

Environment & Urban Renewal Policy and Performance Board

Priority Based Monitoring Report

Reporting Period: **Quarter 4 – Period 01st January 2015 to 31st March 2015**

1.0 Introduction

- 1.1. This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the fourth quarter of 2014/15 for service areas within the remit of the Environment & Urban Renewal (E&UR) Policy and Performance Board.
- 1.2. Key priorities for development or improvement in 2014-17 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment & Urban Renewal Policy & Performance Board i.e.:
 - Development & Investment Services
 - Open Spaces and Waste and Environmental Improvement
 - Highways, Transportation & Logistics and Physical Environment
 - Housing Strategy
- 1.3 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 8 of this report.

2.0 Key Developments

- 2.1 There have been a number of developments within the Directorate during the period which include:

Development & Investment Services

➤ **Peel House Lane Cemetery**

Planning for the cemetery was formally granted in February 2015 following the removal of Sport England objection. The road and roundabout design is now finalised and the drawings and Bill of Quants have been passed to the term contractor for a price. The residential site has been marketed and HBC are reviewing the bids.

➤ **Investment Enquiries**

The Business Improvement and Growth (BIG) Team managed 239 commercial property/inward investment enquiries in 2014/15, 10% of which were converted (inward investment enquiries 'converted' into actual investment projects). The cumulative total of enquiries (total enquiries 2014/15 of 239) exceeds the annual target of 200. The cumulative conversions to date are at 10%, this equals the 2014/15 annual target of 10%. The total number of enquiries however is down on the previous year, although meeting the target set.

➤ **Quality Bus Partnership Agreement**

The first Quality Bus Partnership (QBP) agreement between the two main operators (Halton Transport and Arriva) is now in operation in the Borough, identified and agreed under the Better Bus Area partnership. The Quality Bus Partnership agreement provides for the regulating of the scheduled time-tables on the 17 service (Halton Transport) and the 33 service (Arriva, St Helens), whilst using the same number of buses available.

The main benefits for this route are:

- an increase in frequency to 20 minutes in both directions
- a reciprocal ticketing agreement in place where passengers can use either Halton Transport or Arriva multi journey tickets on either of the operators buses. However, it should be noted that the ticketing agreement is only valid on the St Helens to Widnes route.

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➤ **Specialist Transport Services Framework**

A major tendering exercise has recently taken place to develop a framework agreement for the provision of specialist transport services. The framework will allow the Council to provide this particular type of transport which includes special educational needs and adult transport more efficiently and a report will be presented to the Executive Board in the first quarter of 2015/16.

➤ **Development**

- Housing delivery at Sandymoor moves forward apace with recent planning permissions granted to Morris Homes and David Wilson Homes.
- Significant activity at the Daresbury growth area with Redrow and the Sci-Tech Joint Venture bringing forward schemes.

➤ **Green Belt Review**

Consultation has been completed on our initial Green Belt Site Assessments. A total of 51 representations have been received including; 12 from developers or land owners promoting sites; 38 from residents / interested parties (mostly objecting to the principle of Green Belt release) and one from Knowsley Borough Council challenging the detailed assessment of some sites. The received submissions will be reported to Members with recommendations as to changes / corrections and implications for policy going forward.

➤ **Strategic Housing Market Assessment (SMHA)**

Government guidance requires that we assess the Objectively Assessed Need for Housing (OAN) and that this should be considered at a Strategic Housing Market Area (HMA) level. We have worked with St. Helens and Warrington to carry out a basic revalidation of Mid-Mersey as the HMA and are commissioning consultants to undertake a SHMA which will be a key evidence base document informing the development of the Local Plans.

➤ **Strategic Housing Land Availability Assessment (SHLAA)**

Work is nearing completion on the assessment of sites for the SHLAA, which will be available shortly. This will set out the sites available to meet the quantum of development specified in the Core Strategy.

➤ **Government Data Publication**

Government has published a number of data sets that impact on the development of the Local Plan.

- 2011 Census Origin and Destination Data (Travel to Work and Migration)
- 2012 Based Household Projections

Officers are analysing these datasets, working with colleagues across the City Region on the implications.

