the public must be fit for purpose. The types of vehicle allowed to be licensed by each authority can differ greatly based on what they perceive to be a suitable i.e. size, colour, age etc.

Vehicles licensed by Halton must be inspected by the test bay on Lowerhouse Lane every 6 months to a standard higher than the MOT requirement.

### **3.3 Operators**

Private Hire operators have access to a large amount of sensitive information which if in the wrong hands can be used to for criminal activities. This varies from knowing when a house is empty to holding personal information on a vulnerable individual. A “proper” test is also used when considering an operator’s licence application.

### **3.4 Enforcement**

The role of enforcement in Halton incorporates ensuring licence holders are compliant with the legislation and local conditions as well as offences where unlicensed drivers, vehicles and/or operators are working within the Halton area.

Some of the duties undertaken are:

- Vehicle inspections
- Identity verification
- Complaint handling
- Multi Agency Operations
- Undertaking criminal investigations

### **3.5 Current Issues**

The main issues that currently exist are due to the legislation not keeping up with changes to society including technology. To put this into context, the Town Police Clauses Act 1847 was written and introduced over half a century before the Ford Model T was first produced.

## **4.0 POLICY IMPLICATIONS**

4.1 None

## **5.0 RISK ANALYSIS**

5.1 None

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

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

The Community Safety Service as a universal service impacts on the health, safety and well-being of young people.



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

None

**6.3 A Healthy Halton**

None

**6.4 A Safer Halton**

The Community Safety Service as a universal service impacts on the Health, safety and well-being of the residents of Halton.

**6.5 Environment and Regeneration**

None

**7.0 EQUALITY AND DIVERSITY ISSUES**

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:** Safer Policy and Performance Board

**DATE:** 14 June 2016

**REPORTING OFFICER:** Strategic Director – Community and Resources

**PORTFOLIO:** Community Safety

**SUBJECT:** Safer PPB Bi-monthly Topic Group Visits

**WARDS:** Borough Wide

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

1.1 To present to members at the Chairs request a list of Safer PPB topic areas that have been identified for scrutiny.

### **2.0 RECOMMENDATION: That**

**1) Members of the Safer PPB agree to participate in site visits; and**

**2) The Board consider following the site visits if there is a need for any further detailed scrutiny topic groups.**

### **3.0 SUPPORTING INFORMATION**

3.1 The purpose of these visits is to directly focus on seeing specific elements of safer activity in Halton.

3.2 The visits aim is to improve awareness and provide a direct 'on site' means of scrutiny with the potential to offer feedback to the various agencies.

3.3 The topic areas identified are

- Police Custody Suite
- Stay Safe
- Police Dog Operations
- Creamfields
- Match Day Operations – Select Security Stadium
- Night Time Economy

3.4 These visits will be Officer lead visits that will be 1-2 hours in duration.

3.5 A summary report on observations to be presented at a future Safer PPB meeting.

**4.0 POLICY IMPLICATIONS**

4.1 None

**5.0 RISK ANALYSIS**

5.1 None

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

**6.1 Children and Young People in Halton**

The Community Safety Service as a universal service impacts on the health, safety and well-being of young people.

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

None

**6.3 A Healthy Halton**

None

**6.4 A Safer Halton**

The Community Safety Service as a universal service impacts on the Health, safety and well-being of the residents of Halton.

**6.5 Environment and Regeneration**

None

**7.0 EQUALITY AND DIVERSITY ISSUES**

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:** Safer Policy and Performance Board

**DATE:** 14 June 2016

**REPORTING OFFICER:** Strategic Director – Community and Resources

**PORTFOLIO:** Community Safety

**SUBJECT:** Community Safety Team

**WARDS:** Borough Wide

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

1.1 At the Chairs request an introduction of the Community Safety Team will be made by the Community Safety Officer to members of the Safer Policy and Performance Board.

### **2.0 RECOMMENDATION: That**

**1) the report be received and noted; and**

**2) The Board consider the information presented and raise any questions of interest or points of clarification.**

### **3.0 SUPPORTING INFORMATION**

3.1 The Community Safety Team will explain to members their roles and responsibilities and how they contribute to the Community Safety Business Plan 2016/17, a copy will be distributed during the meeting.

3.2 They will also give examples of good practice over the past two years.

3.3 Members will also receive a comprehensive welcome pack which will outline all functions of the team with contact details.

### **4.0 POLICY IMPLICATIONS**

4.1 None

### **5.0 RISK ANALYSIS**

5.1 None

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

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

The Community Safety Service as a universal service impacts on the health, safety and well-being of young people.

