

# QUARTERLY MONITORING REPORT

**DIRECTORATE:** Environment  
**SERVICE:** Highways, Transportation & Logistics  
**PERIOD:** Quarter 2 to period end 30th September 2009

## 1.0 INTRODUCTION

This quarterly monitoring report covers the Highways, Transportation & Logistics Department second quarter period up to 30 September 2009. It describes key developments and progress against all objectives and performance indicators for the service.

The way in which traffic lights symbols have been used to reflect progress to date is explained within Appendix 6.

***It should be noted that this report is presented to a number of Policy and Performance Boards. Those objectives and indicators that are not directly relevant to this Board have been shaded grey.***

## 2.0 KEY DEVELOPMENTS

### **MERSEY GATEWAY UPDATE**

Following the formal closure of the Mersey Gateway Public Inquiry on 28 July, work is continuing on a number fronts, including:

- land assembly:- to ensure that the land required for the approach roads to the new bridge is available for handover to the concessionaire. A number of deals are already in place with land owners and negotiations are continuing with several more to agree the purchase of land should the project be given the green light by the government.
- the procurement process:- to ensure that the Mersey Gateway team is in a position to move quickly to develop the plans, following the Government announcement. The main concessionaire will be selected through an OJEU (Official Journal of the European Union) procurement notice, with the formal prequalification period provisionally scheduled to start next spring. Short listed bidders will be invited to prepare detailed tenders in the summer of 2010, with a preferred bidder in place by 2011.
- the recently updated Mersey Gateway communication/engagement plan identifies enhanced local level communications as a priority action. Arrangements are being made to present a series of Mersey

Gateway briefings at Area Forums in early 2010 and to Parish Council's, when it is convenient for them to host them. It is intended that the briefings will be conducted twice yearly, but the arrangements will be kept flexible according to individual Area Forum and Parish Council preferences.

- as part of the preparations for procurement, a suppliers register has been established to enable potential suppliers to register their interest with the Mersey Gateway team, so that they can be shared with the concessionaire when it is appointed. The construction and operation of the Mersey Gateway will require a range of suppliers, from businesses with specialist engineering skills through to catering firms to feed the hundreds of workers who will help to build the new bridge. The Mersey Gateway team will be facilitating a series of briefing events in the borough for businesses interested in becoming a supplier to the project, after the Government announces its decision. The briefings will provide details about the project and explain how the tendering/supplier arrangements will work.

### **PROPOSED DARESBUURY STATION**

Network Rail have been commissioned to carry out a 'Guideline to Rail Investment Projects, Stages 1, 2 and 3' study. This will investigate the preliminary technical feasibility issues associated with providing a new railway station at Daresbury. It is anticipated that the proposed station could be situated on the Chester to Manchester Line but could also provide stopping facilities on the West Coast Main Line.

### **RIGHTS OF WAY IMPROVEMENT PLAN**

The Council's Executive Board approved the final version of Halton's Rights of Way Improvement Plan on 25 September 2009. This followed extensive public consultation on the draft document, which lasted for 12 weeks up to 3 July 2009. The feedback received has been reviewed and incorporated into the final document, where appropriate.

### **HOUSING GROWTH POINTS**

The Mid Mersey Growth Point Partnership Board met on the 20<sup>th</sup> August 2009 and the main issues to report were:

- levels of activity in house building which, although reduced from eighteen months ago, are currently showing positive signs of some improvement;
- the Board resolved to commission a new Strategic Housing Market Assessment. The work envisaged would include the opportunity to establish a growth point wide housing partnership of interests,

including the house building and Registered Social Landlord stakeholder groups already set up;

- the Board discussed the recently announced proposed reduction of Growth Point grant funding to meet the Government's Housing Pledge, which would see a reduction in next year's capital grant to Mid Mersey of just under £1million, down from £2,302,269 to £1,302,980. Overall, Mid Mersey is now to receive £1,450,124 capital and £123,180 revenue for 2009/10 [total £1,573,304 for 2009/10] and £1,302,980 capital and £164,241 revenue for 2010/11 [total £1,467,221 for 2010/11]. With the initial start up funding of £150,000, the Mid Mersey allocation is now £3,190,525 over the two years. In expressing their disappointment at this intended reduction in their funding, the Board resolved to ensure that as much other funding should be secured to take forward its Programme of Development.

