

## Departmental Quarterly Monitoring Report

<b><u>Directorate:</u></b>	Environment & Economy
<b><u>Department:</u></b>	Highways, Transportation & Logistics
<b><u>Period:</u></b>	Quarter 3 - 1 <sup>st</sup> October – 31 <sup>st</sup> December 2010

### 1.0 Introduction

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

The way in which the traffic lights symbols and direction of travel indicators have been used to reflect progress to date is explained within Appendix 8. 0

### 2.0 Key Developments

#### Mersey Gateway Project

The Mersey Gateway was one of the major infrastructure projects called in under the Government's Comprehensive Spending Review in June 2010, it did receive a positive outcome with the Chancellor's announcement in October 2010 that the Mersey Gateway Project is to receive Government support.

It is understood that the full details of the funding arrangements and the extent of the Government's contribution to the project will be forthcoming in the new year.

Planning approval confirmed by DfT and CLG on 20th December 2010. The approval was signed off by two Government Ministers - Transport Secretary Philip Hammond MP and Local Government Secretary Eric Pickles MP. The approval means that the team can start the preparation for procurement.

### 3.0 Emerging Issues

#### **Winter Maintenance**

This winter has seen the onset of adverse weather conditions earlier than in past years and the severity of these conditions has placed significant demands on Highway Maintenance Section with regard to ensuring compliance with the Winter Maintenance Plan. By the end of December, 46 gritting runs had been carried out compared to 34 in 2008/09 and 28 in 2009/10 despite these winters being reported as the worst in 10 and 30 years respectively.

Completion of construction of a new salt barn at Lower House Lane Depot, has enabled our total salt storage capacity to be increased by 33% and is now in the region of 1800t.

Salt stock levels are being reported on a weekly basis to the North West Regional Resilience Team and as current consumption rates have been greater than would be expected at this stage of the winter season orders have been placed and supply of salt continues to be received from Salt Union.

This has enabled HBC to maintain a level of salt stock well in excess of Government recommendations for minimum levels.

#### **Cheshire Safer Roads Partnership (CSRP)**

Halton Borough Council is no longer able to contribute to Cheshire Safer Roads Partnership, due to budget cuts but we are investigating options to continue joint working with the police, fire and other highway authorities.

## 4.0 Service Objectives / milestones

### 4.1 Progress against 'key' objectives / milestones

<b>Total</b>	<b>20</b>		9		7		4
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For further details please refer to Appendix 1.

Within the key objectives, dates for completion of milestones relating to the Local Transport Plan 3 (LTP3) have slipped but have been re-arranged. One delay was outside the control of HT&L as a Government white paper on Transport was published in January 2011 having a negative impact on the progress of finalising the LTP3 strategy and implementation which was scheduled for completion in December 2010.

The current Mersey Gateway project milestones, although dates are still tentative, look to be completed within the 2011/12 financial year.

### 4.2 Progress against 'other' objectives / milestones

<b>Total</b>	<b>0</b>		0		0		0
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There are presently no objectives/ milestones of this type identified for this service.

## 5.0 Performance indicators

### 5.1 Progress Against 'key' performance indicators



<b>Total</b>	<b>22</b>		10		2		0
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For further details please refer to Appendix 2.

Please note that the total also includes 10 indicators for which information is currently unavailable.

Also this quarter, improvements have been achieved due to operators carrying out changes to scheduled time tables to improve punctuality.

## 5.2 Progress Against 'other' performance indicators

Total	13		6		3		0
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For further details please refer to Appendix 3.

Please note that the total also includes 4 indicators for which information is currently unavailable.

Uncertainty is noted for third party compensation claims received due to alleged highways / footway defects as the projected total claims for the year is likely to exceed the target.

During this quarter the MOT testing station at Lowerhouse Lane has been able to exceed its quarter 3 target for 2010/11. To date it has generated £164,820.00 of income.

### 6.0 Risk Control Measures

There are no Risk Control Measures for this area.

### 7.0 Progress against high priority equality actions

There are no High Priority Equality Actions for this area.

### 8.0 Data quality statement





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.

