

QUARTERLY MONITORING REPORT

DIRECTORATE: Environment
SERVICE: Highways, Transportation & Logistics
PERIOD: Quarter 3 to period-end 31 December 2007.

1.0 INTRODUCTION

This quarterly monitoring report covers the Highways, Transportation & Logistics Department third quarter period up to 31 December 2007. It describes key developments and progress against key objectives and performance indicators for the service.

The way in which traffic light symbols have been used to reflect progress to date is explained in Appendix 4.

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

The capital settlement announced in December 07, indicated that the LTP allocation for the Integrated Transport block for 08/09-10/11 remained as detailed in the December 06 settlement letter. It also provided details of the capital Highways Maintenance allocation for 2008/09 – 2010/11. This has been based on a new capital formula and has resulted in a reduction of £959,000 over three years, over that previously indicated as the Provisional Planning Guideline for the preparation of LTP2. However, the additional Primary Route Network funding, detailed below, was top sliced from the national amount available for Highways capital maintenance and it should help to offset this reduction (assuming that funding is allocated as anticipated) and enable much needed maintenance and inspection work on the SJB complex to commence in 2008/09. The comparative Highways capital maintenance allocations for each year is given below:

Block	2008/09 £000s	2009/10 £000s	2010/11 £000s
LTP2 Provisional Planning Guideline	2,237	2,349	2,467
Nov 2007 Settlement Letter	1,881	2,023	2,190
Reduction (%)	356 (16%)	326 (14%)	277 (11%)

Significantly, additional funding from the Bridge Strengthening and

Maintenance on PRN allocation was also secured. This funding will, amongst other items, enable delivery of the first three years of the 10-year maintenance strategy for the SJB Complex of structures. This funding has been allocated for work on the SJB and will replace some of the funding required from the RFA for the SJB complex of structures' major scheme. The total awarded over the three years is £14.288m, which is over 12% of the total available nationally. A review of the costs and profile of the SJB major scheme is due early in the New Year, which will identify the funding required from the RFA to complete the major maintenance scheme. The funding allocated, which is to be provided as a direct capital grant, is as follows:

2008/09 £000s	2009/10 £000s	2010/11 £000s
4,402	4,906	4,980

Halton's Road Safety Grant, which is used to help support the Cheshire Safer Roads Partnership, was also confirmed unchanged from that indicated in the 2006 decision letter. The Road Safety Grant allocated is detailed below:

Road Safety Grant 2008/09 – 2010/11

Funding	2008/09 £000	2009/10 £000	2010/11 £000	Total £000s
Specific Road Safety Grant (Capital)	69.424	72.167	75.114	216.705
Specific Road Safety Grant (Revenue)	312.024	324.350	337.597	973.971
Total £000s	381.448	396.517	412.711	1,190.676

Halton also continued to be allocated an element of Detrunked Roads Maintenance grant. This grant is used to maintain the Widnes Eastern Relief Route. The funding is as follows:

Detrunked Roads Maintenance Grant 2008/09 – 2010/11

Funding	2008/09	2009/10	2010/11
Detrunked Roads Maintenance (Revenue)	208,614	213,830	219,175

The Council along with its Merseyside partners has been short listed for Beacon Status in the category of 'Accessibility'.

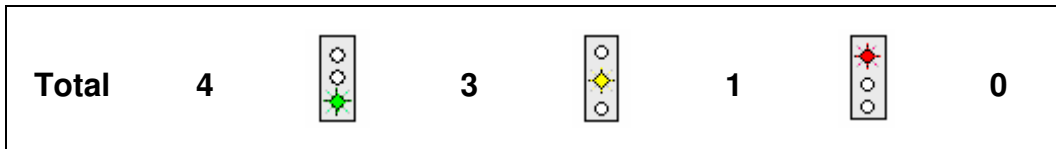
A Sustainable Transport Strategy is currently in the process of being developed for the Borough covering the period 2011/12-2021/22. The strategy will address key social, economic and environmental issues and build on the opportunities offered by the Mersey Gateway project.

3.0 EMERGING ISSUES

The emerging Liverpool City Region could have an over-arching strategic transport role. Governance arrangements and strategic roles and responsibilities have yet to be determined. However, this could potentially lead to a review of how services are delivered by the Department in the longer term.

