

QUARTERLY MONITORING REPORT

DIRECTORATE: Environment
SERVICE: Highways, Transportation & Logistics
PERIOD: Quarter 3 to period end 31st December 2008

1.0 INTRODUCTION

This quarterly monitoring report covers the Highways, Transportation & Logistics third quarter period up to 31 December 2008. It describes key developments and progress against 'key' 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 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

- 1. Progress on Mersey Gateway:-**
Mersey Gateway Sustainable Transport Strategy:-
The final document, including comments received during the consultation period, will be considered by the Executive Board in February 2009. A sustainability appraisal is also being prepared that will inform the final document. This will also be considered by the Executive Board in February 2009.
Budget:-
Due in part, to external factors associated with satisfying the requirements of the DfT and the additional tasks associated with the development of the scheme design, in September 2008, the Mersey Gateway Executive Board approved a revised development cost budget of £21.6m for the project up to 2010/11, which comprises £6.7m for 2008/09.
- 2. Accessible Transport Study:-** The stakeholder consultation event has been delayed until 3rd February 2009 to ensure maximum attendance. It is anticipated that the final draft report will be presented to Members at the end of February 2009.
- 3. Road Construction:-** Construction of the Upton Rocks Distributor Road (Queensbury Way to A5080 Cronton Road) commenced in September 2008 and is due for completion in Spring 2009. Phase 2 of the A56/A558 improvement started in December 2008 and involves the widening of Daresbury Expressway up to the Science

Park access. Completion of the A56/A558 scheme is due in Spring 2009.

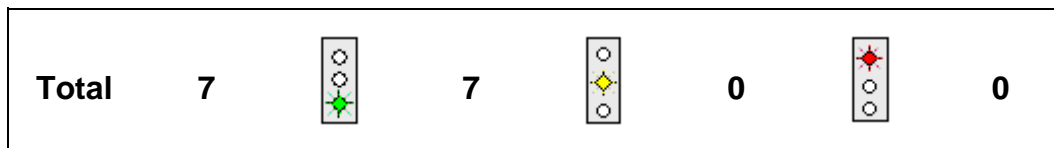
4. **Regional Funding Advice:-** New advice has been issued, which could have an impact on the prioritised list of major schemes currently supported by the Region and on the allocations to districts for Integrated Transport and Maintenance works. NWDA has prepared its draft response to Government on these issues for the North West which is currently the subject of a consultation.
5. **Housing Growth Points** A decision is still awaited from DCLG as to which if any of Halton's Community Infrastructure Fund (CIF2) expressions of interest (totaling £4.4m) are to be taken forward to full business plan stage. It was hoped that successful schemes would be invited in January 2009 to submit a full business plan in April 2009, however it now appears that an announcement will not be made until February 2009. A Programme of Development (PoD) was submitted at the end of October, which gave a further opportunity to bid for funding from the Growth Fund, which is £97m for Round 2 growth points. The uses to which this funding can be put to is less restrictive than CIF2 as it can be used for revenue projects. It has recently been announced that the Mid Mersey Growth Point (Halton, Warrington and St Helens) has been given a total allocation for 2009/10 to 2010/11 of £4.2m through the PoD, and the distribution of this funding is currently being determined. A Growth Point manager is to be appointed.
6. **KickStart Round:-** Still awaiting guidance from DfT. Bids are expected to be invited during 2009/10.
7. **Rail Improvements:-** On December 14th 2008, the final phase of the West Coast Main Line modernisation programme between Liverpool – Runcorn and London was completed, 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, which is proposed to be addressed by the construction of a multi storey car park which is due for completion in May 2009. However, discussions are still continuing with Network Rail and Virgin Trains to address the parking problems currently being experienced in the Holloway area.
8. **Major Bridge Maintenance:-** In order to maximise efficiency and effectiveness in the delivery of an increased programme of major bridge maintenance on the Primary Route Network, it was viewed advantageous to appoint a single Partnering contractor. The term of the contract will be for an initial four-year period plus a potential two-year extension with an estimated minimum value of works of £12m. The procurement of the Partner has been strictly in accordance with the Public Contracts Regulations and following a rigorous evaluation of tenders, formal appointment will be confirmed in mid-January 2009.
9. **Public Rights of Way Improvement Plan:-** the Rights of Way Improvement Plan (RoWIP) is in the process of being drafted for

the purposes of consultation. Approval for this consultation will be sought from Urban Renewal PPB, 18th March 2009 and Executive Board 2nd April 2009.

