

**DIRECTORATE:** Environment  
**SERVICE:** Highways, Transportation & Logistics  
**PERIOD:** Quarter 2 to period end 30<sup>th</sup> September 2008

## 1.0 INTRODUCTION

This quarterly monitoring report covers the Highways, Transportation & Logistics second quarter period up to 30 September 2008. It describes key developments and progress against all milestones 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 7.

*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

1. **Progress on MG: -**  
**Mersey Gateway Draft Sustainable Transport Strategy 'Gateway to Sustainability':-** The draft strategy was approved for consultation in July by the Executive Board. The final document, incorporating the comments received during the consultation period, will be forwarded to Executive Board in December 08 for approval. A sustainability appraisal is being prepared that will also inform the final document.
2. **Accessible Transport study: -** Consultants have been appointed and detailed evaluation work is now underway. A stakeholder consultation event on the outline improvement options is planned for the 23<sup>rd</sup> November 2008. The Study is due to report at the end of 2008. Early results point to a need for significant funding increases for accessible transport services in line with the anticipated growth in the elderly population of the Borough up to 2011.
3. **Road Construction:-** Two major highway schemes, to improve junction capacity at congestion hotspots in the Borough were completed this summer. Works to remodel Watkinson Way traffic signal junction into a gyratory layout are now complete. Phase 1 of a scheme to convert the roundabout junction at A56 / A558 Daresbury to traffic signal control is also complete. Phase 2, which will involve the widening of Daresbury Expressway to dual carriageway, (up to the Science Park access), is expected to commence in January. Work on the construction of the Upton

Rocks distributor road, which will connect Queensbury Way to A5080 Cronton Road, commenced in September.

4. **Regional Funding Advice:** New advice has been issued, which could have an impact on the prioritised list of major schemes currently supported by the Region and on the allocations to districts for Integrated Transport and Maintenance works. NWDA is currently in the process of developing its response to Government on these issues for the North West.
5. **Housing Growth Points:-** Halton, along with Warrington and St Helens (Mid Mersey) were awarded Growth Point Status in 2008. As a round 2 Growth Point, this allows the 3 Authorities to bid for Community Infrastructure Funding Round 2 (CIF2) for infrastructure schemes, (£200m in total across rounds 1 & 2 growth points), which will unlock development sites or provide sustainable access to accelerate housing delivery. The funding is designed to complement mainstream transport funding, linking funding for infrastructure to the provision of housing. Only capital funding is available through CIF2. Expressions of interests for 7 schemes, were submitted to GONW in September 2008, one of which is a joint expression with Warrington Borough Council, and is for a feasibility study into a new rail station and park and ride facility at Daresbury. Halton will be taking the lead on this scheme. The other schemes are a mix of feasibility studies, relating to the unlocking of access to sites and sustainable transport, capacity improvements to unlock sites and sustainable transport infrastructure improvements, including improvements to pedestrian, cycle and bus passenger facilities at various locations across the whole borough. The sustainable transport improvements make particular reference to the Sustainable Transport Strategy document produced to support the Mersey Gateway proposal. Schemes which can make an early contribution to the implementation of the strategy have been included. As requested by GONW, schemes have been prioritised, with priority being given to those schemes which directly open up or bring forward the delivery of residential developments. Halton's total CIF2 bid is £4.4m. Successful schemes will be invited in January 2009 to submit a full business plan in April 2009. A Programme of Development (PoD) is currently being prepared for the Housing Growth Point, and is due for submission at the end of October. This gives a further opportunity to bid for funding from the Growth Fund, which is £97m for Round 2 growth points, is less restrictive, and can be used for revenue projects.
6. **KickStart Round:** - The DfT have announced the latest round of 'Kickstart' funding with £25m allocated for new schemes nationally. Detailed bidding guidance is awaited - however preliminary discussions with Arriva and Halton Borough Transport Ltd have identified a number of potential schemes, which fit closely to the strategic framework set out in the Halton Bus Strategy 2006/7 – 2010/11.

