

QUARTERLY MONITORING REPORT

DIRECTORATE: Environment

SERVICE: Highways, Transportation & Logistics

PERIOD: Quarter 2 half-year to period-end 30 September 2007.

1.0 INTRODUCTION

This quarterly monitoring report covers the Highways, Transportation & Logistics Department second quarter period up to 30 September 2007. It describes key developments and progress against all objectives 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 6.

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

Mersey Gateway

Public stakeholder Consultation has now been concluded with a large amount of press and stakeholder interest. This stakeholder engagement will prepare the ground for the planning and orders applications in early 2008, including the Environmental Statement.

Halton Lea North Bus Station

The refurbishment of Halton Lea North bus station is now complete and the facility was re-opened on 21st September as a high-quality, state-of-the-art bus station providing better weather protection, comfort and safety for passengers.

Quality Corridor

Work commenced in August on the Birchfield Road section of the quality transport corridor. The scheme will provide improvements to walking, cycling and public transport. Further works are planned to improve access and parking at Widnes Station.

Regeneration

The Department's involvement in the Widnes Waterfront EDZ and 3MG major projects continues. The first phase of the waterfront boulevard, Carterhouse Way, was completed in August providing access to new development sites. Design work for the western highway access connecting the 3MG development to Speke Road / Knowsley

Expressway is ongoing.

3.0 EMERGING ISSUES

Beacon Bid – Improving Accessibility

Halton along with its 5 Merseyside district partners and Merseytravel have submitted a Beacon Status Bid under the theme of Improving Accessibility. An announcement is expected in October on whether the Bid is to be short listed for the next and more detailed stage. This would involve a visit to the area by the Assessment Panel.

Street Lighting

The structural testing programme for street lighting columns has begun and this highlighted a number of columns requiring immediate removal due to being unsafe. As further work is carried out it is likely more columns will need removing. The DfT has recently amended the funding criteria for street lighting to be based on the number of columns over 40 years old instead of 30 years old, and ironically the columns that have failed are about 30 years old.

Emergency Planning

An order has been placed for an Anemometer (wind monitor) to be installed on the Runcorn Approach to the Silver Jubilee Bridge. It is intended to have it operational by the end of the year. The next stage will be to link it automatically to the Variable Message Signs (VMS) to close the bridge to high sided vehicles when the wind reaches a certain threshold, initially this will be done manually via the Network Management Section or the Contact Centre outside office hours.

Traffic Management Act (TMA)

Further sections of the TMA are due to come into force from the 1 April 2008, the biggest impact will be the requirement for internal sections to issue notices for their works as the Statutory Undertakers already do. In addition, the Council is required to inspect all works (including our own) to the same standard, therefore we will be required carry out more inspections. A number of other authorities are employing additional inspectors due to the large increase in work. The DfT and NJUG (National Joint Utilities Group) will be monitoring to check we are treating everyone working on the Network equally.

School Travel Pathfinder Bid

The Council is intending to submit a bid to Government to improve access for children and young people, in particular from low-income households, to a wider range of education, training and work based learning facilities within the Borough.

Sustainable Transport Strategy

A 10 year strategy is being developed to encourage the use of

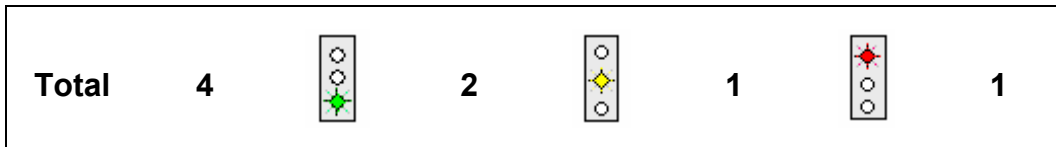
sustainable modes of travel within the Borough to complement the work proposed in the Mersey Gateway project.

