

# QUARTERLY MONITORING REPORT

**DIRECTORATE:** Environment  
**SERVICE:** Highways, Transportation & Logistics  
**PERIOD:** Quarter 4 to year-end 31<sup>st</sup> March 2010

## 1.0 INTRODUCTION

This quarterly monitoring report covers the Highways, Transportation & Logistics Department fourth quarter period up to 31<sup>st</sup> March 2010. It describes key developments and progress against all objectives and performance indicators for the service.

Given that there are a considerable number of year-end transactions still to take place a Financial Statement for the period has not been included within this report in order to avoid providing information that would be subject to further change and amendment. The final 2009 / 10 financial statements for the Department will be prepared and made available via the Council's Intranet once the Council's year-end accounts have been finalised. A notice will be provided within the Members' Weekly Bulletin as soon as they are available.

The way in which symbols have been used to reflect progress to date is explained within Appendix 5.

## 2.0 KEY DEVELOPMENTS

### **Silver Jubilee & Mersey Gateway Bridges**

On 31/03/10 DfT confirmed that HBC's Major Maintenance Bid for bridge maintenance in the Silver Jubilee Bridge Complex had been granted full approval. This provides an additional £18.6m over a 5 year period commencing 2011/12 for addressing the maintenance backlog for the SJB and its approach structures.

Should Mersey Gateway receive approval from government, HBC would review the scope and programme of the SJB works both to take account of the infrastructure changes associated with the Gateway scheme and also to take advantage of any savings made available by being able to transfer traffic to the Gateway bridge during periods of major maintenance

### **Local Transport Plan LTP3**

Work has commenced on the preparation of Halton's next Local Transport Plan (LTP 3) which is due to become effective from April 2011. Initially, the intention was that a Joint LTP 3 would be prepared by Halton and the Merseyside Authorities but the Merseyside Integrated Transport Authority (previously the Merseyside Passenger Transport Authority) took the unexpected decision in early February that two LTPs should be produced. This had the unfortunate affect of disrupting the proposed timescales for document preparation and public consultation for Halton but it is hoped that this ground can be recovered. In spite of the ITA's decision it is intended that partnership working between Halton and Merseyside continue and it is hoped that an overarching transport strategy for the Liverpool City Region can be produced.

## **3.0 EMERGING ISSUES**

### **Highways - Winter Maintenance**

Two successive severe winters have taken effect on the condition of our local roads, resulting in a 3% increase (to 11%) of the unclassified highway network where structural maintenance needs to be considered (as measured under local indicator HTL LI15).

This relatively small deterioration is indicative of our successful programmed maintenance in previous years, and appears to be confined to more minor parts of the network and estate roads. Principal and Classified road condition does not appear to have been affected to the same extent, largely due to the investments made in structural maintenance of our highways. The Government has made an additional £100m available to local highway authorities to help repair roads following the severe winter, of which Halton will receive an extra £167,000 for highway maintenance in 2010/11.

This additional funding will enable repair and reconstruction work to be targeted on frost damaged roads, restoring carriageway condition, making them less susceptible to potholes and better able to withstand severe winter in future years.

### **Flood and Water Management**

It is expected that the Flood and Water Management Bill will be enacted before the next General Election. This Bill is designed to provide more comprehensive management of flood risk for people, homes and

businesses. If enacted, Halton will as a Unitary Authority become a Lead Local Flood Authority responsible for managing flood risk in accordance with the national strategy and will accordingly have, for example, increased responsibilities for approving and maintaining sustainable drainage systems (SUDs) and surface water management. These responsibilities will have resource implications which are yet to be determined but the Government has already indicated that they will be significant enough to warrant the award of an Area Based Grant to assist with the new duties. A detailed paper on this subject area is due to go to the Urban Renewal and Performance Board in June.




**ITA Governance Review**

The Local Transport Act replaced existing Passenger Transport Authorities, including the Merseyside PTA, with Integrated Transport Authorities and it enables a thorough review of their governance and responsibilities to be undertaken. Apart from allowing an examination of whether the organisation is fit for purpose it also allows for consideration to be given to an ITA taking on additional responsibilities including the transport and highways powers of local authorities. This review affects Halton as part of the Liverpool City Region. This review has been ongoing and is expected to report back in the summer/autumn of 2010.