7. **Rail Improvements** – On December 14<sup>th</sup> 2008, the final phase of the West Coast Main Line modernisation programme between Liverpool – Runcorn and London will be complete, and a new improved service introduced between Runcorn – Birmingham and London Euston. This will generate additional demand for park and ride spaces at Runcorn Station. This is currently being addressed by HBC in partnership with Virgin Trains and Network Rail.

### 3.0 EMERGING ISSUES

1. **Mersey Gateway-** discussions are continuing to resolve as many statutory objections as possible. Public inquiry is anticipated for March 08.
2. **Energy Costs-** street lighting energy is due to be re-tendered in the next few months, with the new contract commencing from 1<sup>st</sup> April 2009. It is anticipated costs will rise by about 20% (£350,000). Options to reduce costs are being investigated.
3. **Road Construction Prices:** - Budgetary pressures, associated with construction price inflation continue to impact on the Highways Division’s work. Rates for highway works have increased by 8% during the first six months of this financial year.
4. **Downturn in House Building:-** The downturn in house building has resulted in the value of supervision fees generated through Section 38 Adoption Agreements being significantly down from last year and is expected to continue at a reduced level for the foreseeable future, affecting income to the Division.

### 4.0 PROGRESS AGAINST OBJECTIVES / MILESTONES






All service plan milestones are being reported this quarter. (Those milestones in *italic* text are ‘other’ milestones that are routinely reported in quarters 2 and 4). 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>17</b>		<b>0</b>		<b>0</b>		<b>0</b>
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No figures to report as these performance indicators are calculated on an annual basis. For further details, please refer to Appendix 1.

### 6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS

<b>Total</b>	<b>17</b>		<b>8</b>		<b>1</b>		<b>0</b>
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Good progress towards meeting targets set for “Other” performance indicators. For further details, please refer to Appendix 3.

### 7.0 PROGRESS AGAINST LPSA TARGETS

There are no LPSA targets for this service

### 8.0 RISK CONTROL MEASURES

During the production of the 2008/09 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.





### 9.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS





During 2007/08 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. For further details, please refer to Appendix 5.


### 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 High Risk Treatment Measures  
Appendix 5- Progress against High Priority Impact Assessments  
Appendix 6- Financial Statement  
Appendix 7- Explanation of traffic light symbols

Service Plan Ref.	Objective	2008/09 Milestone	Progress to date	Commentary
HT 1	Mersey Gateway – Complete the procedural processes to achieve all necessary orders for the construction of Mersey Gateway within the timescales required.	Publish all necessary orders to enable the construction of the Mersey Gateway to proceed in accordance with timescales set. May 2008		All orders and applications were published by the end of May 2008. Planning applications were approved for referral to DfT by Development Control Committee, 28-7-08. Road User Charging Order for SJB approved by Executive Board 2-9-08.
		<i>Complete Public Inquiry into objections raised to enable scheme to progress in accordance with required timescales. Dec 2008.</i>		Announcement of public inquiry made by DfT 30-9-08. It is anticipated that the public inquiry will commence in March 09. Completion date for public inquiry will be later than original milestone but overall project is still on-track.
HT 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 2008/09 LTP Capital Programme. Mar 2009		Work is progressing to deliver the 2008/09 LTP Capital Programme by the end of March 2009
HT 4	Local Transport Plan 2 – Submit progress reports as required by DfT and monitor progress against the Council's transport objectives to meet statutory requirement and ensure progress is maintained.	Submit Mid Term Review. Jul 2008		A final draft of the LTP2 Mid Term Review was submitted to DfT by 31 July 2008. Member approval for final draft given in September 2008.

