



The Sustainable Community Strategy

for Halton

2011 - 2016

Year-End Progress Report
01st April 2012 – 31st March 2013

**Document Contact
(Halton Borough
Council)**

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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 1st April 2012 to 31st March 2013 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 2012 / 2013 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







































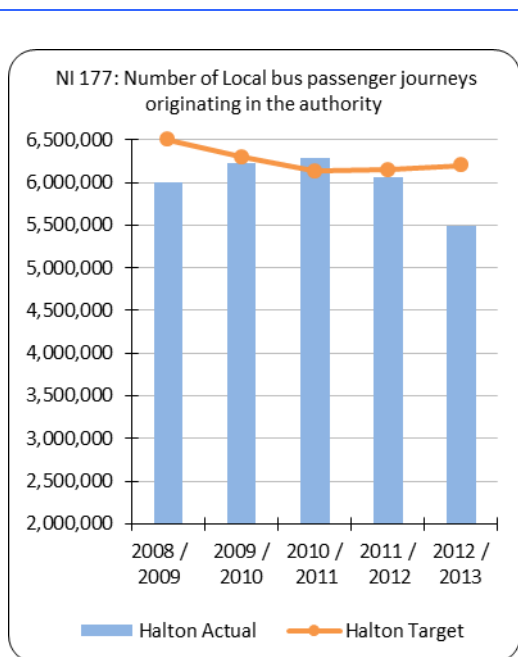
Target is highly unlikely to be / will not be achieved.



Current performance is worse than this time last year

Environment and Regeneration in Halton

Page	Ref	Descriptor	12 / 13 Target	Direction of travel
4	ER 1	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	ER 2	a) Percentage of buses starting route on time		
		b) Percentage of buses on time at intermediate timing points		
7	ER 3	Average Number of days to repair street lighting faults		
		a) Non Distribution Network Operators (HBC)		
		b) Distribution Network operators		
8	ER 4	Percentage of road carriageway where maintenance should be considered		
		a) Principal Carriageways		
		b) Non-Principal Carriageways		
		c) Unclassified Carriageways		
10	ER 5	Satisfaction with the standard of maintenance of trees, flowers and flower beds.		
11	ER 6	Residual household waste per household (Kgs)		
12	ER 7	% of household waste recycled / composted		
13	ER 8	Percentage of municipal waste land filled.		
14	ER 9	Satisfaction with the standard of cleanliness and maintenance of parks and green spaces.		
15	ER 10	Number of Green Flag Awards achieved for Halton.		
16	ER 11	Improved local biodiversity –active management of local sites.		
17	ER 12	To regenerate 5 hectares of urban sites per annum for the next five years.		
18	ER 13	To make sure there is a 5 year rolling supply of housing land available for 2000 homes over 5 years.		



2011/12 Actual	2012/13 Target	2012/13 Qtr 2	2012/13 Qtr 4	Current Progress	Direction of Travel
6,060	6,200	2,689	5,491		

Data Commentary:

The figures for this indicator are actuals for the financial year 2012/13 and are provided by the bus operators in the Borough.

Performance Commentary:

Passenger numbers have significantly fallen during this reporting period. Services have been reduced or withdrawn as a result of the need to make cost savings and also operators are reporting journeys are down due to the current economic climate.

Summary of Key activities taken or planned to improve performance:

Operators continue to experience above inflation increases in operating costs which may result in further service reductions in the future. The [Bus Service Operators Grant](#) was [reduced by 20% as of 1st April 2012](#) and the local bus budget was further reduced by 19.14%. Anecdotal evidence from one operator has indicated that the fall in patronage could be the result of the current economic climate.

The operators continue to evaluate the current network to identify any possible opportunities to grow and improve services and routes. The Transport Co-ordination section will continue to discuss these opportunities with the operators.