➤ **Transport - Strategic Context**

A number of key parliamentary outputs have been announced:

- Infrastructure Act 2015 (became law 12 Feb 15) sets out funding for the strategic road network and commits the government to a cycling and walking strategy, amongst other things.
- House of Lords Economic Affairs Committee – report challenges HS2 and suggests better value in east – west links rather than north - south
- Airports Commission – report due in the summer is to set out how additional capacity will be delivered

➤ **The Transport Plan for Growth (TPfG)**

[The Transport Plan for Growth](#) is now available on line via the HBC and Merseytravel Website. The Plan provides a strategic framework across the Liverpool City Region (LCR) and a 6 year delivery plan. It outlines how Transport supports Economic Growth and the importance of collaboration with partner agencies and contributes to the wider Northern Transport Vision.

➤ **Local Sustainable Transport Fund (LSTF)**

The Local Sustainable Transport Fund is now coming to a close. The Mid-Mersey Partnership has enabled 23km of new and improved cycle/footway across the partnership. Halton has benefitted from improvements and extensions to the Farnworth – Sutton Greenway, and the A56 Warrington to Daresbury Hotel Cycle link. Halton has 18 new Real Time Passenger

Information Systems in key locations, and a new bus shelter at Daresbury Enterprise Zone (EZ). The 200 bus service was supported to extend its route to include Runcorn Mainline Station and Daresbury EZ.

A number of businesses in Halton benefitted from Active Travel grants which have enabled them to purchase cycle shelters, repair stands and match funded shower/changing facilities. An end of Mid Mersey LSTF report is currently being compiled with a view to being presented to Elected Members during the early part of the new 15 - 16 financial year.

➤ **Silver Jubilee Bridge Maintenance**

The SJB Major Maintenance Scheme business case continues to be developed. This aims to acquire funding that would allow maintenance works to continue over the 3 year period commencing 2016 – 17. This bid is reliant on the Council providing match funding of 10 -15% of the overall cost of the scheme which is currently estimated at £3.5M.

➤ **Liverpool City Region Funding**

Four sustainable transport (STEP) schemes totalling £1.2M and aimed at improving connectivity to employment sites, are expected to receive approval from the LCR in April under an overall £20m programme that will be delivered over the next two years.

➤ **Defra Grant Funding**

Defra has agreed to provide grant funding of £57,358 in 2015/16 for the 'additional burdens' relating to Halton's new Lead Local Flood Authority role as statutory consultee to major planning applications with surface water drainage implications. The grant will fund the additional resource necessary to undertake this role.

➤ **Traffic Management**

During the past year Halton became a full member of the Cheshire Road Safety Group (CRSG) that looks after the Safety Cameras within the Borough. Four cameras within the Borough have been converted to digital operation. Due to the construction of the Mersey Gateway the cameras on the expressway system have not been converted as the traffic patterns and speeds will change so their need will need to be re-assessed.

➤ **Intelligent Transport Systems (ITS)**

A project is underway to link all the Intelligent Transport Systems (ITS) within the Liverpool City Region Combined Authority area. Initially, there will be no change but ultimately this will allow the sharing of resources, such as Variable Message Signs (VMS) by all authorities. This will also be important for the Mersey Gateway and the Mersey Tunnels to assist in dealing with incidents.

➤ **Mersey Gateway Construction Progress**

Merseylink's development of its detailed design proposals for the project and the Mersey Gateway Crossings Board's (MGCB) review of these submissions, are ongoing.

The demolition of the Royal Café on Hutchinson Street took place in January, whilst similar activity in the Catalyst Trade Park and Astmoor areas is well advanced. The construction of the temporary haul road, through the saltmarsh areas to the river's edge, is now complete.

Ongoing site activity includes:

- Diversions of utilities services (including diversion of electricity main on Clifton Park).
- Construction of the temporary trestle bridge (concurrently from both river banks).
- Construction of the sheet piled cofferdam structures for the north and south pylons of the main bridge crossing (to allow the foundations for the pylons to be constructed in dry conditions)
- Concrete piling for foundations of the north abutment of the north approach viaduct to the main bridge crossing.
- Construction of the reinforced soil retaining wall adjacent to the eastbound off slip road at M56 junction 12.
- Highway reconfiguration work at Ditton and Bridgewater junctions with associated temporary traffic management.

The next 6 months will see a significant change of focus from temporary works activities associated with the main bridge crossing to permanent works (highways and structures). In particular, this will see the establishment of the long term phases of traffic management on the existing highway network including lane closures and diversions necessary to allow the works to be constructed in a manner which is safe for the construction workforce and the travelling public.

The off-peak roadworks on Weston Point Expressway around J12 have been moved to overnight and weekends. This change was to reduce traffic disruption/delays in this particular area and Merseylink is constantly reviewing how it works to minimise disruption.