Consultations

The Council has responded to consultations on:

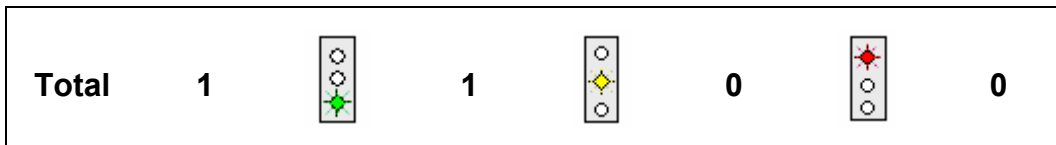
- Options for the Local Government Formula Grant Distribution. Changes to the formula used to calculate highway maintenance may result in a significant decrease in funding through the settlement.
- The Local Transport Bill
- Strengthening Local Delivery – Modernising the Traffic Commissioner System
- Local Transport Planning – The Next Steps

4.0 PROGRESS AGAINST KEY OBJECTIVES / MILESTONES



Please refer to Appendix 1 for further details.

4.1 PROGRESS AGAINST OTHER OBJECTIVES / MILESTONES

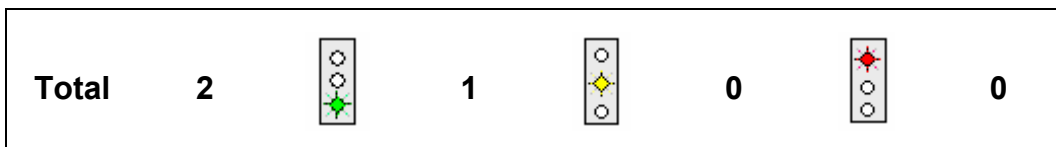


Please refer to Appendix 2 for further details.

5.0 SERVICE REVIEW

There have been no service reviews this quarter.




6.0 PROGRESS AGAINST KEY PERFORMANCE INDICATORS



Data in respect of BVPI 215a (Average number of days taken to repair street lighting fault - Non DNO) is not currently available and has not been assigned a traffic light. For details of 215b please refer to Appendix 3.

--

6.1 PROGRESS AGAINST OTHER PERFORMANCE INDICATORS

Total	22		20		2		0
--------------	-----------	---	-----------	---	----------	---	----------

18 of the 22 “Other” indicators will only be reported at year end, but at the half year stage none are expected not to meet target. Details of the remaining indicators can be found in Appendix 4.

7.0 PROGRESS AGAINST LPSA TARGETS

There are no current LPSA targets for this service.

8.0 RISK CONTROL MEASURES

During the production of the 2007-08 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 monitored, and reported in Appendix 5.