Service Plan Ref.	Objective	2008/09 Milestone	Progress to date	Commentary
HT 5	Silver Jubilee Bridge Maintenance Major Scheme – Secure funding, complete procurement and deliver works to enable the bridge and associated structures to reach a steady state of maintenance.	Funding secured, procurement means established and delivery programme initiated May 2008.		Tenders for procurement of single Bridge Maintenance Partner Contractor due for return 15 <sup>th</sup> October.  Advance contracts for SJB painting, SJB east elevation cable wrapping and other PRN work either underway or out to tender.
		Review progress, revise SJB Maintenance Strategy document and deliver 2008/09 works programme. Mar 2009		Programme review underway in context of ongoing and imminent advance contracts. Maintenance Strategy document to be revisited by year-end.  DfT advised of revised financial profiling for PRN Grant claim.
HT 6	Vehicle Fleet Replacement Programme - Secure procurement and funding methods and deliver new fleet to improve the quality of the service offered.	Complete first phase of vehicle replacement programme, which involves replacing 45 vehicle & plant items. Jun 2008		All first phase vehicle replacements have been ordered. However, due to the volatility of the supply chain some of the fleet items remain in short supply.
		Complete acquisition method options appraisal for the second phase of the replacement programme, which involves the balance of fleet items due for replacement. Oct 2008		The acquisition method options appraisal for the second phase of the programme has been completed. Funding has been secured for the second phase of the replacement programme.
HT 7	Improving the quality and	Implement School Pathfinder		Pathfinder funding bid for

Service Plan Ref.	Objective	2008/09 Milestone	Progress to date	Commentary
	<p>accessibility of public transport services in Halton to encourage the use of sustainable transport and increase its accessibility by vulnerable groups</p>	<p>Scheme, which involves widening the range and availability of home to education and training transport. This is subject to funding being available in March 2008. April 2008.</p>		<p>additional home to school travel provision was submitted to the DCSF in 2007. DCSF took the decision not to fund any of the bids from authorities. It is understood that the original funding may now be made available in 2008/9. However detailed guidance is awaited from DCSF</p> <p>Halton Strategic Partnership is funding a major review into the future availability of accessible transport services in Halton. Consultants have been appointed and the results of the review are expected in December 2008.</p> <p>Additional accessible vehicle resources have been introduced to the HBC passenger fleet and that operated by HCT. The two fleets are being better co-ordinated as part of the "Door 2 Door" service.</p>



**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

NI 177 - Number of local bus passenger journeys originating in the authority area in one year

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 99bi)

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



**Note: NI 167 - Congestion during morning peak times - Advice is currently awaited from the DFT on whether Halton is required to report against this indicator.**




Ref <sup>1</sup>	Description	Actual 2007/8	Target 08/09	Quarter 2	Progress	Commentary
HTL LI1	Number of third party compensation claims received due to alleged highway / footway defects	108	120	29		This figure is currently within the target for the first two quarters of 2008/09.
HTL LI2	Increase MOT test facility turnover by 5% per annum (£)	160,000	168,000	92,000		Despite the economic downturn business has remained buoyant during the second quarter and the targeted increase in turnover has been exceeded.
HTL LI3	% of pedestrian crossings with facilities for disabled people (Previously BVPI 165)	67.35	67	Annual Figure	N/a	This information is collected annually and will be reported at the end of 2008/9
HTL LI4	No. of temporary traffic control days caused by roadworks per km. (Previously BVPI 100)	0.31	0.6	0.1168		This figure is currently within the target for the first two quarters of 2008/09.
HTL LI5	% of footpaths and ROWs that are easy to use. (Previously BVPI 178)	94.15	96	70		This is only a provisional figure as the survey is undertaken in two parts May and Nov. Only the first part of the survey has been completed with the final part of the survey due to be carried out in November.
HTL LI7	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	33.8	36	Annual Figure	N/a	This information is collected annually and will be reported at the end of 2008/9
HTL LI8	% of people satisfied with local public transport information. (Previously BVPI	N/A	N/A	Tri-Annual Survey	N/a	Next survey will be undertaken in 2009/10

