

**Calderdale LAA 2008  
National Indicator Set Proposal: Business Case**

<p><b>NATIONAL INDICATOR</b></p> <p><b>NI 47 – People Killed or Seriously Injured in road traffic accidents</b></p>
<p><b>1 What Calderdale LAA outcome does the indicator support?</b></p> <p>Residents and visitors to Calderdale are safe on the District's roads (Environment)</p>
<p><b>2 Is this the same as, or similar to, an indicator in the current LAA?</b></p> <p>This indicator is an updated version of former BV 99(a)</p> <p>NO this is <b>not</b> a current LAA indicator but is similar to CPA E12 and DOT 1.3.03</p>
<p><b>3 How will improving this indicator help us to deliver on our story of place?</b></p> <p>YES we will be delivering on Best Value target and making our roads safer</p>
<p><b>4 At what level will the indicator apply?</b></p> <p>District Level</p>
<p><b>5 Will this help narrow the gap?</b></p> <p>Limited resources are targetted at vulnerable road user groups thereby reducing inequalities</p>
<p><b>6 What is the current baseline for this indicator?</b></p> <p>1994-1998 average (123 No. KSIs)</p>
<p><b>7 What are the future performance trends?</b></p> <p>Long-term downward trend marginally downwards but currently not on-track to meet 2010 National Road Safety Target (74 No. KSIs)</p>
<p><b>8 Is this currently an area of underperformance?</b></p> <p>YES - the Calderdale casualty rate per head of population in 2006 was 25% above the West Yorkshire rate</p> <p>Despite a 25% reduction in all casualties in the last 5 years our fatal and serious casualties remain at a fairly consistent level</p>

<p><b>9 What stretched performance can be achieved on this indicator?</b></p> <p>None realistically because totals are relatively low compared to other local authorities</p>
<p><b>10 Do local people think it's a priority?</b></p> <p>YES – Calderdale Talkback Survey 2007</p>
<p><b>11 Has it been identified as a government priority?</b></p> <p>Best Value and National Road Safety Indicator – <b>not</b> a PSA indicator</p>
<p><b>12 Is there local statistical or demographic evidence to support this indicator's inclusion?</b></p> <p>YES – National Road Safety Target (40% reduction from baseline by 2010)</p>
<p><b>13 What partners can contribute to delivering improved performance?</b></p> <p>Other Directorates and Agencies, eg. police, fire and rescue, ambulance service, health authority, schools, summer-start, local press, safety camera partnership and highways agency</p>
<p><b>14 Is improvement within the control of local partners?</b></p> <p>Only to a degree – dependant on individuals (driver and pedestrian) behaviour</p>
<p><b>16 What are the opportunities to improve delivery?</b></p> <p>Step-up Road Safety Initiatives and Campaigns targetted at vulnerable road user groups subject to the availability of additional resources</p>
<p><b>15 What are the barriers that might prevent delivery?</b></p> <p>Funding, individuals (driver and pedestrian) behaviour and police enforcement of speed limits and other moving traffic restrictions</p>
<p><b>Details of person completing the pro-forma</b></p> <p><b>Name:-</b> David Brown – Team Leader, Traffic Peter Shepherdson – Road Safety Officer</p> <p><b>Organisation:</b> R&amp;D Engineering Services, Networks Group</p> <p><b>Contact details:</b> <a href="mailto:david.brown@calderdale.gov.uk">david.brown@calderdale.gov.uk</a> - direct tel. 01422 392161 <a href="mailto:peter.shepherdson@calderdale.gov.uk">peter.shepherdson@calderdale.gov.uk</a> - direct tel. 01422 392800</p> <p><b>Theme Delivery Partnership:</b> Environment</p>
<p><b>Please return to your LSP Support Officer by 8<sup>th</sup> January 2007</b></p>

**Calderdale LAA 2008  
National Indicator Set Proposal: Business Case**

<b>NATIONAL INDICATOR</b>
<b>NI 48 – Children Killed or Seriously Injured in road traffic accidents</b>
<p><b>1 What Calderdale LAA outcome does the indicator support?</b></p> <p>Residents and visitors to Calderdale are safe on the District's roads (Environment)</p> <p>Staying Safe (Children and Young People)</p>
<p><b>2 Is this the same as, or similar to, an indicator in the current LAA?</b></p> <p>This indicator is an updated version of former BV 99(b)</p> <p>YES this is similar to indicator EV15 (NTG) in the current LAA</p>
<p><b>3 How will improving this indicator help us to deliver on our story of place?</b></p> <p>YES we will be delivering on Best Value target and making our roads safer</p>
<p><b>4 At what level will the indicator apply?</b></p> <p>District Level</p>
<p><b>5 Will this help narrow the gap?</b></p> <p>Limited resources are targetted at vulnerable road user groups thereby reducing inequalities</p>
<p><b>6 What is the current baseline for this indicator?</b></p> <p>1994-1998 average (20 No. KSIs)</p>
<p><b>7 What are the future performance trends?</b></p> <p>Long-term downward trend and currently on-track to meet 2010 National Road Safety Target (10 No. KSIs)</p>
<p><b>8 Is this currently an area of underperformance?</b></p> <p>NO - the Calderdale casualty rate per head of population in 2006 was 27% below the West Yorkshire rate</p>
<p><b>9 What stretched performance can be achieved on this indicator?</b></p>