3.0 EMERGING ISSUES

1. **Mersey Gateway**:- discussions are continuing to resolve as many objections as possible. Public Inquiry is anticipated in Spring 2009.
2. **Energy Costs**:- the street lighting energy contract with Scottish and Southern has been extended, with the new rate commencing from 1st April 2009 and is fixed until 31st March 2011, subject to no taxation changes. The unit rate has increased by 29%, but the increase on the budget is about £100,000 compared with this year's budget; this can accommodate the 29% rise in unit rate. Options to reduce costs are continuing to be investigated.
3. **Winter Road Maintenance Costs**:- the prolonged cold weather during December 2008 and early January 2009 has necessitated far higher than normal gritting of roads. The gritting of roads in Halton takes place on average 20 instances per year, this winter Halton's roads have so far been gritted 40 times. This has impacted upon the highway maintenance budget.

4.0 PROGRESS AGAINST OBJECTIVES / MILESTONES

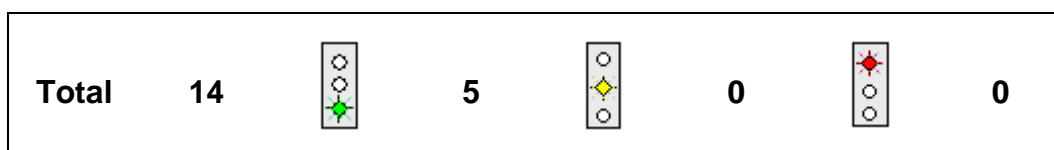


Good progress towards all "Key" milestones. For further details, please refer to Appendix 1.

5.0 SERVICE REVIEW

Nothing to report this quarter.




6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS



5 annual performance indicators relating to road traffic casualties have been reported this quarter all have received green traffic lights. The remainder of "Key" performance indicators will be reported at year end.

For further details, please refer to Appendix 2.

6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS

Total	0		0		0		0
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No “Other” performance indicators have been reported this quarter.

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.



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.

10.0 APPENDICES

Appendix 1- Progress against Objectives/ Milestones
Appendix 2- Progress against Key Performance Indicators
Appendix 3- Financial Statement
Appendix 4- 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.
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.
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.		Bridge Maintenance Partnership tenders received and evaluation completed. Formal appointment of successful Partner contractor to be confirmed mid-January 2009. Advance contracts for SJB painting, SJB east elevation cable wrapping and other PRN work either complete or ongoing.

Service Plan Ref.	Objective	2008/09 Milestone	Progress to date	Commentary
		Review progress, revise SJB maintenance Strategy document and deliver 2008/09 works programme. Mar 2009		<p>Programme review underway in context of ongoing and imminent advance contracts. Maintenance Strategy document to be revisited by year-end.</p> <p>DfT advised of revised financial profiling for PRN Grant claim. This permits a roll over of £1.6m of PRN funding to 2009/10 to allow delivery of outstanding work through the Bridge Maintenance Partnership. Delivery of the remainder of the 2008/09 works programme is on track.</p> <p>In response to DfT queries, consideration of issues associated with integration of SJB Complex Major Scheme Bid in Mersey Gateway business case is ongoing.</p>
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.

Service Plan Ref.	Objective	2008/09 Milestone	Progress to date	Commentary
		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 and the vehicles have been ordered and delivered.