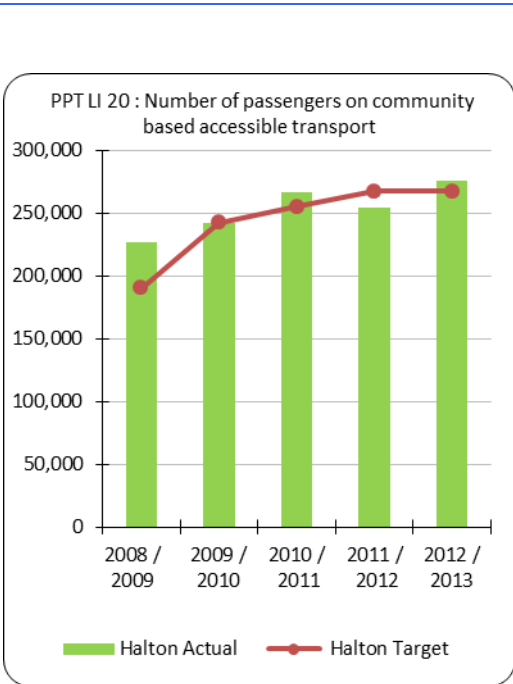
In July 2012 Halton, St Helens and Warrington Borough Councils were informed that they had been successful in their Mid-Mersey [Local Sustainable Transport Fund](#) (LSTF) application to the Department for Transport (DfT) totalling £3.1m.

£0.67m of LSTF funding will be used to provide extensions to existing buses services operating to Sci-Tech Daresbury. The commercial service 329 operated by Arriva has been extended to provide a link from St Helens via Warrington Interchange to Sci-Tech Daresbury. The 200 service operated on behalf of the Council by Ashcroft Travel has also been extended and frequency increased to half hourly. This service will provide access from Runcorn Rail Station via Runcorn Town Centre connecting key employment sites in the Runcorn Area.

The remaining funding of £2.43m will be spent on walking and cycling improvements, as well as business and personal travel plan initiatives, by the three partner authorities; Halton BC, Warrington BC and St Helens MBC.

SCS / ER1b

Number of passengers on community based accessible transport PPT LI 20.



2011/12 Actual	2012/13 Target	2012/13 Qtr 2	2012/13 Qtr 4	Current Progress	Direction of Travel
253,682	267,000	127,273	275,518		

Data Commentary:

The data above is actual patronage numbers using data from Halton Community Transport and from the Council’s in house fleet.

Performance Commentary:

This indicator has performed exceptionally well over the current financial year, following a number of initiatives. Improved advertising of the Dial a Ride services through attendance at Area Forums and the availability of information leaflets.

Passenger numbers have also increased on the Council’s in-house fleet through improved scheduling to accommodate journeys previously undertaken by using external transport providers.

Summary of Key activities taken or planned to improve performance:

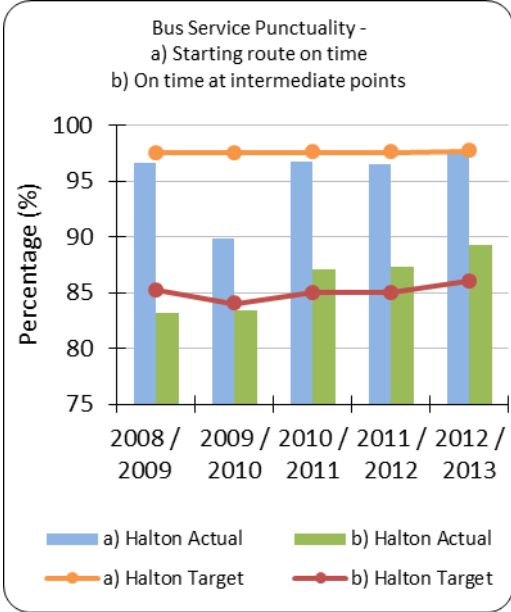
Halton Community Transport continues to promote its services and an explanatory leaflet has been produced and distributed on how services can be accessed.

Further information about the service’s transport options and contact details can be found on the website: <http://www.haltoncommunitytransport.co.uk> and on the [Halton Borough Council website](#).

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



2011/12 Actual	2012/13 Target	2012/13 Qtr 2	2012/13 Qtr 4	Current Progress	Direction of Travel
a) 96.56	97.70	97.29	97.74	<input checked="" type="checkbox"/>	↑
b) 87.30	86.00	95.00	89.31	<input checked="" type="checkbox"/>	↑

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) Indicator has performed well and achieved the target for this year.
- b) This indicator has performed better than expected and has achieved well over the expected target.