### **LOCAL TRANSPORT PLAN 3**

The Department for Transport issued final guidance for LTP3 on 16th July 2009. The guidance advocated that local authorities take a fresh look at their policies and implementation proposals when developing future LTPs.

As with LTP2 we will need to address risk management, set clear targets and trajectories taking into account realistic likely levels of funding. LTPs will be examined as part of the local public service inspectorate's Comprehensive Area Assessments.

## **3.0 EMERGING ISSUES**

### **HIGH SPEED RAIL**

Network Rail on 23rd July 2009 announced proposals for further high speed line extensions. This essentially endorses the alignment being proposed as part of the Government's High Speed 2 Company (London to Birmingham), but proposes further extensions of the High Speed network north to Manchester / Liverpool, Preston and Glasgow (appearing to shadow the existing West Coast Main Line).

Should this high speed line be constructed then train paths could be made available on the existing West Coast Main Line for more local passenger services and freight. For example, the case for the construction of a new railway station in Daresbury on the WCML could be enhanced.

### **LIVERPOOL CITY REGION MULTI AREA AGREEMENT**

The MAA was signed by Government on 15 September 2009. This will clearly be a critical element to developing the City Region's

ambitions.

The MAA has placed transport firmly at the heart of the LCR strategy and linked demand for transport clearly into serving the wider policy agenda embracing the other MAA platforms of economic growth, skills and employment, and housing.




The LCR Cabinet is establishing a wider Strategic Framework to provide a succinct overview of core priorities for the City Region. This Strategic Framework incorporates a wider agenda than that included within the MAA, which will be seen as an important part of the delivery of the Strategic Framework. Transport is included as an enabling measure which will be progressed to provide infrastructure to support the City Region's ambitions for sustainable growth. This is based around the 'asks' of Government agreed in the MAA, as being areas of joint work between LCR and Government to address identified barriers to achieving the LCR ambitions. There are a number of transport 'asks' which are now subject to an agreed work programme.

The Transport Platform sets out three broad areas to be addressed. These are:-

- (a) Improving accessibility to employment and opportunities.
- (b) Improving the capacity and connectivity of the LCR network; and
- (c) Developing a low carbon transport city by reducing emissions and addressing climate change.

The outcomes of this work will clearly inform the final shape of the LTP.

#### 4.0 PROGRESS AGAINST OBJECTIVES / MILESTONES




<b>Total</b>	<b>9</b>		<b>8</b>		<b>1</b>		<b>0</b>
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Good progress towards objectives/milestones. For further details, please refer to Appendix 1.

#### 5.0 SERVICE REVIEW




Nothing to report this quarter.

## 6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS

<b>Total</b>	<b>2</b>		<b>1</b>		<b>1</b>		<b>0</b>
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Two “Key” performance indicators have been reported this quarter, NI 177 – number of bus passenger journeys, of which it is unclear, at this stage, if the target will be achieved and NI 198 – School travel mode – which is on course to be met. All other indicators will be reported at year end. For further details, please refer to Appendix 2.

## 6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS

<b>Total</b>	<b>8</b>		<b>7</b>		<b>1</b>		<b>0</b>
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Good progress towards “Other” performance indicators, a further 8 indicators will be reported at year end. For further details, please refer to Appendix 3.

## 7.0 RISK CONTROL MEASURES

During the production of the 2009-12 Service Plan, the service was required to undertake a risk assessment of all Key Service Objectives.

Where a Key Service Objective has been assessed and found to have associated ‘High’ risk, progress against the application of risk treatment measures is to be monitored, and reported in the quarterly monitoring report in quarters 2 and 4.

For further details please refer to Appendix 4.

## 8.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS

During 2008/09 the service was required to undertake an Equality Impact Assessment. Progress against actions identified through that assessment, with associated High priority are to be reported in the quarterly monitoring report in quarters 2 and 4.

No actions have been identified as high priority for the service.