None realistically because totals are relatively low compared to other local authorities
<p><b>10 Do local people think it's a priority?</b></p> <p>YES – Calderdale Talkback Survey 2007</p>
<p><b>11 Has it been identified as a government priority?</b></p> <p>Best Value and National Road Safety Indicator – <b>not</b> a PSA indicator</p>
<p><b>12 Is there local statistical or demographic evidence to support this indicator's inclusion?</b></p> <p>YES – National Road Safety Target (50% reduction from baseline by 2010)</p>
<p><b>13 What partners can contribute to delivering improved performance?</b></p> <p>Other Directorates and Agencies, eg. police, fire and rescue, ambulance service, health authority, schools, summer-start, local press, safety camera partnership and highways agency</p>
<p><b>14 Is improvement within the control of local partners?</b></p> <p>Only to a degree – dependant on individuals (driver and pedestrian) behaviour</p>
<p><b>16 What are the opportunities to improve delivery?</b></p> <p>Step-up Road Safety Initiatives and Campaigns targetted at vulnerable road user groups subject to the availability of additional resources</p>
<p><b>15 What are the barriers that might prevent delivery?</b></p> <p>Funding, individuals (driver and pedestrian) behaviour and police enforcement of speed limits and other moving traffic restrictions</p>
<p><b>Details of person completing the pro-forma</b></p> <p><b>Name:-</b> David Brown – Team Leader, Traffic Peter Shepherdson – Road Safety Officer</p> <p><b>Organisation:</b> R&amp;D Engineering Services, Networks Group</p> <p><b>Contact details:</b> <a href="mailto:david.brown@calderdale.gov.uk">david.brown@calderdale.gov.uk</a> - direct tel. 01422 392161 <a href="mailto:peter.shepherdson@calderdale.gov.uk">peter.shepherdson@calderdale.gov.uk</a> - direct tel. 01422 392800</p> <p><b>Theme Delivery Partnership:</b> Environment &amp; Children and Young People</p>
<b>Please return to your LSP Support Officer by 8<sup>th</sup> January 2007</b>

Calderdale LAA 2008

National Indicator Set Proposal: Business Case

<b>NATIONAL INDICATOR</b>  <i>NI 154 - Net additional homes provided</i>
<b>1 What Calderdale LAA outcome does the indicator support?</b>  Residents have access to affordable, sustainable, good quality housing.
<b>2 Is this the same as, or similar to, an indicator in the current LAA?</b>  Current LAA indicators focus on affordability, accessibility, environmentally friendly and rural housing, rather than overall levels of housing completions.
<b>3 How will improving this indicator help us to deliver on our story of place?</b>  Meeting local housing need is a prerequisite for a prosperous and sustainable Borough, where all residents can enjoy a decent quality of life. Creating a Calderdale where 'everyone is different and everyone matters' means widening housing choice, availability and accessibility so that everyone can have a decent home and its associated benefits. Good quality, affordable and sustainable housing is central to Calderdale's Story of Place given recent rises in house prices and consequent worsening of local affordability ratios.
<b>4 At what level will the indicator apply?</b>  District
<b>5 Will this help narrow the gap?</b>  In itself, no.
<b>6 What is the current baseline for this indicator?</b>  . Existing RSS and RCUDP = 450 pa Draft RSS could be 670 pa when adopted (Spring) based on proposed changes by SOS. Completion levels risen over last few years and now c. 3 x current requirement but this high level not representative to use as a baseline as could reduce but be still well within RSS requirements.  Complexities over use of net and gross figures – varies between current and draft RSS.
<b>7 What are the future performance trends?</b>

AMR shows levels remaining above current RSS requirement for next few years.

Issue of net/gross figures will need assessing - approach varies between current and draft RSS. Also data on demolitions will need improving.

**8 Is this currently an area of underperformance?**

No - currently completion figures are well above the requirement in the existing RSS and adopted RCUDP. The requirement is higher in the draft RSS (adoption anticipated c. Spring) but currently delivery is above this level also. Evidence in Annual Monitoring Report. Not all local authorities in the region are meeting their housing requirements.

**9 What stretched performance can be achieved on this indicator?**

Currently 600/700 pa over requirement but net/gross measure affects this as this will new RSS figures. Inappropriate to base stretch on this high level of completions as not representative and may not be maintained at this level.

**10 Do local people think it's a priority?**

In the 2006 General residents survey undertaken by Ipsos Mori, respondents identified decent, affordable housing as the 4<sup>th</sup> most important factor in making their local area a good place to live. The only issues deemed more important were crime, street cleanliness and health services.

Views received in Planning question need for more housing based on number empty properties, population growth etc. Type of housing e.g. Affordable Housing gets a more sympathetic hearing. Will be tested again through Core Strategy preparation - commencing this month.

**11 Has it been identified as a government priority?**

Increasing housing supply is a clear Government priority as evidenced in Planning Policy Statement 3, the Housing Green Paper and various ministerial statements.

**12 Is there local statistical or demographic evidence to support this indicator's inclusion?**

Demographics in terms of population growth and household growth form part of the evidence for planning house building levels but there are also policy drivers - the preparation of the RSS determines and distributes the housing requirement using models with inputs reflecting all of these factors

**13 What partners can contribute to delivering improved performance?**

House building industry ultimately delivers most of house building but various partners will be involved in the Strategic Housing Land Availability

Assessment required by Government including house builders, estate agents, the community, adjacent local authorities etc.

**14 Is improvement within the control of local partners?**

Maintaining a 5 year supply of deliverable and developable land as required by PPS3 is largely within control of partners but actually delivering the houses on the ground is down to the house building industry who will respond to market fluctuations when considering whether or not to develop sites. RSLs and the local authority have some control via grant to bring sites forward.

**16 What are the opportunities to improve delivery?**

Preparation of the Core Strategy and Site Allocations DPD.  
Increased funding for RSLs.  
Direct delivery by Local Authority of social housing?  
Potential for achievement of New Growth Point status in Hipperhome which if successful would enable c.2000 additional homes to be delivered.

**15 What are the barriers that might prevent delivery?**

Downturn in housing market.  
Not achieving New Growth Point status for Hipperholme.  
Infrastructure constraints preventing or delaying some sites coming forward.  
Delays in preparation of Strategic Housing Land Availability Assessment.

