

## Key Developments

### Policy, Planning and Transportation

#### *Flood Risk Management*

In April 2015, changes to planning policy were introduced to ensure that sustainable drainage systems (SuDS) will be provided in new major developments where appropriate. Halton, in its role as lead Local Flood Authority is now a statutory consultee on the management of surface water in major planning applications and the Highways Development Division has provided advice to Planning in relation to around 40 proposed developments. To assist in the design of new developments, Halton is currently working with its Cheshire Mid-Mersey flood risk management partners to develop a local 'handbook' of SuDS standards and guidance for developers.

Bids for capital funding for flood risk management schemes which are to be delivered under the six-year programme 'refresh' were submitted in June 2015. Halton currently has seven schemes listed in the programme for 2015 – 16 and funding for a further three schemes to commence in 2016/17. Defra's 'partnership funding' approach to the delivery of the programme will require a local contribution to the cost of implementing the schemes.

#### *Street Lighting*

The ongoing costs of energy continue to put pressure upon the Council's revenue budgets and this is particularly evident in relation to the costs of providing street lighting. As a consequence during 2015 – 16, the Council has sought various means to mitigate the impact of these costs through, for example, the use of LED fittings and operating scheduled lighting of specific stretches of carriageway. These initiatives will continue as we move throughout the life of this plan in order to minimise, as far as possible, future operating costs whilst maintaining a safe highway network throughout the borough.

#### Logistics

During 2015 – 16, Integrated Transport Funding has been used to deliver new and improved passenger transport facilities including the replacement and refurbishment of shelters and enhancements to improve the accessibility for passengers with disabilities.

Part of this work has involved the installation of 38 Real Time Passenger Information displays at various locations throughout the borough. This is a GPS tracking system that provides more accurate data in relation to bus travel and arrival times allowing passengers to make better informed travel decisions within the network.

Additionally, all passenger service contracts for Adult and Children's Transport were re-tendered during 2015 – 16 for a contract term of between two and four years to the total value of £1.2M. This will ensure the continued provision of services throughout the life of this plan.

*Mersey Gateway / Silver Jubilee Bridge*

The construction of a second road crossing over the Mersey has been a long-held aspiration of the Council and its neighbouring local authorities. Following extensive lobbying of government by the Council, the construction of the new six-lane crossing first began in May 2014 and has continued in earnest throughout 2015-16. Upon completion in autumn 2017, the new crossing will relieve the congestion associated with the ageing Silver Jubilee Bridge and provide more effective transport links with the primary regional road network.

The Mersey Gateway Crossings Board was established by the Council to operate as a non-profit commercial enterprise to work on the Council's behalf with the Merseylink Consortium to deliver the project. The project is one of the largest infrastructure initiatives in the UK and is recognised by consultants KPMG as one of the top 100 infrastructure projects around the globe.

The crossing, which is over 70% funded by the private sector, will be integrated with other developments in public transport, cycling and pedestrian links across Halton along with improvements to regional transport links and regeneration activity, in order to further exploit long-term inward investment opportunities.

In addition, reusing and restoring the land across the project site will allow for further environmental improvements to be delivered. The Mersey Gateway Environmental Trust, a special charitable body, has been established to help improve the long-term environment within the area.

For example, approximately 700,000 square metres of material, enough to fill 284 Olympic sized swimming pools will be excavated within the project boundary with over 98% of this material being reused.

Whilst it is accepted that such a large scale project will inevitably involve some disruption to the highway network the Council, and its partners work closely to minimise, as far as possible, the impact of works through effective project planning and the regular publication of traffic information.

Deferred funding from the Department for Transport has been confirmed for the remaining £4.9M of the Silver Jubilee Bridge Capital Maintenance funding awarded in 2011/12 for 5 years to 2017/18. This links in with the £600k of reconfiguration funding due in 2017/18 from the Mersey Gateway and 3-year funding of £3M for the period 2016/17 – 2018/19 from the Liverpool City Region. There is also the potential for a further £2M of LCR funding for an additional 2 years.

This LCR funding will enable steady state maintenance for the Silver Jubilee Bridge (SJB) to be carried out and will be matched by £307k from HBC to give an overall fund of £1.3M per year. Once the Permit to Use (PTU) is reached in September 2017, vehicles will start to use the new Mersey Crossing, at which point the SJB will be closed for up to nine months so that the reconfiguration and disruptive maintenance works, such as high level painting, can be started.

During the latter part of 2015 – 16 the overarching Policy and Strategy documents for the Highways Asset Management Plan (HAMP) have been developed and these will be presented for political endorsement during the early part of 2016 – 17.

