

QUARTERLY MONITORING REPORT

DIRECTORATE: Environment
SERVICE: Highways, Transportation & Logistics
PERIOD: Quarter 1 to period end 30th June 2008

1.0 INTRODUCTION

This quarterly monitoring report covers the Highways, Transportation & Logistics first quarter period up to 30 June 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

The Mersey Gateway Project Team has now made all the necessary applications for the project. The planning application was submitted in March 08 and the remaining orders and applications were made in May 08. Leaflets were distributed throughout the Borough explaining the scheme and the orders process and public exhibitions took place during June 08. The end of the period for representations is 18th July 08.




3.0 EMERGING ISSUES

- A Mersey Gateway Sustainable Transport Strategy – 'Gateway to Sustainability' is being developed to enable advantage to be taken of the opportunities offered by the Mersey Gateway Project to deliver step changes in the provision of sustainable transport services within the Borough. A draft strategy will be presented to the July Executive Board seeking approval to undertake a public consultation exercise on the proposals prior to finalisation.
- Two important studies are being undertaken, both of which are looking into the accessibility of services. The first is the Joint Strategic Needs Assessment, which is being carried out to address social cohesion and inclusion issues. The other study being 'The Halton Accessible Transport Study'. The aim of this

study is to carry out a fundamental review of the provision of accessible transport services within the Borough of Halton.

- Road construction prices continue to rise and outstrip general inflation. Current term contract costs, which are adjusted by national price indices, are around 10% to 12% higher than this time last year. This is beginning to have a significant impact on the volume of highway maintenance and improvement work that can be undertaken.
- The current downturn in house building is expected to impact on the Department's budget during 2008/9 through reduced section 38 fee income. The number of new development starts is significantly down on previous years and falling house sales, particularly in the Sandymoor development area, is expected to effect the predicted profile of Section 106 income that has been identified for infrastructure provision and improvement.
- From 1 April 2009 it is forecast that energy charges for street lighting (including illuminated signs, traffic signals, VMS, CCTV, etc) will rise by 18 %, which equates to an increase of approx. £350,000 on the existing budget. This will need to be addressed in the current budget setting process for 2009/10.

4.0 PROGRESS AGAINST OBJECTIVES / MILESTONES




Total	9		7		0		1
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Good progress is being made towards objectives/milestones. One "Non" Key milestone has been reported this quarter, re the School Pathfinder Scheme, which has been assigned a red traffic light. For further details, please refer to Appendix 1.

5.0 SERVICE REVIEW




None undertaken.

6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS

Total	14		0		0		0
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All “Key” performance indicators are annual figures and will be reported at year end. For further details, please refer to Appendix 2.

6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS

Total	17		0		0		0
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No “Other” performance indicators have been reported by exception 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		Planning and Transport & Works Act applications were submitted by end of May 2008.
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, which will be finalised once Member approval has been given in September 2008.

Service Plan Ref.	Objective	2008/09 Milestone	Progress to date	Commentary
HT 5	Silver Jubilee Bridge Maintenance Major Scheme – Secure funding, complete procurement and deliver works to enable the bridge and associated structures to reach a steady state of maintenance.	Funding secured, procurement means established and delivery programme initiated. May 2008.		£14.3m has been secured for maintenance works on PRN Bridges between 2009/10 & 2010/11. This includes £13.1m towards maintenance of structures within the SJB Complex. The DfT's decision on the SJB Major Scheme application is still awaited. Procurement of single Bridge Maintenance Partner Contractor is underway. Advance contracts for SJB painting, SJB east elevation cable wrapping and other PRN work either underway or out to tender.
		Review progress, revise SJB maintenance Strategy document and deliver 2008/09 works programme. Mar 2009		Programme review underway in context of ongoing and imminent advance contracts. Maintenance strategy document to be revisited by year end.
HT 6	Vehicle Fleet Replacement Programme - Secure procurement and funding methods and deliver new fleet to improve the quality of the service delivery to various stakeholders.	Complete first phase of vehicle replacement programme, which involves replacing 45 vehicle & plant items. June 2008		All first phase vehicle replacements have been ordered. However, due to the volatility of the supply chain some of the fleet items remain in short supply.
		Complete acquisition method options appraisal for the second phase of the replacement programme, which involves the balance of fleet items due for replacement after Oct 2008		Funding has been secured for the second phase of the replacement programme.
HT 7	Improving the quality and accessibility of public transport services in Halton to encourage the	<i>Implement School Pathfinder Scheme, which involves widening the range and availability home to education</i>		The bid for funding was unsuccessful and therefore the initiative is unable to proceed. However, DCSF has been asked for clarification on the future

Service Plan Ref.	Objective	2008/09 Milestone	Progress to date	Commentary
	use of sustainable transport and increase its accessibility by vulnerable groups	<i>and training transport. This is subject to funding being made available in March 2008. Apr 2008</i>		availability of potential alternative funding.

NB “Non – Key” Milestones are identified by italic text.