**Details of person completing the pro-forma**

**Name:- Andrew Pitts/John Houston**

**Organisation: Calderdale M B C**

**Contact details: [Andrew.pitts@calderdale.gov.uk](mailto:Andrew.pitts@calderdale.gov.uk) or [John.houston@calderdale.gov.uk](mailto:John.houston@calderdale.gov.uk)**

**Theme Delivery Partnership: Environment**

**Please return to your LSP Support Officer by 8<sup>th</sup> January 2007**

## Calderdale LAA 2008

### National Indicator Set Proposal: Business Case

<b>NATIONAL INDICATOR</b>
<b>NI 155 - Number of affordable homes provided</b>
<b>1 What Calderdale LAA outcome does the indicator support?</b>
Residents have access to affordable, sustainable, good quality housing.
<b>2 Is this the same as, or similar to, an indicator in the current LAA?</b>
EV10a The amount of new affordable homes built or refurbished.
<b>3 How will improving this indicator help us to deliver on our story of place?</b>
Meeting local housing need is a prerequisite for a prosperous and sustainable Borough, where all residents can enjoy a decent quality of life. Creating a Calderdale where 'everyone is different and everyone matters' means widening housing choice, availability and accessibility so that everyone can have a decent home and its associated benefits. Good quality, affordable and sustainable housing is central to Calderdale's Story of Place given recent rises in house prices and consequent worsening of local affordability ratios.
<b>4 At what level will the indicator apply?</b>
District-wide but can be broken down into Wards etc. It is important that the affordable housing is provided where it is most needed - though there is a clear need throughout the Borough.
<b>5 Will this help narrow the gap?</b>
The local housing market is becoming increasingly polarised or 'unbalanced', with those residents who can afford to own or rent property at a time when the housing market is buoyant and prices have risen steeply and those who cannot. The problem is particularly acute in the rural areas of the Borough and for young single people and families. Providing affordable housing for people who are unable to access the general housing market helps to create mixed and sustainable communities and ensure that the different needs of residents are met.
<b>6 What is the current baseline for this indicator?</b>
2006/7 = 11% of completions (140 out of 1277 completions - info from Planning database and Housing Services monitoring)
<b>7 What are the future performance trends?</b>
This is difficult to quantify at this moment, as the Housing Corporation has not yet made its decisions on funding for 2008 - 2011. Affordable Housing gained through the planning system is necessarily reactive as it depends on planning applications for housing being submitted.

**8 Is this currently an area of underperformance?**

It is not meaningful to compare performance with other Councils or housing markets. Performance can only be measured in relation to meeting local needs. The Calderdale Housing Requirements Study concluded that there was a shortfall of 720 units of affordable housing in the Borough and last year 140 affordable units were provided, which can be seen as decent annual progress towards addressing the shortfall. However, a similar number of affordable units were lost due to Right to Buy/Right to Acquire and demolition.

**9 What stretched performance can be achieved on this indicator?**

Performance could certainly be enhanced, particularly with the imminent adoption of the Council's Supplementary Planning Document on Affordable Housing, but depends on the availability of two crucial resources - land and finance. One of the key issues to emerge from the consultation on the Housing Strategy was the fact that RSLs are finding it almost impossible to acquire land for development in Calderdale, due to high prices and competition from the private sector. Coupled with this is the fact that the Housing Corporation will not put grant into schemes where land costs are more than £5,000 per plot - effectively any land acquired on the open market in Calderdale. If land can be made available, at a price that RSLs can afford and which is within Housing Corporation grant parameters, then there is certainly scope to stretch performance beyond the current level of 10 - 11% of completions, particularly in the context of the massive increase of resources for affordable housing mentioned below (q11).

**10 Do local people think it's a priority?**

In the 2006 General residents survey undertaken by Ipsos Mori, respondents identified decent, affordable housing as the 4<sup>th</sup> most important factor in making their local area a good place to live. The only issues deemed more important were crime, street cleanliness and health services.

**11 Has it been identified as a government priority?**

Housing and particularly affordable housing is most definitely a government priority. The Housing Green paper "Homes for the Future: More affordable, more sustainable" which was published in July 2007 envisages 70,000 new affordable homes per year by 2010/11 and £8billion of government resources have been made available for affordable housing for the period 2008/11, an increase of £3billion or 60%.

**12 Is there local statistical or demographic evidence to support this indicator's inclusion?**

The Calderdale Housing Requirements Study concluded that there was a shortfall of 720 units of affordable housing in the Borough.

**13 What partners can contribute to delivering improved performance?**

Land and finance are the two crucial determinants of performance. The contribution of local partners would be on the former, i.e. making land available at a realistic price (see q9 above) for affordable housing, in

recognition of the strategic importance of housing to the Borough's future prosperity and stability.

**14 Is improvement within the control of local partners?**

As mentioned above, affordable housing can only be gained through the planning system (Section 106 agreements) if and when developers submit planning applications. This is dependent upon many factors, only some of which - for example, identifying housing sites in the planning framework - is within the control of local partners. Similarly, the Housing Corporation allocates development resources for affordable housing on a largely competitive basis, though, as mentioned above, these resources are to increase significantly at a national level. The factor most within local control is the availability of land – public sector agencies within the Borough have significant land and property portfolios and if only some of this could be deployed strategically to support affordable housing provision then a significant improvement could be achieved.

**15 What are the opportunities to improve delivery?**

See q9 and q13 above.

**16 What are the barriers that might prevent delivery?**

Availability of land, either on the open market or by direct disposal from public bodies.

Funding from the Housing Corporation.