## **9.0 DATA QUALITY**

The author provides assurance that the information contained within this report is accurate and valid and that every effort has been made to avoid the omission of data. Where data has been estimated, has been sourced directly from partner or other agencies, or where there are any concerns regarding the limitations of its use this has been clearly annotated.



## **10.0 APPENDICES**


Appendix 1- Progress against Objectives/ Milestones  
Appendix 2- Progress against Key Performance Indicators  
Appendix 3- Progress against Other Performance Indicators  
Appendix 4- Progress against Risk Treatment Measures  
Appendix 5- Financial Statement  
Appendix 6- Explanation of traffic light symbols

Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
HTL 1	Mersey Gateway – Complete the procedural processes to achieve all necessary orders for the construction of Mersey Gateway within the timescales required	Complete Public Inquiry into objections raised to enable scheme to progress in accordance with required timescales. <b>Aug 2009</b>		The Public Inquiry was formally closed by the Inspector on 28 July.
		Secretary of State confirms the necessary orders for the construction of the Mersey Gateway. <b>Feb 2010</b>		Decision pending.
HTL 2	Mersey Gateway – Commence the procurement process for the construction of Mersey Gateway to ensure that the project can be completed within the required timescales	Conditional funding approval. <b>Mar 2010</b>		Decision pending - subject to Secretary of State decision on the orders for the construction of the Mersey Gateway.
HTL 3	LTP Capital Programme - Deliver the LTP Capital Programmes to ensure that the transport system is maintained and developed to meets local needs	To deliver the 2009/10 LTP Capital Programme <b>Mar 2010</b>		Ongoing monitoring is taking place to ensure that the LTP is delivered on time and within budget.
HTL 4	Local Transport Plan 2 – Submit progress reports and monitor progress against the Council's transport objectives to meet statutory requirement and ensure progress is maintained	Progress report to Members <b>Sept 2009</b>		Report was approved by Urban Renewal PPB, 16 <sup>th</sup> September 2009.

Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
HTL 5	Silver Jubilee Bridge Complex Major Maintenance– Secure funding, complete procurement and deliver works to enable the bridge and associated structures to reach a steady state of maintenance	Initiate delivery of PRN Grant funded programme of works through the HBC Bridge Maintenance Partnership <b>Apr 2009</b>		Balvac Ltd have been appointed as the Works Partner for the HBC Bridge Maintenance Partnership and have commenced delivery of the 2009/10 works programme.
		Review progress, revise SJB maintenance Strategy document and deliver 2009/10 works programme <b>Mar 2010</b>		<p>Expenditure to Q2 is below the anticipated profile due to the disruption created by the insolvency of the contractor originally appointed to undertake the works through the Bridge Maintenance Partnership contract. However the contract is well underway and increased maintenance activity in Q3 and Q4 will bring expenditure back on track.</p> <p>The maintenance strategy is being amended to reflect work completed and full refresh will be commissioned by end of financial year. This will include assumptions regarding consequences of Mersey Gateway de-linking for future bridge maintenance in the SJB Complex.</p>



Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		<p>In conjunction with framework consultants and Mersey Gateway Project Team, consider issues associated with integration of existing SJB Complex Major Scheme Bid into business case for delivery of Mersey Gateway and formalise full response to DfT <b>Jun 2009</b></p>		<p>DfT have advised that priority should be given to consideration of the standalone SJB Complex Major Maintenance Bid.</p> <p>In response to DfT queries, further information was submitted to DfT in July/August 2009 regarding the formal Project Management intended for delivery of the major maintenance activity.</p> <p>Formalisation of full response regarding integration of SJB Complex Major Maintenance Bid has been deferred pending DfT response regarding acceptability of the standalone bid.</p>
HTL 6	<p>Improving the quality and accessibility of public transport services in Halton to encourage the use of sustainable transport and increase its accessibility by vulnerable groups</p>	<p><i>To identify the schemes to be funded under the phase 1 of the Mersey Gateway Sustainable Transport Strategy and to advise the Mersey Gateway team of this programme, which will form part of the information available for bidders <b>December 2009</b></i></p>		<p>Work is to be commissioned in November to enable milestone to be met.</p>