<sup>1</sup> Key Indicators are identified by an **underlined reference in bold type.**

Ref <sup>1</sup>	Description	Actual 2007/8	Target 08/09	Quarter 2	Progress	Commentary
	103)					
HTL LI9	% of people satisfied with local bus services. (Previously BVPI 104)	N/A	N/A	Tri-Annual Survey	N/a	Next survey will be undertaken in 2009/10
HTL LI13	Average number of days taken to repair street lighting fault: non DNO. (Previously BVPI 215a).	6	5	5		Target should be met.
HTL LI14	Average number of days taken to repair street lighting fault: DNO. (Previously BVPI 215b)	29.54	40	17.33		Target should be met, although Scottish Power is changing its sub-contractor which could impact upon performance.
HTL LI16	% of footways not in good condition (across categories 1 & 2) (Previously BVPI 187)	50	25	Annual Figure	N/a	HBC have submitted a proposal to GONW to develop an alternative indicator to former BVPI 187 that better reflects footway condition across the Borough. A decision is awaited.
HTL LI17	Damage to roads and pavements (% dangerous damage repaired within 24 hours)	99.58	98	Annual Figure	N/a	This information is collected annually and will be reported at the end of 2008/9
HTL LI19a	No of sites with new bus shelters	46	24	13		On track to achieve the target.
HTL LI19b	No of sites with replacement bus shelters	44	57	7		Further progress on replacing old style shelters will be determined by a major review underway into future passenger facilities on the Runcorn Busway system.
HTL	Percentage of schools with	69.4	76	Annual	N/a	School Travel Plans are developed through

Ref <sup>1</sup>	Description	Actual 2007/8	Target 08/09	Quarter 2	Progress	Commentary
LI20	School Travel Plans in place			Figure		the school year, with all being completed February/March time.
HTL LI21	Percentage of employers (> 100 employees) with Green Travel Plans in place	33	24	Annual Figure	N/a	This information is collected annually and will be reported at the end of 2008/9
HTL LI22	Proportion of LGV's that pass the annual MOT test first time	100	90	90		Figures for the 1 <sup>st</sup> and 2 <sup>nd</sup> quarters indicate that the target will be met. However, this information is collected annually once the vehicle fleet has been presented for testing.

Objective Reference	High Risk Identified	Target/Deadline	Progress	Commentary
HTL 5	<p><b>Risk Identified:</b> Absence of Major Maintenance funding due to lack of positive DfT response to Major Scheme Bid</p> <p><b>Control Measures:</b> Implement first three years of maintenance strategy using LTP funding confirmed through PRN Bid</p> <p>Continue to press DfT for Programme Entry approval of MSB to allow delivery of remainder of maintenance programme</p>	<p>March 2011</p> <p>September 2010</p>	<p></p> <p></p>	<p>Procurement of the single contractor to undertake all major bridge maintenance in the Borough through the Bridge Maintenance Partnership is well advanced. The procurement exercise has been undertaken in full compliance with requirements of Public Contracts Regulations.</p> <p>Tenders are expected to be returned mid October and the successful partnering contractor appointed in mid January 2009.</p> <p>Major works have also been completed or initiated in advance of the formation of the Partnership through normal competitive tendering processes.</p> <p>DfT have been advised of the changes to the funding profile associated with the procurement of a single Partner contractor.</p> <p>Correspondence with DfT with regard to answering queries related to the Major Scheme Bid and its relationship with Mersey Gateway continue to be ongoing.</p>

Strategy /Policy / Service	HIGH Priority Actions	Target	Progress	Commentary
Transport Coordination	Develop and implement a programme of Equality and Diversity training	March 09		All Transport Co-ordination Section Staff are undergoing diversity and equality training. This is also being rolled out to transport operators.
	Co-ordinate rolling programme of Equality Impact assessments on all Strategy, Policy, and Service Areas	March 09		This is being addressed as part of the Halton Accessible Transport Review which is currently underway.
	Develop and implement a system of stakeholder engagement, participation and consultation	March 09		This is being addressed as part of the Halton Accessible Transport Review which is currently underway.

