

## Departmental Quarterly Monitoring Report

<b><u>Directorate:</u></b>	Policy & Resources
<b><u>Department:</u></b>	Policy, Planning & Transportation (Extracts)
<b><u>Period:</u></b>	Quarter 1 - 1 <sup>st</sup> April – 30 <sup>th</sup> June 2011

### 1.0 Introduction

This quarterly monitoring report covers the Policy, Planning & Transportation Department first quarter period up to 30<sup>th</sup> June 2011. 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 5

### 2.0 Key Developments

#### **Mersey Gateway**

In recent months the Project Team have been working with Department for Transport officials to agree terms for the detailed funding package required to deliver Mersey Gateway. Draft proposals are now settled and discussions are now taking place with the Treasury. Ministers are expected to be in a position to make an announcement in the autumn.

In the meantime, the project team has been busy developing the procurement programme and liaising with landowners along the route to purchase the land needed for the project. This vital work will continue over the summer, and we are looking forward to an announcement on the full funding package in the near future that ensures that we get the best value for money for everybody involved. That means local residents, communities, businesses and local and central government.

#### **Highways Development**

Works at Widnes railway station were substantially completed in June 2011 and the extended car park is now in operation, providing improved park & ride facilities and relieving pressure on surrounding side streets.

A scheme to widen Milton Road at its junction with Kingsway commenced in June 2011. The aim of the scheme is to provide pedestrian crossing facilities, reduce

traffic delays and improve air quality in the area. Improvements to Lugsdale Road and its junction with Gerrard Street were agreed with the developer of the new Tesco store. Together, these schemes will improve traffic access in and around Widnes town centre.

A Preliminary Flood Risk Assessment for Halton has been completed, approved by the Policy & Performance Board (PPB) and reported to the Environment Agency in line with Government requirements. Work on a Surface Water Management Study of the Borough was also substantially completed. These will form the basis of a local flood risk management strategy.

### **Bridge & Highways Maintenance**

Following expiry of dedicated Primary Route Network (PRN) bridge capital maintenance grant, the major bridge maintenance programme for the Silver Jubilee Bridge (SJB) Complex has continued using Department for Transport (DfT) Major Maintenance Scheme funding. Success of Halton Borough Council's (HBC) bid for this additional funding was confirmed in March 2010 and it will provide a maximum grant availability of £18.6m over a 5 year period.

### **Development & Building Control**

From 1<sup>st</sup> April 2011 the Policy and Strategy Division has expanded to include Development Management, Building Control and Contaminated Land Teams. The Division has been renamed 'Policy and Development Services'. Delivery of the framework of statutory plans continues.

## **3.0 Emerging Issues**

### **Highways Development**

In April, along with all Highway Authorities, Halton were invited to bid for funding to provide improvements at rail stations which will enable more disabled people to access the rail network. A bid for £658,000 has been submitted for a scheme that would provide ramped access to both Widnes and Hough Green Stations. DfT will announce the results of the bidding process by 5<sup>th</sup> September 2011.

In June, a bid was made to the Environment Agency (EA) for Flood Defence Grant in Aid scheme funding through the EA's Mid Term Plan. The bid comprised 5 projects at an estimated total cost of £477,000. The outcome of the bid will be known at the end of the year.

## Development & Building Control

### Localism Bill

The Bill will devolve greater powers to councils and neighbourhoods and give local communities more control over housing and planning decisions. The Bill was presented to Parliament on 13<sup>th</sup> December 2010. Line by line examination of the Bill continues and it is anticipated the report will be present to the House of Lords in September 2011.

### 4.0 Service Objectives / milestones

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

<b>Total</b>	<b>14</b>		4		3		1
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Delays to the development of the Core Strategy have caused it to miss the original deadline for Examination in Public. It is anticipated that this will not now be possible until Spring 2012 and will be dependent on the Planning Inspectorate.