Due to the significant earthworks being carried out near to the Hallwood Park Estate in Runcorn, a new site compound is being developed. This part of the works also includes the construction of a new bowstring footbridge and alterations to the Lodge Lane junction which has required the development of a site compound in this area.

Merseylink report that the anticipated opening of the Mersey Gateway Bridge remains as autumn 2017.

Open Spaces and Waste & Environmental Improvement

➤ **Cemeteries and Crematorium**

The second of two new cremators was installed at Widnes Crematorium during Q4 and is due to be commissioned within the first few weeks of Q1 2015/16. The new cremators are more efficient and will reduce fuel costs significantly.

Planning consent was granted for the new Widnes Cemetery in Q4 and some tree removal work was carried out in advance of the main works starting.

➤ **Parks**

Two new commemorative stones were unveiled at the Victoria Park War Memorial on Saturday 7 March 2015. One of the stones records the names of individuals who were born in Widnes and went on to die in the Great War but after they had moved away from the town. The other stone records the names of Widnes men who fell in the Great War but who were not added to the memorial when it was originally built.

➤ **Design and Development**

Work continued has continued on the Runcorn Hill & Heath Park HLF project during Q4. It is anticipated that the new pavilion café building will be completed towards the end of Q1 2015/16.

➤ **Co-Mingled Recycling Collections**

During this last quarter, Members of the Executive Board received a report containing details of an assessment that had been undertaken to test whether the Council's current co-mingled recycling collection service complied with legislative requirements relating to the separate collection of paper, glass, plastic and metals.

The legislation requires the separate collection of these four materials, unless separate collection is not necessary to facilitate and improve recycling and produce high quality recyclable materials (or if it is not technically, environmentally and economically practicable to do so).

After considering the details of the report, Executive Board endorsed the outcome of the assessment; that the Council's service was compliant with legislation. This was predicated on the basis that the co-mingled collection service;

- Is a simple and easy to use system for residents;
- It has resulted in increased levels of recycling since 2007, with a high level of recycling performance of over 40% projected for 2014/15; and
- The recyclable materials recovered from the co-mingled system are of a high quality and have a market value.
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➤ **Enforcement**

DEFRA has released 2013/14 Fly-tipping statistics for England. The data shows that Halton was the 8th highest performing authority in the Country in respect of making prosecutions, with a total of 39 in the year.

In 2014/15, 1732 Fixed Penalty Notices were issued for littering offences and 42 were issued for dog fouling offences.

➤ **Public Spaces Protection Orders**

In March, the Executive Board received a report on Public Spaces Protection Orders (PSPOs), which provide a power to help the Council and the Police prevent incidents of ASB and tackle those responsible. The power to issue PSPOs was created through the Anti-social Behaviour, Crime and Policing Act 2014.

PSPOs are intended to deal with problems that are detrimental to the local community's quality of life. They provide a flexible power to put in place restrictions and prohibitions on specific behaviours in order to address a range of ASB issues. Unlike previous Orders that were available to deal with ASB, PSPOs can contain more than one restriction, meaning that a single PSPO can deal with a wide range of unacceptable behaviour.

A PSPO would be issued if unacceptable behaviour is occurring in an area that is detrimentally affecting the local community and if such behaviour is, or is likely to be, ongoing or persistent.

Those who breach PSPOs face being issued with a written warning, a Fixed Penalty Notice of up to £100 or prosecution and a fine of up to £1,000.

Council Officers and Police Officers have been working closely to develop the process for issuing PSPOs and will look to use them to help enhance their ability to tackle ASB in identified 'hot spot' areas.

3.0 Emerging Issues

3.1 A number of emerging issues have been identified during the period that will impact upon the work of the Directorate including:

Development & Investment Services

I. Runcorn Retail BID

A Business Improvement District (BID) proposal, encompassing Runcorn Old Town, Trident Retail Park and Runcorn Shopping Centre has been proposed. Groundwork Cheshire have been appointed to facilitate the development of a BID business plan, manage a major consultation exercise and oversee a ballot of all businesses within the programme area. The proposal was launched at the Brindley on 5 February 2015. A ballot will be held in July 2015. It is anticipated that, subject to a successful ballot, the BID will be in place by September 2015.

II. Growth Hub

The Liverpool City Region Local Enterprise Partnership (LEP) has developed a proposal to create a 'Growth Hub' for the city region. A Growth Hub is not a physical entity but rather a virtual organisation to provide business support services across the City Region. At a city region level, an initial funding package of £550,000 has been agreed between the LEP and BIS to support the development of a LCR Growth Hub.