Ref	Description	Actual 2007/08	Target 08/09	Quarter 3	Progress	Commentary
<u>HTL LI10</u>	No. of people killed or seriously injured (KSI) in road traffic collisions. (Previously BVPI 99ai)	50	70	54		Indicator is measured on a calendar year basis. Target has been met for 2008.
<u>HTL LI11</u>	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (Previously BVPI 99bi)	4	13	12		Indicator is measured on a calendar year basis. Target has been met for 2008.
<u>HTL LI12</u>	No. of people slightly in road traffic collisions. (Previously BVPI 99ci)	493	540	422		Indicator is measured on a calendar year basis. Target has been met for 2008.
<u>NI 47</u>	People Killed and Seriously Injured. (The percentage change in the number of people killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year).	10.7	2.0	10.0		<p>This indicator is based on a 3 year rolling average. Good performance is typified by a positive percentage change, poor performance will return a negative figure suggesting an increase in people killed or seriously injured in traffic accidents compared with the previous 3 year rolling average. This years outturn (10.0) shown opposite is a positive figure and greater than target, therefore the target has been exceeded.</p> <p>For the actual number of people killed or seriously injured refer to local performance indicator HTL LI10 above.</p>
<u>NI 48</u>	Children Killed and Seriously Injured. (The percentage	29.5	3.2	6.5		This indicator is based on a 3 year rolling average. Good performance is typified by a

Ref	Description	Actual 2007/08	Target 08/09	Quarter 3	Progress	Commentary
	change in the number of children killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year).					<p>positive percentage change, poor performance will return a negative figure suggesting an increase in people killed or seriously injured in traffic accidents compared with the previous 3 year rolling average. This years outturn (6.5) shown opposite is a positive figure and greater than target, therefore the target has been exceeded.</p> <p>For the actual number of children killed or seriously injured refer to local performance indicator HTL LI11 above.</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 LI15 - Condition of Unclassified Roads (% unclassified road network where structural maintenance should be considered). (Previously BVPI 224b)

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

Revenue Budget as at 31st December 2008 (Excluding Operational Support)

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Expenditure					
Employees	3,451	2,597	2,384	213	2,389
Premises Support	334	0	0	0	0
Other Premises	149	103	71	32	91
Hired & Contracted Services	247	174	171	3	206
Supplies & Services	307	238	218	20	254
Highways Insurance	465	0	0	0	0
Street Lighting	1,748	905	690	215	796
Highways Maintenance	2,252	1,300	1,223	77	1,777
Bridges	116	69	41	28	53
Eastern Relief Road (met by grant)	209	85	63	22	119
Other Transport	271	199	166	33	183
Central Support Services	798	0	0	0	0
Departmental Support Services	283	0	0	0	0
NRA Levy	56	56	57	(1)	57
Subsidised Bus Routes	789	592	459	133	719
Halton Hopper Out of Zone	120	120	127	(7)	130
Transport	51	51	51	0	75
Grants to Voluntary Organisations	122	122	122	0	122
Asset Charges	4,545	0	0	0	0
Total Expenditure	16,313	6,611	5,843	768	6,971
Income					
Halton Hopper Sales	-120	-120	-124	4	-124
Sales	-44	-36	-51	15	-51
Out of Zone	-51	-63	-63	0	-63
Transport					
Other Fees & Charges	-203	-90	-141	51	-141
Support Service Recharges	-980	0	0	0	0

Grants & Reimbursements	-503	-328	-252	(76)	-252
Recharge to Capital	-659	-134	-134	0	-134
Total Income	-2,560	-771	-765	(6)	-765
Net Expenditure	13,753	5,840	5,078	762	6,206

Comments on the above figures:

In overall terms revenue spending at the end of quarter 3 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 a number of reasons. This included NNDR bills for car parks being lower than budgeted and also repairs and maintenance on land drainage/flood defence.

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 the commitments show.

With regards to works budgets – 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. Street Lighting is expected to be £200k below budget at the financial year end as this has been offered as a saving towards meeting the directorate current year £0.5m savings.

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 less identified savings by the financial year-end.