There are currently 6 'key' indicators for which progress is unable to reported at this time.

Further details of progress concerning key objectives/milestones for the service are provided within Appendix 1.

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

<b>Total</b>	<b>0</b>		0		0		0
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At present there are no objectives/ milestones of this type identified for this service.

## 5.0 Performance indicators

### 5.1 Progress Against 'key' performance indicators

Total	7		0		3		4
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There has been a negative impact on bus punctuality during this period due to roadworks in Liverpool affecting Widnes routes in particular although this is expected to improve from Q2.

There are currently 25 key performance indicators that are unable to be reported at this time.

Further details of progress concerning key performance indicators for the service are provided within Appendix 2.

### 5.2 Progress Against 'other' performance indicators

Total	8		6		2		0
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There are currently 3 indicators that we are unable to report performance on at this time.

Six performance indicators for this service are progressing as planned and are therefore not reported on by exception at this time. Further details of performance indicators where it is too early to say at this stage if the target for the service will be met, are provided within Appendix 3.

## 6.0 Risk Control Measures

During the production of the 2011-14 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.

## **7.0 Progress against high priority equality actions**

Any high priority equality actions identified by the service will be reported in quarters 2 and 4.

## **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
PPT 04	To prepare and adopt a local development framework (LDF) and to review the LDF on a regular basis ensuring that an up to date development plan is available (statutory requirement). To achieve this by producing the following targets set out in the most current Local Development Scheme (LDS).

Milestones	Progress Q 1	Supporting Commentary
Adoption of the Core Strategy by the Council following public examination <b>December 2011</b> .		Adoption is dependent upon the speed of the Planning Inspectorate and timetable of the Examination in Public but will not be achievable until the Spring of 2012.

Ref	Objective
PPT 05	<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
Conditional Funding Approval Granted by Ministers – <b>Autumn2011</b> .	See Commentary	In recent months we have been working with Department for Transport officials to agree terms for the detailed funding package required to deliver Mersey Gateway. Draft proposals are now settled and discussions are now taking place with the Treasury. Ministers are expected to be in a position to make an announcement in the autumn.
Commence the Execution of Compulsory Powers for Land Acquisition – <b>Commenced July 2011</b> .	See Commentary	


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

Ref	Objective
PPT 06	<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
HM Treasury approval (Chief Secretary) for Conditional Funding Bid - <b>Autumn 2011.</b>	See Commentary	Work is now well underway on the detailed procurement process to appoint a private sector partner to work with Halton Borough Council to design, build, finance and operate the bridge over an expected 30-year period.  Earlier this year the team met with 130 representatives from potential main contractors at a special Industry Day at the Stobart Stadium as part of its market consultation programme to with the aim to issue the OJEU notice in the autumn and the feedback from potential bidders is very positive.
Publish invitation to prospective tenders in the Official Journal of the European Union (OJEU) – <b>Autumn 2011.</b>	See Commentary	
Announce Prequalification Results - <b>Spring 2012.</b>	See Commentary	
Commence Competitive Dialogue process – <b>Spring 2012.</b>	See Commentary	

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

Ref	Objective
PPT 07	LTP Capital Programme - Deliver the LTP Capital Programmes to ensure that the transport system is maintained and developed to meets local needs

Milestones	Progress Q 1	Supporting Commentary
To deliver the 20011/12 LTP Capital Programme <b>March 2012.</b>		<p>The LTP Capital Programme comprises two blocks:</p> <p><u>Highways Capital Maintenance</u></p> <p>(£1,983k budget) The first phase programmes of Carriageway resurfacing and Footway reconstruction works have been designed during Quarter 1 with implementation of schemes commencing early in Quarter 2.</p> <p><u>Integrated Transport</u></p> <p>(£680k budget): work during Quarter 1 has focused upon the development and design of improvement measures to assist walking, cycling and buses in and around neighbourhood centres, and on assessment and design of Local Safety Schemes. A traffic safety scheme for Dundalk Road is due to commence early in Quarter 2. Consultation on further scheme proposals is anticipated during Quarter 2.</p>





