

## 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 1 - 1 <sup>st</sup> April – 30 <sup>th</sup> June 2010

### 1.0 Introduction

This quarterly monitoring report covers the Highways, Transportation & Logistics Department first quarter period up to 30<sup>th</sup> June 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

#### Government 'In Year' Funding Cuts

Announcement of details of the Government's spending review in mid June dictated that all Major Maintenance Schemes which had received approval since 01/01/10 (including the SJB Major Maintenance Scheme) were within the scope of this review.

However DfT have now confirmed that Silver Jubilee Bridge (SJB) Major Maintenance Scheme is not one of the projects being cancelled and work is continuing to ensure delivery of the works programme commencing in 2011/12.

A £440,000 (25%) cut to the Integrated Transport Block allocation (down from £1.767M to £1.325M) has necessitated a re-profiling of the implementation programme for 2010/11. Fortunately, programmed schemes such as Widnes railway station 'park and ride' and improvements to Halton Lea South bus station are supported by funding available from S106 Agreements and are able to proceed as planned. However, proposals for car park improvements at Hough Green Station are being reviewed in the light of Merseytravel's withdrawal of funding support for the scheme. Delivery of Quality Transport Corridor schemes, which provide walking, cycling and bus accessibility improvements are largely able to proceed as originally programmed.

Halton's Road Safety Capital Grant of £75,000 has been cut in its entirety and the Road Safety Revenue Grant has been reduced by 27% or £90,000. These cuts will impact on the Cheshire Safer Roads Partnership of which Halton is a member and on the amount of road safety education, training and publicity that can be delivered in 2010/11.

Halton's Primary Route Network (PRN) Grant funding for Major Bridge Maintenance in 2010/11 has been reduced by £440,000 (9%). The 2010/11 maintenance programme has been reviewed in the context of this reduction with the intention of delivering deferred works in 2011/12 using Major Maintenance Scheme funding.

### 3.0 Emerging Issues

The Government's Spending Review has resulted in the "in year" reductions in Grant funding availability across a number of areas for 2010/11 as described above. Consideration of the implications for budget availability and prioritisation of scheme programmes has been completed to ensure that these reductions in funding may be accommodated this year. However, spending plans for the years 2011/12 to 2014/15 will be published in the Government's Spending Review, expected on Wednesday 20 October 2010. Government Departments including the DfT have been asked to plan for budget savings between 25% to 40%.


### 4.0 Service Objectives / milestones

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

<b>Total</b>	<b>19</b>		11		8		0
--------------	-----------	-------------------------------------------------------------------------------------	----	-------------------------------------------------------------------------------------	---	---------------------------------------------------------------------------------------	---

Following the May election the coalition government is now reconsidering spending allocations and this may impact upon a number of milestones relating to the Mersey Gateway project. Additional details concerning all key objectives / milestones for the service are provided in Appendix 1.

## 4.2 Progress against 'other' objectives / milestones

Total	0		0		0		0
-------	---	-----------------------------------------------------------------------------------	---	-----------------------------------------------------------------------------------	---	-------------------------------------------------------------------------------------	---

There are presently no additional objectives/ milestones for the service.

## 5.0 Performance indicators

### 5.1 Progress Against 'key' performance indicators

Total	3		1		1		1
-------	---	-----------------------------------------------------------------------------------	---	-----------------------------------------------------------------------------------	---	-------------------------------------------------------------------------------------	---

For further details please refer to Appendix 3.

### 5.2 Progress Against 'other' performance indicators

Total	13		7		5		1
-------	----	-------------------------------------------------------------------------------------	---	-------------------------------------------------------------------------------------	---	---------------------------------------------------------------------------------------	---

For further details please refer to Appendix 4.

## 6.0 Risk Control Measures

During the development of the 2010 -11 Service activities, the service was required to undertake a risk assessment of all Key Service Objectives. As a result no 'high' risk, treatment measures were identified for the service.