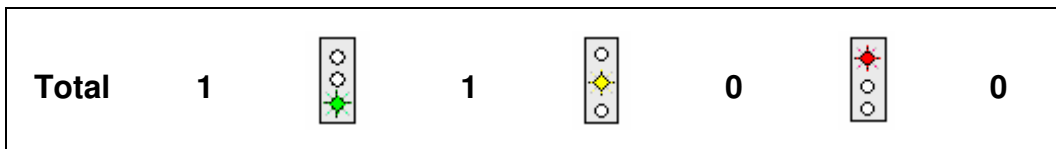
The Government is progressing its Local Transport Bill through Parliament, which includes proposals to give local authorities more influence over bus companies' services, enables transport to be managed strategically and facilitates increased use of Road User Charging. It is expected that the Bill will become an Act in Spring 2008. This could have far reaching effects on how Transport Co-ordination delivers services.

4.0 PROGRESS AGAINST KEY OBJECTIVES / MILESTONES



Progress towards "Key" objectives and milestones is good. Please refer to Appendix 1 for further details.

4.1 PROGRESS AGAINST OTHER OBJECTIVES / MILESTONES

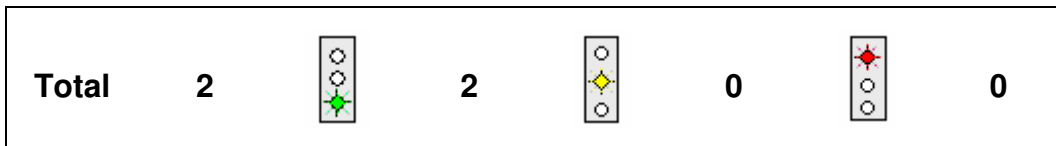


No "Other Objectives/Milestones" have been reported by exception this quarter.

5.0 SERVICE REVIEW




There have been no service reviews this quarter.

6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS



Progress towards achieving targets for "Key Indicators" is good. For further details please refer to Appendix 2.

6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS

Total	22		2		0		1
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No "Other Indicators" have been reported by exception this quarter.

7.0 PROGRESS AGAINST LPSA TARGETS

There are no current LPSA targets for this service.

8.0 RISK CONTROL MEASURES

During the production of the 2007-08 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.