## 9.0 Appendices

- Appendix 1 Progress Against 'key' objectives / milestones
- Appendix 2 Progress against 'key' performance indicators
- Appendix 3 Progress against 'other' performance indicators
- Appendix 4 Financial Statement
- Appendix 5 Explanation of use of symbols

**Appendix 1: Progress Against 'key' objectives / milestones**

Ref	Objective
HTL 1	<b>Mersey Gateway – Complete the procedural process to achieve all necessary orders and conditional approval of the Business Case for the construction of the Mersey Gateway within the timescales required.</b>

Milestones	Progress Q 3	Supporting Commentary
Submit Outline Business Case (OBC) to DfT <b>TBA (Under review).</b>		The OBC will be finalised and submitted to Government by February 2011.
DfT Ministerial approval <b>TBA (Under review, previously July 2010).</b>		Secretary of State approval on planning applications. DfT final business case approval expected March 2013. Financial close expected in April 2013.
HM Treasury approval (Chief Secretary <b>TBA (Under review, previously August 2010).</b>		Please see above.
Secretary of State confirms the orders for the construction of the Mersey Gateway <b>October 2010.</b>		Planning approval confirmed by DfT and CLG on 20th December 2010. The approval was signed off by two Government Ministers - Transport Secretary Philip Hammond MP and Local Government Secretary Eric Pickles MP. The approval means that the team can start the preparation for procurement.


**Appendix 1: Progress Against 'key' objectives / milestones**

Ref	Objective
HTL 2	<b>Mersey Gateway - Commence the procurement process for the construction of Mersey gateway to ensure that the project can be completed within the required timescales.</b>

Milestones	Progress Q 3	Supporting Commentary
Publish invitation to prospective tenders in the Official Journal of the European Union (OJEU) <b>TBA (Under review).</b>	?	It is expected that the OJEU notice will be published in April 2011
Prequalification of bids <b>TBA (Under review).</b>	?	It is expected that the preferred bidder will be appointed in the Winter of 2012.
Commence Competitive Dialogue process <b>TBA (Under review).</b>	?	Competitive dialogue process is expected to run from the Summer of 2011 to Spring 2012.
Acquire all land interests for the scheme <b>TBA (Under review).</b>	?	CPO/GVD process has commenced following Secretary of State's decision on planning applications. Land assembly programme is running in parallel with procurement process – the required land will be ready to hand over once a successful concessionaire is in place.

**Appendix 1: Progress Against 'key' objectives / milestones**

Ref	Objective
HTL 3	<b>LTP Capital Programme - Deliver the LTP Capital Programmes to ensure that the transport system is maintained and developed to meets local needs</b>






Milestones	Progress Q 3	Supporting Commentary
To deliver the 20010/11 LTP Capital Programme <b>March 2011.</b>		<p>Following the Government's in-year budget reduction which removed the Road Safety Capital Grant, the LTP Capital Programme now comprises two funding blocks:</p> <p><b>Bridge and Road Maintenance:</b> This is on programme. For details of the Major Bridge Maintenance elements of the programme see HTL5. All planned carriageway structural maintenance schemes are now complete. The footway reconstruction programme is on programme with around 90% of schemes either completed or currently underway. The balance to be delivered during the course of Quarter 4.</p> <p><b>Integrated Transport programme:</b> Quality Transport Corridor Schemes at Hale Road and Coronation Drive commenced in Quarter 3. Following public consultation, improvement works in Birchfield Road, part of the North – South QTC are programmed to start in January 2011. Improvements to passenger waiting facilities at the Greenoaks and Halton Lea South bus stations have been designed and are under discussion with the site owners / operators. It is anticipated that these will be delivered during the final quarter.</p>



## Appendix 1: Progress Against 'key' objectives / milestones





		For progress on proposals at Hough Green and Widnes railway stations, see HTL6
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Ref	Objective
HTL 4	Local Transport Plan 3 – Develop a third Local Transport Plan for Halton, monitor progress against the Council's transport goals and submit reports to ensure progress is maintained.

Milestones	Progress Q 3	Supporting Commentary
Executive Board approval for LTP3 strategy consultation document <b>September 2010</b> .		Executive Board approved LTP3 strategy for consultation 14 - 10-10
Progress report on LTP 2 to Members <b>October 2010</b> .		Progress Report to E&UR PPB 24-11-10
Finalise LTP3 strategy and implementation <b>December 2010</b> .		LTP3 strategy and implementation to be completed in Feb 2011. Government White paper on Transport was published in Jan 2011 thereby delaying the process.
Executive Board approval for LTP3 <b>January 2011</b> .		LTP3 on track to seek Executive Board approval on 3-3-11.
Submit LTP 3 to DfT. <b>March 2011</b> .		LTP3 to be submitted to DfT by 31-3-11.