9.0 PROGRESS AGAINST HIGH PRIORITY EQUALITY ACTIONS

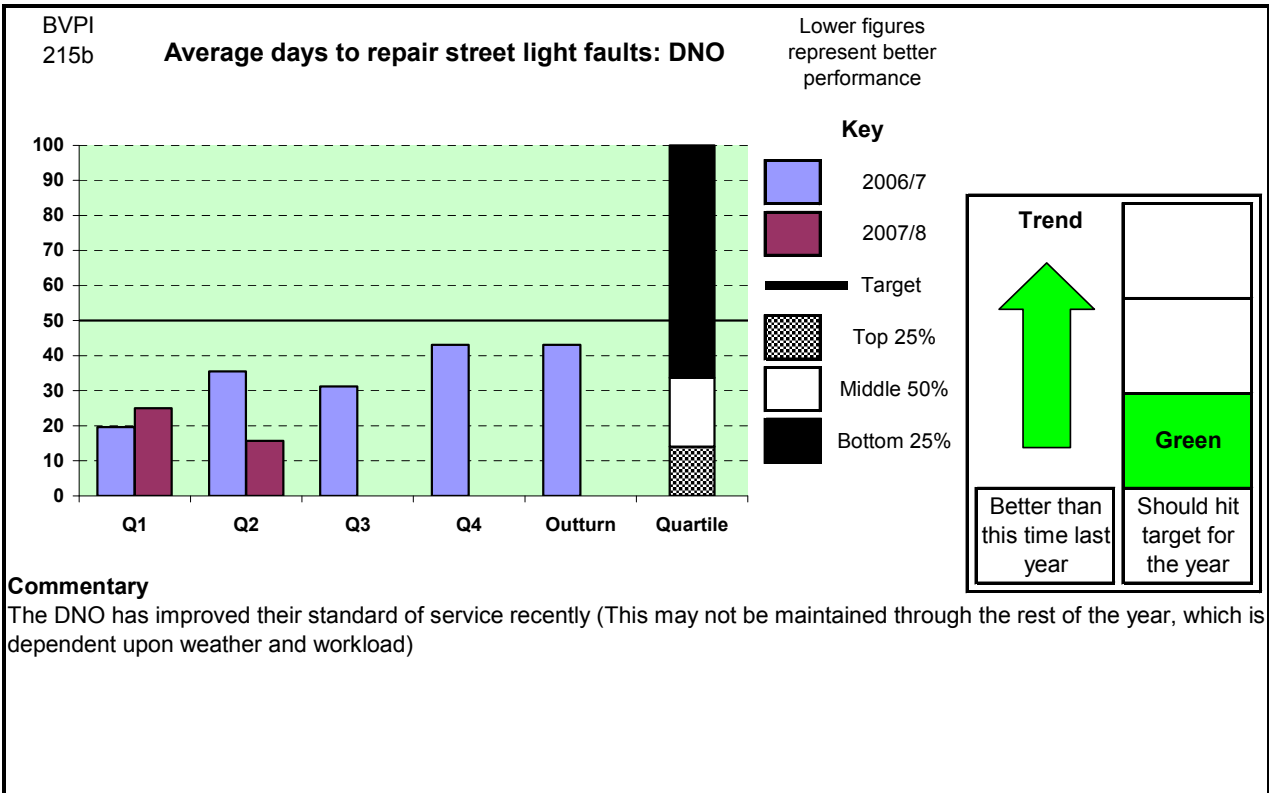
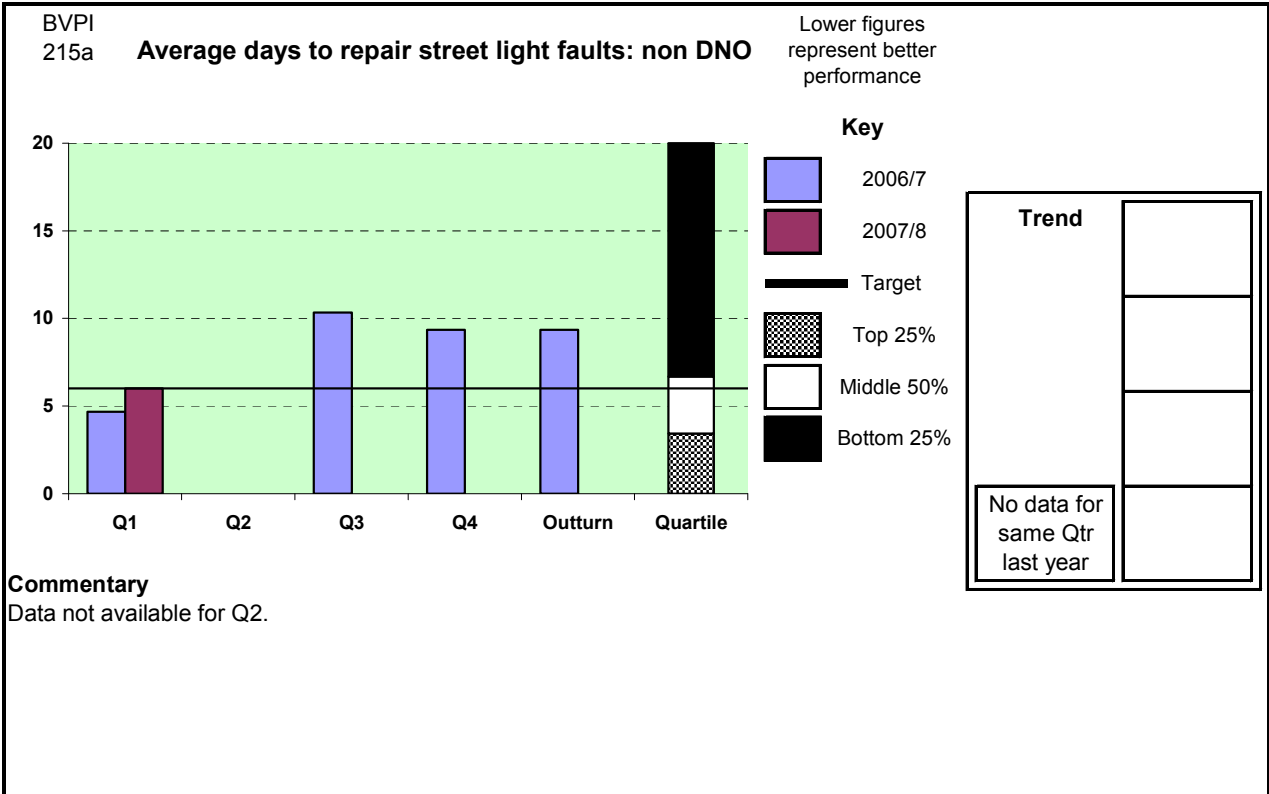
During 2006/07 the service was required to undertake an Equality Impact Assessment. Progress against actions identified through that assessment, with associated High priority are to be reported in Appendix 6.









