

## Key Developments

### **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 and Risk & Emergency Planning/Health & Safety**

#### **Street Lighting**

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

#### **Network Management**

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.

#### **Traffic Management & Road Safety**

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.

#### **Emergency Planning**

There are currently nine top tier COMAH sites within the Borough, that require emergency off site plans which need to be tested every three years. The new site is Emerald Kalama which is located Bennets Lane, Widnes and is due to a change in quantities of specified chemicals on site.

### **Health & Safety**

In order to monitor driving documents, an electronic database system has been developed to improve the efficiency of the checking of documents and ensure compliance.

### **Highways**

#### **Highway Development**

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 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 masterplanning 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.

### **Schemes & Maintenance**

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 waling 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.

### **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 re-painting 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.

Capital Maintenance work for 2017/18 includes repair work to the Preston-on-the-Hill railway bridge on A56, which is planned to be on site in Q4.

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.

### **Waste Management**

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.

Examples of initiatives that were delivered in 2017/18, and will be further developed during 2018/19, included;

- Events being held in shopping areas and across public buildings to raise awareness of the importance of recycling and to help improve the quality of the recycling material capture. The events also allow members of the public to engage with Waste Management Officers to receive detailed advice on recycling related queries.
- The production of a new 'Recycling Guidelines' document that is used to help reduce confusion for householders as to what they can and cannot recycle through the Council's blue bin collection service. The document is provided to residents identified as not placing the correct materials in their blue bin and is available on the Council's website.
- The increasing use of social media to promote waste prevention and encourage improved and increased use of the Council's recycling services.
- Delivering activities across a number of Council buildings and facilities during National 'Recycle Week' to encourage the public to recycle more by demonstrating the benefits of recycling items from all around the home.
- An extensive and targeted householder engagement programme which included 'door knocking', the delivery of information leaflets to households and the placing of advisory stickers on bins.
- Waste education and awareness raising activities in schools.

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.

### **Environmental Improvement**

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.

## **Community Involvement**

### Community Centres Service

The Council provides five Community Centres across the borough at Castlefields, Ditton, Grangeway, Murdishaw and Upton. The Centres have programmes of community activities, varying models of community café provision and service outlets. The Centres provide a community hub, a central point at the heart of Halton's communities for residents to enjoy chosen activities and receive services in their neighbourhoods. Community library IT provision has been extended with the Centres now providing increased digital access for the local community, and contributing to tackling worklessness by helping to deliver skills development opportunities, adult education and job clubs.

A dedicated community centres website is now live and includes;

- An online booking enquiry form
- Contact details and locations for all of the centres
- Information in respect of the activities at each centre

Social media presence has also improved with the promotion of a new inclusive community centres Facebook page for the five centres.

The five centres have been set up to receive online payments, expanding on the traditional payment methods: cash, cheque and sundry debtors system.

Over recent years, through improvements in management and increases in the range of services and activities offered, there have been year on year increases in Centre usage and income. Financial efficiencies have also been delivered over recent years meaning that the Centres now require significantly less subsidy than previously. A key aim for the coming year, and beyond, will be to continue to increase income and deliver further efficiencies in order to make the service as self-sustaining as possible.

Moving forward, a marketing strategy will be developed to promote the Centres and seek new areas of business that provides an enhanced offer for local residents and work towards seven day demand. Community café provision is planned to be increased to embrace Halton's Health & Wellbeing ambition. Customer satisfaction and insight will be developed to better understand which parts of the service are highly valued, which require further development and to help identify gaps for future areas of focus. The service will also contribute to a partnership asset review and proactively develop the community centres service to strengthen the hub concept of neighbourhood access.

### Community Development Service

The Community Development Service supports the creation, development and sustainability of independent local community groups. This generates the capacity for effective and inclusive community engagement with council departments and services thus enabling the delivery of community initiatives to tackle strategic objectives and community needs. The Service has a key role in enabling local community groups to access grant funding leveraging in additional funds to the Borough and will continue support community & voluntary sector organisations to access external funding to bring investment into Halton.