The LEP plan to recruit a team of 'Business Brokers', with a core team of business brokers will be based at the LEP and a single business broker will be based within each local authority area, embedded within the Local Authority or local Chamber. The LEP have issued an Official Journal of the European Union tender for the delivery of the Growth Hub. The tender will be broken down into six lots, one for each area. Organisations successful at tender will be appointed to a five year framework. The providers of future business support programmes will then be selected from the framework.

Halton Borough Council and Halton Chamber of Commerce will respond to the tender independently and if successful collaborate with respect to the delivery of the Growth Hub. Tenders to deliver the Growth Hub in Halton must be completed by 16 April 2015.

III. Pan-Merseyside Computerised Record Management (CRM) system

As part of the development of the Liverpool City Region (LCR) Growth Hub the Local Enterprise Partnership (LEP) has also proposed a pan-Merseyside CRM system to manage investment projects, commercial property enquiries and future grant and business support programmes. The LEP, following a competitive tender exercise, has selected a system called Evolutive. Halton has agreed to adopt the Evolutive system, however a number of other authorities and Chambers have procured their own systems. The BIG team are currently working with developers Alcium and the Council's ICT Team to migrate data from the existing system to the new Evolutive system.

Policy, Planning and Transportation.

IV. Concessionary Travel Re-Imbursement Agreement

In April 2014, the Council secured a two year concessionary travel re-imbusement agreement with the bus operators in the Borough. This agreement is due to come to an end on 31st of March 2016, and as a result, negotiations will shortly commence to agree a way forward for future years. The current scheme is reimbursed on a fixed amount basis which gives the Council the added benefit of knowing the exact cost of the statutory scheme. It is anticipated the Council will look to secure a reimbursement agreement of a similar nature.

V. Planning and Transport Policy

Following the election in May, there may well be issues emerging in terms of the direction of government policy, both for Local Authorities and for planning and transport.

VI. Street Lighting

It has been agreed to convert a number of street lights within residential areas to LED operation over the next three years in order to reduce overall costs. A joint bid was made to the Highways Maintenance Challenge Fund with St Helens and Sefton Councils to convert the lights on high speed roads to LED operation but this was unsuccessful. As energy costs continue to rise, this initiative will be important as it will allow us to continue to provide street lighting across the borough.

VII. Emergency Planning

Due to changes in legislation, it is likely that the number of sites requiring off site emergency plans under the Control of Major Accident Hazards (COMAH) will increase, thereby placing additional demands on the service.

VIII. Network Management

Construction of the Mersey Gateway is now beginning to impact on the road network. This will increase particularly on the Widnes side as Ditton roundabout is re-modelled to a signalised junction and Watkinson Way is removed between Ashley Way and the Silver Jubilee Bridge. This is impacting on service delivery and staff resources that are required to co-ordinate the works to minimise the impact on the Borough.

IX. Intelligent transport Systems (ITS)

Initial discussions are taking place between the six authorities within the Combined Authority to have a joint Intelligent Transport Systems maintenance contract, with a target start date of 1 April 2017. This goes some way to meeting is one of the initial aims of the Combined Authority which is to secure efficiencies through joint procurement exercises.

X. Mersey Gateway Traffic Management

The first phases of long term traffic management have focussed on Ditton and Bridgewater junctions. The next phases will expand to include other areas of the Project Road in the New Year particularly through the Central/Weston Point Expressway corridor. The scale and duration of the traffic management arrangements are expected to have journey time implications for the travelling public and businesses which may require review of normal travel plans.

XI. Mersey Gateway Winter Maintenance Responsibilities

Merseylink is responsible for any reactive maintenance of existing highway infrastructure within the Project Road area. Merseylink is also responsible for the winter maintenance of the Project Road although this has been discharged by entering into an agreement with Lafarge Tarmac & Halton Borough Council's Highways Maintenance department.

Open Spaces and Waste & Environmental Improvement

XII. Waste & Recycling Collection Services

Major changes to the waste and recycling collection services are to be introduced in the summer. The changes are being brought about as a result of the borough-wide roll out of the Alternate Bin Collection (ABC) scheme to all suitable properties, which is being completed as part of a 'Route Optimisation' exercise which will see the complete re-design of existing waste and recycling collection schedules.