Ref	Description	Actual 2008/9	Target 09/10	Quarter 2	Progress	Commentary
<u>NI 177</u>	Number of local bus passenger journeys originating in the authority area in one year	6,230,000	6,230,000	2,997,551		The Q2 performance figure is slightly below half the target figure and operators are reporting that the current financial climate is having effect on the number of patronage journeys. It is therefore not clear if the target will still be met.
<u>NI 198</u>	Children travelling to school – mode of transport usually used (%).  a) Children aged 5 – 10 years  Cars Car share Public transport Walking Cycling Other  b) Children aged 11 – 16 years  Cars Car share Public transport Walking	   43.85 3.41 2.36 49.83 0.48 0.07  25.95 2.58 20.25 49.34	   43.7 2.9 2.3 50.5 0.5 0.1  27.0 2.7 19.4 49.0	   Annual Annual Annual Annual Annual Annual  Annual Annual Annual Annual	   N/a	   The actual 2008/09 information is collected during 2008/09 but only provided by DfT in August 2009.  The data for 2009/10 will be collected during 2009/10 but only provided by DfT in August 2010.

Ref	Description	Actual 2008/9	Target 09/10	Quarter 2	Progress	Commentary
	Cycling Other	1.39 0.46	1.2 0.8	Annual Annual		

**The following “Key” indicators will be reported at year end:**

HTL LI6 - No. of passengers on community based accessible transport

NI 175 - Access to core services and facilities by individuals through public transport, walking and cycling (NB 4 parts)

NI 176 - Percentage of people of working age living within a catchment area of a location with more than 500 jobs by public transport and/or walking

HTL LI10 - No. of people killed or seriously injured (KSI) in road traffic collisions. (Previously BVPI 99ai)

HTL LI11 – No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (Previously BVPI 215b)

HTL LI12 - No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (Previously 99bi)

HTL LI15 - Condition of Unclassified Roads (% unclassified road network where structural maintenance should be considered). (Previously BVPI 224b)

NI 47 - People Killed and Seriously Injured

NI 48 - Children Killed and Seriously Injured

NI 168 -Percentage of principal road network where structural maintenance should be considered

NI 169 - Non principal roads where maintenance should be considered



NI 178 - Bus service punctuality



NI 189 – Flood and coastal erosion risk management.




NI 198 – Mode of children travelling to school, data to be supplied by DfT in **August 2010**.

**Note:** NI 167 - Congestion during morning peak times – monitoring only is required using DfT data.

Ref	Description	Actual 2008/9	Target 09/10	Quarter 2	Progress	Commentary
<b>Cost &amp; Efficiency</b>						
HTL LI1	Number of third party compensation claims received due to alleged highway / footway defects	97	115	53		Currently on target. However, an increasing number of 'Gullicksen' claims (on highways within HHT estates) are now being received and settled.
HTL LI2	Increase MOT test facility turnover by 5% per annum (£)	186,000	195,300	92,730		Slight shortfall in the half-year target. However, in the context of the current trading conditions, income levels remain satisfactory.
<b>Fair Access</b>						
HTL LI3	% of pedestrian crossings with facilities for disabled people (Previously BVPI 165)	67.35	67	69.4		Currently on target. All new installations/upgrades are compliant and therefore the figure is expected to gradually improve.
HTL LI4	No. of temporary traffic control days caused by roadworks per km. (Previously BVPI 100)	0.5	0.6	0.074		Currently well below target, second phase of carriageway re-surfacing programme will require further traffic control.
HTL LI5	% of footpaths and ROWs that are easy to use. (Previously BVPI 178)	88	88	Annual	N/A	Reported on an annual basis
HTL LI7	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	44	45	Annual	N/A	Reported on an annual basis
<b>Quality</b>						
HTL LI8	% of people satisfied with local public transport information. (Previously BVPI 103)	N / A	58.8	N/A	N/A	The BVPI tri annual survey has now been discontinued and has been replaced with the 'Places' survey. However, the format and content of the question in the Places survey is different to that of the BVPI survey and