9.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS

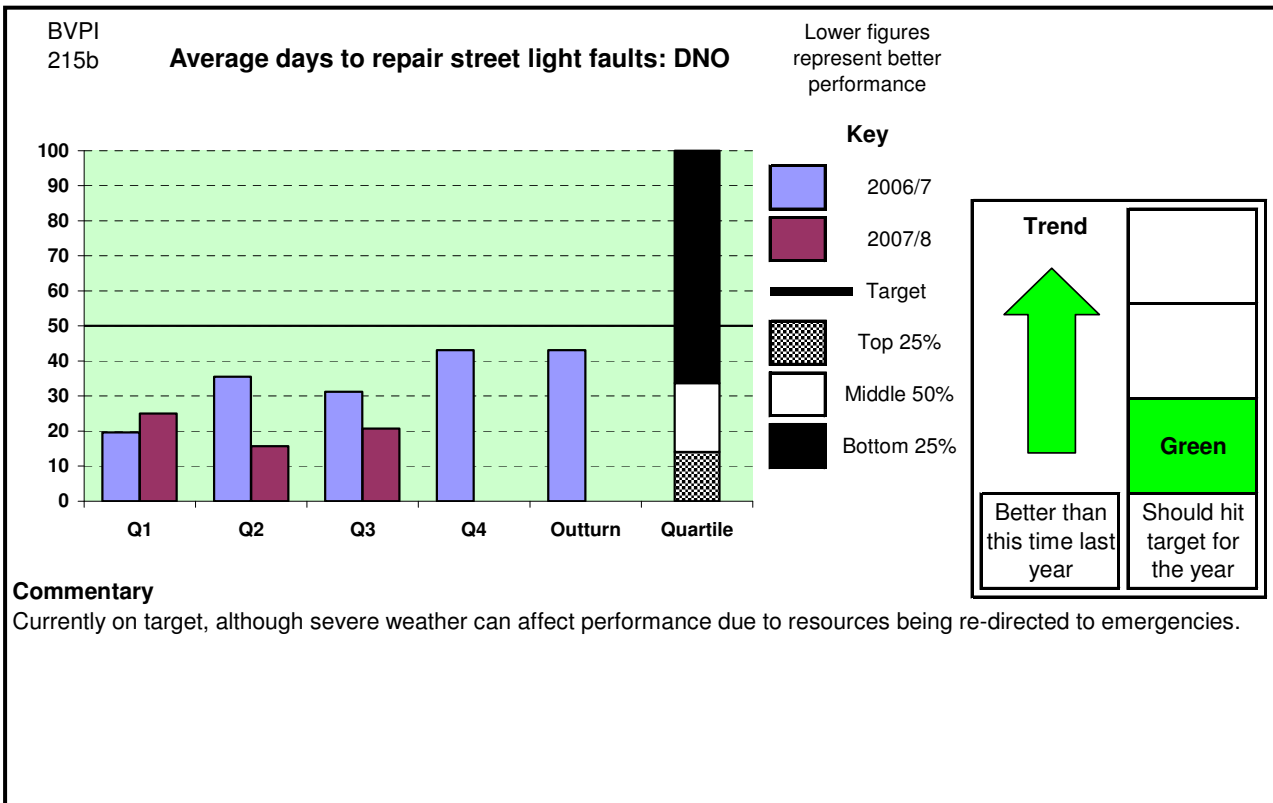
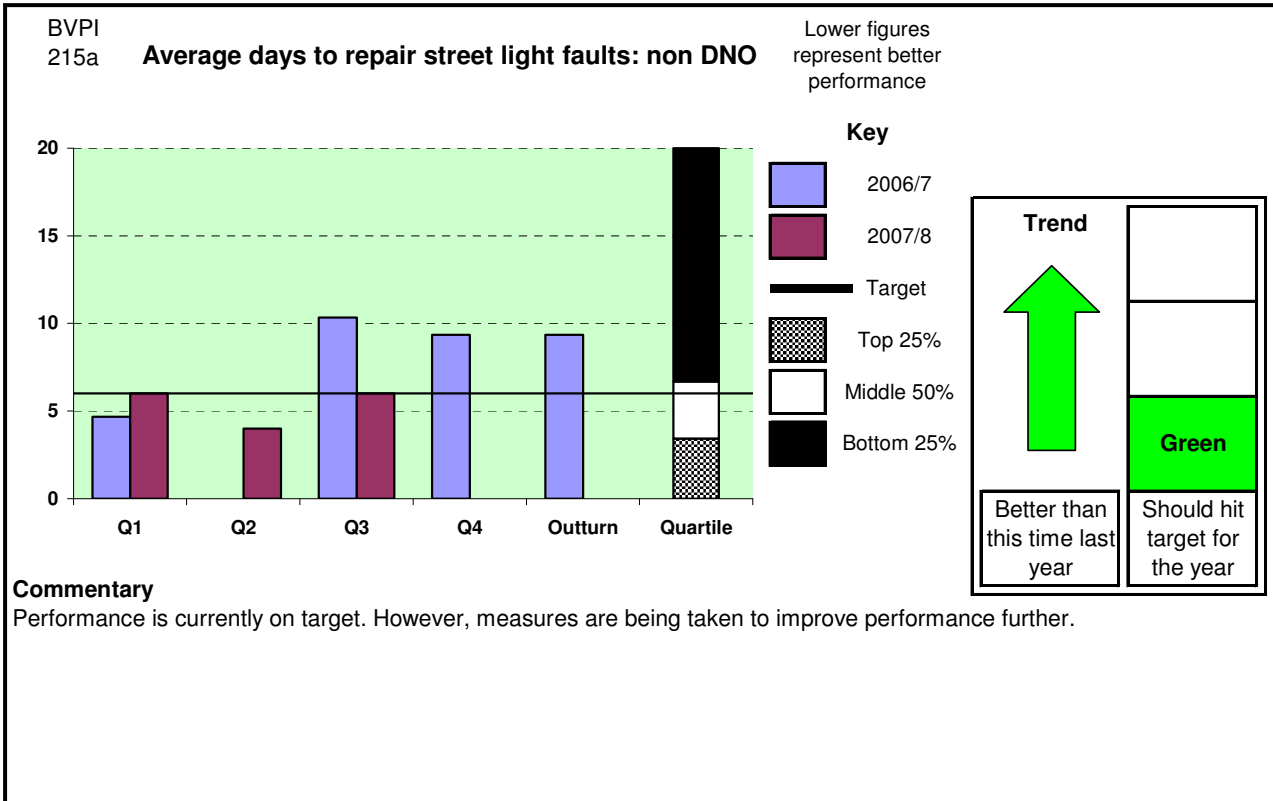
During 2006/07 the service was required to undertake an Equality Impact Assessment. Progress against actions identified through that assessment, with associated High priority are to be reported in the quarterly monitoring report in quarters 2 and 4.