**Appendix 1: Progress Against 'key' objectives / milestones**

Ref	Objective
HTL 5	<b>Silver Jubilee Bridge (SJB) Complex Major Maintenance Scheme – Delivery of the remaining programme of major works identified within the revised SJB Complex Maintenance Strategy to ensure continued unrestricted availability of the SJB crossing and to allow future maintenance to be delivered on a steady state, lifecycle planned basis.</b>

Milestones	Progress Q 3	Supporting Commentary
Review progress, revise SJB maintenance strategy document and deliver 2010/11 works programme to maximise effectiveness of PRN Grant funding availability prior to its expiry <b>March 2011</b> .		Works programme ongoing. Projection is to complete all activities for which funding is available through PRN Grant.
Initiate formal project management principles and satisfy all other conditions attached to DfT approval of SJB Complex Major Maintenance Scheme <b>October 2010</b> .		PRINCE2 Project Management Practitioner training arranged through Corporate Training for late Feb 2011.
Complete consideration of implications of approval of Mersey Gateway project for funding and delivery of future major bridge maintenance requirements within SJB Complex <b>September 2010</b> (depending upon the outcome of the Secretary of State's decision).		The £7m reduction in funding requirement for SJB Complex major maintenance associated with approval of the Mersey Gateway (MG) project has been reported to Government by MG team. Formal Government guidance is awaited as regards whether Grant funding for both SJB Complex and MG will be delivered separately or in combination.
Complete procurement of consultancy services framework to ensure continued availability of specialist support beyond expiry of existing framework agreement <b>March 2011</b> .		Executive Board approval is currently being sought for Chief Executive to approve continued engagement of nominated consultants engaged on development of MG project. If approved this would see the existing framework agreement with Mott MacDonald extended until March 2013.

**Appendix 1: Progress Against 'key' objectives / milestones**







		For consultancy work outside the scope of the above, Procurement COE's continued preference is to investigate suitability of developing NW Construction Hub framework.
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Ref	Objective
HTL 6	<b>Improving the quality and accessibility of public transport services in Halton to encourage the use of sustainable transport and increase its accessibility by vulnerable group</b>



Milestones	Progress Q 3	Supporting Commentary
Complete Mersey Gateway sustainable transport strategy document. <b>April 2010</b>	<input checked="" type="checkbox"/>	The Mersey Gateway Sustainable Transport Strategy (MGSTS) was agreed and published in February 2009. The MGSTS sets out how the Project can both facilitate and encourage sustainable transport in the Borough, and both provides for, and enables sustainable interventions and initiatives to be developed and implemented.
Improvements to local rail station car park. <b>March 2011.</b>	<input checked="" type="checkbox"/>	Permits and approvals have now been received from Network Rail and work to improve car parking, access and safety & security improvements at Widnes railway station are programmed to commence in January 2011. Amended proposals to Hough Green station car park to provide 48 marked spaces and improved access have been submitted to Network Rail / Northern for approval. Preliminary and investigatory works are scheduled for January to finalise the scheme detail design. Network Rail and Northern Rail are progressing Landlords Consents for the scheme.

**Appendix 2: Progress Against 'key' performance indicators**

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
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<b>Fair Access</b>							
<b><u>HTL LI6</u></b>	No. of passengers on community based accessible transport	241,810	255,000	194,118		N/A	Increased level of passenger journeys during this quarter, on course to achieve target figure.
<b><u>NI 167</u></b>	Congestion during morning peak times	N/A Externally Monitored	N/A Externally Monitored	N/A Externally Monitored		N/A	Congestion during morning peak times – monitoring only is required using Department for Transport data.
<b><u>NI 175</u></b>	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	100%	100%	100%		N/A	Target maintained. Services have remained at Q2 levels.
	b) Warrington Hospital	100%	100%	100%		N/A	Target maintained. Services have remained at Q2 levels.
	c) Riverside College (Runcorn Campus)	93%	90%	93%		N/A	Target maintained. Q2 service levels have been maintained.
	d) Riverside College (Widnes Campus)	98%	95%	98%		N/A	Target maintained. Q2 service levels have been maintained.