The Service will develop digital information to promote community activity and achieve wider reach to Halton residents and will support strategic activity with key partners to place community engagement and community insight at the heart of service development for Health & Wellbeing in the Borough.

The Service will work in tandem with the Community Centres service to identify gaps in community centre usage and provision and work collaboratively to support a wider offer to community activity, access to services and community events.

### **Transport Co-ordination**

In collaboration with ICT Services, Transport Co-ordination have 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.

### **Economy, Enterprise and Property**

The key developments identified by the Economy, Enterprise and Property department relating to the corporate theme of Environment and Regeneration 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 and Risk & Emergency Planning/Health & Safety

#### **Street Lighting**

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.

#### **Traffic Management & Road Safety**

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.

The Neighbourhood Planning Bill includes measures to: simplify and speed up neighbourhood planning, revises some of the rules of compulsory purchase orders, and seeks to simplify pre-commencement conditions on planning applications, and requires a LA to capture data on permitted development approvals.



The Government has announced it will introduce a national baseline for housing growth of 0.4 per cent. Below this, the New Homes Bonus (NHB) will not be paid. Previously Halton has received a NHB payment for all new units.

The Housing and Planning Act 2016 received Royal Assent on 12 May. Key provisions for planning cover:

- 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

Secondary legislation is required to implement much of these provisions. It is expected these will emerge in 2017.

The Government announced in November 16 that Ministers have laid in Parliament a document setting out the criteria that the Secretary of State intends to use for designating a local planning authority as underperforming, and the thresholds that authorities will be assessed against, in the next designation round in the first quarter of 2017. The thresholds for designation will be revised to the following:

For speed of decisions:

- **For applications for major development: less than 50 per cent** of an authority's decisions made within the statutory determination period or such extended period as has been agreed in writing with the applicant. The threshold will rise to 60% in 2018.
- **For applications for non-major development: less than 65 per cent** of an authority's decisions made within the statutory determination period or such extended period as has been agreed in writing with the applicant. The threshold will rise to 70% in 2018.

For quality of decisions:

- We will not assess local authorities' performance on the quality of their decisions on either major or non-major applications in 2017 but **for applications for both major and non-major development in the 2018 designation round: 10 per cent** of an authority's total number of decisions on applications made during the assessment period being overturned at appeal.

### 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.

## Structures

Through the scheme development work undertaken during 2017/18 into the major SJB works that are being 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 15 months duration.

## Waste Management

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.

**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.

## **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**

**Milestones Key Performance Indicators to be completed at Quarter 4**

<b>Service Objective: PPT 01</b>			
Key Milestone(s) (18 / 19)			
<b>Responsible Officer:</b>		<b>Linked Indicators:</b>	N/A

<b>Service Objective: PPT 02</b>			
Key Milestone(s) (18 / 19)	▪		
<b>Responsible Officer:</b>		<b>Linked Indicators:</b>	N/A

<b>Service Objective: PPT 03</b>			
Key Milestone(s) (18 / 19)	▪		
<b>Responsible Officer:</b>		<b>Linked Indicators:</b>	N/A

<b>Service Objective: PPT 04</b>			
Key Milestone(s) (17 / 18)	▪		
<b>Responsible Officer:</b>		<b>Linked Indicators:</b>	N/A

<b>Service Objective: PPT 05</b>			
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Key Milestone(s) (18 / 19)	▪		
<b>Responsible Officer:</b>		<b>Linked Indicators:</b>	Indicator

<b>Service Objective:</b>			
Key Milestone(s) (17 / 18)	▪		
<b>Responsible Officer:</b>		<b>Linked Indicators:</b>	Indicator

<b>Service Objective: CE 04</b>			
Key Milestone(s) (18/19)	▪		
<b>Responsible Officer:</b>		<b>Linked Indicators:</b>	

<b>Responsible Officer:</b>		<b>Linked Indicators:</b>	N / A
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<b>Service Objective: EEP 01</b>	<b>To develop, coordinate and deliver major regeneration programmes</b>		
Key Milestone(s) (18/19)	<ul style="list-style-type: none"> <li>• Approval of Skillspace Single Investment Fund Full Business Case – December 2018</li> <li>• Complete consultation on Astmoor Masterplan December 2018</li> <li>• Complete Remediation of Gorse Point site May 2018</li> <li>• Introduce new Reed Bed at Widnes Golf Academy July 2018</li> </ul>		