**Details of person completing the pro-forma**

**Name:- Andrew Pitts**

**Organisation: Calderdale M B C**

**Contact details: Andrew [Pitts@calderdale.gov.uk](mailto:Pitts@calderdale.gov.uk) or tel 01422 - 393264**

**Theme Delivery Partnership: Environment**

**Please return to your LSP Support Officer by 8<sup>th</sup> January 2007**

## Calderdale LAA 2008

### National Indicator Set Proposal: Business Case

<b>NATIONAL INDICATOR</b>
<b>NI 159 : Supply of ready to develop housing sites</b>
<b>1 What Calderdale LAA outcome does the indicator support?</b>
Residents have access to affordable, sustainable, good quality housing
<b>2 Is this the same as, or similar to, an indicator in the current LAA?</b>
No
<b>3 How will improving this indicator help us to deliver on our story of place?</b>
This indicator will measure the proportion of the total number of dwellings that can be built on sites that are ready to develop. It will show how capable Calderdale is of meeting its housing needs in terms of numbers.
<b>4 At what level will the indicator apply?</b>
District level;
<b>5 Will this help narrow the gap?</b>
This indicator show how well Calderdale is meeting the housing requirements, particularly it will show the readily available supply for the next 5 years. It will allow comparison between Calderdale and other Councils in delivering housing sites
<b>6 What is the current baseline for this indicator?</b>
An initial assessment was made in mid 2007. This showed that Calderdale had <b>NI 159 274.71%</b> of the 5 year housing requirement available at 31 March 2007. It should be noted that the Government's guidance on how this indicator should be measured (Strategic Housing Land Availability Assessments SHLAA – was not published until July 2007. Work is in hand to develop the methodology, in consultation with partners and stakeholders as required
<b>7 What are the future performance trends?</b>
Continuing oversupply, although this will reduce in future years unless new sites are allocated in the LDF. It is likely that tighter control over the housing supply will be developed through the Core Strategy of the LDF, to ensure delivery of needed homes of the appropriate type and in the appropriate location. Excessive supply of housing over RSS requirements is a political decision, and it is anticipated that delivery will be reigned back to nearer 100% in the coming years.

**8 Is this currently an area of underperformance?**

No. Calderdale is performing well.  
The Government is seeking a figure in excess of 100% to ensure delivery of the higher housing numbers that it requires.  
Calderdale can be confident of exceeding 100% over the next few years, but will probably start to reduce from the very high baseline figure (274.71%)

**9 What stretched performance can be achieved on this indicator?**

Providing in excess of the housing requirements as a planned course of action (through allocations within the LDF) is a political and community decision. It is considered unlikely that excessive oversupply will be supported by the community, but meeting requirements (thus giving 100%) would be supported.

**10 Do local people think it's a priority?**

Oversupply of housing is not popular with residents (particularly the high numbers of apartments that have been developed in recent years).  
The Council's SPD "Managing Housing Supply" and the proposals to ensure that housing numbers did not exceed RSS requirements, consulted upon in July 2007, were well supported by residents and the Courier had a lot of blogs in their website supporting the restrictions.  
However, the Government have changed the rules during the summer and early autumn and now seek oversupply of housing as a matter of course, rather than delivery of housing requirements of RSS.

**11 Has it been identified as a government priority?**

Yes, delivery of increased housing numbers is a national priority.  
Housing and Planning Delivery Grant (HPDG) will be assessed against the delivery of housing numbers and supply as measured by this indicator.  
The government's priorities lie in delivering sustainable housing to meet their requirements (addition 3 million by 2021). This means increases in housing delivery in all parts of the country including an increased requirement for Calderdale ... yet to be finalised.

**12 Is there local statistical or demographic evidence to support this indicator's inclusion?**

Currently the numbers of permissions available are well in excess of the housing requirements within Calderdale.  
Work is in hand to ensure that the measurement of the indicator complies with the SHLAA advice from the Government.

**13 What partners can contribute to delivering improved performance?**

Ensuring supply of deliverable land is for the Council in its LDF.

**14 Is improvement within the control of local partners?**

No.

**16 What are the opportunities to improve delivery?**

It is likely that performance will be reigned back towards 100% rather than "improved" beyond the current 274.71%.

**15 What are the barriers that might prevent delivery?**

Need to allocate sites within the Land Allocations and Designations DPD and strategic sites in the Core Strategy;  
Public opinion and opposition to site allocations;  
Political opposition to increased housing requirement numbers and allocations across the District;

**Details of person completing the pro-forma**

**Name:- Phil Ratcliffe**

**Organisation: Calderdale Council, Planning & Regeneration Services**

**Contact details: Tel :01422 392255 ; e.mail:**  
[phil.ratcliffe@calderdale.gov.uk](mailto:phil.ratcliffe@calderdale.gov.uk)

**Theme Delivery Partnership: Environment**

**Please return to your LSP Support Officer by 8<sup>th</sup> January 2007**

## Calderdale LAA 2008

### National Indicator Set Proposal: Business Case

<b>NATIONAL INDICATOR</b>	<b>NI 167</b>
Congestion - Average journey time per mile during the morning peak	
<b>1 What Calderdale LAA outcome does the indicator support?</b>	
The transport needs of residents, businesses and visitors in the district are met.	
<b>2 Is this the same as, or similar to, an indicator in the current LAA?</b>	
Yes, identical, although the current LAA indicator is reported on two routes; EV13a – A629 Huddersfield Road and EV13b – Burnley Road. The LAA indicator guidance requires reporting at a West Yorkshire level.	
<b>3 How will improving this indicator help us to deliver on our story of place?</b>	
Reducing congestion will improve the efficient use of the road network with benefits for residents, businesses and visitors.	
<b>4 At what level will the indicator apply?</b>	
The guidance requires reporting at a West Yorkshire level, but the current LAA indicator is reported on two routes; EV13a – A629 Huddersfield Road and EV13b – Burnley Road.	
<b>5 Will this help narrow the gap?</b>	
As only two routes are monitored, both of them Principal Roads, it is questionable how this will indicate congestion elsewhere on the wider road network in Calderdale.	
<b>6 What is the current baseline for this indicator?</b>	
The baseline for the two routes were set in 2005/06 at 225 seconds and 140 seconds respectively	
<b>7 What are the future performance trends?</b>	
The journey times are predicted to lengthen, but be limited to a 3% increase subject to a 5% increase in traffic volumes.	
<b>8 Is this currently an area of underperformance?</b>	
Performance in Calderdale is unknown at this time as the data that will enable an update on the baseline to be calculated is awaited from the DfT.	
<b>9 What stretched performance can be achieved on this indicator?</b>	
None	
<b>10 Do local people think it's a priority?</b>	
47% of local people thought that traffic congestion was an area in need of improvement in the 2006 Household Survey	

