

This Business Plan extract contains information in relation to the delivery of the Council's following strategic priority area

### Environment and Regeneration

To transform the urban fabric and infrastructure, to develop exciting places and spaces and to create a vibrant and accessible borough that makes Halton a place where people are proud to live and see a promising future for themselves and their families.

## Key Developments

### Policy, Planning and Transportation

#### *Policy and Development Services*

The replacement of the Unitary Development Plan (UDP) which is 12 years old, and the identification of new development sites (allocations) to provide for growth remains a priority in 2018. It is critical that a fresh set of allocations are adopted to meet the Borough's residents' need for household growth and jobs.

This will be achieved through the emerging Delivery and Allocations Local Plan (DALP). The draft plan will be placed on consultation at the beginning of 2018. Following a period of refinement, a second draft will be consulted on in the second half of 2018. A revised DALP will then be submitted to Government for approval through the 'examination in public' process.

A significant amount of new development is in the process of being delivered, including East Runcorn and the Southern Widnes Key Area of Change.

Within the Liverpool City Region the Devolution Agreement has seen progress towards some elements of strategic planning being undertaken jointly by the constituent local authorities.

The Building Control Service collaboration with Knowsley MBC has been successful, delivering reduced costs and increased income. This service collaboration is expected to continue and integrate further.

#### *Traffic*

The programme to convert lighting columns to LED operation is continuing, in order to reduce energy consumption. It is anticipated that the programme will take another three years to complete. Work is underway to upgrade traffic signals to LED operation to reduce energy consumption too.

In March 2016 a Permit Scheme was introduced to improve control of Streetworks (works undertaken by statutory undertakers). This is working well and has improved co-ordination of works together with controlling the works better.

The work by the Road Safety team continues although reduced due to few staff. An initiative is being developed to target Older Drivers.

A review of all speed limits within the Borough has been carried out and the system is now map based rather than text based. It is proposed to review traffic regulation orders too and move them to a map based system, when resources permit.

## *Highways*

The team is still working with Cheshire East and Cheshire West and Chester to produce a Sustainable Urban Drainage (SUDS) guide - this will need to go hand in hand with policy amendments as part of Land Allocations Plan. Highway Development also have transportation/highways advice input into the allocations process.

The team continues to have significant input into the highways, transportation and flooding elements of development schemes, from pre development advice to construction and adoption. The significant rate of housebuilding is expected to continue into 18/19. There is also ongoing involvement with the Mersey Gateway project, in regulatory and approval authority roles.

Following on from the development of the 'Transport Pipeline' programme with Liverpool City Region colleagues, the team has worked on the management of consultants reports into the feasibility of a number of schemes including: Watkinson Way Gyratory grade separation, Widnes Loops to West Bank link and Silver Jubilee Bridge Delinking Option Development.

M56 junction 11A preferred route announcement was made on 31 August 2017, with a signalised crossroads replacing the current Murdishaw Roundabout being the preferred option. The team continues to have significant input and discussions with Highways England on emerging option development.

The Public Rights of Way Improvement Plan (joint City Region document) is due to for public consultation following a report to Urban Renewal PPB. A number of Rights of Way improvement schemes have also been delivered.

Warrington BC have announced preferred route for 'Western Link Road' to provide relief to town centre congestion and the Highway Development team have attended a number of meetings with Warrington to help ensure that impacts and opportunities are understood.

The team continues to work on transportation funding bids and final outcomes are awaited for a number of schemes including: Prescott to Widnes cycle links, Widnes Fiddlers Ferry Rd Gyratory (at grade improvements), Halton Lea and Gorse Point (Bayer) and station access.

Feasibility work has been commissioned with the Combined Authority on the Eastern Access Road to Liverpool John Lennon Airport.

The team have also recently taken on an Apprentice Civil Engineering Technician.

The team supported the regeneration team in the management of consultants' reports into the delinking of the south side of SJB. A briefing by Mott MacDonald to key Council officers was completed. Work will continue with master-planning in 2018/19.

The team worked with Highways England on their proposal to deliver M56 Junction 11A. A Public exhibition has been completed and Highways England considered comments. Further consultation is anticipated.