For all households that will be served by the ABC scheme, the service changes will see future refuse and recycling collections taking place on the same day, but on alternate weeks (e.g. Blue bin emptied on Monday one week, Black bin emptied on Monday the next week). Changes may also be made to collection days for those households with small black bins, or those that receive 'black sack' collections, who will continue to receive weekly waste collections.

All households will receive an information pack with details of how they will be affected in advance of the introduction of service changes.

4.0 Risk Control Measures

- 4.1 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 2014 – 15 Directorate Business Plans.

Progress concerning the implementation of all high-risk mitigation measures will be monitored in Quarter 2 (14-15).

5.0 High Priority Equality Actions

- 5.1 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.

The Council's latest annual progress report in relation to the achievement of its equality objectives was published on the Council website during quarter 4 and is available via:



[http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality -
objectives progress report - April 2013.pdf](http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality-_objectives_progress_report_-_April_2013.pdf)

6.0 Performance Overview

6.1 The following information provides a synopsis of progress for both milestones and performance indicators across the key business areas that have been identified by the Directorate:

Development and Investment Services

Key Objectives / milestones

Ref	Milestones	Q4 Progress
EEP1	Commence Crossville development by March 2015 .	
EEP1	Commence construction of road at Johnson's Lane and introduce end user to site by March 2015 .	
EEP1	Commence work on site for project Techspace by September 2014 .	
EEP1	Acquisition and preparation of Lord Daresbury plot and hostel site by March 2015 .	

Supporting Commentary

Crossville Development

Work is ongoing with the developer to progress this site. However, this is a complex development, hence the delay to the start of the scheme.

Johnson's Lane Road Construction

Work has been tendered and site work commenced January 2015.



Techspace Project







Due to delays in the contract process, the start on site is anticipated in April 2015. Contracts have been engrossed and will be signed in March. Enabling works have commenced.

Lord Daresbury Plot and Hostel Site

Lord Daresbury plot acquired in 2014. Some preparation works, including the removal of overhead power cables have already commenced. Independent valuations have been received for the hostel plot and negotiations are ongoing to complete the purchase of the plot in early Q1 2015/16.

Key Performance Indicators

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q4 Actual	Q4 Progress	Direction of travel
DIS LI 01	Occupancy of HBC industrial units.	85%	85%	89%		

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q4 Actual	Q4 Progress	Direction of travel
DIS LI 02	Occupancy of Widnes Market Hall.	84%	95%	85%		
DIS LI 05	Number of investment enquiries per annum.	295 (Cumulative)	200	239		
DIS LI 06	Inward investment enquiry conversion rate percentage.	15%	10%	10%		

Supporting Commentary

DIS LI01

Occupancy of our industrial units remains high and the current figure is higher compared to the same period last year. The target has been achieved.

DIS LI02

The current economic market remains challenging and although the target has not been achieved the figure is higher compared to the same period last year.

DIS LI 05


The BIG Team managed 46 commercial property\inward investment enquiries in Q4 which resulted in 3 conversions.

DIS LI06

The percentage of conversions in Q4 (enquiries 'converted into actual investment projects) was 7%. However, the annual conversions target of 10% has been achieved.

Open Spaces and Waste & Environmental Improvement

Key Objectives / milestones

Ref	Milestones	Q4 Progress
CE 05	Woodland Expansion - Additional 200m ² of Woodland planted Borough wide - March 2015.	

Supporting Commentary

New areas of woodland were planted at Phoenix Park in Runcorn and at the Bongs in Widnes.

Key Objectives / milestones

Ref	Milestones	Q4 Progress
CE 06	Complete the borough wide roll out of the Alternative Bin Collection service to all suitable properties September 2014 .	
CE 06	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 March 2015 .	
CE 07	Continue to review and assess the effectiveness of the Council's Environmental Enforcement Plans and Policies and maintain actions to ensure that the Council continues to effectively prevent and tackle a range of waste and environmental offences March 2015 .	







Supporting Commentary

The borough-wide roll-out of the Alternate Bin Collection scheme to all suitable properties required the complete reconfiguration of all existing waste and recycling collection schedules. Unfortunately, due to delays caused by unavoidable operational and technical issues, this target timescale was not met. As set out in 'Emerging Issues', this roll out will take place in the summer of 2015.

This work to deliver communications and raise awareness has been on-going and included direct delivery of information to households and articles in local media, including Inside Halton.

This work to review and assess the effectiveness of the Council's Environmental Enforcement Plans and Policies has been on-going and as set out in the 'Key Developments' a high number of actions are being taken to deal with waste related offences.