These documents will form part of the Council's revised HAMP and will enable the further development of the operational delivery elements of the Plan. The HAMP will set out how the Council intends to manage its highway assets to ensure that they provide the longest and most cost effective service to the Borough and will provide the link to the Council's local priorities, e.g. through the Local Transport Plan, and those that are developed with partners at a regional level, for example through the Liverpool City Region Key Route Network Asset Management Plan.

The HAMP is a critical document in that the Government have determined that 10% of the future annual maintenance allocation of the Local transport Plan will be issued through an Incentive Fund. In order to achieve the highest allocation through the fund it will be necessary for the Council to have in place a comprehensive HAMP and to be able to demonstrate that this document is central to spending decisions and influences the Councils approach to managing its highway assets.

#### *Planning, Building Control and Contaminated Land*

At the time of writing this Plan a significant amount of new development is in the process of being delivered, including that at SciTech Daresbury, Mersey Gateway, and East Runcorn. There are also a significant number of sites in the development pipeline, notably in Widnes (Halebanks / Ditton, Widnes Waterfront, North Widnes) which will be taken forward into 2016 -17.

The replacement of the Unitary Development Plan (UDP) which is 10 years old, and the identification of new development sites (allocations) to provide for growth remains a priority as we move forward. This will be achieved by the emerging Delivery and Allocations Local Plan (DALP) and the plan's supporting evidence base is progressing well with a number of key studies being commissioned / completed during 2016 - 16.

#### *Community and Environment*

##### *Waste Management*

Major changes were successfully introduced to the Council's waste and recycling collection services in August 2015. These included the borough-wide roll out of the Alternate Bin Collection (ABC) Scheme to all suitable properties and the introduction of enhanced kerbside recycling collection services. The changes were introduced to provide service improvements, deliver efficiencies and ensure the consistent application of the Council's Household Waste and Recycling Collection Policy, which sets limits the volume of waste to be collected from each household. The restriction on the amount of rubbish removed is intended to encourage waste reduction and increase recycling and all households across the

borough are now provided with either a fortnightly collection of a standard sized wheeled bin or a weekly collection of a small wheeled bin or refuse sacks.

A key focus for the service will continue to be the reduction in the levels of waste produced per household in the borough and to maximise recycling performance. Reducing the amount of residual waste that requires costly treatment or disposal will help reduce the Council's overall operating costs and generate further financial savings, in addition to improving the natural environment.

If the Council is to achieve its objectives, it is essential that residents accept their responsibilities for waste and make best use of the recycling services provided to them. A major barrier to waste reduction and increased recycling is public participation and to help overcome this awareness raising, community engagement and education will continue to be at the forefront of the Council's approach to encouraging residents to think about the amount of waste they produce and recycle. However, if the Council is to be successful in reducing the costs of dealing with waste, it will need to strictly apply its Household Waste Collection Policies and will need to take all necessary steps to ensure residents' compliance with those Policies.

Moving forward, the Council will look to extend the range of biodegradable and recyclable materials that it collects from households, as well as extending the range of materials that residents can deposit at its Household Waste and Recycling Centres within Runcorn and Widnes.

In 2015 the Council introduced a charge for the separate collection of garden waste and decisions to review services which have previously been provided free of charge are the direct result of significant reductions in funding settlements from central government. The introduction of the charge for the collection of garden waste is intended to make the service self-financing; meaning it will not require a subsidy from Council budgets. This approach will allow the Council to minimise the impact of budget reductions and help maintain important front-line services for the local community that may otherwise have to be withdrawn or reduced.

#### *Environmental Improvement*

Local environmental quality remains a significant consideration for the Council 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 will continue to take appropriate action to protect those members of our community who are affected by the irresponsible behaviour of individuals who commit environmental crime. To this end, the Council will 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 and support the effective delivery of the Council's environmental objectives.

#### *Development and Investment Services*

A significant amount of work has been undertaken during 2015 – 16 which has focussed upon engaging with internal and external stakeholders to bring forward and activate suitable sites to exploit various retail, leisure, and business opportunities. This has included for example St Pauls Quarter, Sci-Tech Daresbury, and 3MG.

***Nb Additional narrative to be added.***

#### *Housing Strategy*

The Housing Solutions team has been very effective in preventing homelessness, but will come under increasing pressure as benefit and related changes are introduced. As a consequence, we will be closely monitoring demand, reviewing capacity and ensuring the move on from homeless accommodation is timely, and strengthening our work with housing providers.