The team has been involved in developing a 'Transport Pipeline' programme, working with Liverpool City Region colleagues. Following on from this a bid to Liverpool City Region has been submitted, working jointly with Transport Planning colleagues, to enable work to assess the feasibility of "dualling" the A558 Eastern Expressway to enable development in the Daresbury Enterprise Zone and East Runcorn development area, in line with the East Runcorn Sustainable Transport Strategy. Should this bid be successful work will continue on this during 18/19

The team continues to have significant input into the highways, transportation and flooding elements of development schemes, from pre development advice to construction and adoption. The significant rate of housebuilding is expected to continue into 18/19.

There is ongoing involvement with the Mersey Gateway project, in regulatory and approval authority roles.

### Highways Schemes and Development

Integrated Transport: Several schemes have been completed including Clifton / Grangeway Cycleway; Kingsway / Leigh Avenue, Lowerhouse Lane / Liverpool Road bus priority improvements.

Reconstruction of Kingsway central reserve was completed.

STEP schemes are currently being developed for; Widnes Town centre connectivity; Runcorn town Centre to the Heath business park; Runcorn East Station Car Park improvements.

A new section of cycle route from Daresbury Park linking to Preston Brook at A56 Chester Road Daresbury was completed in April, including a new Pegasus crossing on the A56 utilising funding from the LCR 'STEP' programme.

A new crossing at Watkinson Way to The Hive was completed in May. This new crossing has been 'future-proofed' to accommodate further future works to create a widening of the Watkinson Way Gyratory to provide an additional left turn lane to Widnes town centre.

Highway Maintenance: The carriageway and footway programmes of resurfacing and reconstruction have been phased over the course of the year and delivery to the full budget allocation is nearing completion.

Year 3-6 STEP programme to improve sustainable links to employment sites is programmed to continue in 2018/19, current projects include:

- Runcorn East Rail station car park upgrade designed to increase the number of car parking spaces, create accessible parking for disabled car users and provide electric charging points.
- Silver Jubilee Bridge deck reconfiguration including improvements to walking and cycling links between Runcorn Town Centre to Widnes Town Centre.
- Astmoor busway walking and cycling improvement providing access to businesses in Astmoor including upgrading existing traffic signal junction equipment.
- Bridgewater Canal route walling and cycling project to upgrade and improve existing links along the Canal from Runcorn Town Centre to Murdishaw Marina.

Design and delivery of three projects at Watkinson Way Gyratory to improve traffic capacity through the junction, including:

- Earle Road junction reconfiguration and widening to provide a two lane exit from Earle Road in the Gyratory.
- A562 left turn lane extension into Fiddlers Ferry Road.
- Additional Town Centre turning lane opposite Earle Road Junction.

Design and delivery of the annual footway reconstruction, resurfacing and surface treatment programmes.

Design and delivery of the annual carriageway reconstruction, resurfacing and surface treatment programmes.

Procurement of a new Highways Capital Improvement Projects Contract to assist with delivery of the STEP funded projects.

### Highway Structures

In 2017/18, most of the activities within Year 2 of the LCR programme of maintenance work for the Silver Jubilee Bridge (SJB) complex were completed, including the major scheme to re-paint the below-deck steelwork between the Runcorn Trestle and Node Y5. Project development is progressing towards site commencement in Q4 for the Year 2 cable replacement trial and the Year 3 scheme for concrete repairs to the deck on Runcorn Approach Viaduct.

The team has undertaken and completed project development work for the major SJB steel arch superstructure repainting scheme (primarily DfT-funded), to enable site commencement in October, as required to coincide with the simultaneous opening of the Mersey Gateway and temporary closure of SJB.

Design and project development is also progressing on the SJB carriageway reconfiguration scheme, and this is being co-ordinated with the Widnes tie-in work for the Mersey Gateway Crossings Board and the STEP-funded scheme for cycle improvements on the approaches to the bridge.

The team provided input to the SJB Runcorn de-linking study and subsequent option development work, and to the Mersey Gateway Regeneration Plan.

The SJB steel arch painting scheme will continue on site during 2018/19, and is due for completion in Spring 2019. The SJB carriageway reconfiguration scheme will be completed during 2018/19, as will the various activities within Year 3 of the LCR programme for the SJB complex. It is anticipated that there will be a significant call on the team's resources in 2018/19 in connection with the Runcorn de-linking of SJB and the Mersey Gateway Regeneration Plan.