Summary of Key activities taken or planned to improve performance:

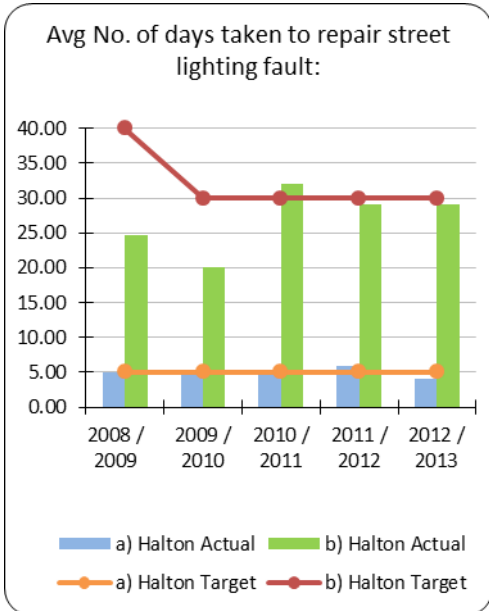
The Council continues to monitor the position in relation to these measures and provides regular feedback to operators. Operators are also continuing to monitor the performance on the network in order that the punctuality of services remains at optimum and realistic levels taking account of contributory factors which remain outside of their control e.g. highway maintenance works, unusual traffic flow patterns, etc.

There has also been significant investment in a Global Positioning System (GPS) enabled ticketing systems which has improved the quality of information available to operators. This information provides operators with real time data which enables them to make informed decisions on the scheduling of services.

SCS / ER3

Average Number of days to repair street lighting faults:

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



2011/12 Actual	2012/13 Target	2012/13 Qtr 2	2012/13 Qtr 4	Current Progress	Direction of Travel
a) 6	a) 5	a) 5	a) 4		
b) 29	b) 30	b) 29	b) 29		

Data Commentary:

This actual data is derived from Halton’s Mayrise repair records system.

Performance Commentary:

The contractors provided additional resources, at no cost to the Council and this enabled the targets to be bettered.

Summary of Key activities taken or planned to improve performance:

Performance of the contractors is continuing to be monitored to ensure work is on target, however, we cannot force the Distribution Network Operator (DNO) to provide increased resources to meet the target.

The DNO requires longer to complete its repairs due to it needing to arrange for excavations to locate power cables and to subsequently complete repairs; this can involve a number of operations. Halton Borough Council works on the other hand, usually involve the replacement of lamps and hence can be carried out relatively quickly.

SCS / ER4

Percentage of road carriageway where maintenance should be considered

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

Condition of Principal, Non-Principal and Unclassified Carriageways	2011/12 Actual	2012/13 Target	2012/13 Qtr 2	2012/13 Qtr 4	Current Progress	Direction of Travel
	a) 1%	2%	Data Reported in Q4 2012/13	1%		
b) 3%	4%	4%				
c) 21%	9%	17%				
Data Commentary:						
The data required to report on this measure is based upon Scanner survey of the Principal and non-Principal carriageway network and Coarse Visual Inspection of the Unclassified Carriageway network.						

Performance Commentary:

Performance against this measure should be viewed in the context of the 3 successive exceptionally severe winters (ending 2010/11) which led to nationwide concerns over deterioration in carriageway condition.

Condition of Principal and Non-Principal Carriageways continues to satisfy targets and the improvement in condition of Unclassified Carriageways reflects the additional Department for Transport (DfT) funding resources which HBC have prioritised on the Unclassified network over previous years.

Summary of Key activities taken or planned to improve performance:

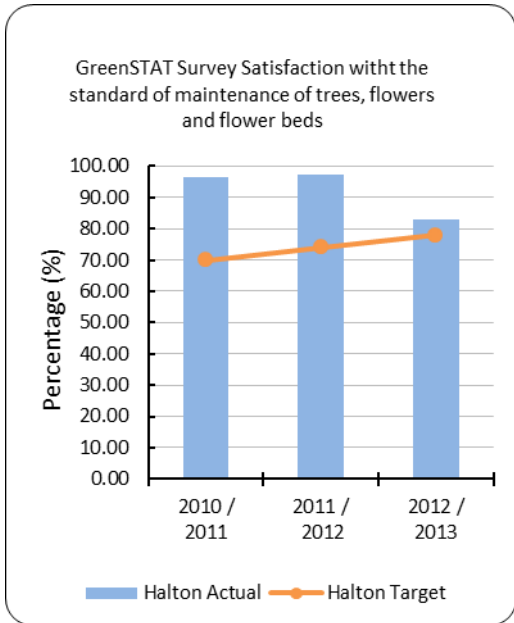
The Contracts for the provision of highway improvement and maintenance works in Halton and Warrington have been awarded to Lafarge Tarmac Ltd. Initial meetings and mobilisation processes have commenced with a view to contract start on 1 June 2013. The contract will run for an initial six year period with the potential for this be extended to 10 years

This is the culmination of a successful joint procurement exercise undertaken by both councils with a view to securing further administrative and operational efficiencies in the delivery of highway services.