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 LI12 - No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (Previously 99bi)

HTL LI15 - Condition of Unclassified Roads (% unclassified road network where structural maintenance should be considered). (Previously BVPI 224b)

NI 47 - People Killed and Seriously Injured

NI 48 - Children Killed and Seriously Injured

NI 168 -Percentage of principal road network where structural maintenance should be considered

NI 169 - Non principal roads where maintenance should be considered

NI 178 - Bus service punctuality

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

**Capital Expenditure -
2008/2009**

Highways & Transportation

**Expenditure as at 30th June
2008.**

Scheme	2008/2009 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	2008/2009 Allocation Remaining £'000
Fleet Replacement Programme	1,674	327	327	1,347
	1,674	327	327	1,347

Revenue Budget as at 30th June 2008

	Annual Revised Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance To Date (overspend) £'000	Actual Including Committed Items £'000
<i>Expenditure</i>					
Employees	3,354	828	763	65	763
Premises Support	334	0	0	0	0
Other Premises	160	72	48	24	54
Hired & Contracted Services	247	62	56	6	104
Supplies & Services	340	89	72	17	121
Highways Insurance	442	0	0	0	0
Street Lighting	1,748	197	183	14	246
Highways Maintenance	2,252	231	225	6	1,346
Bridges	116	14	5	9	9
Eastern Relief Road (met by grant)	209	3	3	0	31
Other Transport	271	42	34	8	72
Central Support Services	715	0	0	0	0
Departmental Support Services	283	0	0	0	0
NRA Levy	56	14	14	0	14
Subsidised Bus	789	197	149	48	656

Routes					
Halton Hopper	120	0	0	0	6
Out of Zone	78	19	17	2	32
Transport					
Grants to	122	61	61	0	122
Voluntary					
Organisations					
Asset Charges	4,635	0	0	0	0
Total Expenditure	16,271	1,829	1,630	199	3,576
Income					
Halton Hopper	-120	-42	-42	0	-42
Sales					
Sales	-44	-11	-7	(4)	-7
Out of Zone	-78	0	0	0	0
Transport					
Other Fees &	-203	-17	-38	21	-38
Charges					
Support Service	-980	0	0	0	0
Recharges					
Grants &	-503	-24	-1	(23)	-1
Reimbursements					
Recharge to	-659	-1	-1	0	-1
Capital					
Total Income	-2,587	-95	-89	(6)	-89
Net Expenditure	13,684	1,734	1,541	193	3,487

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.

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 a secondment to another section. There are also reduced costs due to a number of staff being on maternity leave

Other premises is below budget due to the NNDR bills for car parks being lower than budgeted.

Subsidised Bus Routes is below budget due to quarterly charges not yet received from other authorities and Merseytravel. This budget will be fully spent at the financial year-end, 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.

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

Capital Projects as at 30th June 2008

	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	383	444	4,408
Road Maintenance	1,431	81	0	1,431
Total Bridge & Highway Maintenance	6,283	464	444	5,839
Integrated Transport	1,885	492	492	1,393
Total Local Transport Plan	8,168	956	936	7,232
Halton Borough Council				
Mersey Gateway Development Costs	2,500	2,500	2,485	15
Mersey Gateway Early Land Acquisition	6,000	0	0	6,000
Flood Defence	50	0	0	50
Street lighting – Structural Maintenance	139	0	0	139
Bringing Roads to Adopted Standard	100	0	0	100
Total Halton Borough Council	8,789	2,500	2,485	6,304
Section 106/External Funded Work				
Upton Rocks Distributor Road	643	0	0	643
A56/Eastern Expressway Improvements	1,500	0	0	1,500
Total Section 106/External Funded Work	2,143	0	0	2,143

LSP, External or Grant Funded Items as at 30th June 2008

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Accessible Transport	25	6	0	6	0
Neighbourhood Travel Team	60	15	0	15	0
Links To Work	10	2	0	2	0
Total Local Strategic Partnerships Funding	95	23	0	23	0

Operational Services Division 2008/2009.

Revenue Budget as at 30th June 2008.




	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<u>Expenditure</u>					
Employees	1,199	294	287	7	287
Building Maintenance	52	0	0	0	0
Operational Building	129	0	0	0	0
Other Premises Costs	176	69	66	3	66
Supplies & Services	102	24	16	8	16
Hired & Contracted Services	92	24	27	(3)	27
Transport Recharges	210	53	65	(12)	65
Transport - Insurance Recharge	319	80	80	0	80
Transport - Contract Hire	1,422	355	336	19	336
Transport - Road Fund Licence	8	2	2	0	2
Transport - Fuel	421	105	161	(56)	161
Transport - Tyres	73	18	20	(2)	20
Transport - Casual Hire	20	5	12	(7)	12
Transport - Vehicle Parts	323	81	81	0	81
Transport - Sub-Contractors	38	9	0	9	0
Transport - Garage Equipment & Consumables	35	9	10	(1)	10
Central Support Costs	205	0	0	0	0
Internal Support Costs	262	0	0	0	0
Asset Charges	193	39	50	(11)	50

Total Expenditure	5,279	1,167	1,213	(46)	1,213
<u>Income</u>					
Miscellaneous Rents	-9	-2	-2	0	-2
Fees & Charges	-142	-35	-44	9	-44
Support Service Income	-911	0	0	0	0
Reimbursement & Other Grants	-268	-66	-64	(2)	-64
Transport - Contract Hire	-2,384	-596	-593	(3)	-593
Transport - Fuel	-423	-106	-138	32	-138
Transport - Tyres	-86	-21	-23	2	-23
Transport - Casual Hire	-31	-8	-19	11	-19
Transport - Vehicle & Plant Repairs	-362	-91	-85	(6)	-85
Community Meals	-120	-28	-19	(9)	-19
Client Transport	-453	-102	-128	26	-128
Total Income	-5,189	-1,055	-1,115	60	-1,115
Net Expenditure	90	112	98	14	98

Comments

Overall the service is operating better than anticipated.
The cost of fuel is a major concern and will be monitored closely over the coming months.

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>