### **Emerging Issues**

#### *Policy, Planning and Transportation*

##### *Investment in Transport Improvements*

As part of a City Region-wide project, an 'investment pipeline' of transport schemes is currently being developed across the six authorities. The aim of the work, which is due to be completed by March 2016, is to identify a selection of transport schemes at a range of scales which address current and future issues for each district, including supporting planned housing and economic growth.

This multi-lateral approach will result in the identification of schemes by each district, some of which, subject to an appraisal process, will be taken forward at a local level in a local investment pipeline. Others, deemed to be of City Region significance during the appraisal process, will be filtered through for assessment for potential inclusion in a City Region Pipeline of investment priorities, which can be regularly refreshed and updated, as new pressures and opportunities come to bear.

The Combined Authority now receive and manage the integrated transport budget across the Liverpool City Region and the local investment pipeline will be important in determining the prioritisation of schemes for each authority's funding allocation.

### *Network Management*

As we move into 2016 – 17 the significant proportion of network management issues will be in relation to the ongoing construction of the new Mersey Crossing.

It is inevitable that a project of this scale will cause some interruption and diversion to normal traffic flows and routes as a result of the need to instigate new structures along with changes to existing infrastructure.

To minimise the adverse impact of such works the Council will continue to work closely with Mersey Gateway and other agencies to programme works in a co-ordinated and cohesive way.

For example the Council will continue to meet regularly with bus operators to discuss future phases of the programme and arrange schedules and temporary routes in order to maintain the reliability and punctuality of services.

Additionally the Council will continue to provide timely and accurate information to the public through the use of appropriate signage and website portals including its own and the Mersey Gateway website.

These pages will contain information about latest information, planned roadwork closures and diversion routes and bridge webcams that will assist road users in planning their routes and journey times.

### *Planning, Building Control and Contaminated Land*

Planning reform continues to feature strongly in the current Government's agenda.

The Housing and Planning Bill forms a cornerstone of the Government's vision for 2020. With much of the content trailed in [Fixing the Foundations](#) (the Government's productivity plan), this is a considerable piece of legislation and Implications will be far reaching on topics including:

- Starter Homes
- Self-build and custom house building
- Right to Buy
- Neighbourhood Planning
- Local Plan (provisions for Sec of State to intervene locally if LAs do not have current Development Plans adopted)
- Permission in Principle and local registers of land
- Further changes to 'Permitted Development Rights'
- Local Authority Planning Performance

- Compulsory purchase procedures

At present, the full detail on these areas has yet to emerge and at the time of writing the implications for the work of the Council cannot be fully established. However, the Council will remain cognisant of changes as they emerge and, where necessary, take appropriate action to integrate any additional responsibilities into its processes and procedures.

#### *Development and Investment Services*

In fully exploiting further opportunities, a number of initiatives will be taken forward during the life of this Plan in relation to regeneration activities some of which have been identified below.

The Mersey Gateway Regeneration Programme will provide a strategic focus for managing and delivering sites for investment and development following the completion of the construction of the new Mersey Crossing in autumn 2016. This will ensure that, in addition to the positive effects on the highway infrastructure, the wider economic benefits of the project can be realised.

The Council will continue to work with partners and stakeholders to develop and establish a Runcorn Retail Business Improvement District to generate additional resources to further investment and development of facilities at Runcorn Shopping Centre and Runcorn Town Centre.

Following the emergence of the Liverpool City Region in 2015 – 16, the Council will actively work with partner agencies to develop a Single Economic Plan for the region in order to maximise the benefits of such arrangements for local residents. In addition, the Council will further develop its relationship with Halton Chamber through the development of a Business Growth Hub which will provide a one stop shop for business support within the borough.

Support will continue to be provided for the development of applications and the utilisation of funding available from the European Funding Programme and specialist advice will be provided to the Greenbelt Review concerning the ongoing requirements for employment and residential land.

#### *Housing Strategy*

It is likely that the demand for Housing related services will continue to rise during 2016 – 17 as a consequence of the continuing changes to the Welfare Benefit system and the possible rise in interest rates resulting in a need for Mortgage Rescue Services (MRS). As such the Housing Solutions Team will work closely with other services and voluntary providers such as Welfare Benefits etc. to mitigate the potential impact upon those in need of housing provision.