## 7.0 Progress against high priority equality actions

As a result of undertaking a departmental Equality Impact Assessment no high priority actions were identified for the service for the period 2010 – 2011

## **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 1	Supporting Commentary
Submit Outline Business Case (OBC) to DfT <b>TBA (Under review).</b>	?	The Mersey Gateway is under review by the Coalition Government and the programme and hence milestones will be revised based on the outcome of this review expected in autumn 2010.
DfT Ministerial approval <b>TBA (Under review, previously July 2010).</b>	?	
HM Treasury approval (Chief Secretary <b>TBA (Under review, previously August 2010).</b>	?	
Secretary of State confirms the orders for the construction of the Mersey Gateway <b>October 2010.</b>	?	


## 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 1	Supporting Commentary
Publish invitation to prospective tenders in the Official Journal of the European Union (OJEU) <b>TBA (Under review).</b>	?	The Mersey Gateway is under review by the Coalition Government and the programme and hence milestones will be revised based on the outcome of this review expected in autumn 2010
Prequalification of bids <b>TBA (Under review).</b>	?	
Commence Competitive Dialogue process <b>TBA (Under review).</b>	?	
Acquire all land interests for the scheme <b>TBA (Under review).</b>	?	



**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 1	Supporting Commentary
To deliver the 20010/11 LTP Capital Programme <b>March 2011.</b>		<p>The LTP Capital Programme comprises three funding blocks:</p> <ul style="list-style-type: none"> <li>• Bridge and Road Maintenance is on programme. For details of the Major Bridge Maintenance elements of the programme see HTL5. The design of major road schemes is 90% complete in Q1 for implementation during the summer months. The footway reconstruction programme is in progress with a first (of three) phases of works currently under construction and the remainder of work on target for completion later in the year.</li> <li>• The Integrated Transport programme has been re-profiled to accommodate the revised IT budget allocation. Preliminary design work on the development of Quality Transport Corridor schemes is well advanced with a view to public consultation, where appropriate, during the summer months. Improvement schemes at Halton Lea and Greenoaks bus stations are currently on programme. Improved car parking, access and safety and security improvements at Widnes railway station are at scheme approval stage with Network Rail and Northern Rail, the operating company. Proposals for Hough Green station car park and access improvements are under review in the light of reduced ITB funding from Government and Merseytravel.</li> <li>• The Road Safety capital grant has been cut in its entirety for 2010/11 (see Key Developments above)</li> </ul>

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





Ref	Objective
HTL 4	<b>Local Transport Plan 3 (LTP3) – Develop a third Local Transport Plan for Halton, monitor progress against the Council's transport goals and submit reports to ensure progress is maintained.</b>

Milestones	Progress Q 1	Supporting Commentary
Executive Board approval for LTP3 strategy consultation document <b>September 2010.</b>		LTP3 strategy consultation document is in preparation for approval by Executive Board on 9 <sup>th</sup> September 2010.
Progress report on LTP 2 to Members <b>October 2010.</b>		Information for the report is being compiled.
Finalise LTP3 strategy and implementation <b>December 2010.</b>		On track for completion, details will depend on decision on Mersey Gateway.
Executive Board approval for LTP3 <b>January 2011.</b>		On programme.
Submit LTP 3 to DfT. <b>March 2011.</b>		On programme.

