

Departmental Quarterly Monitoring Report

<u>Directorate:</u>	Policy & Resources
<u>Department:</u>	Policy, Planning & Transportation
<u>Period:</u>	Quarter 3 - 1 st October – 31 st December 2011

1.0 Introduction

This quarterly monitoring report covers the Policy, Planning & Transportation Department 3rd quarter period up to 31st December 2011. It describes 'key' developments and progress against 'key' milestones and performance indicators for the service.

The way in which the Red, Amber and Green, (RAG), symbols and Travel Indicator symbols have been used to reflect progress to date is explained in Appendix 6.

2.0 Key Developments

2.1 Mersey Gateway

As mentioned in the 2011/12 Quarter 2 report, the Project Team received Conditional Funding Approval in October 2011.

Procurement has now commenced with the prequalification process aimed at selecting three bidding groups that can provide evidence to demonstrate that they are the most suitably qualified candidates to compete for the Mersey Gateway Bridge contract. The private sector was invited to express an interest in the project by a Contract Notice which appeared in the Official Journal of the European Union on 24th October 2011.

Interested parties were required to forward their submissions to the Council by noon on 14th December 2011.

2.2 Highways Development

The Council was notified on 14th December 2011 of additional government grant funding allocated to the Integrated Transport Block for 2011/12. Halton's allocation is £113,000. This will be added to the current year's capital programme, to fund works identified in the Local Transport Plan (LTP) Implementation Plan.

Also in December, the Department for Transport (DfT) confirmed the 2012/13 capital block funding for highways maintenance and small transport improvement schemes as:

- Integrated Transport £725,000
- Highways Capital Maintenance £2,078,000

2.3 Development Services

Major Planning Applications of Interest:

- 10/00214/FUL. Proposed erection of mezzanine sales floor and associated internal and external works at ASDA, Widnes Road, Widnes, Cheshire WA8 6AF.
- 11/00368/OUT. Outline application (with appearance, landscaping, layout and scale matters reserved) for demolition of all existing structures and the construction of a new non-food retail development (A1 use class), with associated access, parking and servicing facilities at Frank Armit and Adjoining Units, Victoria Street, Widnes, Cheshire, WA8 7UE.
- 11/00396/FULEIA. Proposed new building to house a third alumina fibre production line, electrical switch room and process plant at Saffil Ltd, Tanhouse Lane, Widnes, Cheshire, WA8 0RY
- 12/00001/FULEIA. Proposed works to tie in to the existing highway network at the A562 Speke Road and the A533 Queensway in Widnes and new works in South Widnes arising from the provision of the Mersey Gateway Bridge on land at Widnes lying between Speke Road and the River Mersey.
- 12/00002/FULEIA. Proposed works to provide a new cable stay maximum 3 tower bridge to carry a dual three lane road over the River Mersey in Halton known as the Mersey Gateway Bridge to tie in to the Widnes approach works to the north of the St Helens Canal in South Widnes and the Runcorn/Central Expressway works to the south of the Manchester Ship Canal at land at Widnes and Runcorn.
- 12/00003/FULEIA. Proposed works to the existing highway network (specifically parts of Central Expressway, Lodge Lane junction and Weston Link junction) arising from the provision of the Mersey Gateway Bridge and new works to tie in to the new bridge to the north of Bridgewater Junction.

3.0 Emerging Issues

3.1 Logistics

It should be noted that the current Real Time Passenger Information (RTPI) system is due to be switched off on the 31st March 2012. The system is delivered in partnership with Merseytravel and they have taken the decision to decommission the system as of the end of March 2012. Merseytravel are in the process of procuring a new RTPI system, however, this will not be operational until later in the year. Officers will continue to meet with Merseytravel to discuss the possibility of working in partnership to deliver a new RTPI system for the Borough.

It should also be noted that the proposed reductions to the contracted local bus network are currently out to consultation and the responses to this exercise will require assessment.