## HIGHWAYS, TRANSPORTATION & LOGISTICS

### Revenue Budget as at 30<sup>th</sup> September 2008

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<b>Expenditure</b>					
Employees	3,354	1,696	1,505	191	1,527
Premises Support	334	0	0	0	0
Other Premises	160	93	55	38	71
Hired & Contracted Services	247	104	87	17	133
Supplies & Services	340	162	170	(8)	199
Highways Insurance	442	0	0	0	0
Street Lighting	1,748	549	474	75	521
Highways Maintenance	2,252	695	589	106	1,542
Bridges	116	48	17	31	38
Eastern Relief Road (met by grant)	209	47	23	24	57
Other Transport	271	104	106	(2)	106
Central Support Services	715	0	0	0	0
Departmental Support Services	283	0	0	0	0
NRA Levy	56	28	29	(1)	29
Subsidised Bus Routes	789	350	210	140	365
Halton Hopper	120	41	41	0	41
Out of Zone Transport	51	33	33	0	64
Grants to Voluntary Organisations	122	61	61	0	122
Asset Charges	4,635	0	0	0	0
<b>Total Expenditure</b>	<b>16,244</b>	<b>4,011</b>	<b>3,400</b>	<b>611</b>	<b>4,815</b>
<b>Income</b>					
Halton Hopper Sales	-120	-73	-73	0	-73
Sales	-44	-22	-26	4	-26
Out of Zone Transport	-51	-51	-51	0	-51
Other Fees & Charges	-203	-52	-66	14	-66
Support Service Recharges	-980	0	0	0	0
Grants & Reimbursements	-503	-217	-206	(11)	-206
Recharge to Capital	-659	-95	-95	0	-95
<b>Total Income</b>	<b>-2,560</b>	<b>-510</b>	<b>-517</b>	<b>7</b>	<b>-517</b>

<b>Net Expenditure</b>	<b>13,684</b>	<b>3,501</b>	<b>2,883</b>	<b>618</b>	<b>4,298</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 and secondments to other sections. There are also reduced costs due to a number of staff being on maternity leave

Other premises is below budget due to the NNDR bills for car parks 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.

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. There are significant values of work committed but not yet spent 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. Consequently, revenue budgets are being closely monitored and managed to take account of any potential shortfall in income.

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



## HIGHWAYS, TRANSPORTATION & LOGISTICS

### Capital Projects as at 30<sup>th</sup> September 2008

	2008/09 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
<b>Local Transport Plan</b>				
<b>Bridges &amp; Highway Maintenance</b>				
Bridge Assessment, Strengthening & Maintenance	4,852	2,031	1,298	3,554
Road Maintenance	1,431	775	129	1,302
<b>Total Bridge &amp; Highway Maintenance</b>	<b>6,283</b>	<b>2,806</b>	<b>1,427</b>	<b>4,856</b>
<b>Integrated Transport</b>	<b>1,885</b>	<b>860</b>	<b>884</b>	<b>1,001</b>
<b>Total Local Transport Plan</b>	<b>8,168</b>	<b>3,666</b>	<b>2,311</b>	<b>5,201</b>
<b>Halton Borough Council</b>				
Mersey Gateway Development Costs	2,500	2,500	3,538	(1,038)
Mersey Gateway Early Land Acquisition	6,000	2,257	2,257	3,743
Flood Defence	50	25	0	50
Street lighting – Structural Maintenance	139	75	63	76
Bringing Roads to Adopted Standard	100	0	0	100
<b>Total Halton Borough Council</b>	<b>8,789</b>	<b>4,857</b>	<b>5,858</b>	<b>2,931</b>
<b>Section 106/External Funded Work</b>				
Upton Rocks Distributor Road	1,005	25	25	980
A56/Eastern Expressway Improvements	1,900	926	926	974
	<b>2,905</b>	<b>951</b>	<b>951</b>	<b>1,954</b>
<b>Total Section 106/External Funded Work</b>				