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

None

**6.3 A Healthy Halton**

None

**6.4 A Safer Halton**

The Community Safety Service as a universal service impacts on the Health, safety and well-being of the residents of Halton.

**6.5 Environment and Regeneration**

None

**7.0 EQUALITY AND DIVERSITY ISSUES**

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:** Safer Policy and Performance Board

**DATE:** 14 June 2016

**REPORTING OFFICER:** Strategic Director – Community and Resources

**PORTFOLIO:** Community Safety

**SUBJECT:** Operation Enhance (Domestic Abuse pilot)

**WARDS:** Borough Wide

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

- 1.1 To update the Safer Halton Policy and Performance Board on the Domestic Abuse Pilot work of the Safer Halton Partnership .

### **2.0 RECOMMENDATION: That**

- 1) the report be received and noted; and**
- 2) The Board consider the information presented and raise any questions of interest or points of clarification.**

### **3.0 SUPPORTING INFORMATION**

- 3.1 Operation Enhance is a joint Halton Borough Council and Cheshire Police initiative which runs between the 6<sup>th</sup> February 2016 and 1<sup>st</sup> of August 2016.
- 3.2 The overall aim of this operation is to enhance the service provided to victims and front line Local Policing Unit (LPU) officers with support in relation to domestic abuse across the Runcorn LPU.
- 3.3 The Community Safety Manager will make a presentation to the Board on the project and its success to date.
- 3.4 The Operation is working very effectively and is being positively received by victims of domestic abuse, since February more than 100 victims have benefitted from this operation, so far. With risk assessments being completed by trained domestic abuse specialists, an increase in the number of HIGH risk cases has been identified, subsequently leading to an increased caseload being supported through the Multi-Agency Risk Assessment Conference (MARAC). Due to victims accessing services in a more prompt way, engagement has improved and the case load of the core commissioned service has increased.

3.5 Victims are able to access support earlier than they have previously and victims that have been historically hard to reach by the Halton Domestic Abuse Service are being provided with a service effectively on their door step.

3.6 By gaining the confidence of victims at such an early stage is proving to be beneficial in supporting the victim.

3.7 A full evaluation of the impact and effectiveness of this new approach will be available at the end of the pilot, Chester University will be publishing the findings.

#### **4.0 POLICY IMPLICATIONS**

4.1 None

#### **5.0 RISK ANALYSIS**

5.1 None

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

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

The Community Safety Service as a universal service impacts on the health, safety and well-being of young people.

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

None

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

None

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

The Community Safety Service as a universal service impacts on the Health, safety and well-being of the residents of Halton.

##### **6.5 Environment and Regeneration**

None

#### **7.0 EQUALITY AND DIVERSITY ISSUES**

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:** Safer Policy & Performance Board

**DATE:** 14 June 2016

**REPORTING OFFICER:** Operational Director, Community & Environment

**PORTFOLIO:** Community Safety

**SUBJECT:** Performance Management Reports, Quarter 4, 2015-16

**WARD(S)** Borough-wide

**1.0 PURPOSE OF THE REPORT**

1.1 This report describes the progress of key performance indicators, milestones and targets relating to Safer Halton in Quarter 4 of 2015-16. This includes a description of factors which are affecting the service.

**2.0 RECOMMENDATION: That the Policy and Performance Board:**

- i) Receive the Quarter 4 Priority Based report**
- ii) Consider the progress and performance information and raise any questions or points for clarification**
- iii) Highlight any areas of interest or concern for reporting at future meetings of the Board**

**3.0 SUPPORTING INFORMATION**

3.1 The Policy and Performance Board has a key role in monitoring and scrutinising the performance of the Council in delivering outcomes against its key community safety priorities. In line with the Council's performance framework, therefore, the Board has been provided with a thematic report which identifies the key issues in performance arising in Quarter 4 2015-16.

**4.0 POLICY IMPLICATIONS**

4.1 There are no policy implications associated with this report.

**5.0 OTHER/FINANCIAL IMPLICATIONS**

5.1 There are no other implications associated with this report.



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

**6.1 Children & Young People in Halton**

There are no implications for Children and Young People arising from this report.

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

There are no implications for Employment, Learning and Skills arising from this report.

**6.3 A Healthy Halton**

There are no specific implications for health arising from this report.

**6.4 A Safer Halton**

The indicators presented in the thematic report relate specifically to the delivery of the priorities for a Safer Halton.

**6.5 Halton's Urban Renewal**

There are no implications for Urban Renewal arising from this report.

**7.0 RISK ANALYSIS**

7.1 Not applicable.

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 There are no Equality and Diversity issues relating to this report.