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

Ref	Objective
PPT 08	Local Transport Plan 3 – Monitor progress against the Council's transport goals and submit to ensure progress is maintained

Milestones	Progress Q 1	Supporting Commentary
Report progress on LTP 3 to Members. <b>October 2011.</b>	<input checked="" type="checkbox"/>	The selection of appropriate indicators to monitor LTP3 is underway with appropriate targets to be determined.
Submit final delivery report for LTP 2 to Members. <b>November 2011.</b>	<input checked="" type="checkbox"/>	It is no longer a requirement of Government that LTP monitoring and delivery reports are produced; however, it is still viewed as good practice. A delivery report will be produced for the final year of LTP2.

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

Ref	Objective
PPT 09	<b>Silver Jubilee Bridge 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 1	Supporting Commentary
Review progress, revise SJB maintenance strategy document and deliver 2011/12 works programme in accordance with Project Plan March 2012 Review progress, revise SJB maintenance strategy document and deliver 2010/11 works - <b>March 2012.</b>		2011/12 Works programme underway. Major works to complete refurbishment below deck in the SJB Widnes spandrel and side span and to refurbish and increase the height of SJB pedestrian parapets to start in Q2.
Complete consideration of implications of approval of Mersey Gateway project for funding and delivery of future major bridge maintenance requirements within SJB Complex - <b>October 2011</b> (depending upon the outcome of the Secretary of State's decision).		Formal confirmation of funding details still subject to addressing new and additional areas of work identified by Secretary of State and Department for Transport.

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

Ref	Objective
PPT 10	<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 1	Supporting Commentary
Increased number of Disability Discrimination Act (DDA) compliant bus stops.	?	The number of bus stops with DDA compliant features has remained at 10/11 levels. Progress will be made during Quarter 2 & Quarter 3 of this year. This is particularly due to ongoing budgetary discussions as budget levels have only recently been agreed.
Improved quality bus partnerships and punctuality of services.	?	Punctuality of bus services in the Borough has reduced slightly as compared to 2010/11 figures, mainly due to roadworks which in particular affected services in Widnes. Dialogue with the operators will continue to ensure improvement concerning reliability of bus services.

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

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
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**Corporate Health**

There is no longer a requirement for the authority to undertake Place Survey as part of the National Indicators Data Set. Work is currently being undertaken to determine the most effective means by which customer perception / satisfaction data can be captured and appropriate measures will be determined in due course.

**Cost & Efficiency**

There are presently no performance indicators of this type identified for the service.





**Service Delivery**

<b><u>PPT</u></b> <b><u>LI 07</u></b>	Processing of planning applications as measured against targets for:						
<b><u>NI 157</u></b>	a) 'major' applications	44.4%	60%	14.3			All planning application processing has been impacted due to an increase in the applications workload, including Major applications for Ineos and 3MG. As a result, performance this quarter is lower than the same period last year and at this stage it is unlikely the annual targets can be achieved.
	b) 'minor' applications	36%	80%	8.3			
	c) 'other' applications	55.56%	80%	32.8			
<b><u>PPT</u></b> <b><u>LI 08</u></b>	Supply of ready to develop housing sites (%)	128.80%	100%	N/A (Reported Annually)	N/A	N/A	This is an annual condition figure that will be available at the end of Q4.
<b><u>NI 159</u></b>							