Capital Projects as at 31st December 2008 (Excluding Operational Support)

	2008/09 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
Local Transport Plan				
Bridges & Highway Maintenance				
Bridge Assessment, Strengthening & Maintenance	4,852	3,330	2,025	2,827
Road Maintenance	1,431	1,167	749	682
Total Bridge & Highway Maintenance	6,283	4,497	2,774	3,509
Integrated Transport	1,885	1,219	1,011	874
Total Local Transport Plan	8,168	5,716	3,755	4,413
Halton Borough Council				
Mersey Gateway Development Costs	6,700	5,236	5,236	1,464
Mersey Gateway Early Land Acquisition	6,000	4,500	2,448	3,552
Flood Defence	50	155	7	43
Street lighting – Structural Maintenance	139	133	133	6
Bringing Roads to Adopted Standard	100	0	0	100
Total Halton Borough Council	12,989	10,024	7,824	5,165
Section 106/External Funded Work				
Upton Rocks Distributor Road	905	32	32	873
A56/Eastern Expressway Improvements	1,580	994	994	586
	2,485	1,026	1,026	1,459
Total Section 106/External Funded Work				

Comments on the above figures:

As a result of the procurement of a single Partner contractor to undertake all bridge maintenance in the Borough, DfT have approved that some LTP funding may be rolled forward into the next financial year. As a result, it is expected that the Local Transport Plan will underspend by £1.608m at the end of this financial year, with this funding being carried forward into 2009/10 for undertaking major bridge maintenance through the Bridge Maintenance Partnership.

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

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Accessible Transport	55	41	37	4	37
Neighbourhood Travel Team	60	45	21	24	26
Links To Work	10	7	3	4	46
Total Local Strategic Partnerships Funding	125	93	61	32	109

Operational Services Division 2008/2009

Revenue Budget as at 31 December 2008

	Annual Revised Budget	Budget To Date	Actual Spend	Variance (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<u>Expenditure</u>					
Employees	1,231	941	926	15	926
Building Maintenance	52	0	0	0	0
Operational Building	129	59	59	0	59
Other Premises Costs	176	130	122	8	122
Supplies & Services	102	67	33	34	33
Hired & Contracted Services	92	70	70	0	70
Transport Recharges	210	159	169	(10)	169
Transport - Insurance Recharge	319	239	239	0	239
Transport - Contract Hire	1,422	1,067	957	110	957
Transport - Road Fund Licence	8	6	8	(2)	8
Transport - Fuel	421	316	467	(151)	467
Transport - Tyres	73	55	65	(10)	65
Transport - Casual Hire	20	15	64	(49)	64
Transport - Vehicle Parts	323	242	238	4	238
Transport - Sub-Contractors	38	29	0	29	0
Transport - Garage Equipment & Consumables	35	27	28	(1)	28
Central Support Costs	205	0	0	0	0
Internal Support Costs	262	123	123	0	123
Asset Charges	193	116	211	(95)	211
Total Expenditure	5,311	3,661	3,779	(118)	3,779
<u>Income</u>					
Miscellaneous Rents	-9	-7	-3	(4)	-3
Fees & Charges	-142	-107	-134	27	-134
Support Service Income	-911	-182	-182	0	-182
Reimbursement & Other Grants	-268	-201	-191	(10)	-191
Transport - Contract Hire	-2,384	-1,773	-1,722	(51)	-1,722
Transport - Fuel	-423	-318	-473	155	-473
Transport - Tyres	-86	-65	-70	5	-70
Transport - Casual Hire	-31	-23	-83	60	-83
Transport - Vehicle & Plant Repairs	-362	-251	-279	28	-279
Community Meals	-120	-91	-88	(3)	-88
Client Transport	-453	-314	-346	32	-346
Total Income	-5,189	-3,332	-3,571	239	-3,571
Net Expenditure	122	329	208	121	208

Comments on the above figures




Overall the service is operating better than expected. Income from MOT's and Repairs is higher than expected. The cost of fuel is a major concern and is still being closely monitored. The requirement for spot hire vehicles has been higher than anticipated.

Capital Expenditure – 2008/2009 (Operational Services)

Expenditure as at 31 December 2008

Code	Scheme	2008/2009 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	2008/2009 Allocation Remaining £'000
N026	Fleet Replacement Programme	1,674	1,636	1,263	411
		1,674	1,636	1,263	411

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>