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<b>Responsible Officer:</b>	<b>Wesley Rourke</b>	<b>Linked Indicators:</b>	
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<b>Responsible Officer:</b>		<b>Linked Indicators:</b>	N / A
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Ref	Description	15/16 Actual	16/17 Target	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.	57.14%	81.00%	81%	49.00%	N / A
PPT LI 02	Net additional homes provided	471 (2015/16)	552		700	552
PPT LI 03	Number of affordable homes delivered (gross)	146 (2015/16)	138		138	138
PPT LI 04	Processing of planning applications (%) as measured against targets for, a) 'major' applications b) 'minor' applications c) 'other' applications	100.00% 70.00% 86.00%	60.00% 80.00% 80.00%		77.8% 88.9% 100%	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	TBC	105		105%	105%
PPT LI 06	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	N / A	TBC		N / A	N / A
PPT LI 07	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	N / A	TBC		N / A	N / A
PPT LI 08	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	38.60 (2015)	46.00 (2016)		41.2	N / A



Ref	Description	15/16 Actual	16/17 Target	17/18 Target	17/18 Actual	18/19 Target
PPT 09	LI 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.	5.20 (2015)	6.20 (2016)		5.4	N / A
PPT 10	LI No. of people slightly injured in road traffic collisions.	203 (2015)	350 (2016)		77	N / A
PPT 11	LI 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.	-7.20% (2015)	<del>-5.60%</del> (2016)		-8.30%	N / A
PPT 12	LI Damage to roads and pavements (% above intervention levels) repaired within 24 hours	100.00%)	98%		98%	100
PPT 13	LI Average number of days taken to repair street lighting fault: non-DNO (Street lights controlled by the authority). (Previously BVPI 215a).	6	5		5	5
PPT 14	LI Average number of days taken to repair street lighting fault: DNO (Street lights controlled by the energy provider). (Previously BVPI 215b).	26	30		28	30

Ref	Description	15/16 Actual	16/17 Target	17/18 Target	17/18 Actual	18/19 Target
PPT LI 15	% of network where structural maintenance should be considered: a) Principal Roads b) Non-Principal Roads c) Unclassified Roads	1.00% 2.00% 2.00%	2.00% 4.00% 9.00%	2.00% 4.00% 9.00%	1.00% 1.00% 3.00%	2.00% 4.00% 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 b) Percentage of buses on time at intermediate timing points	94.88% 90.07%	98.50% 94.50%	98.55% 95.00%	96.22% 86.52%	98.55% 95.00%
PPT LI 17	% of footpaths and Public Rights of Way (PROW) which are easy to use.	80.62%	89%	82%	84%	82%
PPT LI 18	No. of passengers on community based accessible transport <b>it is suggested that this indicator is removed as the council has no control over the target</b>	182,762	214,200	182,000	177,146	182,000
PPT LI 19	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	70.00% (422 Bus Stops)	75.00% (452 Bus Stops)	78.00% (452 Bus Stops)	73% (434 Bus stops)	78.00% (470 Bus Stops)
PPT LI 20	Number of local bus passenger journeys originating in the authority area in one year (000's) <b>it is suggested this indicator is removed as the council has no control over the target.</b>	5,757	5,510	5676	5,719	5,676

<b>Ref</b>	<b>Description</b>	<b>15/16 Actual</b>	<b>16/17 Target</b>	<b>17/18 Target</b>	<b>17/18 Actual</b>	<b>18/19 Target</b>
<b>Ref</b>	<b>Description</b>	<b>15/16 Actual</b>	<b>16/17 Target</b>	<b>16/17 Actual</b>	<b>18/19 Target</b>	
CE LI 05	Residual waste per household.	578 Kgs	593 Kgs			590kg
CE LI 06	Household waste recycled and composted.	42.00%	42.00%			44.00%