Lafarge Tarmac submitted a highly rated bid which we are confident will allow both authorities to achieve their objective of providing a high quality, value for money service which focuses on delivering continuous improvement in important areas.

The volume of carriageway structural and preventative maintenance work committed to in 2012/13 totalled 32,000sqm and 90,500sqm respectively. This compares with 2011/12 volumes of work of 30,625sqm and 118,000sqm respectively.

Structural carriageway maintenance will continue to be prioritised towards the Unclassified network in order to continue to improve its measured condition and recently awarded additional Government funding of £355k for 2013/14 highway maintenance will assist in delivering this.



2011/12 Actual	2012/13 Target	2012/13 Qtr 2	2012/13 Qtr 4	Current Progress	Direction of Travel
97.5%	78%	96.15%	83%		

Data Commentary:

The figure represents actual data for the period taken from the GreenSTAT Survey.

Further information on the GreentSTAT survey and GreenSpace, the charitable organisation behind it, can be found via:

<http://www.green-space.org.uk>

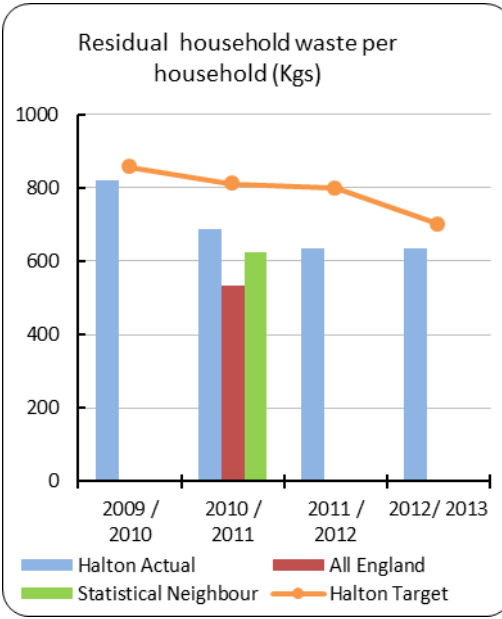


Performance Commentary:

Taken from the GreenSTAT survey. At least 40 questionnaires are completed every quarter at a number of different parks.

Summary of Key activities taken or planned to improve performance:

It is hoped that in the short-term levels of public satisfaction can be sustained 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 continual year on year increase.

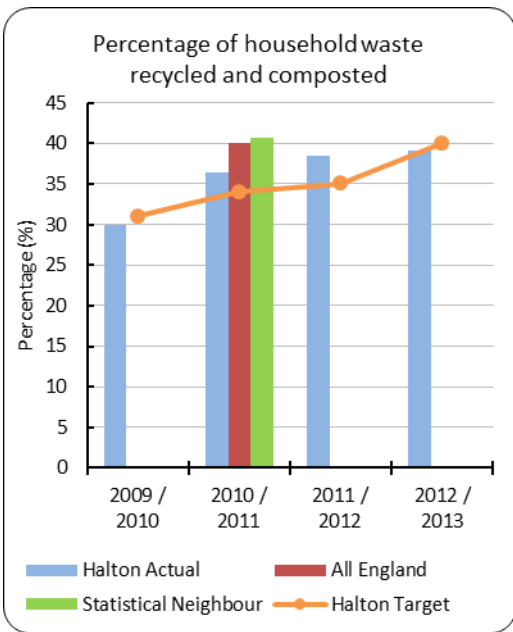
The Open Space Service will continue to manage its sites to the highest standards that it can achieve within the resources allocated to it.

	2011/12 Actual	2012/13 Target	2012/13 Qtr 2	2012/13 Qtr 4	Current Progress	Direction of Travel
	636 Kgs	700Kgs	319.59kgs	636 Kgs (Estimate)		
Data Commentary:						
This indicator monitors the authority's performance in reducing the amount of waste produced per household.						
Performance Commentary:						
This is an estimated figure. However, indications at this stage are that the 2012/13 target will be met.						
The figures will remain estimated until they are validated through www.wastedataflow.org , which will not likely be until the end of June 2013.						