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

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
<b><u>PPT</u></b> <b><u>LI 09</u></b>  <b><u>NI 170</u></b>	Previously developed land that has been vacant or derelict for more than 5 years	2.21%	2.24%	N/A (Reported Annually)	N/A	N/A	This is an annual condition figure that will be available at the end of Q4.
<b><u>PPT</u></b> <b><u>LI 10</u></b>	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	47 (2010 yr)	55 (2010)	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
<b><u>PPT</u></b> <b><u>LI 11</u></b>	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	8 (2010 yr)	10 (2010)	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
<b><u>PPT</u></b> <b><u>LI 12</u></b>	No. of people slightly injured in road traffic collisions.	423 (2010 yr)	420 (2011)	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
<b><u>PPT</u></b> <b><u>LI 15</u></b>  <b>Ex BVPI 224b</b>	Condition of Unclassified Roads (% of network where structural maintenance should be considered).	17	9	N/A (Reported Annually)	N/A	N/A	This is an annual condition figure that will be available at the end of Q4.
<b><u>PPT</u></b> <b><u>LI 19</u></b>  <b>NI 47</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.	2.1% (2010 yr)	-9.1%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.

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

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
<b>PPT LI 20 NI 48</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.	-3.8% (2010 yr)	0.0%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
<b>PPT LI 21 NI 168</b>	Percentage of principal road network where structural maintenance should be considered.	1	2%	N/A (Reported Annually)	N/A	N/A	This is an annual condition figure that will be available at the end of Q4.
<b>PPT LI 22 NI 169</b>	Non principal roads where maintenance should be considered.	3	4	N/A (Reported Annually)	N/A	N/A	This is an annual condition figure that will be available at the end of Q4.
<b>PPT LI 23 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	96.77%	97.6%	90.57%			Punctuality reduced during this period due to roadworks in Liverpool affecting Widnes routes in particular. Expected improvements from Q2..
	b) Percentage of buses on time at intermediate timing points	87.1%	85%	86.25%			On course to achieve target for 2011/12.

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

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
<b>PPT LI 24 NI 189</b>	Flood and coastal erosion risk:  To record the progress of the authority in delivering agreed actions to implement long term flood and coastal erosion risk management (FCERM) plans.	N/A	100%	N/A (Reported Annually)	N/A	N/A	Former indicator NI189 has been deleted in its original form, and replaced by information required within the Single Data List (SDL) to reflect the new duties of Lead Local Flood Authorities, in particular in relation to Sustainable Drainage (although these have yet to be enacted through the establishment of SuDS Approval Bodies (SABs)).  A Preliminary Flood Risk Assessment for Halton (which is a requirement under the Flood Risk Regulations) has been completed and submitted to EA / Defra for review. The Surface Water Management Plan study has been completed and will be reported to Board in Quarter 2.
<b>PPT LI 25 NI 198</b>	Children travelling to school – mode of transport usually used (%). a) Children aged 5 – 10 years						
	<ul style="list-style-type: none"> <li>Cars</li> </ul>		43.2%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	<ul style="list-style-type: none"> <li>Car Share</li> </ul>		2.1%	N/A (Reported Annually)	N/A	N/A	This is an annual condition figure that will be available at the end of Q4.



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

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
	• Public Transport		2.1%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	• Walking		52.0%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	• Cycling		0.5%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	• Other		0.1%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
<b>PPT LI 25 NI 198 cont</b>	b) Children aged 11 – 15 years						
	• Cars		28.6%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	• Car Share		2.4%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	• Public Transport		18.6%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	• Walking		48.7%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.
	• Cycling		0.6%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.



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

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
	• Other		1.1%	N/A (Reported Annually)	N/A	N/A	This is an annual figure that will be available at the end of Q4.