3.2 Winter Maintenance

Winter highway maintenance activities are ongoing. However the unusually mild winter conditions to date have meant that the numbers of gritting runs required (12) and grit usage (300 tonnes) to end of Q3 are only 26% of that required to end of Q3 last year.

3.3 Development Services

The Design of Residential Development Supplementary Planning Document (SPD) is going out for a six week period of public consultation from Friday 27th January to Friday 9th March.

4.0 Service Objectives / milestones

4.1 Progress against 'key' objectives / milestones

Total	11		9		1		1
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The significant proportion of service objectives are being delivered as planned and further details of progress are provided within Appendix 1.

4.2 Progress against 'other' objectives / milestones

Total	1		1		0		0
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The one 'other' objective / milestone is progressing as expected and is therefore not being reported by exception at this time.

5.0 Performance indicators




5.1 Progress Against 'key' performance indicators

Total	7		1		1		5
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Annual targets relating to the processing of planning applications and bus passenger journeys are unlikely to achieve targeted levels by financial year-end. Additional details for all key indicators are provided within Appendix 2.

There are also a further six key performance indicators which can not be reported at this time due to the unavailability of data.

5.2 Progress Against 'other' performance indicators

Total	8		5		1		2
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Whilst the majority of other performance indicators remain on track it is unlikely that targets relating to employers with green travel plans and compensation claims due to alleged highway / footway defects will be achieved. Information on those three indicators being reported by exception is provided within Appendix 3.

There are a further 11 other performance indicators which cannot be reported at this time due to the unavailability of data.

6.0 Risk Control Measures

During the production of the 2011 - 14 Directorate 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 will be monitored and reported at year-end.

7.0 Progress against high priority equality actions

Any high priority equality actions identified by the service will be reported at year-end.

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 Indicators to be reported at year end
- Appendix 5 Financial Statement
- Appendix 6 Explanation of use of symbols

Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
PPT 05	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.

Milestones	Progress Q 3	Supporting Commentary
Conditional Funding Approval Granted by Ministers – Autumn 2011.		Conditional Funding received in October 2011. Construction of the new bridge is expected to begin in 2013 and is due to be open for traffic in 2016. The construction cost (including land) is around £600m which the Department for Transport (DfT) will support with a mixture of capital grant and revenue funding for the bridge's continued operation. The DfT will contribute £14.55m per annum over the 27 year operation period.
Commence the Execution of Compulsory Powers for Land Acquisition – Commenced July 2011.		Ongoing. Advanced works have commenced including remediation pilot trials and ground investigation works.

Ref	Objective
PPT 06	Mersey Gateway - Commence the procurement process for the construction of Mersey Gateway to ensure that the project can be completed within the required timescales.

Milestones	Progress Q 3	Supporting Commentary
HM Treasury approval (Chief Secretary) for Conditional Funding Bid - Autumn 2011.		Completed with approval being received October 2011.
Publish invitation to prospective tenders in the Official Journal of the European Union (OJEU) – Autumn 2011.		Official Journal of the European Union (OJEU) notice published 24 th October 2011. Submissions received back on 14 th December 2011.


Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
PPT cont'd 06	Mersey Gateway - Commence the procurement process for the construction of Mersey Gateway to ensure that the project can be completed within the required timescales.

Milestones	Progress Q 3	Supporting Commentary
Announce Prequalification Results - Spring 2012.	<input checked="" type="checkbox"/>	Ongoing. Still on target to announce early Spring 2012.
Commence Competitive Dialogue process – Spring 2012.	<input checked="" type="checkbox"/>	



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 3	Supporting Commentary
To deliver the 2011/12 LTP Capital Programme March 2012.		<p>The LTP Capital Programme comprises two blocks:</p> <p><u>Highways Capital Maintenance</u></p> <p>(£1,983k budget) All programmed major structural maintenance schemes (carriageway and footway reconstructions) were completed by the end of Quarter 3.</p> <p><u>Integrated Transport</u></p> <p>(£680k budget): Sustainable transport and highway improvements to assist walking, cycling and buses in and around Hough Green neighbourhood centre commenced in quarter 3. Public consultation on similar measures at Halton Brook was undertaken in December with works programmed to commence early in quarter 4, together with a programme of bus stop upgrades at Weston.</p>



Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
PPT 09	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.