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.

Despite annual improvements in performance against this indicator, the residual level of waste produced per household in Halton is amongst the highest in the country. Reducing the levels of waste produced in Halton will therefore be particularly challenging and require a significant change in resident behaviour. A Communications and Awareness Raising Strategy is being developed to support the Council's efforts to reduce levels of waste produced. A Waste Prevention Plan will also be produced setting out initiatives to help reduce the amount of waste produced in Halton.



2011/12 Actual	2012/13 Target	2012/13 Qtr 2	2012/13 Qtr 4	Current Progress	Direction of Travel
39.90%	40.00%	41.83%	39.02% (Estimate)		

Data Commentary:

The figures for Q4 are estimated until they are validated through www.wastedataflow.org, which will not likely be until the end of June 2013.

Performance Commentary:

Based upon the estimated figure the 2012/13 target will not be met. Despite kerbside recycling and composting increasing by 400 tonnes, there was a reduction of 721 tonnes in recycling and composting at the Household Waste Recycling Centres (HWRCs) which affected overall performance. This situation was not helped by the fire that occurred adjacent to the Johnsons Lane site in Widnes which required its closure for a number of weeks during the year.

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 concentrate efforts to minimise waste production within the borough, increase recycling levels and reduce the amount of waste sent to landfill.

Whilst kerbside multi-material recycling services are provided to all properties in the borough, there are areas where participation rates remain relatively low and further work will be needed to increase participation and recycling performance.

Increased participation will require a significant change in resident behaviour. Raising awareness on waste matters and changing people’s behaviour will be vital if we are to be successful in reducing the Council’s costs of dealing with waste and this will best be achieved through direct and comprehensive community engagement activities. In order to support the Council’s efforts to reduce waste sent to landfill for disposal, a Community Engagement Strategy is being developed which set out how we will engage with members of the local community and the messages that will be used to promote and encourage waste minimisation and increased recycling.

The introduction and further roll out of the Alternate Bin Collection scheme and the implementation of the Council’s ‘no side waste’ policy will encourage increased use of the Council’s recycling services and further improve recycling performance. Limiting the amount of residual waste we collect, by not taking additional ‘side waste’ presented alongside wheeled bins for collection, will encourage residents to accept responsibility for their waste, to think about minimising what they produce and to recycle as much as possible by making better use of the services provided by the Council.

	2011/12 Actual	2012/13 Target	2012/13 Qtr 2	2012/13 Qtr 4	Current Progress	Direction of Travel
		57.50%	61%	56.49%	57.07% (Estimate)	
Data Commentary:						
<p>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. The figures for Q4 are estimated until they are validated through www.wastedataflow.org, which will not likely be until the end of June 2013.</p>						
Performance Commentary:						
Based upon the estimated figure the 2012/13 target will be met.						

Summary of Key activities taken or planned to improve performance:

The continued reduction in the % of municipal waste sent to landfill for disposal has been achieved through a number of activities, including educational and awareness raising campaigns, the provision of enhanced recycling services to all households in the borough, the Alternate Bin Collection scheme and new contractual arrangements that have resulted in the recycling of both commercial waste and waste generated from the Council’s Open Space Services operations.

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 and recycling will require significant change in the behaviour of many residents. A number of initiatives are planned to encourage more residents to reduce the amount of waste that they produce, and recycle more, including further educational and community engagement initiatives, the further roll out of the Alternate Bin Collection scheme and the implementation of the Council’s ‘no side waste’ policy.

First announced in the [2011 Government Waste Review](#), the Landfill Allowance Trading Scheme (LATS) will end after the 2012/13 scheme year in England. [Defra](#) has decided to end LATS after a careful analysis of the range of policies needed to enable England to meet landfill diversion targets in 2013 and 2020, as it has shown that LATS is no longer the major driver for diverting waste.

