

QUARTERLY MONITORING REPORT

DIRECTORATE: Environment
SERVICE: Highways, Transportation & Logistics
PERIOD: Quarter 1 to period end 30th June 2009

1.0 INTRODUCTION

This quarterly monitoring report covers the Highways, Transportation & Logistics Department's first quarter period up to 30 June 2009. It describes key developments and progress against 'key' milestones.

The way in which traffic lights symbols have been used to reflect progress to date is explained within 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. Mersey Gateway Public Inquiry** - The Public Inquiry into the Mersey Gateway Project opened on Tuesday 19 May and concluded with the closing statements on Thursday 25 June.

The main phase of the Inquiry, which was expected to last up to ten weeks, concluded after less than six weeks, as a number of objectors withdrew their objections, whilst others chose not to have their case cross-examined in public.

During the Inquiry the Inspector heard support for the project expressed by a wide range of businesses and organisations, including The Stobart Group, Peel Holdings, the Halton and Liverpool branches of the Chamber of Commerce, and the Federation of Small Businesses. Cheshire West and Chester Council and local MP's Derek Twigg and Mike Hall also backed the project.

A total of 19 expert witnesses appeared on the Council's behalf and there were 16 statements of opposition from objectors.

The Inquiry will, however, be re-opened on 28 July, for a short period, to consider an outstanding land related issue.

The Inspector will forward his report and recommendations to the

Secretaries of State for Transport and Communities and Local Government in the autumn. A decision is expected in early 2010.

2. **Road Construction:-** Construction of the Upton Rocks Distributor Road (Queensbury Way to A5080 Cronton Road) was completed in May 2009, along with Phase 2 of the A56/A558 improvement.
3. **Rail Improvements:-** A bid made through DfT's Strategic Studies Budget for funding towards a study into the feasibility of a new railway station at Daresbury, was not accepted as the work was required to be done by Network Rail, rather than the nominated consultants for the Strategic Studies. Instead, the Council will use its own funds and Section 106 funding to carry out the GRIP (Guideline to Rail Investment Projects) stages 1, 2 and 3 studies.

Halton is in the process of commissioning Network Rail to carry out the 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.

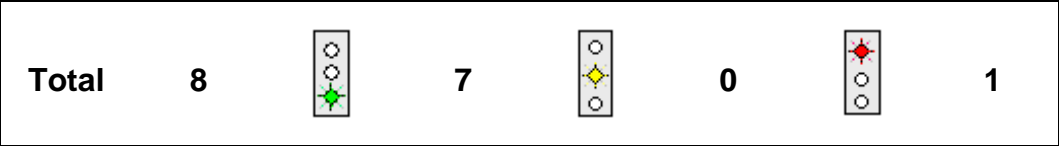
A new multi-storey car park opened in May 2009 at Runcorn Main Line Station. This provides an additional 307 car parking spaces.

4. **Kickstart Bid -** Halton has submitted a 'Kickstart' bid to the DfT to improve the frequency of the bus service 62, which is operated by Halton Borough Transport Ltd (Monday to Saturday daytimes). If successful this service will improve bus service links between Widnes / Runcorn and Warrington via Sandymoor and Stockton Heath. We should be notified in the autumn if successful, with any funding being made available from the start of the 2010/11 financial year.
5. **SJB Bridge Maintenance:-** 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, the majority of which is funded through LTP Grant.
6. **Public Rights of Way Improvement Plan:-** Consultation on the the draft Rights of Way Improvement Plan (ROWIP) has been taking place and is due for completion on the 3rd July 2009. Consultation on the Sustainability Appraisal is also in progress and due for completion on the 17th July 2009.
7. **Liverpool City Region Multi Area Agreement:-** Work has been completed on the development of a Multi Area Agreement for the Liverpool City Region. However, it is not expected to be signed off by Government until September 2009. City Region partners are currently progressing actions in advance of the formal signing.

3.0 EMERGING ISSUES

No items reported this quarter.

4.0 PROGRESS AGAINST OBJECTIVES / MILESTONES

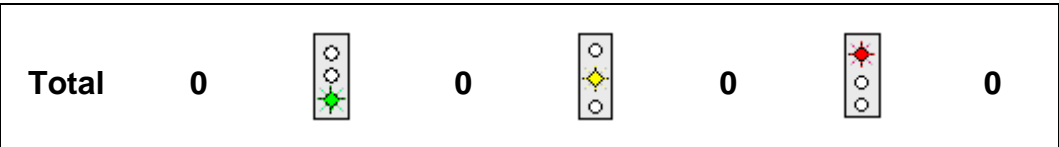


Good progress towards objectives/milestones, the majority (7) are likely to be met, whilst one will incur a delay it is expected to be within the year. For further details, please refer to Appendix 1.