**LSP, External or Grant Funded Items as at 30<sup>th</sup> September 2008**

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Accessible Transport	25	12	0	12	0
Neighbourhood Travel Team	60	30	8	22	8
Links To Work	10	5	6	(1)	6
<b>Total Local Strategic Partnerships Funding</b>	<b>95</b>	<b>47</b>	<b>14</b>	<b>33</b>	<b>14</b>

**Operational Services Division 2008/2009.**

**Revenue Budget as at 30th Sept 2008.**

	Annual Revised Budget	Budget To Date	Actual Spend	Variance (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<b><u>Expenditure</u></b>					
Employees	1,199	573	577	(4)	577
Building Maintenance	52	0	0	0	0
Operational Building	129	39	39	0	39
Other Premises Costs	176	91	78	13	78
Supplies & Services	102	43	19	24	19
Hired & Contracted Services	92	46	50	(4)	50
Transport Recharges	210	105	111	(6)	111
Transport - Insurance Recharge	319	160	160	0	160
Transport - Contract Hire	1,422	712	670	42	670
Transport - Road Fund Licence	8	4	5	(1)	5
Transport - Fuel	421	207	315	(108)	315
Transport - Tyres	73	37	47	(10)	47
Transport - Casual Hire	20	10	28	(18)	28
Transport - Vehicle Parts	323	162	160	2	160
Transport - Sub-Contractors	38	19	0	19	0
Transport - Garage Equipment & Consumables	35	18	20	(2)	20
Central Support Costs	205	0	0	0	0
Internal Support Costs	262	83	81	2	81
Asset Charges	193	78	100	(22)	100

<b>Total Expenditure</b>	<b>5,279</b>	<b>2,387</b>	<b>2,460</b>	<b>(73)</b>	<b>2,460</b>
<b><u>Income</u></b>					
Miscellaneous Rents	-9	-4	-3	(1)	-3
Fees & Charges	-142	-73	-92	19	-92
Support Service Income	-911	0	0	0	0
Reimbursement & Other Grants	-268	-134	-128	(6)	-128
Transport - Contract Hire	-2,384	-1,184	-1,170	(14)	-1,170
Transport - Fuel	-423	-211	-306	95	-306
Transport - Tyres	-86	-43	-54	11	-54
Transport - Casual Hire	-31	-16	-43	27	-43
Transport - Vehicle & Plant Repairs	-362	-181	-170	(11)	-170
Community Meals	-120	-62	-53	(9)	-53
Client Transport	-453	-195	-226	31	-226
<b>Total Income</b>	<b>-5,189</b>	<b>-2,103</b>	<b>-2,245</b>	<b>142</b>	<b>-2,245</b>
<b>Net Expenditure</b>	<b>90</b>	<b>284</b>	<b>215</b>	<b>69</b>	<b>215</b>

### **Comments**

Overall the service is operating better than anticipated.

The cost of fuel is still a major concern and will be monitored closely over the coming months.




### **Capital Expenditure - 2008/2009**

#### **Highways & Transportation**

#### **Expenditure as at 30th September 2008.**

<b>Code</b>	<b>Scheme</b>	<b>2008/2009 Capital Allocation £'000</b>	<b>Allocation To Date £'000</b>	<b>Actual Spend To Date £'000</b>	<b>2008/2009 Allocation Remaining £'000</b>
	Fleet Replacement Programme	1,674	1,387	665	1,009
		<b>1,674</b>	<b>1,387</b>	<b>665</b>	<b>1,009</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, 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>
<b><u>Red</u></b>	 <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>