10.0 APPENDICES

- Appendix 1- Progress against Key Objectives/ Milestones
- Appendix 2- Progress against Other Objectives/ Milestones
- Appendix 3- Progress against Key Performance Indicators
- Appendix 4- Progress against Other Performance Indicators
- Appendix 5- Progress against Risk Treatment Measures
- Appendix 6- Progress against High Priority Equality Actions
- Appendix 7- Financial Statement
- Appendix 8- Explanation of traffic light symbols






Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
HT 01	Mersey Gateway – to complete the procedural process to achieve all necessary orders for the construction of Mersey Gateway.	Publish orders and applications by January 2008.		Public consultation now complete. Complications and subsequent delay in completing the Traffic model mean that the Orders and Planning Application will now be submitted in March 2008.
HT 04	Local Transport Plan 2 – to deliver the implementation programme of LTP2, submit Progress Reports as required by DfT and monitor progress against the Council's transport objectives.	APR 2006/07-07/08 in preparation. Requirements yet to be confirmed by DfT.		Mid Term Review required in July 2008. Review of Financial and Mandatory indicators submitted to Department for Transport in July 2007
HT 05	Silver Jubilee Bridge Maintenance Major Scheme – to secure funding, complete procurement and deliver works.	Funding secured (£47m through MSB or £14.4m through PRN), procurement means established, delivery programme initiated by 31.05.08		Detailed response to Major Scheme Bid still awaited from DfT. Will inevitably require further work by HBC before programme entry awarded, though details of this yet to be outlined by DfT. PRN bid for 3 year maintenance programme submitted to DfT. Response expected Dec. 2007.
HT 06	Vehicle Fleet Replacement Programme – Implement and complete tendering process.	Tenders advertised. Contracts awarded by 31.03.08		Report going to Exec Board Sub on 18/10/07 detailing the outcome of a financial options appraisal on the most advantageous financial funding method for the Fleet Replacement Programme.


Service Plan Ref.	Objective	2007/08 Key Milestone	Progress to date	Commentary
HT 07	Improving the quality and accessibility of public transport services within Halton	Introduce 24/7 booking service via Contact Centre and website by 31 March 2008		Software purchased and installed. System being trialled on HBC fleet vehicles in Quarter 3.








Ref	Indicator	Actual 06 / 07	Target 07 / 08	Quarter 2	Progress	Commentary
Service Delivery Indicators.						
BVPI 99a (i)	No. of people killed or seriously injured (KSI) in road traffic collisions.	77	71	Annual figure		
BVPI 99b (i)	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions.	13	13	Annual figure		
BVPI 99c (i)	No. of people slightly injured in road traffic collisions.	514	544	Annual figure		
BVPI 223	Percentage of principal road network where structural maintenance should be considered	1.7%	2.0%	Annual figure		
BVPI 224a	Condition of Non-Principal classified Roads (% non-principal classified road network where structural maintenance should be considered)	6.1%	6.0%	Annual figure		
BVPI 224b	Condition of Unclassified Roads (% unclassified road network where structural maintenance should be considered)	8%	9%	Annual figure		
BVPI 187	% of footways not in good condition (across categories 1 & 2)	24.6%	24%	Annual figure		
HT LI 01	Damage to roads and pavements (% dangerous damage repaired within 24 hours)	99.71%	98%	Annual figure		