Ref	Description	Actual 2008/9	Target 09/10	Quarter 2	Progress	Commentary
						therefore it is not possible to measure progress against this indicator with the data available.
HTL LI9	% of people satisfied with local bus services. (Previously BVPI 104)	N / A	69	N/A	N/A	The BVPI tri annual survey has now been discontinued and has been replaced with the 'Places' survey. However, the format of the Places survey question is different to that of the BVPI survey and therefore it is not possible to measure progress against this indicator with the data available.
<b>Service Delivery</b>						
HTL LI13	Average number of days taken to repair street lighting fault: non DNO. (Previously BVPI 215a).	5	5	5		Currently on target
HTL LI14	Average number of days taken to repair street lighting fault: DNO. (Previously BVPI 215b)	24.73	30	Annual	N/A	Reported on an annual basis, as the figures can be unrepresentative when reported on a quarterly basis due to the longer timescales to complete. Also work takes longer in winter due to other faults Scottish Power need to repair.
HTL LI17	Damage to roads and pavements (% dangerous damage repaired within 24 hours)	98.47	98	99.71		Currently on target
HTL LI19a	No of sites with new bus shelters	56 (10 in 08/09)	61	Annual	N/A	Reported on an annual basis.
HTL LI19b	No of sites with replacement bus shelters	50 (6 in 08/09)	55	Annual	N/A	Reported on an annual basis.

Ref	Description	Actual 2008/9	Target 09/10	Quarter 2	Progress	Commentary
HTL LI20	Percentage of schools with School Travel Plans in place	87	88	Annual	N/A	Reported on an annual basis.
HTL LI21	Percentage of employers (> 100 employees) with Green Travel Plans in place	58	59	60		Reported on an annual basis.
HTL LI22	Proportion of LGVs that pass the annual MOT test first time	82	90	87.5		This is a good result for the half-year point. Target measured on an annual basis.

Strategy /Policy / Service	HIGH Priority Actions	Target	Progress	Commentary
Transport Coordination	Continue existing and develop improved monitoring arrangements - Information on existing service users collected (HBC and HCT)	Mar 10		Surveys have been produced and circulated through HCT. Surveys have been returned and collated through NTT.
	Publish comprehensive assessment results including monitoring information - Publish results of first survey of existing users February 2009.	Feb 10		Report to be produced by Feb 2010.
	Continue existing and develop improved monitoring arrangements - Final report of the Halton Accessibility Transport Study has been delayed until July 2009 due to extensive consultation on the findings. The final report will then go to Urban Renewal PPB and Healthy Halton PPB.	Mar 10		Report has been completed by consultants, results being evaluated by the relevant HBC directorates.



## HIGHWAYS & TRANSPORTATION

### Revenue Budget as at 30<sup>th</sup> September 2009

	<b>Annual Revised Budget</b>	<b>Budget To Date</b>	<b>Actual To Date</b>	<b>Variance To Date (overspend)</b>	<b>Actual Including Committed Items</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
<b>Expenditure</b>					
Employees	3,381	1,677	1,469	208	1,469
Premises Support	615	233	227	6	227
Other Premises	156	92	58	34	67
Hired & Contracted Services	305	152	119	33	160
Supplies & Services	332	166	160	6	236
Highways	482	241	241	0	241
Insurance					
Street Lighting	1,810	707	683	24	725
Highways	2,348	783	720	63	1,375
Maintenance					
Bridges	127	64		27	57
			37		
Eastern Relief Road (met by grant)	214	107	45	62	54
Other Transport	218	86	96	(10)	117
Central Support Services	863	414	414	0	414
Departmental Support Services	342	0	0	0	0
NRA Levy	57	29	30	(1)	30
Subsidised Bus Routes	794	397	360	37	439
Halton Hopper	153	76	102	(26)	102
Out of Zone	51	26	20	6	37
Transport					
Grants to Voluntary Organisations	122	61	61	0	61
Asset Charges	5,025	0	0	0	0
<b>Total Expenditure</b>	<b>17,395</b>	<b>5,311</b>	<b>4,842</b>	<b>469</b>	<b>5,811</b>
<b>Income</b>					
Halton Hopper Sales	-153	-76	-115	39	-115
Sales	-45	-22	-11	(11)	-11
Out of Zone	-51	-51	-47	(4)	-47