<b>Fair Access</b>							
<b><u>PPT</u></b> <b><u>LI 27</u></b>	% increase in cycle use - NEW Indicator to be derived from previous LTP3 Mandatory PI	N/A	TBC	N/A	N/A	N/A	The necessary datasets and methodology for calculating this new indicator are still being developed. It is anticipated that data comprising a combination of cycle usage and cycle infrastructure, required for the PI, will be available in the Autumn.
<b><u>PPT</u></b> <b><u>LI 28</u></b>	No. of passengers on community based accessible transport	266,230	267,000	63,177	?		On course to achieve target for 2011/12, figure increased from Q1 figure in previous year.
<b><u>PPT</u></b> <b><u>LI 30</u></b> <b>NI 167</b>	Congestion, in minutes per mile, during morning peak times on locally managed 'A' roads during the weekday morning peak (7am to 10am)	1.80	N/A Externally monitored	N/A	N/A	N/A	This is an annual condition figure that will be available at the end of Q4.
<b><u>PPT</u></b> <b><u>LI 31</u></b> <b>NI 177</b>	Number of local bus passenger journeys originating in the authority area in one year (000's)	6,293	6150	1540	?		On course to meet target figure for 2011/12, Q1 total increased slightly as compared to Q1 figure in previous year.

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

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 1	Current Progress	Direction of Travel	Supporting Commentary
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**Corporate Health**

There is no longer a requirement for the authority to undertake Place Survey as part of the National Indicators Data Set. Work is currently being undertaken to determine the most effective means by which customer perception / satisfaction data can be captured and appropriate measures will be determined in due course.


**Cost & Efficiency**

There are presently no performance indicators of this type identified for the service.

**Cost & Efficiency**

PPT LI 02	Number of third party compensation claims received due to alleged highway / footway defects	149	110	40	?		There have been 40 3rd party claims in Q1.
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**Service Delivery**

PP LI 18	Percentage of employers (> 100 employees) with Green Travel Plans in place.	62%	66%	62%	?		No Travel Plans completed during Q1 although work progressing on two plans and work due to commence on two further plans.
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## Appendix 4: Financial Statement

### POLICY, PLANNING & TRANSPORTATION DEPARTMENT

#### Revenue Budget as at 30th June 2011

	Annual 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	6,198	1,707	1,663	44	1,669
Other Premises	278	121	121	0	199
Hired & Contracted Services	531	74	43	31	158
Supplies & Services	377	90	37	53	69
Street Lighting	1,733	380	397	(17)	491
Highways Maintenance	2,364	600	588	12	1,664
Bridges	89	17	4	13	22
Fleet Transport	1,338	313	321	(8)	321
Lease Car Contracts	786	500	500	0	500
Bus Support – Halton Hopper Tickets	163	27	26	1	26
Bus Support	703	81	81	0	494
Out of Borough Transport	51	9	7	2	18
Finance Charges	358	190	196	(6)	196
Grants to Voluntary Organisations	83	41	41	0	82
NRA Levy	60	15	15	0	15
<b>Total Expenditure</b>	<b>15,112</b>	<b>4,165</b>	<b>4,040</b>	<b>125</b>	<b>5,924</b>
<b><i>Income</i></b>					
Sales	-250	-70	-70	0	-70
Planning Fees	-416	-83	-95	12	-95
Building Control Fees	-182	-45	-38	(7)	-38
Other Fees & Charges	-500	-107	-140	33	-140
Rents	-14	-4	-3	(1)	-3
Grants & Reimbursements	-504	-97	-80	(17)	-80
School SLAs	-27	0	0	0	0
Recharge to Capital	-359	0	0	0	0
<b>Total Income</b>	<b>-2,252</b>	<b>-406</b>	<b>-426</b>	<b>20</b>	<b>-426</b>
<b>Net Controllable Expenditure</b>	<b>12,860</b>	<b>3,759</b>	<b>3,614</b>	<b>145</b>	<b>5,498</b>
<b><u>Recharges</u></b>					
Premises Support	810	140	136	4	136
Transport Recharges	477	110	99	11	102
Asset Charges	8,748	0	0	0	0
Central Support Recharges	2,606	651	652	(1)	652
Departmental Support Recharges	352	1	1	0	1
Support Recharges Income – Transport	-3,928	-908	-895	(13)	-895
Support Recharges Income – Non Transport	-3,577	-477	-477	0	-477
<b>Net Total Recharges</b>	<b>5,488</b>	<b>-483</b>	<b>-484</b>	<b>1</b>	<b>-481</b>
<b>Net Departmental Total</b>	<b>18,348</b>	<b>3,276</b>	<b>3,130</b>	<b>146</b>	<b>5,017</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 and income budget areas.