<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) (16 / 17)	<ul style="list-style-type: none"> <li>▪ Review progress against LCR SJB maintenance strategy and deliver 2016/17 major bridge maintenance works programme, <b>March 2017.</b></li> </ul>		
<b>Responsible Officer:</b>	Divisional Manager Highways	<b>Linked Indicators:</b>	N / A

<b>Service Objective: PPT 02</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) (16 / 17)	<ul style="list-style-type: none"> <li>▪ Adopt the Delivery and Site Allocations Local Plan (DALP) <b>March 2017.</b></li> <li>▪ Production of SPDs and Planning Briefs. <b>March 2017.</b></li> </ul>		
<b>Responsible Officer:</b>	Divisional Manager Policy & Development Services	<b>Linked Indicators:</b>	PPT LI 02 / 03



<b>Service Objective: PPT 03</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) (16 / 17)	<ul style="list-style-type: none"> <li>▪ To deliver the 2016/17 LTP Capital Programme <b>March 2017</b>.</li> </ul>		
<b>Responsible Officer:</b>	Divisional Manager Highways	<b>Linked Indicators:</b>	N / A

<b>Service Objective: PPT 04</b>	<b>Flood Risk Management - to manage the risk of local flooding (i.e. flooding arising from surface water, groundwater and ordinary watercourses) across the Borough.</b>		
Key Milestone(s) (16 / 17)	<ul style="list-style-type: none"> <li>▪ To manage the Flood Defence Grant in Aid (FDGiA) capital programme of scheme delivery, and preparation of funding bid for future years. <b>March 2017</b>.</li> </ul>		
<b>Responsible Officer:</b>	Divisional Manager Highways	<b>Linked Indicators:</b>	N / A

Service Objective CED 09	<b>To deliver a comprehensive development and investment service to develop and deliver major regeneration projects and maximise external funding opportunities.</b>		
Key Milestone(s) (16 / 17)	<ul style="list-style-type: none"> <li>▪ Refresh Markets Business Plan by September 2016</li> <li>▪ Establish Service Level Agreement with third sector regarding external funding provision by June 2016</li> <li>▪ Develop a charging policy for business and funding support by September 2016</li> <li>▪ Completion of Tech Space Development (SciTech Daresbury) by September 2016</li> <li>▪ Complete site preparation Eastern Plots (SciTech Daresbury) by September 2016</li> </ul>		
<b>Responsible Officer:</b>	Operational Director Economy, Enterprise and Property		

Business Plan 2016 – 17 Performance Indicators – Environment and Urban Renewal Extracts

Ref	Description	14/15 Actual	15/16 Target	15/16 Actual	16/17 Target
PPTLI 02	Net additional homes provided	501	552		552
PPTLI 03	Number of affordable homes delivered (gross)	259	138		138
PPT LI 04	Processing of planning applications (%) as measured against targets for, a) 'major' applications b) 'minor' applications c) 'other' applications	75.00% 43.75% 85.71%	60.00% 80.00% 80.00%		60.00% 80.00% 80.00%
PPT LI 06	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	42.4 (2014)	44.4 (2015)		
PPT LI 07	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	6.2 (2014)	6.2 (2015)		
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.	-9.2% (based on 2014 data)	-8.4% (2015)		-5.6% (2016)
PPT LI 11	Damage to roads and pavements (above intervention levels) repaired within 24 hours.	98%	98.00%		98%
PPT LI 14	% of network where structural maintenance should be considered: a) Principal Roads b) Non-Principal Roads c) Unclassified Roads		1.00% 3.00% 3.00%		2.00% 4.00% 9.00%

Business Plan 2016 – 17 Performance Indicators – Environment and Urban Renewal Extracts

Ref	Description	14/15 Actual	15/16 Target	15/16 Actual	16/17 Target
PPT LI 15	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%):  Percentage of buses starting route on time  Percentage of buses on time at intermediate timing points	98.38%	98.40%		98.50%
		93.82%	94.00%		94.50%
PPT LI 18	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	68.00% (411 Bus Stops)	70% (422 Bus Stops)		75% (452 Bus Stops)
CCC4	The % of households accepted as statutorily homeless who were accepted as statutorily homeless by Halton within the last 2 years	0	TBA	TBA	1.2
CCC5	Number of households living in Temporary Accommodation	19	TBA	TBA	17
CCC6	Households who considered themselves as homeless, who approached the LA housing advice service, and for whom housing advice casework intervention resolved their situation (the number divided by the number of thousand households in the Borough)	1.27%	TBA	TBA	6
CED062	Number of inward investment enquiries per annum.	TBA	TBA	TBA	250
CED063	Inward investment enquiry conversion rate per annum (%)	TBA	TBA	TBA	10
CED064	Land developed for regeneration / housing (acres)	TBA	TBA	TBA	12
	Land prepared for regeneration (acres)	TBA	TBA	TBA	30
CED065	Number of funding enquiries per annum	TBA	TBA	TBA	60
CED066	% of successful funding bids	New	New	New	70