### *Logistics*

In collaboration with ICT Services, Transport Co-ordination has developed a bespoke transport scheduling system to replace the previous software which had become outdated. The system holds data for passengers, routes, vehicles, contracts and transport providers in relation to school and college transport as well as for vulnerable adults who are provided with transport. The route optimisation element of the system assists in accurately planning journeys. Additionally, the system has the capability of despatching routes electronically to the Council's vehicle fleet.

Transport Co-ordination have recently been required to tender all passenger transport contracts consisting of taxi and minibus services for children with special educational needs and for vulnerable adults. A Dynamic Purchasing System (DPS) approach was used for the first time, this has been successful as a mechanism that enables the Council to identify cost effective transport providers who are capable of delivering the specialist nature of transport contracts on its behalf to the required quality and standard.

Charging for pupils with special educational needs of post 16 age was successfully introduced from September 2017, in accordance with the revised Post 16 Home to School and College Transport Policy. The changes applied for new transport applications only and therefore did not affect existing travel arrangements. A reduced charge has been applied for families in the low income category.

### *Waste & Environmental Improvement*

The Council provides a recycling collection service to all households in the borough and two Household Waste Recycling Centres where residents can deposit a whole range of materials and items for recycling. Significant savings can be realised by reducing the amount of general waste that is sent for costly disposal and this can be achieved if households generate less waste in the first instance and then recycle more of what they produce. A key focus therefore will be to continue to promote waste prevention and encourage residents to make full use of the recycling services and facilities provided by the Council.

In order to ensure that all services are delivered as cost-effectively as possible, and to maximise efficiency saving opportunities, the Council's Waste Management Policies will be subject to continual review and updating as necessary.

Local environmental quality is important as it impacts on the whole community. The residents of Halton tell us that clean and safe streets are two of the most important factors in helping to make their neighbourhood a good place to live. It is crucial therefore that the Council continues to undertake actions to effectively tackle environmental crime,

such as littering, fly-tipping and dog fouling, that can negatively affect the safety and attractiveness of the local environment.

The Council has a responsibility to protect those members of our community who are affected by the irresponsible behaviour of individuals who commit environmental crime and it is important to continue to work closely with enforcement partners and other external agencies to deliver a co-ordinated approach to enforcement. This will involve developing joint protocols and action plans and the utilisation of statutory provisions available to address all forms of environmental crime within the boundaries of the Borough.

Whilst it will be important to develop and deliver effective communication, education and awareness raising initiatives, policies for tackling environmental crime will also need to be continually reviewed to ensure that they remain fit for purpose.

### *Open Space Service*

In 2016/17 the Council's specification for the management of green spaces was altered to reflect a reduction in the Open Space Service budget. The most noticeable reduction as far as the general public were concerned was in grass cutting frequencies (reduced from one cut every two weeks to one cut every three weeks and not cut as short as previously). Although the reductions proved unpopular with the public the new specification was delivered and by the second half of the mowing season (July to September) complaints had reduced significantly.

Prior to 2016/17 the Council had 12 parks that had Green Flag Award status. In 2016/17 only three parks (Hale Park, Runcorn Hill Park and Victoria Park) were submitted for the award, and all achieved it. The reason for only entering three parks was twofold. Firstly there is no longer the capacity within the Open Space Service to prepare the bids and ensure compliance. Secondly there were three parks (Hale Park, Runcorn Hill Park and Victoria Park) that the Council is contractually obliged to keep to Green Flag Award standard. This is because they were granted Heritage Lottery Funding. The parks that no longer have Green Flag Award status are still maintained to the same specification as previously.

### *Economy, Enterprise and Property*

The key developments identified by the Economy, Enterprise and Property department relating to the corporate priority of Environment and Urban Renewal are as follows:

- Produced the Mersey Gateway Regeneration Plan Plus which sets out the borough's long-term regeneration priorities over a 10 year period and recognises the Mersey Gateway Project as a catalyst for change. This will continue to be a major piece of work for the team over the next financial year and beyond
- Developed a Runcorn Vision document, which has informed the development of the Master Plan for the Station Quarter
- The completion of the Crosville Site has been a major development. This has been a complex site but has resulted in the creation of a family pub, coffee store and additional car parking for the town centre.
- This financial year the team supported the completion of specialist laboratory and office accommodation Tech Space 1 and 2 at Sci-Tech Daresbury. Given the success of this development, further work will be undertaken to progress further development phases at the site
- Alstom's Rail Facility – opened June 2017 with the creation of 200 jobs in the first phase of this development
- The team developed a brief and appointed consultants to develop a Master Plan for the Halton Lea Healthy New Town
- Business Improvement District – preparation for next year's election (June 2018) on Halton's Business Improvement Districts (Astmoor and Halebank). An initial ballot consultation period took place July and August with 1-2-1 meetings taking place with businesses during July and August which targeted the larger businesses.