Ref	Indicator	Actual 06 / 07	Target 07 / 08	Quarter 2	Progress	Commentary
BVPI 102	Local bus service (passenger journeys per year)	6.07m	6.44m	Annual figure		
HT LI 02	(a) No of sites with new bus shelters.	35	22	Annual figure		
	(b) No of sites with replacement bus shelters.	40	48	Annual figure		
HT LI 03	Percentage of schools with School Travel Plans in place.	53%	70%	Annual figure		
HT LI 04	Percentage of employers (> 100 employees) with Green Travel Plans in place	36%	21%	Annual figure		
HT LI 05	Proportion of LGV's that pass the annual MOT test first time	84%	90%	100%		Target exceeded
HT LI 06	Proportion of workshop jobs attributed to non-scheduled maintenance	17%	25%	26.5%		The level of unscheduled maintenance has risen due to an ageing fleet and the associated levels of increased maintenance required.
Fair Access Indicators.						
BVPI 165	% of pedestrian crossings with facilities for disabled people.	87.8%	100%	67.3		We are carrying out work to improve the pedestrian crossings, however the indicator is due to be revised again and we are awaiting new guidance, which could have a cost implication.
BVPI 100	No. of temporary traffic control days caused by roadworks per km	0.3 days	0.5 days	Annual figure		

Ref	Indicator	Actual 06 / 07	Target 07 / 08	Quarter 2	Progress	Commentary
BVPI 178	% of footpaths and ROWs that are easy to use.	94.2%	96%	Annual figure		
HT LI 07	No. of passengers on community based accessible transport.	121465	155,000	Annual figure		
HT LI 08	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	31.7%	27% (162)	Annual figure		
Cost & Efficiency Indicators.						
HT LI 09	Number of third party compensation claims received due to alleged highway / footway defects	121	105	Annual figure		
HT LI 10	Increase MOT test facility turnover by 5% per annum	£144624	+ 5%	£41304 (Q2 only)		Second quarter target exceeded

Key Objective (Service Plan Ref. Only)	Risk Control Measures	Target / Deadline	Progress	Commentary
HT05	<p>Risk Identified: Absence of Major Maintenance funding due to lack of positive DfT response to Major Scheme Bid</p> <p>Risk Control Measure(s): Continue to make case to DfT regarding consequences of continued underfunding; progress 3-year parallel bid through the PRN Major Maintenance route; early investigation of options for delivery through Public Private Partnership</p>	N/a		DfT response to 3 year parallel bid expected Dec. 2007.

HIGH Priority Actions (Responsible Officer)	Target	Progress (Traffic lights)*	Commentary
Transport Co-ordination (David Hall)			
Collect more evidence	Mar 2008		Work is progressing on initiatives undertaken by Mobility Management Team. Work is underway to implement a more robust monitoring framework through the use of focus groups and establishment of a Transport Board.
Ensure robust monitoring arrangements	Mar 2009		As above.
Publish more comprehensive assessment results	Mar 2009		As above.
Transport Policy and Planning (Jonathan Farmer)			
Make monitoring arrangements	Mar 2009		Monitoring arrangements in place for the three groups identified (disabled, gender and age).
Publish assessment results	Mar 2009		Results on course to be published on website.