**11 Has it been identified as a government priority?**

Yes, there is a Government PSA target for Urban Congestion and Congestion is one of the four shared priorities specified in the LTP process.

**12 Is there local statistical or demographic evidence to support this indicator's inclusion?**

There is no direct evidence that congestion in Calderdale is any worse than in other comparable areas. However, resident surveys indicate that congestion is perceived as a major problem in the area.

It may be that this indicator is better suited to an MAA on a sub-regional or City Region basis.

There is a National PSA target for Urban Congestion

**13 What partners can contribute to delivering improved performance?**

The Council, Metro, bus and train operators, local businesses and the Health Service

**14 Is improvement within the control of local partners?**

Not entirely, there are many external factors such as the state of the economy, national policy, public attitudes, that are beyond local control.

**16 What are the opportunities to improve delivery?**

Introduction of congestion charging, demand management, car parking controls, targeted physical improvements would improve congestion but would have cost and reputational implications

**15 What are the barriers that might prevent delivery?**

Funding and political/public support

**Details of person completing the pro-forma**

**Name:-** David Holdstock – Team Leader, Transportation

**Organisation:** Engineering Services – Networks Group

**Contact details:** [david.holdstock@calderdale.gov.uk](mailto:david.holdstock@calderdale.gov.uk) 01422 392160

**Theme Delivery Partnership:** Environment

**Please return to your LSP Support Officer by 8<sup>th</sup> January 2007**

## Calderdale LAA 2008

### National Indicator Set Proposal: Business Case

<b>NATIONAL INDICATOR</b>	<b>NI 176</b>
<b>Working age people with access to employment by public transport (and other specified modes)</b> <b>N.B. This indicator is calculated and reported nationally by DfT using data at their disposal including National Travel Survey, National Census 2001 and bus timetables.</b>	
<b>1 What Calderdale LAA outcome does the indicator support?</b>	
The transport needs of residents, businesses and visitors in the district are met.	
<b>2 Is this the same as, or similar to, an indicator in the current LAA?.</b>	
No	
<b>3 How will improving this indicator help us to deliver on our story of place?</b>	
By providing better access for non-car users and contributing towards equality for all	
<b>4 At what level will the indicator apply?</b>	
It should be applicable at a district level.	
<b>5 Will this help narrow the gap?</b>	
Yes, it will help to identify areas of need and enable resources to be targeted most effectively.	
<b>6 What is the current baseline for this indicator?</b>	
The exact definition of the indicator has not been set, but the data is held by DfT and it is expected that they will provide the baseline and future monitoring.	
<b>7 What are the future performance trends?</b>	
Unknown until the data is provided by DfT	
<b>8 Is this currently an area of underperformance?</b>	
Unknown	
<b>9 What stretched performance can be achieved on this indicator?</b>	
None	
<b>10 Do local people think it's a priority?</b>	
Unknown	
<b>11 Has it been identified as a government priority?</b>	
Accessibility is one of the four specified shared priorities in the LTP process.	

<b>12 Is there local statistical or demographic evidence to support this indicator's inclusion?</b>	
Unknown	
<b>13 What partners can contribute to delivering improved performance?</b>	
Bus Operators, Metro, Health Service, Developers, Planners	
<b>14 Is improvement within the control of local partners?</b>	
To an extent, subject to funding and political will.	
<b>16 What are the opportunities to improve delivery?</b>	
Better bus services, walking and cycling routes, long term spatial planning of facilities and residential developments.	
<b>15 What are the barriers that might prevent delivery?</b>	
Funding and political/public support	
<b>Details of person completing the pro-forma</b>	
<b>Name:-</b>	David Holdstock – Team Leader, Transportation
<b>Organisation:</b>	Engineering Services – Networks Group
<b>Contact details:</b>	<a href="mailto:david.holdstock@calderdale.gov.uk">david.holdstock@calderdale.gov.uk</a> 01422 392160
<b>Theme Delivery Partnership:</b>	Environment
<b>Please return to your LSP Support Officer by 8<sup>th</sup> January 2007</b>	

## Calderdale LAA 2008

### National Indicator Set Proposal: Business Case

<b>NATIONAL INDICATOR</b>	<b>NI 177</b>
<b>Local bus passenger journeys originating in the authority area.</b>	
<b>1 What Calderdale LAA outcome does the indicator support?</b>	
The transport needs of residents, businesses and visitors in the district are met.	
<b>2 Is this the same as, or similar to, an indicator in the current LAA?.</b>	
No. Existing are based on satisfaction with services and information.	
<b>3 How will improving this indicator help us to deliver on our story of place?</b>	
By providing better access for non-car users and contributing towards equality for all. By reducing congestion, thus helping local businesses and reducing pollution/improving air quality	
<b>4 At what level will the indicator apply?</b>	
It should be applicable at a district level.	
<b>5 Will this help narrow the gap?</b>	
Yes, it will help to identify gaps in the provision and efficiency of bus services and enable resources to be targeted most effectively.	
<b>6 What is the current baseline for this indicator?</b>	
Metro should hold this data	
<b>7 What are the future performance trends?</b>	
Countywide bus patronage is gradually falling, although the data might show local variations.	
<b>8 Is this currently an area of underperformance?</b>	
Yes, believed to be.	
<b>9 What stretched performance can be achieved on this indicator?</b>	
None	
<b>10 Do local people think it's a priority?</b>	
The 2006 Household Survey showed moderate satisfaction (generally over 50%) with the various aspects of public transport consulted upon, but there is plenty of room for improvement.	
<b>11 Has it been identified as a government priority?</b>	
Yes, - this is an updated version of BVI 102	

**12 Is there local statistical or demographic evidence to support this indicator's inclusion?**

Unknown. Metro data could answer this.