- Continued to support the Castlefields Masterplan and facilitated the completion of 100 homes during the period.

## Emerging Issues

### *Traffic*

The programme to convert lighting columns to LED operation will continue, in order to reduce energy consumption. Due to increasing costs and political uncertainties around the world, it is anticipated that the cost of electricity will increase.

When funding becomes available it is hoped to carry out a review of Traffic Regulation Orders that cover waiting restrictions throughout the Borough. In some areas due to changes in developments the restrictions are no longer applicable and in other areas new restrictions are required.

### *Policy and Development Services*

In its bid to grow the economy and resolve the housing crisis, planning reform continues to feature strongly in the Government's agenda:

The Government continues to revise planning guidance to achieve its manifesto ambitions. Examples include:

- Revised NPPF
- Housing delivery test
- Publication of minimum housing figures for each LA
- Penalties for slow plan making – both Wirral and Liverpool are on the Government's intervention list
- Impacts of failure to demonstrate a five year housing land supply

Retaining control of local housing delivery is a key objective for the Division in 2018.

Regulations under the Neighbourhood Planning Act 2017 were laid before Parliament on 13 December 2017, and, subject to parliamentary procedures will be brought into force in 2018. These will require all authorities to have up to date plans (and Statements of Community Involvement) and commence the statutory duty for authorities to identify their strategic priorities and the policies to address them. Additional powers are also provided for the Secretary of State to intervene in plan-making where authorities are not planning effectively for the needs of communities. Attention is drawn in particular to the following regulations:

Introduction of a requirement for review of Local Development Documents every five years, coming into force on 6 April 2018: The regulations introduce a requirement to review Local Plans/ Statements of Community Involvement at least every 5 years from adoption. To comply with this authorities must, every five years from the adoption of the plan, carry out an assessment of whether it remains relevant and effectively addresses the needs of the local community, or whether policies need updating. Having carried out this assessment authorities must decide:

- that one or more policies do need updating, and update their Local Development Scheme to set out the timetable for updating their plan, and then update their plan; or
- that their policies do not need updating, and publish their reasons for this decision.

## **Permitted development rights**

The permitted development right for the change of use from light industrial (B1 (c)) to residential use (C3) came into effect on 1 October 2017. The right allows for the change of use of buildings up to 500sq m, subject to prior approval by the local planning authority. Applications for prior approval must be made on or before 30 September 2020, and the change of use must be completed within three years of the date of prior approval. Details of the legislation can be found [here](#).

## *Highways*

Highways Asset Management work and targets may be affected in the future by reporting of parts of the network for Combined Authority Key Route Network (KRN) and Mersey Gateway network by others. Work has been ongoing with the appropriate partners to ensure that a joined up approach is taken to the management of Highway Assets.

The team is currently working with the Open Spaces Department to form a better understanding of the management requirements of drainage assets and watercourses, particularly where these interact with high speed roads, following recent flooding incidents.

## Highways Development

The team are working with the North West Regional Flood and Coastal Committee, representing the authority at a strategic and tactical level on the Cheshire and Mid Mersey catchment flood groups. During 2016/17 an appointment was made to a match funded support officer post serving the 6 boroughs involved. It is also intended to assign a joint officer from the Environment Agency in a support role to the Cheshire Mid Mersey area. The remit of this post is currently being developed.

During 2017/18 it is expected to become clearer how the management of highway infrastructure assets will be split between Halton BC and Merseylink (for Mersey Gateway Project area as PTU is reached) and Liverpool City Region (for identified Key Route Network).