Transport Other Fees & Charges	-209	-23	-135	112	-135
Support Service Recharges	-1,084	0	0	0	0
Grants & Reimbursements	-523	-254	-92	(162)	-100
Recharge to Capital	-662	-152	-142	(10)	-142
<b>Total Income</b>	<b>-2,727</b>	<b>-578</b>	<b>-542</b>	<b>(36)</b>	<b>-550</b>
<b>Net Expenditure</b>	<b>14,668</b>	<b>4,733</b>	<b>4,300</b>	<b>433</b>	<b>5,261</b>

**Comments on the above figures:**

In overall terms revenue spending at the end of quarter 2 is below budget profile. This is due to a number of expenditure budget areas.

Staffing is below budget to date mainly in the Highways Engineers section as a result of staff turnover and vacancies for professional staff being slow to fill. In addition, there are also a number of vacancies within Transportation, resulting from staff leaving.

Other premises is below budget due to the National Non-Domestic Rates (NNDR) bills for car parks being lower than budgeted and maintenance costs also being lower than budgeted.

Subsidised Bus Routes is below budget due to quarterly charges not yet received from other authorities and Merseytravel. This budget will be fully spent at the financial year-end, as indicated by the actual including commitment figure.

With regards to works budgets – Street Lighting, Highways Maintenance, Bridges and Eastern Relief Road these budgets usually incur expenditure towards the end of the financial year due to the nature of the work undertaken. As a result these budgets will be spent by the financial year-end.

With regards to income, grants and reimbursements is below budget to date due to low fee income from supervision of private sector development. This is a result of the decline in the housing market. This is offset by an increase in income from Temporary Prohibition orders.

At this stage it is anticipated that overall spend will be in line with the Departmental budget by the financial year-end.

## HIGHWAYS & TRANSPORTATION

### Capital Projects as at 30<sup>th</sup> September 2009

	<b>2009/10 Capital Allocation £'000</b>	<b>Allocation To Date £'000</b>	<b>Actual Spend To Date £'000</b>	<b>Allocation Remaining £'000</b>
<b>Local Transport Plan</b>				
<b>Bridges &amp; Highway Maintenance</b>				
Bridge Assessment, Strengthening & Maintenance	7,251	2,005	952	6,299
Road Maintenance	1,523	634	536	987
<b>Total Bridge &amp; Highway Maintenance</b>	<b>8,774</b>	<b>2,639</b>	<b>1,488</b>	<b>7,286</b>
Integrated Transport	1,831	303	240	1,591
<b>Total Local Transport Plan</b>	<b>10,605</b>	<b>2,942</b>	<b>1,728</b>	<b>8,877</b>
<b>Halton Borough Council</b>				
Mersey Gateway Early Land Acquisition	9,500	4,750	2,764	6,736
Flood Defence	186	125	61	125
Street lighting – Structural Maintenance	200	100	165	35
Bringing Roads to Adopted Standard	200	10	2	198
<b>Total Halton Borough Council</b>	<b>10,086</b>	<b>4,985</b>	<b>2,992</b>	<b>7,094</b>
Section 106/External Funded Work				
Upton Rocks Distributor Road	225	225	266	-41
A56/Eastern Expressway Improvements	220	220	371	-151
Road Safety Grant	72	72	72	0
Transport Asset Management	39	18	18	21
<b>Total Section 106/External Funded Work</b>	<b>556</b>	<b>535</b>	<b>727</b>	<b>-171</b>

## HIGHWAYS & TRANSPORTATION

**LSP, External or Grant Funded Items as at 30<sup>th</sup> September 2009**

	<b>Annual Revised Budget</b>	<b>Budget To Date</b>	<b>Actual To Date</b>	<b>Variance To Date (overspend)</b>	<b>Actual Including Committed Items</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
Accessible Transport	26	13	13	0	13
Neighbourhood Travel Team	60	30	17	13	19
Links To Work	51	25	8	17	8
<b>Total Local Strategic Partnerships Funding</b>	<b>137</b>	<b>68</b>	<b>38</b>	<b>30</b>	<b>40</b>