Milestones	Progress Q 3	Supporting Commentary
Review progress, revise SJB maintenance strategy document and deliver 2011/12 works programme in accordance with Project Plan March 2012		2011/12 Works programme ongoing. Concrete repair of Runcorn approach complete. 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 has commenced.
Complete consideration of implications of approval of Mersey Gateway project for funding and delivery of future major bridge maintenance requirements within Silver Jubilee (SJB) Complex - December 2011 (depending upon the outcome of the Secretary of State's decision).		Formal confirmation of details of the Mersey Gateway funding has been received from Secretary of State. Liaison ongoing with Mersey Gateway team to determine the extent of delinking and demolition works which are within extent of the Design, Build, Finance & Operate (DBFO) contract. Department for Transport to be approached by March 2012 to advise them of reduced Major Maintenance Scheme funding requirement and to ascertain opinion regarding deferring high level maintenance work (and funding provision) until Mersey Gateway open to traffic and SJB can be closed for 6 to 9 months.











Appendix 1: Progress Against 'key' objectives / milestones

Ref	Objective
PPT 10	Improving the quality and accessibility of public transport services in Halton to encourage the use of sustainable transport and increase its accessibility by vulnerable groups

Milestones	Progress Q 3	Supporting Commentary
Increased number of Disability Discrimination Act (DDA) compliant bus stops.		There has been a 3.65% increase in the number of bus stops now DDA compliant. It is planned to make improvements to a further 10 bus stops in Q4.
Improved quality bus partnerships and punctuality of services.		The Authority continues to work with operators to improve the public transport network within the Borough, for example on the draft Local Sustainable Transport Fund Bid and the recently announced Better Bus Fund. Additional information concerning bus punctuality is provided overleaf.





Appendix 2: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
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Service Delivery							
PPT LI 07 NI 157	Processing of planning applications as measured against targets for:						
	a) 'major' applications	44.4%	60%	28.6			Planning application processing has been impacted due to an increase in the applications workload, for example major applications for Ineos, 3MG, and Widnes Town Centre / Widnes Waterfront. 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. Opportunities for improvement will be investigated as part of the wave 3 Efficiency Review.
	b) 'minor' applications	36%	80%	27.6			
	c) 'other' applications	55.56%	80%	45.9			
PPT LI 23 NI 178	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%	96.29%			This figure is slightly down on the same period last year. Although it is anticipated this will improve through Quarter 4 attainment of the annual target remains uncertain
	b) Percentage of buses on time at intermediate timing points	87.1%	85%	87.21%			This indicator continues to perform well and has shown a slight improvement.

Appendix 2: Progress Against 'key' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
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Fair Access							
<u>PPT</u> <u>LI 28</u>	No. of passengers on community based accessible transport	266,230	267,000	183,402			Quarter figures continue to show a steady decline, mainly due to reduced numbers of passengers using community transport services as a result of charging introduced from April 2011.
<u>PPT</u> <u>LI 31</u> NI 177	Number of local bus passenger journeys originating in the authority area in one year (000's)	6,293	6150	1287			Patronage figures for this indicator show a significant drop in anticipated levels. One operator has reported a drop of approximately 200,000 journeys. The operator is now in the process of re-evaluating the figures provided in order to verify the accuracy of the data.