## Structures

Through the scheme development work undertaken during 2016/17 into the major SJB works that need to be implemented following opening of the Mersey Gateway (i.e. carriageway re-configuration, arch re-painting and concrete deck repairs to the Runcorn Approach Viaduct), it has become apparent that the closure period for SJB will need to be a minimum of 12 months duration.

## *Logistics*

### Bus Services Act 2017

The new Bus Services Act 2017 has set out to enable local authorities to improve local buses services and connectivity; the three main points of the bill are to:

- Strengthen arrangements for partnership working in the sector, introducing ‘enhanced partnerships’
- Introduce new franchising powers with decision making at a local level
- Provide for a step change in the information available to bus passengers
- The Act also incorporates local bus contracts, advanced ticketing schemes, registration requirements and provision of services.

### Concessionary Travel

Halton continues to be part of the Cheshire concessionary travel scheme administered by Cheshire West & Chester Council having recently signed an agreement for the two year period from April 2018 to March 2020. The agreement between the three consortium partners (Cheshire West & Chester, Halton and Warrington) will incorporate operator



reimbursement levels, the back office administration (host operator processing) system and card management system, auditing of the scheme.

#### Bus service network changes

It has been necessary for the local bus operators to make route and timetable changes to a number of their commercially operated services as a result of the new Mersey Gateway crossing and subsequent closure of Silver Jubilee Bridge. Information relating to the various changes has been made available on the Council website where passengers have been able to view new bus timetables and altered route information, there has also been a dedicated telephone information line for members of the public to contact for enquiries.

#### *Waste & Environmental Improvement*

##### Waste & Recycling

In order to help reduce costs, the quality of recyclable materials collected through the blue bin/box scheme needs to improve. This can be achieved by reducing 'contamination' levels. Through the kerbside recycling service, residents can recycle glass bottles and jars, plastic bottles, paper, cardboard and metal cans. 'Contamination' occurs when residents place 'non-target' materials (i.e. materials that are recyclable but not through the kerbside collection service) or non-recyclable waste into their blue bin or box. Contamination can lead to entire vehicle-loads of recyclables being rejected and, instead of being recycled, the waste being sent for costly disposal.

Halton has experienced increased levels of contamination in recent years and this has resulted in an increase in the costs of dealing with waste. Changing resident behaviour through community engagement and awareness raising activity is therefore crucial to ensure that not only do all householders make use of the recycling services provided by the Council, when they do, they use them correctly.

#### *Economy, Enterprise and Property*

##### Industrial Strategy

The Government has published its Industrial Strategy White Paper, 'Building a Britain fit for the future'. The White Paper sets out five foundations of productivity which are 'the essential attributes of every successful economy'.

##### Brexit

Brexit is already having an impact on Halton's Economy. It is not yet possible to evaluate whether the overall impact will be negative or positive in the long-term. In some instances, there is uncertainty in the market regarding inward investment decisions. On the other hand, some companies are looking to consolidate their UK location with an interest in investing in existing sites in Halton.

##### New Mersey Gateway

Again, it is too early to evaluate the impact of the Mersey Gateway on Halton's economy, not least because of wider macro-economic factors such as Brexit above having an impact. However, research to date points to a net increase in the number of businesses based in Halton. In the future, it is probable that emerging trends will be sector specific. For example, some businesses report improved productivity as a result of reduced journey times, whilst others in the logistics and distribution industry refer to increased costs as a result of tolling.

The Council's Business Improvement and Growth Team will need to continue with its Account Manager approach to ensure that businesses in Halton can benefit from a rapid response and bespoke service.

From a regeneration perspective, the Mersey Gateway will present opportunities, not just in terms of hand back land available but also sites which become viable as a result of changes to the road infrastructure.



Review of Liverpool City Region Single Investment Fund and Production of an Investment Strategy

The review will inform how existing devolved funding will be prioritised and allocated. This will have a major impact on how Halton schemes will be co-financed.

Development of Local Industrial Strategy

Combined Authority areas will be required to develop a Local Industrial Strategy by March 2019. It is anticipated that the department will need to allocate human resources to this work in order to ensure that Halton's economic regeneration priorities and opportunities are reflected in the final document.