10.0 APPENDICES

Appendix 1- Progress against Key Objectives/ Milestones
Appendix 2- Progress against Key Performance Indicators
Appendix 3- Financial Statement
Appendix 4- Explanation of traffic light symbols

Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
HT 01	Mersey Gateway – to complete the procedural process to achieve all necessary orders for the construction of Mersey Gateway.	Publish orders and applications by January 2008.		Executive Board Sub-Committee has agreed to the submission of all necessary applications and orders between January and April according to a detailed timetable
HT 04	Local Transport Plan 2 – to deliver the implementation programme of LTP2, submit Progress Reports as required by DfT and monitor progress against the Council's transport objectives.	APR 2006/07-07/08 in preparation. Requirements yet to be confirmed by DfT.		Report on progress was submitted to DfT at the end of July 2007. Guidance for 2008 Mid Term Review has been issued and work has commenced on preparing the report.
HT 05	Silver Jubilee Bridge Maintenance Major Scheme – to secure funding, complete procurement and deliver works.	Funding secured (£47m through MSB or £14.3m through PRN), procurement means established, delivery programme initiated by 31.05.08		DfT has still not determined the Major Scheme application. However, £14.3m has been secured between 2008/09 & 2010/11 for maintenance works to the Silver Jubilee Bridge from the PRN Bridge Strengthening and Maintenance allocation. This will enable some of the much-needed work included in the Major scheme bid to commence.
HT 06	Vehicle Fleet Replacement Programme – Implement and complete tendering process.	Tenders advertised. Contracts awarded by 31.03.08		Tendering process complete. Procurement will be undertaken through a Central Purchasing Body complying with the requirements of

Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
				the Public Contracts Regulations as agreed by Exec Board on the 18/10/07.



HIGHWAYS , TRANSPORTATION & LOGISTICS

Revenue Budget as at 31st December 2007

	Annual Revised Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance To Date (overspend) £'000	Actual Including Committed Items £'000
<i>Expenditure</i>					
Employees	3,296	2,481	2,257	224	2,257
Premises Support	260	0	0	0	0
Other Premises	152	88	70	18	72
Hired & Contracted Services	246	188	154	34	228
Supplies & Services	359	235	199	36	245
Highways Insurance	639	0	0	0	0
Street Lighting	1,694	836	819	17	931
Highways Maintenance	2,200	989	963	26	1,039
Bridges	113	79	70	9	72
Eastern Relief Road (met by grant)	205	154	141	13	154
Other Transport	247	212	140	72	151
Central Support Services	540	0	0	0	0
Departmental Support Services	284	0	0	0	0
NRA Levy	55	41	42	(1)	42
Subsidised Bus Routes	654	490	431	59	565
Out of Zone Transport	144	108	53	55	63
Grants to Voluntary Organisations	113	113	113	0	113
Asset Charges	4,988	0	0	0	0
Total Expenditure	16,189	6,014	5,452	562	5,932
<i>Income</i>					
Sales	-42	-36	-41	5	-41
Out of Zone Transport	-144	-108	-67	(41)	-67
Other Fees & Charges	-108	-75	-116	41	-116

Support Service Recharges	-979	0	0	0	0
Grants & Reimbursements	-406	-380	-418	38	-418
Recharge to Capital	-638	-247	-247	0	-247
Total Income	-2,317	846	-889	43	-889
Net Expenditure	13,872	5,168	4,563	605	5,043

Comments on the above figures:

In overall terms revenue spending at the end of quarter 3 is below budget to date. This is mainly 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 and secondments to other sections.