Appendix 3: Progress Against 'other' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
Cost & Efficiency							
PPT LI 02	Number of third party compensation claims received due to alleged highway / footway defects	149	110	107			<p>There have been 107 3rd party claims received by the end of Q3 and it is unlikely that the annual target will be satisfied although it is expected that the actual figures for 2010/11 will be bettered.</p> <p>It should be noted however that the numbers of successful claims remains a relatively low proportion of all claims received.</p>

Appendix 3: Progress Against 'other' performance indicators

Ref	Description	Actual 2010/11	Target 2011/12	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
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Service Delivery							
PPT LI 16	Damage to roads and pavements (% dangerous damage repaired within 24 hours).	98.37	98	96.8			The percentage of repairs completed within 24hrs has reduced to 96.8% and this is largely due to relatively poor contractor performance in Dec 2011. Investigation of the reasons for this is ongoing.
PP LI 18	Percentage of employers (> 100 employees) with Green Travel Plans in place.	62%	66%	50.68%			There are now 73 businesses registered in the Borough employing more than 100 Employees, an increase of 13 businesses on the initial baseline data. Therefore, reducing the current number of businesses with travel plans to 50.68%. Work continues to develop work based travel plans with four new travel plans being developed.

Appendix 4: Indicators to be reported at year end

The following indicators are to be reported at year end due to the availability of data.

‘Key’ Performance Indicators

<u>PPT LI 10</u> ¹	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)
<u>PPT LI 11</u> ¹	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)
<u>PPT LI 12</u> ¹	No. of people slightly injured in road traffic collisions.
<u>PPT LI 19</u> ¹ <u>(Previously NI 47)</u>	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.
<u>PPT LI 20</u> ¹ <u>(Previously NI 48)</u>	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.
<u>PPT LI 24</u> <u>(Previously NI 189)</u>	Flood and coastal erosion risk

‘Other’ Performance Indicators

PPT LI 05 (Previously NI 154)	Net additional homes provided
PPT LI 06 (Previously NI 155)	Number of affordable homes delivered (gross)
PPT LI 08 (Previously NI 159)	Supply of ready to develop housing sites (%)
PPT LI 09 (Previously NI 170)	Previously developed land that has been vacant or derelict for more than 5 years
PPT LI 15 (Ex BVPI 224b)	Condition of Unclassified Roads (% of network where structural maintenance should be considered).
PPT LI 21 (Previously NI 168)	Percentage of principal road network where structural maintenance should be considered.
PPT LI 22 (Previously NI 169)	Non principal roads where maintenance should be considered.
PPT LI 26 (Previously a BVPI)	% of footpaths and Rights of Way that are easy to use.

¹ Data is now only available annually, 3 months after the calendar year end. (Dec 2011). Estimates are no longer available from the Cheshire Safer Roads Partnership.

Appendix 4: Indicators to be reported at year end

PPT LI 27	% increase in cycle use - NEW Indicator to be derived from previous LTP Mandatory PI
PPT LI 30 (Previously NI 167)	Congestion, in minutes per mile, during morning peak times on locally managed 'A' roads during the weekday morning peak (7am to 10am)

Appendix 5: Financial Statement

POLICY, PLANNING & TRANSPORTATION DEPARTMENT

Revenue Budget as at 31st December

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)
	£'000	£'000	£'000	£'000
Expenditure				
Employees	6,245	4,622	4,542	80
Other Premises	278	166	155	11
Hired & Contracted Services	557	325	268	57
Supplies & Services	367	234	208	26
Street Lighting	1,733	1,065	1,058	7
Highways Maintenance	2,364	1,252	1,241	11
Bridges	89	33	29	4
Fleet Transport	1,322	1,059	1,062	(3)
Lease Car Contracts	786	665	664	1
Bus Support – Halton Hopper Tickets	163	143	143	0
Bus Support	663	377	343	34
Out of Borough Transport	51	34	34	0
Finance Charges	358	327	332	(5)
Grants to Voluntary Organisations	83	83	83	0
NRA Levy	60	45	45	0
Total Expenditure	15,119	10,430	10,207	223
Income				
Sales	-242	-220	-225	5
Planning Fees	-416	-378	-407	29
Building Control Fees	-182	-136	-140	4
Other Fees & Charges	-453	-322	-420	98
Rents	-14	-11	-10	(1)
Grants & Reimbursements	-503	-323	-341	18
School SLAs	-38	0	0	0
Recharge to Capital	-353	-65	-68	3
	-74	-45	-45	0
Contribution from Reserves				
Total Income	-2,275	-1,500	-1,656	156
Net Controllable Expenditure	12,844	8,930	8,551	379