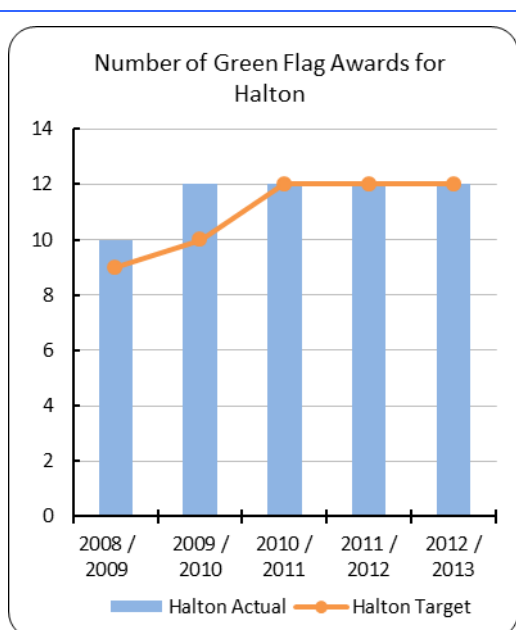
<p>Satisfaction of the standard of cleanliness and maintenance of parks and green spaces</p>	2011/12 Actual	2012/13 Target	2012/13 Qtr 2	2012/13 Qtr 4	Current Progress	Direction of Travel
		95.9%	92%	97.44%	97.23%	
Data Commentary:						
<p>The figure represents actual data for the period captured through the GreenSTAT survey.</p> <p>Further information on the GreentSTAT survey and GreenSpace, the charitable organisation behind it, can be found via:</p> <p>http://www.green-space.org.uk</p>						
Performance Commentary:						
<p>Taken from the GreenSTAT survey. At least 40 questionnaires are completed every quarter at a number of different parks.</p>						

Summary of Key activities taken or planned to improve performance:

It is unlikely that performance can be improved given the resources available but it is anticipated that the target can be met and standards of cleanliness of parks and green spaces maintained at a good level.

SCS / ER10

Number of Green Flag Awards achieved for Halton.



2011/12 Actual	2012/13 Target	2012/13 Qtr 2	2012/13 Qtr 4	Current Progress	Direction of Travel
12	12	12	12		

Data Commentary:

The Green Flag Award scheme is the benchmark national standard for parks and green spaces in the UK and applications must be made by the organisation that manages the park/green space.

The Green Flag Award is given on an annual basis. A park or green space must maintain and improve on previous standards to be guaranteed a subsequent award.

Further information on the Green Flag Award Programme, and the Keep Britain Tidy organisation, can be found on the website:

<http://greenflag.keepbritaintidy.org>

Performance Commentary:

Green Flag Awards have been retained at:

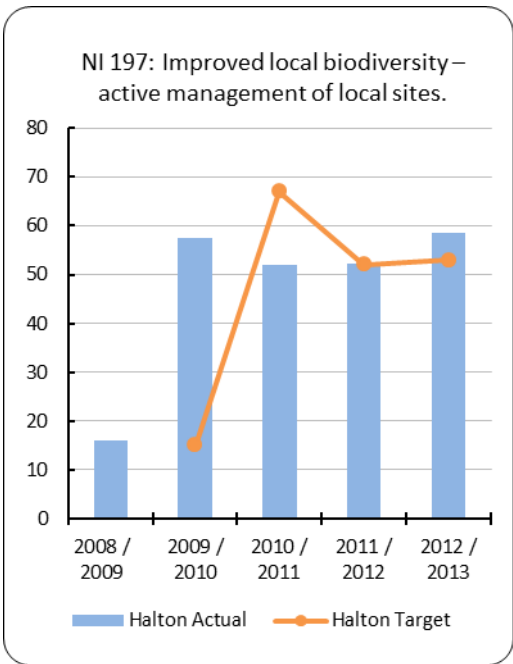
- | | |
|--------------------|------------------------|
| Clington Woods LNR | Spike Island |
| Hale Park | Victoria Park |
| Hough Green Park | Victoria Promenade |
| Phoenix Park | Wigg Island |
| Pickerings Pasture | Runcorn Hill Park |
| Rock Park | Runcorn Town Hall Park |

Summary of Key activities taken or planned to improve performance:

The Open Space Service will continue to manage its sites to the highest standards it can achieve within the resources allocated to it although it will be very challenging in 2013/14 to retain all twelve Green Flag Awards.

SCS / ER11

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



2011/12 Actual	2012/13 Target	2012/13 Qtr 2	2012/13 Qtr 4	Current Progress	Direction of Travel
52.3%	53%	N/A	58.49%		

Data Commentary:

Figures for 2012/13 represent actual data.