**13 What partners can contribute to delivering improved performance?**

Council, Bus Operators, Metro,

**14 Is improvement within the control of local partners?**

Largely within the control of Metro and bus operators

**16 What are the opportunities to improve delivery?**

Better bus services, passenger facilities, timetabling and information, quality buses, attractive fares

**15 What are the barriers that might prevent delivery?**

Funding and political/public support. Commercial issues for the bus operators.

**Details of person completing the pro-forma**

**Name:-** David Holdstock – Team Leader, Transportation

**Organisation:** Engineering Services – Networks Group

**Contact details:** [david.holdstock@calderdale.gov.uk](mailto:david.holdstock@calderdale.gov.uk) 01422 392160

**Theme Delivery Partnership:** Environment

**Please return to your LSP Support Officer by 8<sup>th</sup> January 2007**

## Calderdale LAA 2008

### National Indicator Set Proposal: Business Case

<b>NATIONAL INDICATOR</b>	<b>NI 178</b>
<b>Bus services running on time</b>	
<b>1 What Calderdale LAA outcome does the indicator support?</b>	
The transport needs of residents, businesses and visitors in the district are met.	
<b>2 Is this the same as, or similar to, an indicator in the current LAA?.</b>	
No. Existing are based on satisfaction with services and information.	
<b>3 How will improving this indicator help us to deliver on our story of place?</b>	
By providing better access for non-car users and contributing towards equality for all. By reducing congestion, thus helping local businesses and reducing pollution/improving air quality	
<b>4 At what level will the indicator apply?</b>	
It should be applicable at a district level. It is believed to be available only at West Yorkshire level at the moment.	
<b>5 Will this help narrow the gap?</b>	
Yes, it will help to identify gaps in the provision and efficiency of bus services and enable resources to be targeted most effectively.	
<b>6 What is the current baseline for this indicator?</b>	
Metro should hold this data. There is a West Yorkshire baseline in LTP2	
<b>7 What are the future performance trends?</b>	
Need to consult Metro for this data.	
<b>8 Is this currently an area of underperformance?</b>	
Unknown	
<b>9 What stretched performance can be achieved on this indicator?</b>	
None	
<b>10 Do local people think it's a priority?</b>	
The 2006 Household Survey showed moderate satisfaction (generally over 50%) with the various aspects of public transport consulted upon, but there is plenty of room for improvement.	
<b>11 Has it been identified as a government priority?</b>	
Not specifically	

<b>12 Is there local statistical or demographic evidence to support this indicator's inclusion?</b>	
Unknown. Metro data could answer this, but possibly not at a local level.	
<b>13 What partners can contribute to delivering improved performance?</b>	
Council, Bus Operators, Metro,	
<b>14 Is improvement within the control of local partners?</b>	
Yes	
<b>16 What are the opportunities to improve delivery?</b>	
Better bus timetabling, bus operators staffing issues, efficient fare payment systems, bus priority highway measures	
<b>15 What are the barriers that might prevent delivery?</b>	
Funding and political/public support. Commercial issues for the bus operators.	
<b>Details of person completing the pro-forma</b>	
<b>Name:-</b>	David Holdstock – Team Leader, Transportation
<b>Organisation:</b>	Engineering Services – Networks Group
<b>Contact details:</b>	<a href="mailto:david.holdstock@calderdale.gov.uk">david.holdstock@calderdale.gov.uk</a> 01422 392160
<b>Theme Delivery Partnership:</b>	Environment
<b>Please return to your LSP Support Officer by 8<sup>th</sup> January 2007</b>	

## Calderdale LAA 2008

### National Indicator Set Proposal: Business Case

<b>NATIONAL INDICATOR</b>
<b>NI 185 CO<sub>2</sub> reduction from Local Authority operations.</b>
<b>1 What Calderdale LAA outcome does the indicator support?</b>
Tackling climate change through reduced greenhouse gas emissions.
<b>2 Is this the same as, or similar to, an indicator in the current LAA?</b>
Yes. EV06 Achieving enhanced CO <sub>2</sub> emissions from Council Operations.
<b>3 How will improving this indicator help us to deliver on our story of place?</b>
By becoming a place a) with a clean, healthy, unpolluted and attractive environment safeguarded for future generations. Which is responding to the challenges of climate change.
<b>4 At what level will the indicator apply?</b>
District level
<b>5 Will this help narrow the gap?</b>
N/A
<b>6 What is the current baseline for this indicator?</b>
Baseline to be calculated from CO <sub>2</sub> emitted by our operations during 2008-2009. Calculations to be carried out using DEFRA spreadsheet.
<b>7 What are the future performance trends?</b>
Less energy may be consumed due to climate change and better thermally performing buildings being procured. Council fleet being renewed (hopefully with efficiency and not cost being the focus.)
<b>8 Is this currently an area of underperformance?</b>
From a recent Asset Management Plan report we are performing just better than average.
<b>9 What stretched performance can be achieved on this indicator?</b>
A stretched target is already in this place for enhanced reduction of energy consumed by schools. Bearing in mind the condition of our current building stock and services, no other enhancements can be made.
<b>10 Do local people think it's a priority?</b>
Yes if the LSP reflects the communities feelings