**Appendix 2: Progress Against 'key' performance indicators**

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
<b>NI 176</b>	Percentage of people of working age living within a catchment area of a location with more than 500 jobs accessible by public transport and/or walking	100%	100%	100%		N/A	This figure is provided directly from the Central Data Hub at the Department for Transport.  Note: Due to the <i>Links to Work</i> scheme this is 100% otherwise it is the same as the DFT figures of 81%.
<b>NI 177</b>	Number of local bus passenger journeys originating in the authority area in one year	6,219,683	6,130,000	4,725,765		N/A	Although the quarter figure is slightly down, still on course to achieve the target figure.
<b>Service Delivery</b>							
<b>HTL LI10</b>	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	54.2	50.6 (2010)	Refer to comment	N/A	N/A	Annual figure. Data not available on quarterly basis.
<b>HTL LI11</b>	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	8.6	8.2 (2010)	Refer to comment	N/A	N/A	Annual figure. Data not available on quarterly basis.
<b>HTL LI12</b>	No. of people slightly injured in road traffic collisions.	374	430 (2010)	Refer to comment	N/A	N/A	Annual figure. Data not available on quarterly basis.


**Appendix 2: Progress Against 'key' performance indicators**

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
<b><u>HTL</u></b> <b><u>LI15</u></b> Ex BVPI 224b	Condition of Unclassified Roads (% of network where structural maintenance should be considered).	11	9	Refer to comment	N/A	N/A	Annual figure. Data not available on quarterly basis.
<b><u>NI 47</u></b>	Percentage change in 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.	5.9%	-10.4% (2010)	Refer to comment	N/A	N/A	Annual figure. Data not available on quarterly basis.
<b><u>NI 48</u></b>	The percentage change in 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.	0%	0.0% (2010)	Refer to comment	N/A	N/A	Annual figure. Data not available on quarterly basis.

**Appendix 2: Progress Against 'key' performance indicators**

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
<b><u>NI 168</u></b>	Percentage of principal road network where structural maintenance should be considered.	1	2	Refer to comment	N/A	N/A	Annual figure. Data not available on quarterly basis.
<b><u>NI 169</u></b>	Non principal roads where maintenance should be considered.	3	4	Refer to comment	N/A	N/A	Annual figure. Data not available on quarterly basis.
<b><u>NI 178</u></b>	Bus service punctuality,  Part 1: The proportion of non frequent scheduled services on time (%):						
	a) Percentage of buses starting on time	89.84%	97.6%	97.7		N/A	Target achieved due to operators carrying out changes to scheduled time tables to improve punctuality.
	b) Percentage of buses on time at intermediate timing points	83.37%	85%	85.5%		N/A	Target achieved due to operators carrying out changes to scheduled time tables to improve punctuality.
	Part 2: For frequent services, the excess waiting time (minutes)	0.07	1.05	0.42		N/A	Performance improved during Q3 due to changes made to service schedules to improve punctuality.

**Appendix 2: Progress Against 'key' performance indicators**

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
<b><u>NI 189</u></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%	Refer to comment		N/A	Progress against the agreed actions from the Catchment Flood Risk Management Plan (CFRMP) and Shoreline Management Plan (SMP) is ongoing. Strategic Flood Risk Management plan2 is close to completion. Work on a Surface Water Management Plan is underway. Use of Sustainable Drainage Systems (SuDS) drainage techniques is embedded within the planning process.





**Appendix 2: Progress Against 'key' performance indicators**

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
<b>NI 198</b>	Children travelling to school – mode of transport usually used (%).						
	a) Children aged 5 – 10 years:						
	Cars	41.3%	43.5%	Refer to comment	N/A	N/A	Annual figure. Data not available on quarterly basis. This information is supplied by Department for Education and is derived from the school returns
	Car share	3.5%	2.5%				
	Public transport	2.3%	2.2%				
	Walking	52.4%	51.2%				
	Cycling	0.4%	0.5%				
	Other	0.1%	0.1%				
	b) Children aged 11 – 15 years						
	Cars	25.4%	27.8%	Refer to comment	N/A	N/A	Annual figure. Data not available on quarterly basis. This information is supplied by Department for Education and is derived from the school returns
Car share	2.4%	2.6%					
Public transport	21.3%	18.9%					
Walking	48.9%	48.8%					
Cycling	1.7%	0.9%					
Other	0.3%	1.0%					

**Appendix 3: Progress Against 'other' performance indicators**

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
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<b>Cost &amp; Efficiency</b>							
HTL LI1	Number of third party claims received due to alleged highway / footway defects	131	110	105	?	N/A	Projected total claims received for year likely to exceed target. It should be noted however that numbers of successful claims show a downward trend.