Performance Commentary:

Through working with partners big improvements have been made in this area over the last three years which is now being reflected in the score.



Summary of Key activities taken or planned to improve performance:

Halton Borough Council continue to work with its partner [Cheshire Wildlife Trust](#) to bring more local nature sites into positive management, with planned works at local wildlife sites and [local nature reserves](#) from October 2012 onwards.

The works included woodland management tasks over the 2012/13 winter period and heather moorland restoration. This work involved a number of local businesses who agreed to allow employees to volunteer to work on the local nature sites as part of their corporate responsibility agendas.

SCS / ER12

To regenerate 5 hectares of urban sites per annum for the next five years (PPT LI 08) (New).

	2011/12 Actual	2012/13 Target	2012/13 Qtr 2	2012/13 Qtr 4	Current Progress	Direction of Travel
No chart available	8+ hectares	5 hectares	5 hectares	8 hectares (estimated)		

Data Commentary:

Data is normally obtained from the annual [National Land Use Database](#) (NLUD) Site Survey and database categories A, B, & C to F definitions. The purpose of the indicator is to ensure the best use of the Halton’s land assets and promote sustainable growth and development.

Reduced resources have led to the NLUD survey having not yet been completed however monitoring of housing completions shows 205 completions on previously developed land giving an assumed total in excess of 8 Ha having been redeveloped.

Performance Commentary:



A number of brownfield sites across the Borough have either been granted planning consent or works commenced on site. Examples include Widnes Waterfront, 3MG, Castlefields, Polar Ford redevelopment at Halton Lea, Halton Road housing scheme.

Summary of Key activities taken or planned to improve performance:

- Delivery of Key Areas of Change within the [Core Strategy Local Plan](#) through specific schemes and partnerships.
- Work to achieve the target of 40% of housing development to be delivered on brownfield land set out in the Core Strategy (Policy CS3 – Housing Supply and Locational Priorities)
- Promotion of brownfield sites for redevelopment through Strategic Housing Land Availability Assessment and emerging Local Economic Prosperity Strategy & Investment Framework.
- Granting of planning consent on appropriate brownfield sites.
- Delivery of further regeneration activity at Widnes Waterfront, 3MG and Runcorn Old Town.

SCS / ER13

To make sure there is a 5 year rolling supply of deliverable housing land available for 5 years' worth of housing against the housing requirement (PPT LI 07) (New).

	2011/12 Actual	2012/13 Target	2012/13 Qtr 2	2012/13 Qtr 4	Current Progress	Direction of Travel
No chart available	141% (Published December 2012)	100%	N/A	158%		

Data Commentary:

The purpose of this indicator is to ensure that sufficient *SUPPLY* of land is available to deliver the Borough's targets for building new homes.

Figures are calculated as at 1st April each year however these do not become available until at least the second quarter period. Data is taken from the [Strategic Housing Land Availability Assessment](#) (SHLAA) which is a requirement of the National Planning Policy Framework.

The measure is calculated in accordance with the definition for former National Indicator NI159 plus a 20% buffer (would be 5% but for previous under-performance in *DELIVERY*) in line with [National Planning Policy Framework](#) (Para 47) requirements. The basic requirement is for 552 units per annum = 3,309 units (552 x 5 years +20%), however as the indicator comprises previous over/under performance the numeric requirement changes year to year. A 496 net gain over the last two years (608 behind target) makes this year's five year requirement 3,456 units or 691 per annum.

Performance Commentary:

A total of 199 housing sites were deemed deliverable within the five-year period, yielding a total of 4270 dwellings and one traveller site yielding 12 plots.

Housing targets and requirement to maintain a 5 year supply originate from Regional Spatial Strategy (RSS) and national guidance. The publication of the National Planning Policy Framework added a requirement to add a 20% buffer as there has been consistent under-performance against prevailing targets.

Summary of Key activities taken or planned to improve performance:

Whilst the planning system can seek to identify and allocate additional land, only the proportion of units considered deliverable within 5 years contribute to the 5 year supply. This is dependent upon developers gaining planning permission and bringing sites forward for development.

The Core Strategy states that a partial green belt review will be required to identify additional land around Widnes and Hale. Work on this evidence has commenced. The allocation of housing land will be brought forward through the next Delivery and Allocations Local (Development) Plan to 2028.