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

9.1 None under the meaning of the Act.

## Safer Policy & Performance Board Priority Based Report

**Reporting Period:** Quarter 4 – 1<sup>st</sup> January to 31<sup>st</sup> March 2016

### 1.0 Introduction

This report provides an overview of issues and progress against key service area objectives and milestones and performance targets during the fourth quarter of 2015/16; for service areas within the remit of the Safer Policy and Performance Board.

The report has been structured by the following key priorities for Safer PPB, as identified in the Directorate and Corporate Plans:

- Community Safety
- Safeguarding and Dignity (including Consumer Protection and Substance Misuse)
- Domestic Violence
- Drugs & Alcohol
- Environmental Health
- Risk & Emergency Planning

The way in which the Red, Amber and Green, (RAG), symbols have been used to reflect progress to date is explained in Appendix 2 at the end of this report.

### 2.0 Key Developments

There have been a number of developments within the Directorate during the fourth quarter which include:

#### **COMMUNITY & ENVIRONMENT**

##### **Community Alcohol Partnerships**

A new initiative aimed at tackling underage drinking and related anti-social behaviour is being introduced in Halton. The Community Alcohol Partnership (CAP) is a partnership between alcohol retailers local authorities, the police, schools, alcohol services and communities, and is based upon the realities of how young people obtain alcohol.

The CAP is an opportunity to focus on the issues around alcohol and young people and work with the local residents and businesses to reduce alcohol consumption and anti-social behaviour. Consideration is also being given to addressing the use of legal highs in the CAP, in particular the use of nitrous oxide canisters and the impact that has on young people, local residents and the local environment.

CAPs are developed with and within individual communities. Each partnership is tailored to suit local needs and activity is designed to meet local objectives around three main themes; enforcement, education and public perception.

Evidence shows that whilst some young people buy alcohol themselves from shops, pubs and bars, more obtain it from parents and other adults. Therefore CAP recognises that retailers are part of the solution rather than part of the problem and traditional enforcement activity cannot, by itself, be the answer.

CAP focuses on promoting positive change through education and work on public perception, developing unique local partnerships that bring together everyone with an interest in challenging underage drinking in a co-ordinated effort to tackle the issues collectively in a particular locality.

The CAP initiative will initially be introduced as a pilot within an area identified as experiencing problems of under aged drinking and associated anti-social behaviour which could be rolled out across the rest of the Borough depending upon the outcomes.  
No key developments for Community & Environment.

## **POLICY, PLANNING & TRANSPORTATION**

### **Road Safety - Completion of new crossings**

The Pegasus crossing (a crossing for pedestrians, cyclists and horses) across A56 at Daresbury near Keckwick Lane has been commissioned. The Pegasus crossing is part of the sustainable travel routes, funded via the Liverpool City Region (LCR) and Local Growth Fund (LG) Sustainable Transport Enhancement Packages 2015/16, and helps to link the bridleway route in Keckwick Lane to Daresbury Lane. The crossing also links SciTech to Daresbury village where employees are able to catch buses and some employees park with the agreement of the church.

The Zebra crossing on High Street, Runcorn, near the NatWest Bank, has been installed, with positive feedback received from members of the public. The crossing was installed following requests from the public via local councillors.

### **LCR Transport Policy Update**

Halton has acted as a critical friend for Merseytravel, which is coordinating the preparation of a bid to Sustrans, on behalf of the LCR. Sustrans is a leading UK charity that works with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in.

This bid is to gain access to 20 days support from their national time-bank programme. If successful, the LCR will benefit from mapping/auditing of its current green network, and community engagement to identify particular problem areas (e.g. those inaccessible, overgrown paths and corridors).

Halton reviewed and commented on the application with particular reference to the benefits this service could bring to the Healthy New Towns project in identifying new or alternative solutions to making the Halton Lea area more accessible on foot or bicycle, and in turn linking up to the area's existing assets. This will help support any future funding opportunities that may arise by providing an evidence base of what possible infrastructure maybe required.

## **COMMISSIONING & COMPLEX CARE**

### **Supported accommodation – vulnerable adults**

Procurement for a new framework agreement has been completed and new contracts will commence in June 2016. Services provision will change from the current model of agencies delivering dispersed provision across the Borough to a dedicated provider for each of seven zones. This will enable providers to deploy staff more efficiently whilst maintaining quality services. The new rates include the impact of the national living wage/national minimum wage increases and sleep in support.

The Council is finalising agreements with Halton Housing Trust for the 5 specialist bungalows at Barkla Fields and Signature Supported Housing for 12 apartments at 5 Widnes Road. This will be a valuable resource for adult social care which will be able to nominate tenants for the properties to meet the accommodation and complex support needs of some of Halton's most vulnerable adults.