<b>Service Delivery</b>							
HTL LI19a	No of sites with new bus shelters	70	75	70	?		Tender process through Procurement is now complete. Order to be placed for new shelters in early January with installation complete by mid March.
HTL LI19b	No of sites with replacement bus shelters	75	72	75	?		Tender process through Procurement is now complete. Order to be placed for new shelters in early January with installation complete by mid March. Target figure achieved.

## Appendix 4: Financial Statement

### HIGHWAYS, TRANSPORTATION & LOGISTICS

#### Revenue Budget as at 31st December 2010

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<b>Expenditure</b>					
Employees	3,990	3,006	2,919	87	2,919
Other Premises	254	209	191	18	210
Hired & Contracted Services	348	230	218	12	232
Supplies & Services	345	238	220	18	290
Street Lighting	1,873	1,039	1,024	15	1,094
Highways Maintenance	2,295	1,580	1,562	18	2,141
Bridges	130	40	36	4	49
Eastern Relief Road (met by grant)	219	115	105	10	151
Fleet Transport	2,210	1,603	1,651	(48)	1,651
Bus Support – Halton Hopper Tickets	205	120	165	(45)	165
Bus Support – Rural Bus Subsidy	41	31	0	31	0
Bus Support	858	644	638	6	638
Out of Borough Transport	51	38	33	5	33
Other Transport	192	144	137	7	137
Finance Charges	359	276	268	8	268
Grants to Voluntary Organisations	122	122	122	0	122
Contribution to Externally Funded Projects	150	112	112	0	112
NRA Levy	59	44	46	(2)	46
<b>Total Expenditure</b>	<b>13,701</b>	<b>9,591</b>	<b>9,447</b>	<b>144</b>	<b>10,258</b>
<b>Income</b>					
Sales	-326	-176	-252	76	-252
Fees & Charges	-429	-215	-320	105	-320
Rents	-14	-11	-11	0	-11
Grants & Reimbursements	-422	-306	-320	14	-320
Recharge to Capital	-661	-75	-79	4	-79
<b>Total Income</b>	<b>-1,852</b>	<b>-783</b>	<b>-982</b>	<b>199</b>	<b>-982</b>

## Appendix 4: Financial Statement

<b>Net Controllable Expenditure</b>	<b>11,849</b>	<b>8,808</b>	<b>8,465</b>	<b>343</b>	<b>9,276</b>
<b><u>Recharges</u></b>					
Premises Support	612	17	20	(3)	20
Use of Transport	294	221	231	(10)	231
Asset Charges	5,215	116	116	0	116
Support Service Income	-2,204	-1,176	-1,204	28	-1,204
Transport Recharges	-2,618	-1,964	-1,982	18	-1,982
Central Support Services	3,160	162	162	0	162
<b>Net Total Recharges</b>	<b>4,459</b>	<b>-2,624</b>	<b>-2,657</b>	<b>33</b>	<b>-2,657</b>
<b>Net Departmental Total</b>	<b>16,308</b>	<b>6,184</b>	<b>5,808</b>	<b>376</b>	<b>6,619</b>

### **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 due to vacancy management, retirements during the year and long term sickness absences. The vacancies are mainly in the Highway Development section. It is expected that the vacancies will continue until year end and the underspend on staffing is expected to exceed £110,000 by year end. This will contribute towards in year savings.

Hired and Contracted Services is slightly below budget in a number of areas, the main area being Public Rights of Way. This will be spent in the final quarter of the financial year.

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 Fleet Transport, expenditure is above budget profile due to increased activity. This expenditure is recovered by way of recharges to other directorates, hence sales and fees & charges income also being above budget profile. The net effect on the overall budget is nil.

With regards to Bus Support – Halton Hopper, there has been increased income from Halton Hopper tickets and hence an increase in payments made to providers. The net effect on the overall budget is nil.

With regards to income, fees and charges is above budget to date as a result of more defects spotted than anticipated and prolonged occupation of highways by utilities. Grants and reimbursements is above budget to date largely due to supervision of private sector development. This income is ad hoc and therefore difficult to estimate.

At this stage it is anticipated that overall spend will be approximately £350,000 below Departmental budget by the financial year-end, which will contribute to the £500,000 Directorate savings target.