## Logistics

### Budgets as at 30<sup>th</sup> September 2009




	Annual Revised Budget £'000	Budget To Date £'000	Actual Spend £'000	Variance (overspend) £'000	Actual Including Committed Items £'000
<b><u>Expenditure</u></b>					
Employees	1,280	627	610	17	610
Building Maintenance	156	78	78	0	78
Operational Building	129	64	64	0	64
Other Premises Costs	147	92	80	12	80
Supplies & Services	86	46	20	26	20
Hired & Contracted Services	83	41	43	(2)	43
Use of Transport Recharges	219	111	132	(21)	132
Transport - Contract Hire	1,187	608	553	55	553
Transport - Road Fund Licence	8	8	8	0	8
Transport - Fuel	509	252	287	(35)	287
Transport - Tyres	72	36	57	(21)	57
Transport - Casual Hire	63	32	40	(8)	40
Transport - Vehicle Parts	323	157	159	(2)	159
Transport - Sub-Contractors	38	19	13	6	13
Transport - Garage Equipment & Consumables	35	18	24	(6)	24
Internal Support Costs	261	132	132	0	132
Asset Charges	472	236	291	(55)	291
Central Support Costs	569	285	285	0	285
<b>Total Expenditure</b>	<b>5,637</b>	<b>2,842</b>	<b>2,876</b>	<b>(34)</b>	<b>2,876</b>
<b><u>Income</u></b>					
Fees & Charges	-145	-73	-92	19	-92
Rents	-1	0	0	0	0
Support Service Income	-940	-448	-448	0	-448
Reimbursement & Other Grants	-254	-127	-126	(1)	-126
Transport - Contract Hire	-2,370	-1,185	-1,193	8	-1,193
Transport - Fuel	-532	-266	-310	44	-310
Transport - Tyres	-88	-44	-65	21	-65
Transport - Casual Hire	-75	-37	-52	15	-52
Transport - Vehicle & Plant Repairs	-368	-184	-187	3	-187
Community Meals	-146	-76	-67	(9)	-67
Client Transport	-488	-248	-287	39	-287
<b>Total Income</b>	<b>-5,407</b>	<b>-2,688</b>	<b>-2,827</b>	<b>139</b>	<b>-2,827</b>
<b>Net Expenditure</b>	<b>230</b>	<b>154</b>	<b>49</b>	<b>105</b>	<b>49</b>

## **Comments**

- The increase in the Use of Transport Recharges is a result of changes to client transport schedules.
- Fuel - increased consumption resulting from an increase in vehicle numbers
- Tyres - increased costs resulting from an increase in vehicle numbers
- Casual Hire - demand for spot hire vehicles has been greater than anticipated

<b>Code</b>	<b>Scheme</b>	<b>2009/2010 Capital Allocation £'000</b>	<b>Allocation To Date £'000</b>	<b>Actual Spend To Date £'000</b>	<b>2009/2010 Allocation Remaining £'000</b>
N026	Fleet Replacement Programme	525	525	489	36
N027	Fuel Tanks/Generators	47	47	47	0
		<b>572</b>	<b>572</b>	<b>536</b>	<b>36</b>

The traffic light symbols are used in the following manner:

	<u>Objective</u>	<u>Performance Indicator</u>
<b><u>Green</u></b>	 <p>Indicates that the <u>objective is on course to be achieved</u> within the appropriate timeframe.</p>	<p>Indicates that the <u>target is on course to be achieved</u>.</p>
<b><u>Amber</u></b>	 <p>Indicates that it is <u>unclear</u> at this stage, <u>whether the milestone/objective will be achieved</u> within the appropriate timeframe.</p>	<p>Indicates that it is either <u>unclear</u> at this stage or too early to state whether the target is on course to be achieved.</p>
<b><u>Red</u></b>	 <p>Indicates that it is <u>highly likely or certain that the objective</u> will not be achieved within the appropriate timeframe.</p>	<p>Indicates that the <u>target</u> will not be achieved unless there is an intervention or remedial action taken.</p>