## **PREVENTION AND ASSESSMENT**

### **Making Safeguarding Personal**

The Local Government Association and ADASS (Directors of Adult Social Services) published an evaluation of Making Safeguarding Personal (MSP). This is the approach embedded within the Care Act and has moved safeguarding investigations from a process driven approach to one which focusses on outcomes for the person involved. The new IT system went live in July 2015 and the report on outcomes has been presented the Safeguarding Adult Board.

### **PUBLIC HEALTH**

No Key Developments for Public Health.

## **3.0 Emerging Issues**

### **PREVENTION AND ASSESSMENT**

No emerging issues for Prevention & Assessment

### **PUBLIC HEALTH**

No emerging issues for Public Health.

### **POLICY, PLANNING & TRANSPORTATION**

#### **Restructure**

The restructure within the Street Lighting and Traffic Management teams, following the Efficiency Review, has resulted in smaller teams and a small number of vacancies to fill. As a consequence, it is now likely that there will be longer response times to requests for information/action and for work to be carried out. This will mean, for example, that Traffic Regulation Orders (waiting restrictions, etc.) will take longer to implement. There are also going to be less resources available to deliver Road Safety.

#### **Network Management**

The coordination of the works for the Mersey Gateway is increasing to try and minimise the impact of the works on the travelling public. This is continuing to prove a challenge as works are underway at multiple sites throughout the Borough in order to meet the completion date.

Ditton roundabout area will become more challenging as the existing roundabout is removed. This will also be the case for Watkinson Way between Ashley Way and the Bridge where traffic will initially be in contra flow, then diverted along Hutchinson Street and Wandsworth Way. The works at M56 Junction 12 should be completed in May 2016, when the fully signalised roundabout will be operational.

#### **Contaminated Land**

Part 2A and the Contaminated Land Inspection Strategy Implementation of the Contaminated Land Inspection Strategy have been hampered by Central Government's removal of funding for both investigations and remediation.

Whilst there is some internal budget available for small and largely in-house investigations and assessments, there is a genuine concern that if major problems are

identified requiring significant remedial works by the Authority there will not be a funding source.

### **COMMUNITY & ENVIRONMENT**

No emerging issues for Community & Environment

### **COMMISSIONING & COMPLEX CARE**

No emerging issues for Commissioning & Complex Care

## **4.0 Risk Control Measures**

Risk control forms an integral part of the Council's Business Planning and performance monitoring arrangements. As such Directorate Risk Registers were updated in tandem with the development of the suite of 2015/16 Directorate Business Plans.

Progress concerning the implementation of all Directorate high-risk mitigation measures was reported in Quarter 2 and Risk Registers are currently being reviewed for 2015/16 in tandem with the development of next year's Directorate Business Plans.

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

Equality issues continue to form a routine element of the Council's business planning and operational decision making processes. Additionally the Council must have evidence to demonstrate compliance with the Public Sector Equality Duty (PSED) which came into force in April 2011.

There have been no high priority equality actions identified in the quarter.

## **6.0 Performance Overview**

The following information provides a synopsis of progress for both milestones and performance indicators across the key priorities that have been identified for Safer PPB, as stated in the Directorate and Corporate Plans.



### **COMMISSIONING AND COMPLEX CARE**

**Key objectives, milestones and performance indicators** – None applicable to Safer Halton priorities.

### **PREVENTION AND ASSESSMENT**

**Key objectives and milestones** - None applicable to Safer Halton priorities.

**Key Performance Indicators**

Ref	Description	Actual 2014/15	Target 2015/16	Quarter 4	Current Progress	Direction of Travel
<b>PA 2</b>	Percentage of VAA Assessments completed within 28 days (Previously PCS15) (Previously PA5 [12/13], PA8 [11/12])	86.8%	85%	<b>85%</b> (estimated, further data quality work ongoing to confirm this)		







**Supporting Commentary****PA 2 Percentage of VAA Assessments completed within 28 days:**

This target has been achieved, albeit the figure is slightly lower than 2014/15; this is due to data loading issues; this will be addressed by a more detailed analysis of the completed safeguarding investigations for 2015/16, with a view to providing mandatory training for operational staff and support surgeries undertaken by the performance and carefirst teams to reduce the risk of these issues reoccurring in the future.