HIGHWAYS , TRANSPORTATION & LOGISTICS

Revenue Budget as at 30th September 2007

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
<i>Expenditure</i>					
Employees	3,300	1,631	1,461	170	1,461
Premises Support	260	0	0	0	0
Other Premises	152	71	59	12	61
Hired & Contracted Services	246	123	100	23	166
Supplies & Services	358	144	131	13	201
Highways Insurance	639	0	0	0	0
Street Lighting	1,694	540	531	9	679
Highways Maintenance	2,199	475	462	13	604
Bridges	113	27	26	1	26
Eastern Relief Road (met by grant)	205	111	111	0	138
Other Transport	248	126	116	10	136
Central Support Services	540	0	0	0	0
Departmental Support Services	284	0	0	0	0
NRA Levy	55	28	28	0	28
Subsidised Bus Routes	654	327	307	20	656
Out of Zone Transport	144	30	27	3	45
Grants to Voluntary Organisations	114	57	57	0	114
Asset Charges	4,988	0	0	0	0
Total Expenditure	16,193	3,690	3,416	274	4,315
<i>Income</i>					
Sales	-43	-29	-37	8	-37
Out of Zone Transport	-144	-72	-67	(5)	-67
Other Fees & Charges	-108	-33	-40	7	-40
Support Service Recharges	-979	0	0	0	0
Grants & Reimbursements	-406	-333	-337	4	-337
Recharge to Capital	-638	-16	-21	5	-21
Total Income	-2,318	-483	-502	19	-502
Net Expenditure	13,876	3,207	2,914	293	3,813

Comments on the above figures:

In overall terms revenue spending at the end of quarter 2 is below budget. This is mainly due to a number of expenditure budget areas which are underspent at this stage.

Staffing is underspent 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 secondments to other sections. The pay increase is still to be agreed for the year 07.08 which will also account for the variance.

With regards to underspends to date on the works budgets – Street Lighting, and Highways Maintenance, these budgets usually incur expenditure towards the end of the financial year due to the nature of the work undertaken. As a result the budgets will be spent by the financial year-end.

Hired and Contracted Services is underspent to date due **in part** to the fact that there is no requirement to produce an **annual** LTP progress report this financial year. However, this budget has been committed elsewhere and will be spent by the financial year-end.

Subsidised Bus Routes is underspent 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.

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 September 2007

	Actual To 30 th Sep £'000	07-08 Capital Allocation £'000	08-09 Capital Allocation £'000	09-10 Capital Allocation £'000
Local Transport Plan				
Bridges & Highway Maintenance				
Bridge Strengthening - Calvers	0	150	0	0
A533 Desoto Road Railway Bridge	119	120	0	0
A533 Widnes Pedestrian Subway	4	30	0	0
A533 Widnes Approach Viaduct	308	284	0	0
A533 Brook Place Bridge	0	67	0	0
SJB Complex & Associated Structures	11	68	0	0
Other Bridges	2	60	0	0
HBC Bridges LTP Staff Costs	0	147	0	0
Seconded Staff Waterman	73	72	0	0
Retentions on Contracts from 04.05	1	20	0	0
Carriageway Reconstruction Major – PRN Minor	108	250	0	0
Carriageway Reconstruction MLI	4	150	0	0
Footway Reconstruction PRN	10	80	0	0
Independent Footpath Network (205k)	0	75	0	0
Footway Reconstruction MLI	0	100	0	0
Carriageway Reconstruction Other Roads	73	110	0	0
Footway Reconstruction Other Roads	0	51	0	0
Carriageway Major Drainage	15	45	0	0

Cycleways	34	34	0	0
HBC Highways LTP Staff costs	0	90	0	0
Seconded Staff Waterman	0	39	0	0
Lighting	4	150	0	0
				0
Total Bridges & Highway Maintenance	766	2,192	0	0
Capital				
LSS – PR Safety Schemes Barriers	0	17	0	0
Local safety schemes – Watkinson Way	22	89	0	0
Walking (Quality Corridor)	10	158	0	0
Walking (Outside Corridor)	4	33	0	0
Cycling (Quality Corridor)	0	161	0	0
Cycling (Outside Corridor)	0	49	0	0
Bus Route – Quality Corridor	1	170	0	0
Direct Contribution to Regeneration	0	40	0	0
A56/Eastern Expressway Improvements	0	130	0	0
Upton Lane Distributor Match Funding	6	60	0	0
Seconded Staff Waterman	38	75	0	0
Minor Works Staff Costs	0	199	0	0
Total Capital	81	1,181	0	0
Lighting				
Variable Message Signing	67	167	0	0
Traffic Signal Upgrades	10	27	0	0
Minor Works Staff Costs	0	18	0	0
Total Lighting	77	212	0	0
Transport				
LSS – Minor Works	9	65	0	0
School Travel Plan Support	1	19	0	0
Bus Shelter Improvements	0	33	0	0
Intergrated Transport Improvements	37	80	0	0
Accessibility Buses	0	145	0	0
Access Improvements	9	33	0	0
PRW	2	63	0	0
Greenways	0	40	0	0
Transportation LTP Staff Costs	2	87	0	0
Total Transportation	60	565	0	0
Total Local Transport Plan	984	4,150	0	0
Halton Borough Council				
Mersey Gateway	2,666	3,750	2,500	1,550
Flood Defence	0	50	50	50
Street lighting	0	200	200	200
Peelhouse Lane Link Compensation	0	160	0	0