## ***Appendix 1***

# **Key Objectives, Milestones and Measures**

<b>Service Objective: PPT 01</b>	<b>Silver Jubilee Bridge (SJB) Complex Major Maintenance – delivery of Liverpool City Region (LCR) Full Business Case and subsequent procurement of contractors to complete works over 3 year period from April 2016. This will ensure continued, unrestricted availability of the SJB crossing and to allow future maintenance to be delivered on a steady-state, lifecycle-planned basis.</b>		
Key Milestone(s) (18 / 19)	<ul style="list-style-type: none"> <li>Review progress against LCR SJB maintenance strategy and deliver 2018/19 major bridge maintenance works programme.</li> </ul>		
<b>Responsible Officer:</b>	Divisional Manager Highways	<b>Linked Indicators:</b>	N / A

<b>Service Objective: PPT 02</b>	<b>Local Transport Plan (LTP) Capital Programme – Deliver the LTP Capital Programmes to ensure that the transport system is maintained and developed to meets local needs.</b>		
Key Milestone(s) (18 / 19)	<ul style="list-style-type: none"> <li>To deliver the 2018/19 LTP Capital Programme March 2019.</li> </ul>		
<b>Responsible Officer:</b>	Divisional Manager Highways	<b>Linked Indicators:</b>	N / A

<b>Service Objective: PPT 03</b>	<b>Highway programmed maintenance.</b>		
Key Milestone(s) (18 / 19)	<ul style="list-style-type: none"> <li>Ensure continued unrestricted availability of the Highway network and to allow future maintenance to be delivered on a steady state, lifecycle planned basis.</li> </ul>		
<b>Responsible Officer:</b>	Divisional Manager Highways	<b>Linked Indicators:</b>	N / A

<b>Service Objective: PPT 04</b>	<b>Highway Routine and reactive maintenance</b>		
Key Milestone(s) (18 / 19)	<ul style="list-style-type: none"> <li>Continue to maintain the Highway Authorities statutory duties in accordance with Section 41 and 58 of the Highways Act.</li> </ul>		
<b>Responsible Officer:</b>	Divisional Manager Highways	<b>Linked Indicators:</b>	N / A

<b>Service Objective: PPT 05</b>	<b>Deliver the statutory development plan as required by the Town and Country Planning Acts to provide a clear direction for the future development of the Borough. Provide operational policies that implement strategy and ensure transparent and accountable service delivery.</b>		
Key Milestone(s) (18 / 19)	<ul style="list-style-type: none"> <li>Consult on a revised draft Delivery and Site Allocations Local Plan (DALP) <b>September 2018.</b></li> </ul>		
<b>Responsible Officer:</b>	Divisional Manager Policy and Development Services	<b>Linked Indicators:</b>	N / A

<b>Service Objective: PPT 06</b>	<b>Service Objective Description</b>		
Key Milestone(s) (18 / 19)	<ul style="list-style-type: none"> <li>To ensure that at least one exercise is carried out each financial to test the COMAH plans <b>March 2018.</b></li> </ul>		
<b>Responsible Officer:</b>	Divisional Manager – Traffic, Risk & Emergency Planning/H&S	<b>Linked Indicators:</b>	N / A

<b>Service Objective: CE 03</b>	<b>Manage and Maintain the Borough's green space areas so that they continue to function to their intended purpose.</b>		
Key Milestone(s) (18 / 19)	<ul style="list-style-type: none"> <li>Manage greenspace areas as per the agreed specification - <b>March 2019.</b></li> </ul>		
<b>Responsible Officer:</b>	Divisional Manager Open Space Services	<b>Linked Indicators:</b>	CE LI 11

<b>Service Objective: CE 04</b>	<b>Implementation of actions to ensure that the Council achieves its waste related targets and objectives.</b>		
Key Milestone(s) (18 / 19)	<ul style="list-style-type: none"> <li>Continue to deliver communications and awareness raising initiatives to ensure that participation with the Council's recycling services is maximised and that residents comply with the requirements of the Council's Household Waste Collection Policy - <b>March 2019.</b></li> <li>Undertake a review of the Council's Waste Management Strategy and associated Policies and update as necessary - <b>March 2019.</b></li> </ul>		
<b>Responsible Officer:</b>	Divisional Manager Waste & Environment Services	<b>Linked Indicators:</b>	CE LI 05 and 06