**COMMUNITY AND ENVIRONMENT**

**Key objectives and milestones** - None applicable to Safer Halton priorities.

**Key Performance Indicators**

Ref	Description	Actual 2014/15	Target 2015/16	Quarter 4	Current Progress	Direction of Travel
<b>CE LI 10</b>	Residual household waste per household	534 kgs	593 Kgs	578 Kgs		
<b>CE LI 11</b>	Household waste recycled and composted	46.8%	40%	42%		
<b>CE LI 13</b>	Improved Local Biodiversity – Active Management of Local Sites	56%	55	50.94%		

**Supporting Commentary****CE LI 10 Residual household waste per household:**

Whilst the end of year target has been met, there has been a slight increase in the amount of waste produced per household. This increase is consistent with increases that have been experienced by other regional local authorities and it also appears to be a national trend.

**CE LI 11 Household waste recycled and composted:**

Whilst the end of year target has been met, there has been a slight reduction in recycling performance this year. Despite an increase in the tonnage of recyclable materials collected through the blue bin scheme, as a result of different waste treatment processes being in place, overall recycling performance has fallen. An increase in the overall amount



of waste produced per household will also have some effect on the percentage of waste recycled.

### **CE LI 13 Improved Local Biodiversity:**

The majority of the sites are not owned by the council and we are reliant upon the landowners to carry out works. The sites that are owned by the council were actively managed during this quarter

## **PUBLIC HEALTH**

### **Key objectives and milestones**

Ref	Milestones	Q4 Progress
<b>PH04</b>	Implement the Halton alcohol strategy action plan working with a range of partners in order to minimise the harm from alcohol and deliver on three interlinked outcomes: reducing alcohol-related health harms; reducing alcohol-related crime, antisocial behaviour and domestic abuse and establishing a diverse, vibrant and safe night-time economy. <b>March 2016</b>	
<b>PH 04</b>	Hold a community conversation around alcohol – using an Inquiry approach based on the citizen's jury model of community engagement and ensure recommendations for action are acted upon by all local partners.	

### **Supporting Commentary**

#### **PH 04 Alcohol Harm Reduction:**

Good progress continues to be made towards implementing the Halton alcohol strategy action plan. Key activity includes:




- Reviewing alcohol communications in line with the new Chief Medical Officer (CMO) guidelines.
- Delivery of alcohol education within local school settings (Healthitude, R U Different, Amy Winehouse Foundation, Cheshire Police, Alcohol education Trust, wellbeing web magazine).
- Reviewing and updating the early identification and brief advice (alcohol IBA) training and resources across the lifecourse stages (pregnancy, children and young people, working age adults, older people).
- Working closely with colleagues from licensing, the community safety team, trading standards and Cheshire Police to ensure that the local licensing policy supports the alcohol harm reduction agenda, promoting more responsible approaches to the sale of alcohol e.g. through the development of a “Caring Landlords Declaration”
- Working to influence government policy and initiatives around alcohol e.g. 50p minimum unit price for alcohol, restrictions of all alcohol marketing, public health as a fifth licensing objective.
- 

#### **PH 04 Community conversation around alcohol:**

The Inquiry group have developed recommendations for local action related to: alcohol education in schools and educating parents, alcohol licensing and promoting responsible retailing, alcohol advertising and education around alcohol especially awareness of alcohol units and recommended safe drinking levels. These were shared with local stakeholders at a well-attended launch event held in June. Local stakeholders will now support the group going forward in making

these recommendations a reality. Members of the Inquiry group attended the local alcohol strategy group to ensure their recommendations are taken forward locally.

### Key Performance Indicators

Ref	Description	Actual 2014/15	Target 2015/16	Quarter 4	Current Progress	Direction of Travel
PH LI 04	Alcohol related admission episodes - narrow definition Directly Standardised Rate, per 100,000 population	767.2 (2014/15)	808.4	753.2 (Q2 15/16)		
PH LI 05	Under 18 alcohol-specific admissions Crude Rate, per 100,000 population	51.0 (12/13 to 14/15)	55.0	Annual data only		N / A

### Supporting Commentary

#### PH LI 04 Alcohol admissions:

No update from previous quarter available

#### PH LI 05 Under 18 alcohol-specific admissions:

Good progress is being made related to this indicator with the number of under 18 alcohol-specific admissions continuing to reduce and below the 2015/16 threshold (target).

### POLICY, PLANNING & TRANSPORTATION

**Key objectives and milestones** - None applicable under Safer Halton priorities.

**Key Performance Indicators** - None applicable under Safer Halton priorities.






**APPENDIX 1 – Financial Statements**

The Council's 2015/16 year-end accounts are currently being finalised. The year-end position for each Department will therefore be made available via the Intranet by 30th June 2016.




## APPENDIX 2 – Explanation of Symbols

Symbols are used in the following manner:

<b>Progress</b>	<b>Objective</b>	<b>Performance Indicator</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.