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

Hired and Contracted Services is below budget to date due to the fact that there is no requirement to produce an annual LTP progress report this financial year. However, this budget has been committed elsewhere and will be spent by the financial year-end.

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.

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

Environment Directorate.

Highways & Transportation.

Operational Services Division 2007/2008.

Revenue Budget as at 31st December 2007.

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<u>Expenditure</u>					
Employees	1,140	866	851	15	851
Building Maintenance	51	0	0	0	0
Operational Building	125	57	57	0	57
Other Premises Costs	164	122	122	0	122
Supplies & Services	107	72	49	23	49
Hired & Contracted Services	95	71	67	4	67
Transport Recharges	197	150	152	(2)	152
Transport - Insurance Recharge	304	228	228	0	228
Transport - Contract Hire	1,497	1,123	1,086	37	1,086
Transport - Road Fund Licence	8	6	4	2	4
Transport - Fuel	420	315	311	4	311
Transport - Tyres	70	53	64	(11)	64
Transport - Casual Hire	20	15	61	(46)	61
Transport - Vehicle Parts	321	241	255	(14)	255
Transport - Sub-Contractors	38	29	30	(1)	30
Transport - Garage Equipment & Consumables	35	27	33	(6)	33
Central Support Costs	237	0	0	0	0
Internal Support Costs	262	138	138	0	138
Asset Charges	213	116	116	0	116
Total Expenditure	5,304	3,629	3,624	5	3,624
<u>Income</u>					
Miscellaneous Sales	0	0	-8	8	-8
Fees & Charges	-138	-106	-128	22	-128
Rents	-103	-77	-71	(6)	-71
Support Service Income	-943	-195	-195	0	-195
Reminbursement & Other Grants	-307	-231	-217	(14)	-217

Transport - Contract Hire	-2,377	-1,762	-1,774	12	-1,774
Transport - Fuel	-444	-334	-328	(6)	-328
Transport - Tyres	-84	-63	-74	11	-74
Transport - Casual Hire	-31	-23	-77	54	-77
Transport - Vehicle & Plant Repairs	-354	-251	-257	6	-257
Community Meals	-114	-84	-70	(14)	-70
Client Transport	-413	-277	-306	29	-306
Total Income	-5,308	-3,403	-3,505	102	-3,505
Net Expenditure	-4	226	119	107	119

Comments

Overall the division is operating as anticipated. The under spend on labour is as a result of a vacant post.

The demand for casual hire vehicles has been greater than anticipated. Delays in the procurement of new fleet vehicles has resulted in an overspend on vehicle parts.

HIGHWAYS , TRANSPORTATION & LOGISTICS

Capital Projects as at 31st December 2007

	2007/08 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
Local Transport Plan				
Bridges & Highway Maintenance				
Bridge Strengthening - Calvers	150	0	0	150
A533 Desoto Road Railway Bridge	120	123	119	1
A533 Widnes Pedestrian Subway	30	0	9	21
A533 Widnes Approach Viaduct	284	284	359	(75)
A533 Brook Place Bridge	67	0	0	67
SJB Complex & Associated Structures	68	48	14	54
Other Bridges	60	40	27	33
HBC Bridges LTP Staff Costs	147	0	0	147
Seconded Staff Waterman	72	72	92	(20)
Retentions on Contracts from 04.05	20	6	1	19
Carriageway Reconstruction Major – PRN Minor	250	250	201	49
Carriageway Reconstruction MLI	150	140	140	10
Footway Reconstruction PRN	80	64	20	60
Independent Footpath Network	75	27	7	68