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>





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




Milestones	Progress Q 1	Supporting Commentary
<p>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).</p>		<p>Major bridge maintenance activity on SJB, Widnes Approach Viaduct, Runcorn Approach Viaduct, Hutchinson's Sidings Bridge and Station Road Bridge and Footbridge completed or well underway through the Bridge Maintenance Partnership Contract with Balvac.</p> <p>Scope of the Task Order to repaint structural steelwork above deck level in the two end spans has been agreed and establishment of access is imminent.</p> <p>The works programme has been reviewed to make allowance for the £440k "in year" cut in PRN Grant funding availability for 2010/11 announced by DfT.</p>
<p>Initiate formal project management principles and satisfy all other conditions attached to DfT approval of SJB Complex Major Maintenance Scheme <b>October 2010</b>.</p>		<p>Programme Initiation Document in place. Awaiting formal PRINCE2 Practitioner Training to allow the review and development of the PID. Training being procured through Corporate Training Centre and agreement made external training organisation.</p>
<p>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>.</p>		<p>Initial information has been forwarded to Mersey Gateway team regarding the potential savings to the SJB Major Maintenance Scheme should Mersey Gateway approval be confirmed. Further review dependent upon issue of Secretary of State's decision.</p>
<p>Complete procurement of consultancy services framework to ensure continued availability of specialist support beyond expiry of existing framework agreement <b>March 2011</b>.</p>		<p>Procurement Centre of Excellence being engaged to take process forward</p>

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



Ref	Objective
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 group.

Milestones	Progress Q 1	Supporting Commentary
Complete Mersey Gateway Sustainable Transport Strategy (MGSTS) document. <b>April 2010</b>		<p>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.</p> <p>Although the actual document is complete, the overall policy implications are on hold until after the Spending Review in autumn 2010. This is due to the MGSTS being reliant on the Mersey Gateway Project being approved as the Mersey Gateway Project provides some of the funding.</p>
Improvements to local rail station car park. <b>March 2011.</b>		Improved car parking, access and safety and security improvements at Widnes railway station are at scheme approval stage with Network Rail and Northern Rail, the operating company. Proposals for Hough Green station car park and access improvements are under review in the light of reduced ITB funding from Government and Merseytravel.

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

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
<b>Fair Access</b>							
<b><u>HTL LI6</u></b>	No. of passengers on community based accessible transport	241,810	255,000	56,000			There is a slight variation due to seasonal variations, and the first quarter figure is often lower. However, the figure is still down by in excess of 1,600 as compared with the same quarter of last year.
<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 DfT 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%	Reported Annually	Refer to Comment	N/A	These figures are reported annually and relate to the local bus network of services and hospital link which provide access and contribute to the existing target figures. This will be maintained for 2010/11 as funding has been secured for this period.

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

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
	b) Warrington Hospital	100%	100%	As above	As above	N/A	
	c) Riverside College (Runcorn Campus)	93%	90%	As above	As above	N/A	
	d) Riverside College (Widnes Campus)	98%	95%	As above	As above	N/A	
<b>NI 176</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%	Reported Annually	Refer to Comment	N/A	This figure is provided directly from the Central Data Hub at DfT and is reported annually.
<b>NI 177</b>	Number of local bus passenger journeys originating in the authority area in one year	6,219,683	6,130,000	1,584,149			Good level of passenger journeys during first quarter, on target for meeting the end of year target. Figure is up by almost 129,000 as compared with the same quarter of the previous year.

Service Delivery							
<b>HTL LI10</b>	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	54.2	55 (2010)	N/A Reported Annually	Refer to comment	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 1	Current Progress	Direction of Travel	Supporting Commentary
<b><u>HTL LI11</u></b>	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	8.6	10 (2010)	N/A Reported Annually	Refer to comment	N/A	Annual Figure data not available on quarterly basis
<b><u>HTL LI12</u></b>	No. of people slightly injured in road traffic collisions.	374	430 (2010)	N/A Reported Annually	Refer to comment	N/A	Annual Figure data not available on quarterly basis
<b><u>HTL LI15</u></b> Ex BVPI 224b	Condition of Unclassified Roads (% of network where structural maintenance should be considered).	11	9	N/A Reported Annually	Refer to comment	N/A	This figure is reported at year end.
<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%	-9.1% (2010)	N/A Reported Annually	Refer to comment	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 1	Current Progress	Direction of Travel	Supporting Commentary
<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)	N/A Reported Annually	Refer to comment	N/A	Annual Figure data not available on quarterly basis
<b><u>NI 168</u></b>	Percentage of principal road network where structural maintenance should be considered	1	2	N/A Reported Annually	Refer to comment	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	N/A Reported Annually	Refer to comment	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%	Reported Annually	Refer to comment	N/A	These figures are reported annually.