Total Halton Borough Council	2,666	4,160	2,750	1,800
Section 106 Schemes				
Royal Avenue Car Parking	0	18	0	0
Widnes Station Access/Car Park	4	180	0	0
Upton Rocks Distributor Road	1	743	0	0
B & Q Site Public Transport	0	39	0	0
Total Section 106 Schemes	5	980	0	0
Section 278 Schemes				
Keckwick Lane	0	14	0	0

Comments on the above figures

It is anticipated that the overall capital spending will be in line with the capital allocations by the financial year-end.

LSP, External or Grant Funded Items as at 30th September 2007

	Annual Revised Budget	Budget To Date	Actual To Date	Variance To Date (overspend)	Actual Including Committed Items
	£'000	£'000	£'000	£'000	£'000
Accessible Transport	24	12	12	0	12
Links to Work	20	10	4	6	4
Neighbourhood Travel Team	60	30	27	3	27
Total Local Strategic Partnerships Funding	104	52	43	9	43

Operational Services Division 2007/2008.

Revenue Budget as at 30th September 2007.




	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	1,140	555	523	32	523
Building Maintenance	51	0	0	0	0
Operational Building	125	38	38	0	38
Other Premises Costs	164	93	90	3	90
Supplies & Services	107	43	48	(5)	48
Hired & Contracted Services	95	48	50	(2)	50
Transport Recharges	197	100	98	2	98
Transport - Insurance Recharge	304	153	153	0	153
Transport - Contract Hire	1,497	749	744	5	744
Transport - Road Fund Licence	8	4	1	3	1
Transport - Fuel	420	210	202	8	202
Transport - Tyres	70	35	43	(8)	43
Transport - Casual Hire	20	10	36	(26)	36
Transport - Vehicle Parts	321	163	185	(22)	185
Transport - Sub-Contractors	38	20	19	1	19
Transport - Garage Equipment & Consumables	35	18	23	(5)	23
Central Support Costs	237	0	0	0	0
Internal Support Costs	262	98	98	0	98
Asset Charges	213	88	88	0	88
Total Expenditure	5,304	2,425	2,439	(14)	2,439
<u>Income</u>					
Miscellaneous Sales	0	0	-5	5	-5
Fees & Charges	-138	-76	-90	14	-90
Rents	-103	-52	-47	(5)	-47
Support Service Income	-943	-136	-136	0	-136
Reimbursement & Other Grants	-307	-154	-143	(11)	-143
Transport - Contract Hire	-2,377	-1,192	-1,211	19	-1,211
Transport - Fuel	-444	-222	-223	1	-223
Transport - Tyres	-84	-42	-50	8	-50

Transport - Casual Hire	-31	-16	-47	31	-47
Transport - Vehicle & Plant Repairs	-354	-166	-172	6	-172
Community Meals	-114	-58	-46	(12)	-46
Client Transport	-413	-184	-191	7	-191
Total Income	-5,308	-2,298	-2,361	63	-2,361
Net Expenditure	-4	127	78	49	78

Comments

1. Overall the division is operating as anticipated
2. The underspend on labour is a result of a vacant post
3. The demand for casual hire vehicles has been higher than anticipated.
4. The overspend on vehicle parts is a result of delays in the procurement of the new refuse fleet.

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>