<b>Service Objective: CE 05</b>	<b>Maintain actions to ensure that the Council continues to prevent and tackle a range of waste and environmental offences</b>		
Key Milestone(s) (18 / 19)	<ul style="list-style-type: none"><li>▪ Review, assess the effectiveness of, and update as necessary the Council's Environmental Enforcement Plans and Policies - <b>March 2019</b>.</li><li>▪ Work in partnership with external organisations and enforcement agencies and deliver joint initiatives to tackle environmental crime and anti-social behaviour - <b>March 2019</b>.</li></ul>		
<b>Responsible Officer:</b>	Divisional Manager Waste & Environment Services	<b>Linked Indicators:</b>	N / A

Halton Borough Council Business Plan Extract (2017 – 18) for Environment and Urban Renewal

Ref	Description	16/17 Actual	17/18 Target	17/18 Actual	18/19 Target
PPT LI 01	Percentage of third party compensation claims due to alleged highway / footway defects successfully defended. Annual Calculation.	49.00%	N / A	TBC	TBC
PPT LI 02	Net additional homes provided	700	552	TBC	552
PPT LI 03	Number of affordable homes delivered (gross)	138	138	TBC	138
PPT LI 04	Processing of planning applications (%) as measured against targets for, a) 'major' applications b) 'minor' applications c) 'other' applications	77.8% 88.9% 100%	60% 80% 80%	TBC TBC TBC	60% 80% 80%
PPT LI 05	To ensure a rolling five year supply of housing land.  Deliverable supply (units) as a % of rolling 5 year requirement	105%	105%	TBC	105%
PPT LI 06	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	41.2	N / A	TBC	TBC
PPT LI 07	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	N / A	N / A	TBC	TBC
PPT LI 09	The percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	5.4	N / A	TBC	TBC
PPT LI 10	No. of people slightly injured in road traffic collisions.	77	N / A	TBC	TBC
PPT LI 11	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.	-8.30%	N / A	TBC	TBC
PPT LI 12	Damage to roads and pavements (% above intervention levels) repaired within 24 hours	100%	100%	TBC	100%

Halton Borough Council Business Plan Extract (2017 – 18) for Environment and Urban Renewal

Ref	Description	16/17 Actual	17/18 Target	17/18 Actual	18/19 Target
PPT LI 13	Average number of days taken to repair street lighting fault: non-DNO (Street lights controlled by the authority). (Previously BVPI 215a).	5	5	TBC	5
PPT LI 14	Average number of days taken to repair street lighting fault: DNO (Street lights controlled by the energy provider). (Previously BVPI 215b).	28	30	TBC	30
PPT LI 15	% of network where structural maintenance should be considered:				
	a) Principal Roads	1.00%	2.00%	TBC	2.00%
	b) Non-Principal Roads	1.00%	4.00%	TBC	4.00%
	c) Unclassified Roads	3.00%	9.00%	TBC	9.00%
PPT LI 16	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%):				
	a) Percentage of buses starting route on time	96.22%	98.55%	TBC	98.55%
	b) Percentage of buses on time at intermediate timing points	86.52%	95.00%	TBC	95.00%
PPT LI 17	% of footpaths and Public Rights of Way (PROW) which are easy to use.	84.00%	82.00%	TBC	82.00%
PPT LI 18	% of bus stops with Quality Corridor accessibility features.	73.00%	78.00%	TBC	78.00%
	(No. of stops – 603)	(434 Bus stops)	(470 Bus Stops)		(470 Bus Stops)
CE LI 05	Residual household waste per household.	578 Kgs	593 Kgs	TBC	TBC
CE LI 06	Household waste recycled and composted.	42.00%	42.00%	TBC	TBC



## Halton Borough Council Business Plan Extract (2017 – 18) for Environment and Urban Renewal

<b>Ref</b>	<b>Description</b>	<b>16/17 Actual</b>	<b>17/18 Target</b>	<b>17/18 Actual</b>	<b>18/19 Target</b>
EEP LI 01	Greenhouse gas (GHG) emissions indicator (Tonnes CO <sub>2</sub> e)	17,804 tonnes (actual 15/16)	15,882 tonnes (target 17/18)	TBC	TBC
EEP LI 02	Occupancy of HBC industrial Units	88%	90%	TBC	TBC
EEP LI 03	Occupancy of Widnes Market Hall	84%	84%	TBC	TBC