Key Performance Indicators

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q4 Actual	Q4 Progress	Direction of travel
CE LI 13	Residual household waste per household (Previously NI191).	624 Kgs	650 Kgs	534 Kgs		
CE LI 14	Household waste recycled and composted (Previously NI192).	38.53%	40%	48.0%		
CE LI 16	Municipal waste land filled (Previously NI193).	57.17%	60%	14.9%		

Supporting Commentary

These are estimated figures for the year but indications are that these targets have been met.











Key Objectives / milestones











Ref	Milestones	Q4 Progress
PPT 01	Review progress against SJB maintenance strategy and deliver 2014/15 major bridge maintenance works programme. March 2015.	
PPT 02	To deliver the 2014/15 LTP Capital Programme March 2015.	

Supporting Commentary

SJB Major Bridge works have been completed for 2014/15 and the programme of sustainable transport improvements comprising neighbourhood centre improvements, walking & cycling schemes and measures to assist buses is nearing completion with six carriageway resurfacing and ten footway reconstruction schemes being completed.

Key Performance Indicators

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q4 Actual	Q4 Progress	Direction of travel
PPT LI 01	Number of third party compensation claims received due to alleged highway / footway defects.	132	110	96		
PPT LI 04 (ex NI 157)	Processing of planning applications as measured against targets for:					
	a) 'major' applications	83.3%	60%	75%		
	b) 'minor' applications	74.2%	85%	43.75%		
	c) 'other' applications	83.6%	85%	85.71%		
PPT LI 05	To ensure a five year rolling supply of housing land available for 2,760 homes over 5 years. Measure as supply of ready to develop housing sites (%).	111	110	100		

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q4 Actual	Q4 Progress	Direction of travel
PPT LI 11	Damage to roads and pavements (% dangerous damage repaired within 24 hours).	99%	98%	98%		
PPT LI 15	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%):					
	Percentage of buses starting route on time	98.05%	98.0%	98.38%		
	Percentage of buses on time at intermediate timing points	91.60%	87.50%	93.82		
PPT LI 17	No. of passengers on community based accessible transport	253,357	267,000	213,998		
PPT LI 19	Number of local bus passenger journeys originating in the authority area in one year (000's).	5,522	6,200	5,493		

Supporting Commentary

PPT LI 01

There has been a lull in the number of claims received in Q4. Hopefully, the recent successful prosecution of a fraudulent claim will help to reduce future numbers of claims.

PPT LI 04

2014/15 saw a significant increase in planning applications with 687 being received over the year, which is the highest number since 2007. In addition to this there has also been an increase in pre-application advice applications and condition discharge applications that have placed increasing pressures upon the limited resources available.

Consequently there is less capacity to 'hand-hold' developers through the process for minor applications, for example where the Local Planning Authority is waiting on revised supporting information from the developer, and this has had an inevitable negative consequence in terms of performance.

Officers will continue to take a risk-based approach in the allocation of resources in terms of processing applications and this situation will continue to be kept under review as we move into the new financial year.

PPT LI 05

The 5 year requirement is becoming increasingly difficult to achieve as cumulative undersupply over the period 2010-2015, due to market conditions, inflates the 5 year requirement by 1,161 units (in

addition to the 552 annualised target). Government policy is such that undersupply must be made up within 5 years.

PPT LI 11

The continued use of our Mayrise system for ordering and tracking work will help us to maintain this high figure.

PPT LI 15

This indicator continues to improve and achieve above the target figures. The Council will continue to work with the operators to ensure continued improvements.

PPT LI 17

Passenger figures are significantly down on the previous year due to the restructure of services at Halton Community Transport (HCT). HCT have withdrawn the coach size vehicles from service which accounts for the reduction in passenger journeys

PT LI 19

Passenger journey figures for 2014/15 are slightly down on the previous year. The operators have indicated this is due to a fall in recreational passenger journeys.




7.0 Financial Summaries

The Council's 2014/15 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 2015.





8.0 Explanation of Symbols

Symbols are used in the following manner:

Progress Symbols

<u>Symbol</u>	<u>Objective</u>	<u>Performance Indicator</u>
Green 	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>
Amber 	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>
Red 	Indicates that it is <u>highly likely or certain</u> that the objective will not be achieved within the appropriate timeframe.	<i>Indicates that the target <u>will not be achieved</u> unless there is an intervention or remedial action taken.</i>

Direction of Travel Indicator

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