(205k)				
Footway Reconstruction MLI	100	91	56	44
Carriageway Reconstruction Other Roads	110	110	90	20
Footway Reconstruction Other Roads	51	19	24	27
Carriageway Major Drainage	45	10	41	4
Cycleways	34	34	34	0
HBC Highways LTP Staff costs	90	0	67	23
Secoded Staff Waterman	39	0	7	32
Lighting	150	45	4	146
Total Bridges & Highway Maintenance	2,192	1,363	1,312	880
Capital				
LSS – PR Safety Schemes Barriers	17	13	21	(4)
Local safety schemes – Watkinson Way	89	55	24	65
Walking (Quality Corridor)	158	128	60	98
Walking (Outside Corridor)	33	0	5	28
Cycling (Quality Corridor)	161	131	39	122
Cycling (Outside Corridor)	49	0	0	49
Bus Route – Quality Corridor	170	100	35	135
Direct Contribution to Regeneration	40	35	0	40
A56/Eastern Expressway Improvements	130	30	84	46
Upton Lane Distributor Match Funding	60	60	6	54
Secoded Staff Waterman	75	70	41	34
Minor Works Staff Costs	199	150	130	69
Total Capital	1,181	772	445	736
Lighting				
Variable Message Signing	167	120	69	98
Traffic Signal Upgrades	27	20	18	9
Minor Works Staff Costs	18	13	0	18
Total Lighting	212	153	87	125
Transport				
LSS – Minor Works	65	54	33	32
School Travel Plan Support	19	15	8	11
Bus Shelter Improvements	33	27	27	6
Integrated Transport Improvements	70	70	82	(12)
Accessibility Buses	145	0	0	145
Access Improvements	33	33	12	21
PRW	63	8	8	55
Greenways	40	0	0	40
Transportation LTP Staff Costs	97	27	17	80

Total Transportation	565	234	187	378
Total Local Transport Plan	4,150	2,522	2,031	2,119
Halton Borough Council				
Mersey Gateway	3,750	3,213	3,579	171
Flood Defence	75	38	9	66
Street lighting	200	100	0	200
Peelhouse Lane Link Compensation	160	0	9	151
Total Halton Borough Council	4,185	3,351	3,597	588
Section 106 Schemes				
Royal Avenue Car Parking	18	0	0	18
Widnes Station Access/Car Park	180	0	4	176
Upton Rocks Distributor Road	100	100	0	100
B & Q Site Public Transport	39	0	0	39
Total Section 106 Schemes	337	100	4	333
Section 278 Schemes				
Keckwick Lane	14	0	0	14
A56/Eastern Expressway – Non LTP	352	0	0	352

HIGHWAYS , TRANSPORTATION & LOGISTICS

LSP, External or Grant Funded Items as at 31st December 2007

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Accessible Transport	24	18	24	(6)	24
Links to Work	20	45	43	2	43
Neighbourhood Travel Team	60	15	5	10	5
Total Local Strategic Partnerships Funding	104	78	72	6	72




Quality transport corridor works commenced later than anticipated in Birchfield Road, Widnes due to extended consultation with residents. Works are now well underway and will spend to budget at year end. The next phase of the Runcorn quality corridor (Boston Avenue) is due to commence late February and works are programmed to continue next financial year. Outside-corridor improvements at various locations, are also programmed to be completed in February and March.

The delayed starts on Watkinson Way and A56 / A558 Daresbury junction improvements due to the need to avoid Christmas trading in Widnes town centre and the assembly of funding approvals respectively has resulted in a slower than expected expenditure profile. Both major schemes are now underway and will spend to budget.

Outstanding land purchase agreement issues and the need to re-apply for planning permission continue to delay the commencement of the Upton Rocks distributor road. It is proposed that LTP funding will be re-directed to other schemes and re-allocated to Upton distributor road in the 2008/09 budget. Expenditure of Section 106 money in connection with the scheme is also delayed.

It is anticipated that funds available through the Local Transport Plan will be fully spent by year end.

The traffic light symbols are used in the following manner:

	<u>Objective</u>	<u>Performance Indicator</u>
<u>Green</u>	 <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>
<u>Amber</u>	 <p>Indicates that it is <u>unclear</u> at this stage, due to a lack of information or a key milestone date being missed, <u>whether the 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>
<u>Red</u>	 <p>Indicates that it is <u>highly likely or certain that the objective will not be achieved</u> within the appropriate timeframe.</p>	<p>Indicates that the <u>target will not be achieved</u> unless there is an intervention or remedial action taken.</p>