Appendix 5: Financial Statement

Recharges				
Premises Support	844	471	461	10
Transport Recharges	461	330	321	9
Asset Charges	8,748	0	0	0
Central Support Recharges	3,322	2,489	2,490	(1)
Departmental Support Recharges	348	0	0	0
Support Recharges Income – Transport	-3,896	-2,872	-2,856	(16)
Support Recharges Income – Non Transport	-3,992	-2,258	-2,259	1
Net Total Recharges	5,835	-1,840	-1,843	3
Net Departmental Total	18,679	7,090	6,708	382

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 and income budget areas.

Staffing is below budget to date due to vacancies within the Bridge & Maintenance, Highway Development, and Policy and Development Services divisions. Most of these have now been filled and others offered up as 12/13 savings.

Hired and Contracted Services is below budget mainly due to the LTP support budget. Following the production and publication of LTP3 in 2010/11, the level of LTP support work has been lower than profiled expenditure to date. LTP planning and transportation modelling work for major projects was funded from previous years' capital budgets and these are still feeding through. Further expenditure in quarter 4 will complete current project modelling. In addition, the systems rental budget in Risk Management is not intended to be spent. These monies will be used to offset the unfavourable variance in relation to the Emergency Centre room hire.

Supplies & Services is below budget due to a combination of small variances to date across all the divisions. However, there is insufficient budget for the room hire for the Emergency Centre at the Stadium so Supplies & Services may be higher than budget at the financial year-end. This should be met by the spare monies within Hired and Contracted Services as above.

Bus Support is below budget due to contracts not being renewed as part of the agreed savings for 2012-13.

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. These income streams are above budget to date as a result of exceptionally large applications due to large developments. These are one off items so the high income level is not expected to continue in future years.

Appendix 5: Financial Statement

Fees and charges is above budget to date partly due to MOT fees performing better than anticipated at this point in time. The remaining variance relates to Traffic Management where there have been additional road closures, higher than expected number of defects and overstays by statutory undertakers. This will not continue as Statutory Undertakers are taking action to improve their efficiency and standards of work to avoid incurring these charges and challenging/refusing to pay invoices.

Grants and reimbursements is above budget to date due to different areas. Supervision of private sector development income is above budget to date as this income is ad hoc and therefore difficult to estimate. In previous financial years this has been below budget.

At this stage it is anticipated that overall spend will be lower than the Departmental budget at the financial year-end.




POLICY, PLANNING & TRANSPORTATION

Capital Projects as at 31st December

	2011/12 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	4,915	4,445	2,249	2,666
Road Maintenance	1,483	1,645	1,058	425
	6,398	6,090	3,307	3,091
Total Bridge & Highway Maintenance				
Integrated Transport	648	325	63	585
Network Management & Street Lighting	145	140	60	85
Total Local Transport Plan	7,191	6,555	3,430	3,761
Halton Borough Council				
Early Land Acquisition Mersey Gateway	28,870	16,450	4,649	24,221
Development Costs Mersey Gateway	5,000	2,796	812	4,188
Flood Defence	106	60	0	106
Street lighting – Structural Maintenance	200	150	95	105
Risk Management	120	100	0	120
Fleet Replacements	370	352	327	43
Total Halton Borough Council	34,666	19,908	5,883	28,783
Growth Point Award	642	642	262	380
Section 106/External Funded Work				
B&Q Site – Public Transport	39	0	0	39
Asda Runcorn	60	0	0	60
Pot Hole Repairs	348	150	82	266
Surface Water Management Grant	266	2	2	264
Total Section 106/External Funded work	713	152	84	629
Total Capital Programme	43,212	27,257	9,659	33,553




Appendix 6: Explanation of Symbols

Symbols are used in the following manner:

Progress		<u>Objective</u>	<u>Performance Indicator</u>
Green		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>
Amber		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>
Red		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 intervention or remedial action taken.</i>

Direction of Travel Indicator

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

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