<p><b>11 Has it been identified as a government priority?</b></p> <p>Forthcoming Energy Bill and Climate Change Bill</p>
<p><b>12 Is there local statistical or demographic evidence to support this indicator's inclusion?</b></p> <p>Unknown</p>
<p><b>13 What partners can contribute to delivering improved performance?</b></p> <p>Purely within council operations</p>
<p><b>14 Is improvement within the control of local partners?</b></p> <p>No</p>
<p><b>16 What are the opportunities to improve delivery?</b></p> <p>Council to use whole life costing when making decisions and not just adopt principle. Better quality buildings used with adequate maintenance budgets. Highly efficient vehicles to be procured. If waste is to be included in this indicator then increase recycling throughout the estate rather than landfill.</p>
<p><b>15 What are the barriers that might prevent delivery?</b></p> <p>Lack of resources (staff and budget) and lack of Council (political) commitment.</p>
<p><b>Details of person completing the pro-forma</b></p> <p><b>Name:-</b> Neil Jackson</p> <p><b>Organisation:</b> Planning Services, Sustainable Development Team</p> <p><b>Contact details:</b> <a href="mailto:neil.Jackson@calderdale.gov.uk">neil.Jackson@calderdale.gov.uk</a> 01422 392062</p> <p><b>Theme Delivery Partnership:</b> Environment</p>
<p><b>Please return to your LSP Support Officer by 8<sup>th</sup> January 2007</b></p>

## Calderdale LAA 2008

### National Indicator Set Proposal: Business Case

<p><b>NATIONAL INDICATOR</b></p> <p><b>NI 186 Per capita reduction in CO<sub>2</sub> emissions in the LA area</b></p>
<p><b>1 What Calderdale LAA outcome does the indicator support?</b></p> <p>Tackling climate change through reduced greenhouse gas emissions.</p>
<p><b>2 Is this the same as, or similar to, an indicator in the current LAA?</b></p> <p>No</p>
<p><b>3 How will improving this indicator help us to deliver on our story of place?</b></p> <p>Safeguarding Calderdale's future..... Improve the quality of our environment.....</p>
<p><b>4 At what level will the indicator apply?</b></p> <p>District level</p>
<p><b>5 Will this help narrow the gap?</b></p> <p>N/A</p>
<p><b>6 What is the current baseline for this indicator?</b></p> <p>It is proposed that data supplied by National Statistics from 2005 are initially used.</p>
<p><b>7 What are the future performance trends?</b></p> <p>Greater threat to Calderdale's community, eco-systems and businesses due to flooding, heat waves, and changing patterns of disease.</p>
<p><b>8 Is this currently an area of underperformance?</b></p> <p>When compared with other "north west" authorities Calderdale was above mid position in table from 2005 statistics.</p>
<p><b>9 What stretched performance can be achieved on this indicator?</b></p> <p>None. This indicator is very generalised and has a large number of variables not under our control.</p>
<p><b>10 Do local people think it's a priority?</b></p> <p>Yes if the LSP reflects the communities feelings.</p>
<p><b>11 Has it been identified as a government priority?</b></p> <p>Forthcoming Energy Bill and Climate Change Bill</p>
<p><b>12 Is there local statistical or demographic evidence to support this indicator's inclusion?</b></p> <p>National Statistics</p>

**13 What partners can contribute to delivering improved performance?**

This indicator measures emissions from:  
Business and Local Authority  
Domestic Housing  
Road Transport

Partners representing large organisations in the above areas.

**14 Is improvement within the control of local partners?**

Not fully

**16 What are the opportunities to improve delivery?**

Calderdale can influence this indicator by providing vision and leadership to the local community by raising awareness and to influence behaviour.

**15 What are the barriers that might prevent delivery?**

Lack of resources (staff and budget) and lack of Council (political) commitment.

**Details of person completing the pro-forma**

**Name:-** Neil Jackson

**Organisation:** Planning Services, Sustainable Development Team

**Contact details:** [neil.Jackson@calderdale.gov.uk](mailto:neil.Jackson@calderdale.gov.uk) 01422 392062

**Theme Delivery Partnership:** Environment

**Please return to your LSP Support Officer by 8<sup>th</sup> January 2007**

**Calderdale LAA 2008**

**National Indicator Set Proposal: Business Case**

<b>NATIONAL INDICATOR</b>
<b>NI 188 Adapting to Climate Change</b>
<b>1 What Calderdale LAA outcome does the indicator support?</b>
Tackling climate change through reduced greenhouse gas emissions.
<b>2 Is this the same as, or similar to, an indicator in the current LAA?</b>
No
<b>3 How will improving this indicator help us to deliver on our story of place?</b>
Safeguarding Calderdale's future..... Improve the quality of our environment.....
<b>4 At what level will the indicator apply?</b>
District level
<b>5 Will this help narrow the gap?</b>
N/A
<b>6 What is the current baseline for this indicator?</b>
No baseline. Annual reporting from choice of 5 levels showing position of Council's strategy.
<b>7 What are the future performance trends?</b>
Greater threat to Calderdale's community, eco-systems and businesses due to flooding, heat waves, and changing patterns of disease.
<b>8 Is this currently an area of underperformance?</b>
Unknown – further investigation required
<b>9 What stretched performance can be achieved on this indicator?</b>
Attaining level 4 (highest level) within a 3-year period???
<b>10 Do local people think it's a priority?</b>
Yes if the LSP reflects the communities feelings.
<b>11 Has it been identified as a government priority?</b>
Forthcoming Energy Bill and Climate Change Bill
<b>12 Is there local statistical or demographic evidence to support this indicator's inclusion?</b>
Unknown

**13 What partners can contribute to delivering improved performance?**

None. This NI refers to Council strategy regarding assessing and managing climate risk and opportunities.