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

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
	b) Percentage of buses on time at intermediate timing points	83.37%	85%	Reported Annually	Refer to comment	N/A	
	Part 2: For frequent services, the excess waiting time (minutes)	0.07	1.05	N/A Reported Annually	Refer to comment	N/A	This figure is provided annually.

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

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 1	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%	N/A Reported Annually	Refer to comment	N/A	This indicator reports annually based upon satisfactory delivery of Actions contained in SWMP, assessed by Defra. Next report due March 2011.





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

Ref	Description	Actual 2009/10	Target 2010/11	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
<b>NI 198</b>	Children travelling to school – mode of transport usually used (%).						Information is supplied annually by Dept for Education from Annual School Returns, so data is currently not available
	a) Children aged 5 – 10 years:			N/A Reported Annually	Refer to comment	N/A	
	Cars	41.3%	43.5%				
	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			N/A Reported Annually	Refer to comment	N/A	
	Cars	25.4%	27.8%				
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 1	Current Progress	Direction of Travel	Supporting Commentary
-----	-------------	-------------------	-------------------	-----------	---------------------	------------------------	-----------------------

Service Delivery							
HTL LI19a	No of sites with new bus shelters	70	75	70			Due to changes in grant allocations from Central Government, this work has so far not progressed. However, it is now the intention that this work will commence during quarter 2

## Appendix 4 Financial Statement

### HIGHWAYS, TRANSPORTATION & LOGISTICS

#### Revenue Budget as at 30<sup>th</sup> June 2010

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<b><i>Expenditure</i></b>					
Employees	4,039	972	948	24	948
Premises Support	177	4	0	4	0
Other Premises	355	130	110	20	121
Hired & Contracted Services	348	79	65	14	102
Supplies & Services	426	117	110	7	179
Street Lighting	1,873	269	270	(1)	351
Highways Maintenance	2,295	677	661	16	1,406
Bridges	130	14	10	4	85
Eastern Relief Road (met by grant)	219	32	22	10	38
Fleet Transport	2,126	532	560	(28)	560
Bus Support	1,059	287	323	(36)	323
Out of School Transport	51	13	13	0	13
Other Transport	486	123	111	12	111
Finance Charges	591	131	129	2	129
Grants to Voluntary Organisations	122	61	61	0	61
Contribution to Externally Funded Projects	205	51	51	0	51
Central Support Services	0	0	0	0	0
Departmental Support Services	0	0	0	0	0
NRA Levy	59	15	15	0	15
Asset Charges	4,992	0	0	0	0
<b>Total Expenditure</b>	<b>19,553</b>	<b>3,507</b>	<b>3,459</b>	<b>48</b>	<b>4,493</b>
<b><i>Income</i></b>					
Sales	-206	-47	-120	73	-120
Fees & Charges	-429	-60	-65	5	-65
Rents	-14	-4	-4	0	-4
Support Service Income	-2,229	-386	-381	(5)	-381
Transport Recharges	-2,618	-653	-636	(17)	-636
Grants & Reimbursements	-461	-93	-63	(30)	-63
Recharge to Capital	-661	0	0	0	0
<b>Total Income</b>	<b>-6,618</b>	<b>-1,243</b>	<b>-1,269</b>	<b>26</b>	<b>-1,269</b>
<b>Net Expenditure</b>	<b>12,935</b>	<b>2,264</b>	<b>2,190</b>	<b>74</b>	<b>3,224</b>

## Appendix 4 Financial Statement

### **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 due to vacancies, particularly in the Highway Development section.

Hired and Contracted Services is slightly below budget in a number of areas, the main area being Public Rights of Way. This is due to the Service Level Agreement with Groundwork Merseyside being due for renewal and under discussion.

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 & Bus Support, the overspends are offset by the increase in sales and fees & charges income.

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 and it is difficult to estimate what the income received will be.

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




## 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.