5.0 SERVICE REVIEW

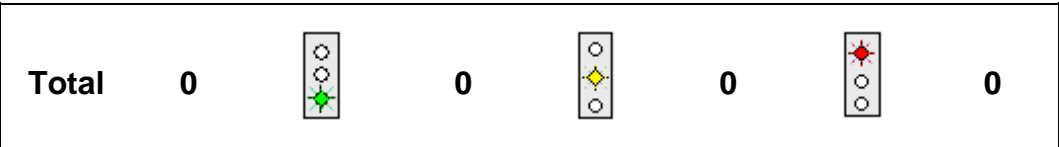
The Halton Accessible Transport Study is nearing completion. The purpose of the study is to critically evaluate the current and potential future demand for accessible transport across the Borough up to 2015/16, taking into account key demographic and other trends. The draft final report will be forwarded to Urban Renewal and Healthy Halton PPBs for comments and on to Executive Board for approval.

6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS



The “Key” performance indicators are reported on an annual basis and none are reported this quarter. For further details, please refer to Appendix 2.

6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS



There are no “Other” performance indicators reported this quarter.

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.

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 reports 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- Financial Statement
Appendix 4- 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. Aug 2009		The Public Inquiry started on 19 May and was adjourned on 25 June, until 28 July. The adjournment is to allow time for the Inspector, the Council and landowners to consider technical issues regarding an area of open space in Widnes, adjacent to the Thermphos plant.
		Secretary of State confirms the necessary orders for the construction of the Mersey Gateway. Feb 2010		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. Mar 2010		Subject to Secretary of State's decision to approve the project.

Service Plan Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
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 Mar 2010		On going 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 as required by DfT and monitor progress against the Council’s transport objectives to meet statutory requirement and ensure progress is maintained	Progress report to Members Sept 2009		Report to be forwarded to Urban Renewal PPB in 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 Apr 2009		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 Mar 2010		Programme for 2009/10 increased to include DfT approved carry over from 2008/09. 2009/10 schemes underway and resources allocated to ensure delivery aligns with programme.

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 Jun 2009</p>		<p>DfT advice was that priority would be given to consideration of the standalone SJB Complex Major Maintenance Bid.</p> <p>Formalisation of full response regarding integration of SJB Complex Major Maintenance Bid has been deferred until Oct 2009</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 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.

Note: NI 167 - Congestion during morning peak times – monitoring only is required using DfT data. NI 198 – Mode of children travelling to school, data to be supplied by DfT in August 2009.

HIGHWAYS, TRANSPORTATION & LOGISTICS
Revenue Budget as at 30th June 2009

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Expenditure					
Employees	3,381	835	818	17	818
Premises Support	524	97	97	0	97
Other Premises	156	79	55	24	63
Hired & Contracted Services	305	76	43	33	82
Supplies & Services	331	99	98	1	118
Highways Insurance	482	120	120	0	120
Street Lighting	1,810	261	277	(16)	340
Highways Maintenance	2,348	292	255	37	1,121
Bridges	127	38	6	32	24
Eastern Relief Road (met by grant)	214	53	21	32	45
Other Transport	219	77	76	1	106
Central Support Services	911	222	219	3	219
Departmental Support Services	341	0	0	0	0
NRA Levy	57	29	30	(1)	30
Subsidised Bus Routes	794	198	151	47	750
Halton Hopper	152	38	58	(20)	58
Out of Zone Transport	51	13	8	5	36
Grants to Voluntary Organisations	122	61	62	(1)	62
Asset Charges	5,025	0	0	0	0
Total Expenditure	17,350	2,588	2,394	194	4,089
Income					
Halton Hopper Sales	-152	-38	-54	16	-54
Sales	-45	-11	-6	(5)	-6
Out of Zone Transport	-51	0	0	0	0
Other Fees & Charges	-209	-17	-56	39	-56
Support Service Recharges	-1,084	0	0	0	0
Grants & Reimbursements	-523	-126	-104	(22)	-174
Recharge to Capital	-662	-52	-59	7	-59
Total Income	-2,726	-244	-279	35	-349
Net Expenditure	14,624	2,344	2,115	229	3,740

Comments on the above figures:

In overall terms revenue spending at the end of quarter 1 is below budget profile. This is due to a number of expenditure budget areas.

As a result of staff turnover and the vacancy management strategy staffing costs are below budget to date.

Other premises is below budget due to the 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 the overall spend will be in line with the Departmental budget by the financial year-end.

HIGHWAYS, TRANSPORTATION & LOGISTICS
Capital Projects as at 30th June 2009

	2009/10 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
<u>Local Transport Plan</u>				
<u>Bridges & Highway Maintenance</u>				
Bridge Assessment, Strengthening & Maintenance	7,251	485	112	7,139
Road Maintenance	1,523	160	30	1,493
Total Bridge & Highway Maintenance	8,774	645	142	8,632
<u>Integrated Transport</u>				
	1,831	38	26	1,805
Total Local Transport Plan	10,605	683	168	10,437
<u>Halton Borough Council</u>				
Mersey Gateway Development Costs	3,738	1,520	1,529	2,209
Mersey Gateway Early Land Acquisition	9,500	2,375	522	8,978
Flood Defence	186	45	47	139
Street lighting – Structural Maintenance	200	50	32	168
Bringing Roads to Adopted Standard	200	7	0	200
Total Halton Borough Council	13,824	3,997	2,130	11,694
<u>Section 106/External Funded Work</u>				
Upton Rocks Distributor Road	225	225	263	-38
A56/Eastern Expressway Improvements	220	220	333	-113
Road Safety Grant	72	72	72	0
Transport Asset Management	39	18	18	21
Total Section 106/External Funded Work	484	535	686	-133

Comments on the above figures:

In overall terms the capital spending at the end of quarter 1 is below budget profile. An explanation of the key differences between the budget profile and spend is given below:

- **Bridge Maintenance:**

Expenditure in Q1 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 now underway and increased maintenance activity in Q3 and Q4 will bring expenditure back on track.