**Future Funding**

Indication are being received from the Department for Transport that serious cuts in funding can be expected in the coming years, and possibly as early as 2010/11, mainly due to the global economic crisis. Any reduction in funding is likely to implications for the delivery of both services and capital projects. Cuts could apply to the settlement received through the LTP and to the Regional Funding Allocation (RFA) which supports Major Schemes across the North West.

**4.0 PROGRESS AGAINST OBJECTIVES / MILESTONES**




<b>Total</b>	<b>6</b>		<b>6</b>		<b>0</b>		<b>0</b>
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With the exception of issues around the Mersey gateway, which are subject to external constraint, all objectives for the service have progressed as planned and additional details are provided in Appendix 1.

**5.0 SERVICE REVIEW**

There are no issues to report.

**6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS**

<b>Total</b>	<b>13</b>		<b>10</b>		<b>0</b>		<b>3</b>
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With the exception of the condition of unclassified roads and bus service punctuality all targets have been met / exceeded. For further details, please refer to Appendix 2.

### 6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS

<b>Total</b>	<b>14</b>		<b>11</b>		<b>0</b>		<b>3</b>
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A small number of other performance indicators for the service have failed to achieve their annual target and additional details are provided within Appendix 3.

### 7.0 RISK CONTROL MEASURES

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

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

For further details please refer to Appendix 4.

### 8.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS

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

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


### 9.0 DATA QUALITY

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

## 10.0 APPENDICES

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



Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
HTL 1	Mersey Gateway – Complete the procedural processes to achieve all necessary orders for the construction of Mersey Gateway within the timescales required	Complete Public Inquiry into objections raised to enable scheme to progress in accordance with required timescales. <b>Aug 2009</b>	Refer comment	The Public Inquiry was formally closed by the Inspector on 28 July after sitting for 19 days. The Inspectors report and recommendations were due to be submitted to the DfT Planning Inspectorate by mid December 2009. However, the report was actually sent to Government at the end of January 2010.
		Secretary of State confirms the necessary orders for the construction of the Mersey Gateway. <b>Feb 2010</b>	Refer comment	Decision pending. The MG team were pressing for a decision before the General Election, however, we have now entered purdah meaning that no decisions will be made until the new Government is in power. The team are working closely with the DfT Orders unit and do not believe that there are any major issues which would prevent the Government from making a quick decision once in power. The team have also been lobbying the major political parties for some time and believe that the project has strong support from the major political parties. A decision is possible at the end of May 2010 but more likely to be June/July 2010.


Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
HTL 2	Mersey Gateway – Commence the procurement process for the construction of Mersey Gateway to ensure that the project can be completed within the required timescales	Conditional funding approval. <b>Mar 2010</b>	Refer Comment	Decision pending - subject to Secretary of State decision on the orders for the construction of the Mersey Gateway. The DfT has instructed that Conditional Funding approval can only be announced after the procurement has been cleared by the Treasury Project Review Group that will not take place until July or September 2010. The MG team are making preparations to commence procurement as soon as a decision from Government has been made.
HTL 3	LTP Capital Programme - Deliver the LTP Capital Programmes to ensure that the transport system is maintained and developed to meets local needs	To deliver the 2009/10 LTP Capital Programme <b>Mar 2010</b>		A range of local safety schemes, quality corridor and sustainable transport improvements were completed during the year. Major schemes at bus and rail stations (2 year delivery programmes) are currently in progress, delivery anticipated by end of 2010.




Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
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 DfT <b>Jul 2009</b>	Refer to comment	Formal deadlines for reporting on LTP progress were to be set by GONW. A meeting was Eventually Held on 12 November 2009 to enable GONW to give informal feedback on LTP2 progress for 2008/09. GONW indicated that it would expect a more formal review of LTP2 to take place in November 2010
HTL 5	Silver Jubilee Bridge Complex Major Maintenance– Secure funding, complete procurement and deliver works to enable the bridge and associated structures to reach a steady state of maintenance	Initiate delivery of PRN Grant funded programme of works through the HBC Bridge Maintenance Partnership <b>Apr 2009</b>	<input checked="" type="checkbox"/>	Balvac Ltd were appointed as Works Partner for the HBC Bridge Maintenance Partnership and have commenced delivery of the 2009/10 works programme.










Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		Review progress, revise SJB maintenance Strategy document and deliver 2009/10 works programme <b>Mar 2010</b>	<input checked="" type="checkbox"/>	<p>Expenditure to year end will be below anticipated due to the disruption created by the insolvency of the contractor originally appointed to undertake the works. This delayed commencement of works delivery by approx 3 months which pushed weather susceptible operations into non favourable periods of the year which exacerbated the consequences of the original delay.</p> <p>This is likely to lead to a year end underspend of approx £1.6m. However the works associated with the underspend are underway and we anticipate being able to roll this funding into 2010/11 capital budget.</p> <p>The maintenance strategy has been fully redrafted to reflect work completed.</p>




Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
HTL 5 cont'd	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	In conjunction with framework consultants and Mersey Gateway Project Team, consider issues associated with integration of existing SJB Complex Major Scheme Bid into business case for delivery of Mersey Gateway and formalise full response to DfT <b>Jun 2009</b>		<p>DfT have advised that priority should be given to consideration of the standalone SJB Complex Major Maintenance Bid.</p> <p>The review of the economic appraisal and value for money assessment in the context of PRN Grant funding already awarded was completed and the revised Bid was granted Full Approval by DfT on 31/03/10</p> <p>Should Mersey Gateway receive Government approval, there will be a review both of the consequences for the intended programme of work and also of what benefits may arise from integration into the Mersey Gateway business case.</p>
HTL 6	Improving the quality and accessibility of public transport services in Halton to encourage the use of sustainable transport and increase its accessibility by vulnerable groups	<i>Independent passenger travel to day care centre etc, supported by travel training and individual journey planning to be established as a core facility</i> <b>Mar 2010</b>		Independent travel training and the provision of individual journey plans has been established with over 1300 Personal Travel Plans having been provided during 2009/10. Future provision of this training and this service is dependant on external funding and hence cannot be guaranteed.

Ref.	Objective	2009/10 Milestone	Progress to date	Commentary
		<p><i>To identify the schemes to be funded under the phase 1 of the Mersey Gateway Sustainable Transport Strategy and to advise the Mersey Gateway team of this programme, which will for part of the information available for bidders</i> <b>Dec 2009</b></p>		<p>Draft report was received 21 Dec 2009, giving details of proposed schemes to be funded under Phase 1 of the MGSTS. Consideration is being given to the proposals and the implications for the Mersey Gateway procurement process.</p>

Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
<b>Fair Access</b>						
<b><u>HTL</u></b> <b><u>LI6</u></b>	No. of passengers on community based accessible transport	227,040	242,000	241,810		Target figure virtually achieved, passenger journeys on both Dial-a-Ride and Women's Safe Transport services increased significantly during the year.
<b><u>NI 167</u></b>	Congestion during morning peak times	N/a	N/a	N/a	N/a	NI 167 is dependent on data collected by and provided by the DfT. Currently, the DfT do not provide such data for Halton and hence a figure cannot be provided. However, the provision of data for Halton is the subject of discussion with DfT and it may be provided in the future.
<b><u>NI 175</u></b>	a) To increase the percentage of households who live in the top five most deprived wards in the Borough, who do not have access to a car living within 40 minutes travel time to a) Whiston Hospital from 29% in 2005 to 40% in 2007 and 100% in 2008, 2009 & 2010	100%	100%	100%		100% is maintained due to Working Neighbourhoods funding to sustain the links to work and hospital links discounted taxi service. This will be maintained for 2010/11 as funding has been secured for this period.
	b) Warrington Hospital from 0% in 2005 to 20% in 2007 and 100% in 2008, 2009 & 2010.	100%	100%	100%		100% is maintained due to Working Neighbourhoods funding to sustain the links to work and hospital links discounted taxi service. This will be maintained for 2010/11





Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
						as funding has been secured for this period.
	c) To increase the percentage of 16-19 learners who live in the top five most deprived Wards in Halton living within 30 minutes travel time by public transport to the Bridgewater Campus from 84% in 2005 to 90% in 2007 and 89% by 2010.	82%	82%	93%		All targets have been exceeded, this is particularly due to the introduction of four new college bus services operated by Halton Transport Ltd. The services are operated commercially with a level of funding provided to Halton Transport direct from the college. Funding has been secured fro the coming year.
	d) to the Widnes Campus from 89% in 2005 to 95% in 2007 and 93% by 2010.	86%	86%	98%		
<b><u>NI 176</u></b>	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	100%	100%	-		Core Accessibility Indicator guidance states that NI176 data will be provided by the Department for Transport directly to the CLG national data hub, therefore LA's do not need to upload this indicator data.
<b><u>NI 177</u></b>	Number of local bus	6,230,00	6,230,0	6,219,683		Figures have remained fairly constant from





Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
	passenger journeys originating in the authority area in one year	0	00			most bus companies throughout the 2009/10 year. One of the major bus operators' figures has increased during the year due to the introduction of new and extended services.
<b>Service Delivery</b>						
<b><u>HTL</u></b> <b><u>LI15</u></b>	Condition of Unclassified Roads (% unclassified road network where structural maintenance should be considered). (Previously BVPI 224b)	8	9	11		The recent severe winters have taken toll on local carriageway condition. However, over £400k was invested in structural maintenance of unclassified roads last year, which will have prevented more severe deterioration.
<b><u>NI 168</u></b>	Percentage of principal road network where structural maintenance should be considered	1	2	1		Within target. Sound existing construction and the investment made in the structural maintenance, has enabled Principal Roads to withstand deterioration due to severe winter weather.
<b><u>NI 169</u></b>	Non principal roads where maintenance should be considered	3	4	3		Within target. Sound existing construction and the investment made in the structural maintenance, has enabled Classified Roads to withstand deterioration due to severe winter weather.







Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
<b>NI 178</b>	Bus service punctuality,  Part 1: The proportion of non frequent scheduled services on time (%):					
	a) Percentage of buses starting route on time	96.6	97.5	89.84		Bus operating companies have reported that roadworks have been a major contributing factor to this indicator not being met.
	b) Percentage of buses on time at intermediate timing points	83.19	84	83.37		Target of 84% not achieved. Although there has been an improvement on the previous years figure this indicator is outside the control of the Council.
	Part 2: For frequent services, the excess waiting time (minutes)	N/a	N/a	0.07	Refer to comment	This is the first year we have reported on this indicator with an improvement on the base line data for 08/09.
<b>NI 189</b>	Flood and coastal erosion risk management (% of agreed actions to implement long term flood and coastal erosion risk management plans that are being undertaken satisfactorily)	100%	100%	100%		All actions required under Catchment Flood Management Plans have been progressed satisfactorily.
<b>NI 198</b>	Children travelling to school – mode of transport usually used (%).					

Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
	a) Children aged 5 – 10 years and b) 11 – 16 years  Cars Car share Public transport Walking Cycling Other				Refer comment	The figures for this indicator are not yet available for 2009. Although the school census from which they are derived is taken in January each year, the DfT have to 'clean' the data to remove those pupils outside the stated age ranges e.g. children who although at school are aged 4 years old. This corrected information is not usually available until July each year.






Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
<b>Cost &amp; Efficiency</b>						
HTL LI1	Number of third party compensation claims received due to alleged highway / footway defects	97	115	131		The target number of third party claims was increased last year in anticipation of additional 'Gulliksen' type claims (these are accidents on former HHT housing footpaths now looked after HBC Highways). This figure includes 10 such claims. However, there is also a trend for an increasing number of insurance claims made for accidents occurring in preceding years (49 in total) This is significantly higher than has been recorded previously. Additionally, there has been an increased number of claims relating to icy conditions and potholes resulting from two successive severe winters.
HTL LI2	Increase MOT test facility turnover by 5% per annum (£)	186,000	195,300	182,209		Target not met, due in part to the generally poor trading conditions and the loss of a repair contract with a neighbouring Authority.
<b>Fair Access</b>						
HTL LI3	% of pedestrian crossings with facilities for disabled people (Previously BVPI 165)	67.35	67	70		We are ahead of target but there is no programme to upgrade other sites to be compliant.
HTL LI4	No. of temporary traffic control days caused by roadworks per km. (Previously BVPI 100)	0.5	0.6	0.05		Well below target.

Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
HTL LI5	% of footpaths and ROWs that are easy to use. (Previously BVPI 178)	88	88	85 (provisional)		The target appears not to have been met. However this is a provisional figure which has been calculated by an outside agency rather than the Councils PROW officer, using simpler methods than previous years. Lack of staff resources due to absence has also meant that some basic interventions such as signage which would have boosted the score have not been implemented.
HTL LI7	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	44	45	46		Target exceeded due to an increased number of bus stops having been upgraded.
<b>Quality</b>						
HTL LI8	% of people satisfied with local public transport information. (Previously BVPI 103)	N/a	58.8		Refer to Comment	This indicator has been withdrawn due to lack of consistency of the way in which the data was gathered.
HTL LI9	% of people satisfied with local bus services. (Previously BVPI 104)	N/a	69		Refer to Comment	This indicator has been withdrawn due to lack of consistency of the way in which the data was gathered.
<b>Service Delivery</b>						
HTL LI13	Average number of days taken to repair street lighting fault: non DNO. (Previously BVPI 215a).	5	5	5		Target maintained again this year.
HTL LI14	Average number of days taken to repair street lighting fault: DNO. (Previously BVPI 215b)	24.73	30	20		Target met and improved slightly this year.

Ref	Description	Actual 2008/9	Target 09/10	Quarter 4 year-end	Progress	Commentary
HTL LI17	Damage to roads and pavements (% dangerous damage repaired within 24 hours)	98.47	98	98.81		Urgent repair response is within target
HTL LI19a	No of sites with new bus shelters	56 (10 in 08/09)	61	70		9 shelters installed at new sites for 09/10.
HTL LI19b	No of sites with replacement bus shelters	50 (6 in 08/09)	55	75		20 shelters replaced in the borough for 09/10.
HTL LI20	Percentage of schools with School Travel Plans in place	87	88	100		100% of qualifying schools now have travel plans in place. There are 7 other specials for which we did not have to produce plans, due to the very low numbers of pupils.
HTL LI21	Percentage of employers (> 100 employees) with Green Travel Plans in place	58	59	60		Target exceeded due to two recent travel plans having been finalised with Stobart Group (Manor Park) and with Daresbury Science & Innovation Group.
HTL LI22	Proportion of LGV's that pass the annual MOT test first time	82	90	97		Target exceeded as a result of enhanced vehicle maintenance procedures.

Strategy /Policy / Service	HIGH Priority Actions	Target	Progress	Commentary
Transport Coordination	Continue existing and develop improved monitoring arrangements - Information on existing service users collected (HBC and HCT)	Mar 10	Refer to Comment	Awaiting figures for 2009/10 year.
	Publish comprehensive assessment results including monitoring information - Publish results of first survey of existing users February 2009.	Feb 10	Refer to Comment	This exercise was completed as a one-off exercise during 2008/09 year, we have not been required to publish further results. This action has therefore been discontinued.
	Continue existing and develop improved monitoring arrangements - Final report of the Halton Accessibility Transport Study has been delayed until July 2009 due to extensive consultation on the findings. The final report will then go to Urban Renewal PPB and Healthy Halton PPB.	Mar 10	<input checked="" type="checkbox"/>	The final report of the Halton accessible transport study has been completed. The recommended options have been reported and presented to Management Team. The details of the study will, along with Adult & Community Directorate's input, be progressed further during 2010/11 with a view to putting into action a number of the agreed recommendations.

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>