**14 Is improvement within the control of local partners?**

No

**16 What are the opportunities to improve delivery?**

Calderdale has signed up to this indicators specified document the Nottingham Declaration. The opportunities would be achievable if the Council abided to the commitments within this document.

**15 What are the barriers that might prevent delivery?**

Lack of resources (staff and budget) and lack of Council (political) commitment.

**Details of person completing the pro-forma**

**Name:-** Neil Jackson

**Organisation:** Planning Services, Sustainable Development Team

**Contact details:** [neil.Jackson@calderdale.gov.uk](mailto:neil.Jackson@calderdale.gov.uk) 01422 392062

**Theme Delivery Partnership:** Environment

**Please return to your LSP Support Officer by 8<sup>th</sup> January 2007**

## Calderdale LAA 2008

### National Indicator Set Proposal: Business Case

<b>NATIONAL INDICATOR</b>
<b>N189: Flood and coastal erosion risk management</b>
<b>1 What Calderdale LAA outcome does the indicator support?</b>
Environment: residents have access to affordable, sustainable, good quality housing
<b>2 Is this the same as, or similar to, an indicator in the current LAA?</b>
No
<b>3 How will improving this indicator help us to deliver on our story of place?</b>
Providing sustainable housing is important to the local community. Flooding is becoming more prevalent due to climate change and is of concern to the local community.
<b>4 At what level will the indicator apply?</b>
Relates to the whole district and wider in terms of people who choose to come to Calderdale for business or pleasure.
<b>5 Will this help narrow the gap?</b>
Protecting people and property is essential to build links with adjacent communities and to promote business investment to the area.
<b>6 What is the current baseline for this indicator?</b>
None
<b>7 What are the future performance trends?</b>
Not known but flooding events are likely to occur more often. Performance in delivering flooding measures is not generally within the control of the Council and is dependent on allocation of funding according to priorities set by the EA
<b>8 Is this currently an area of underperformance?</b>
No
<b>9 What stretched performance can be achieved on this indicator?</b>
None. Performance will be measured against a plan put together by the EA which is currently under development.
<b>10 Do local people think it's a priority?</b>
Flooding is of great concern for those people who live in 'at risk' locations
<b>11 Has it been identified as a government priority?</b>
No

<p><b>12 Is there local statistical or demographic evidence to support this indicator's inclusion?</b></p> <p>No</p>
<p><b>13 What partners can contribute to delivering improved performance?</b></p> <p>Environment Agency Local Land Owners</p>
<p><b>14 Is improvement within the control of local partners?</b></p> <p>No</p>
<p><b>16 What are the opportunities to improve delivery?</b></p> <p>Not yet known. Will depend on the contents of the EA plan.</p>
<p><b>15 What are the barriers that might prevent delivery?</b></p> <p>Lack of funding Low priority of proposed flood protection schemes in Calderdale</p>
<p><b>Details of person completing the pro-forma</b></p> <p><b>Name:-</b> Dave Tee</p> <p><b>Organisation:</b> Engineering Services</p> <p><b>Contact details:</b> 2943</p> <p><b>Theme Delivery Partnership:</b></p>
<p><b>Please return to your LSP Support Officer by 8<sup>th</sup> January 2007</b></p>

## Calderdale LAA 2008

### National Indicator Set Proposal: Business Case

<b>NATIONAL INDICATOR</b>
<b>NI 198 – Children Travelling to school – mode of travel usually used.</b>
<b>1 What Calderdale LAA outcome does the indicator support?</b>
Residents and visitors to Calderdale are safe on the District's roads (Environment)
<b>2 Is this the same as, or similar to, an indicator in the current LAA?</b>
This is similar to the LAA indicator E14b
<b>3 How will improving this indicator help us to deliver on our story of place?</b>
We are working to reduce the proportion of children travelling to school by car and increasing the proportion walking, cycling or using public transport.
<b>4 At what level will the indicator apply?</b>
District Level
<b>5 Will this help narrow the gap?</b>
Yes There is more of a problem with they higher socio-economic groups (who own more cars.)
<b>6 What is the current baseline for this indicator?</b>
January 2007 School Census
<b>7 What are the future performance trends?</b>
As the second year data will not be available until April 2008 the trend is not known.
<b>8 Is this currently an area of underperformance?</b>
Not known yet, see above.
<b>9 What stretched performance can be achieved on this indicator?</b>
As we have no historical data this is difficult to predict
<b>10 Do local people think it's a priority?</b>
YES, We receive many requests to take action about the congestion outside schools.
<b>11 Has it been identified as a government priority?</b>
Yes the Government has been funding School Travel Plans for the last five years

**12 Is there local statistical or demographic evidence to support this indicator's inclusion?**

YES – This is now being collected as part of the school census.

**13 What partners can contribute to delivering improved performance?**

Other Directorates and the public i.e. parents and caregivers.

**14 Is improvement within the control of local partners?**

Only to a degree – dependant on individuals (parents and children's) behaviour

**16 What are the opportunities to improve delivery?**

Step-up School Travel Planning Initiatives and Campaigns targetted at modal shift subject to the availability of additional resources

**15 What are the barriers that might prevent delivery?**

Funding, Public behaviour and enforcement outside schools

**Details of person completing the pro-forma**

**Name:-** Peter Shepherdson – Road Safety Officer

**Organisation:** R&D Engineering Services, Networks Group

**Contact details:** [peter.shepherdson@calderdale.gov.uk](mailto:peter.shepherdson@calderdale.gov.uk) - direct tel. 01422 392800

**Theme Delivery Partnership:** Environment

**Please return to your LSP Support Officer by 8<sup>th</sup> January 2007**