- **Highway Maintenance:**

Expenditure in Q1 is below the anticipated profile largely due to the 3 month Streetworks notification period relating to Mayrise. However, orders have now been placed and the expenditure in the following quarters will retrieve the situation.

- **Mersey Gateway Early Land Acquisition**

The Council is continuing to enter into Agreements with businesses on the route of the MG road/bridge for acquisition of their land and premises in advance of CPO. Whilst contracts have been exchanged a large proportion of the purchase monies will be expended on completion when the Businesses have identified and committed to the acquisition of relocation premises. It is envisaged that the Capital Allocation for 2009/10 in respect of Mersey Gateway Early Land Acquisition will be drawn down over quarters 2, 3 and 4 with the bulk of the spend likely to be in quarter 4.

- **Bringing Roads to Adoptable Standard**

A scheme has now been prepared that is intended to be funded from this allocation. There has been a delay in the implementation of works due to ongoing negotiations with landowners. Consultation with residents on the proposals is planned before the scheme proceeds further. However, it is expected that the full allocation will be spent by year end.

S106 & Part Externally Funded Schemes

In respect of this allocation, works on the Upton Distributor Road and the Daresbury Expressway Junction improvement scheme are now complete. The over spend has resulted from outstanding developer part-contributions. However, when these contributions are paid, they will bring the expenditure in line with the allocated budgets.

Operational Services Division 2009/2010.

Revenue Budget as at 30th June 2009.

	Annual Revised Budget £'000	Budget To Date £'000	Actual Spend £'000	Variance (over spend) £'000	Actual Including Committed Items £'000
<u>Expenditure</u>					
Employees	1,280	317	313	4	313
Building Maintenance	133	39	39	0	39
Operational Building	129	33	33	0	33
Other Premises Costs	170	67	59	8	59
Supplies & Services	86	26	13	13	17
Hired & Contracted Services	83	21	26	-5	26
Transport Recharges	219	55	62	-7	62
Transport - Contract Hire	1,325	296	299	-3	299
Transport - Road Fund Licence	8	2	2	0	2
Transport - Fuel	509	127	137	-10	137
Transport - Tyres	72	18	31	-13	31
Transport - Casual Hire	63	16	25	-9	25
Transport - Vehicle Parts	323	81	86	-5	86
Transport - Sub-Contractors	38	9	7	2	7
Transport - Garage Equipment & Consumables	35	9	7	2	7
Internal Support Costs	261	66	66	0	66
Asset Charges	334	118	118	0	118
Central Support Costs	569	144	144	0	144
Total Expenditure	5,637	1,444	1,467	-23	1,471
<u>Income</u>					
Fees & Charges	-145	-38	-47	9	-47
Rents	-1	0	-1	1	-1
Support Service Income	-940	-235	-235	0	-235
Reimbursement & Other Grants	-254	-64	-59	-5	-59
Transport - Contract Hire	-2,370	-592	-618	26	-618
Transport - Fuel	-532	-134	-141	7	-141
Transport - Tyres	-88	-22	-36	14	-36
Transport - Casual Hire	-75	-19	-32	13	-32
Transport - Vehicle & Plant Repairs	-368	-92	-95	3	-95
Community Meals	-146	-38	-36	-2	-36
Client Transport	-488	-123	-135	12	-138
Total Income	-5,407	-1,357	-1,435	78	-1,438
Net Expenditure	230	87	32	55	33

Comments on the above figures:

Overall, revenue expenditure is largely in line with budget profiles and is expected to stay within allocations.

Capital Expenditure - 2009/2010

Highways & Transportation




Expenditure as at 30th June 2009.

Code	Scheme	2009/2010 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	2009/2010 Allocation Remaining £'000
N026	Fleet Replacement Programme	525	499	472	53
N027	Fuel Tanks/Generators	47	47	47	0
		572	546	519	53

Commentary

Overall, the capital expenditure to date is largely in line with budget profiles and is expected to stay within allocations.

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>milestone/objective is on course to be achieved</u> within the appropriate timeframe.</p>	Indicates that the <u>target is on course to be achieved</u> .
<u>Amber</u>	 <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>	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.
<u>Red</u>	 <p>Indicates that it is <u>highly likely or certain that the milestone/objective will not be achieved</u> within the appropriate timeframe.</p>	Indicates that the <u>target will not be achieved</u> unless there is an intervention or remedial action taken.