**Appendix 4: Financial Statement**

**HIGHWAYS, TRANSPORTATION & LOGISTICS**

**Capital Projects as at 31st December 2010**

	2010/11 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	6,905	4,575	4,506	2,399
Road Maintenance	1,690	1,290	983	707
<b>Total Bridge &amp; Highway Maintenance</b>	<b>8,595</b>	<b>5,865</b>	<b>5,489</b>	<b>3,106</b>
<b>Integrated Transport</b>	<b>1,325</b>	<b>809</b>	<b>190</b>	<b>1,135</b>
<b>Total Local Transport Plan</b>	<b>9,920</b>	<b>6,674</b>	<b>5,679</b>	<b>4,241</b>
<b>Halton Borough Council</b>				
Early Land Acquisition Mersey Gateway	16,200	4,912	3,901	12,299
Flood Defence	100	0	0	100
Street lighting – Structural Maintenance	200	200	194	6
Bringing Roads to Adopted Standard	100	75	0	100
	120	90	90	30
<b>Salt Barn at Lowerhouse Lane Depot/CCTV</b>				
<b>Fleet Replacements</b>	550	0	0	0
<b>Total Halton Borough Council</b>	<b>17,270</b>	<b>5,277</b>	<b>4,185</b>	<b>12,535</b>

## Appendix 4: Financial Statement

<b>Section 106/External Funded Work</b>				
Royal Avenue Car Parking	19	0	0	19
Widnes Station Access Improvements & Car Park Extension	164	0	0	164
Upton Rocks Distributor Road	330	124	124	206
B&Q Site – Public Transport	51	0	0	51
Asda Runcorn	175	0	0	175
A56/Eastern Expressway Improvements	60	60	59	1
<b>Total Section 106/External Funded Work</b>	<b>799</b>	<b>184</b>	<b>183</b>	<b>616</b>

The LTP allocation for financial year 10/11 was £8,937,000 but £1,863,000 of unspent grant was carried forward from 09/10. The Government cut the LTP allocation in year by £880,000 resulting in the total allocation being reduced to £9,920,000. The above figures reflect this.

It is anticipated that the LTP will be fully spent by the end of the financial year. With regards to other capital schemes, uncommitted capital schemes have been put on hold in the light of in-year cuts in capital grants. The Early Land Acquisition Mersey Gateway programme has been on hold pending the Government's recent announcement regarding the Mersey Gateway. This programme will now restart, although there will be significant slippage into 2011/12. Expenditure on Fleet Replacements has been deferred and is not expected to be spent before the end of the financial year.




### HIGHWAYS & TRANSPORTATION

#### LSP, External or Grant Funded Items as at 31st December 2010

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance To Date (overspend) £'000	Actual Including Committed Items £'000
Accessible Transport	26	26	26	0	26
Neighbourhood Travel Team	55	41	7	34	10
<b>Total Local Strategic Partnerships Funding</b>	<b>81</b>	<b>67</b>	<b>33</b>	<b>34</b>	<b>36</b>




## Appendix 5: Explanation of Symbols

Symbols are used in the following manner:

<b>Progress</b>	<b><u>Objective</u></b>	<b><u>Performance Indicator</u></b>
<b>Green</b>	 Indicates that the <u>objective is on course to be achieved</u> within the appropriate timeframe.	<i>Indicates that the annual target <u>is on course to be achieved</u>.</i>
<b>Amber</b>	 Indicates that it is <u>uncertain or too early to say at this stage</u> , whether the milestone/objective will be achieved within the appropriate timeframe.	<i>Indicates that it is <u>uncertain or too early to say at this stage</u> whether the annual target is on course to be achieved.</i>
<b>Red</b>	 Indicates that it is <u>highly likely or certain</u> that the objective will not be achieved within the appropriate timeframe.	<i>Indicates that the target <u>will not be achieved</u> unless there is an <u>intervention or remedial action</u> taken.</i>

### **Direction of Travel Indicator**

Where possible performance measures will also identify a direction of travel using the following convention

<b>Green</b>	 Indicates that performance <b>is better</b> as compared to the same period last year.
<b>Amber</b>	 Indicates that performance <b>is the same</b> as compared to the same period last year.
<b>Red</b>	 Indicates that performance <b>is worse</b> as compared to the same period last year.
<b>N/A</b>	Indicates that the measure cannot be compared to the same period last year.