Staffing is below budget to date due to vacancies within the Bridge & Maintenance division. These post have now been filled and therefore staffing costs should be more in line with budgets for the remainder of the financial year.

Supplies & Services is below budget due to a combination of small variances to date across all the divisions. The largest variance relates to computer expenditure within the department but this is expected to be spent by the financial year end.

Hired and Contracted Services is slightly below budget in a number of areas, the main area being Traffic Management. However, this will be spent by the end of the financial year.

With regards to works budgets – Street Lighting, Highways Maintenance and Bridges 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.

The local bus cross boundary income budget linked to this is expected to underachieve by £54,000 as other authorities have stopped their subsidy.

Planning and Building Control fee budgets were reduced in this financial year as the targets were unachievable due to increased competition from the private sector and the current economic climate. This has resulted in them being in line with budget.

Fees and charges is above budget to date largely due to the MOT & Repairs Station within the Logistics division.

Grants and reimbursements are below budget to date 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 in line with the Departmental budget by the financial year-end and 11/12 savings will be met.

**Appendix 4: Financial Statement**

**POLICY, PLANNING & TRANSPORTATION**

**Capital Projects as at 30th June 2011**

	2011/12 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	4,915	113	113	4,802
Road Maintenance	1,483	132	132	1,351
<b>Total Bridge &amp; Highway Maintenance</b>	<b>6,398</b>	<b>245</b>	<b>245</b>	<b>6,153</b>
<b>Integrated Transport</b>	<b>535</b>	<b>27</b>	<b>27</b>	<b>508</b>
<b>Network Management &amp; Street Lighting</b>	<b>145</b>	<b>0</b>	<b>0</b>	<b>145</b>
<b>Total Local Transport Plan</b>	<b>7,078</b>	<b>272</b>	<b>272</b>	<b>6,806</b>
<b>Halton Borough Council</b>				
Early Land Acquisition Mersey Gateway	30,967	1,299	1,299	29,668
Flood Defence	106	0	0	106
Street lighting – Structural Maintenance	200	13	13	187
Risk Management	120	0	0	120
<b>Fleet Replacements</b>	<b>370</b>	<b>18</b>	<b>18</b>	<b>352</b>
<b>Total Halton Borough Council</b>	<b>31,763</b>	<b>1,330</b>	<b>1,330</b>	<b>30,433</b>
<b>Partnership Projects</b>				
<b>Growth Point Award</b>	<b>642</b>	<b>130</b>	<b>130</b>	<b>512</b>
<b>Section 106/External Funded Work</b>				
B&Q Site – Public Transport	51	0	0	51
Asda Runcorn	165	0	0	165
<b>Total Section 106/External Funded Work</b>	<b>216</b>	<b>0</b>	<b>0</b>	<b>216</b>
<b>Total Capital Programme</b>	<b>39,699</b>	<b>1,732</b>	<b>1,732</b>	<b>37,967</b>

## Appendix 4: Financial Statement




### POLICY, PLANNING & TRANSPORTATION

#### LSP, External or Grant Funded Items as at 30th June 2011

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committe d Items
	£'000	£'000	£'000	£'000	£'000
Accessible Transport Neighbourhood Travel Team	24	6	0	6	0
LSP Team	46	12	20	(8)	20
Transition Fund	107	27	16	11	16
<b>Total Local Strategic Partnerships Funding</b>	<b>177</b>	<b>45</b>	<b>36</b>	<b>9</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 whether the annual target is on course to be achieved</u>.</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 unless there is an intervention or remedial action taken</u>.</i>

### **Direction of Travel Indicator**

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

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