

Performance Report and Value for Money Assessment 2007/2008

Strategic Priorities: Attractive and Inclusive City
Corporative Improvement Objectives: CI01, CI04

Report of the Chief Executive (Acting), City Treasurer, Director of Development and Regeneration and Director of Cultural and Community Services

1. Why has this report come to committee?

- 1.1 To provide members with an individual service overview of the Value for Money Self Assessment 2008 submitted to the Audit Commission in accordance with the Comprehensive Performance Assessment Use of Resources requirements. It includes key findings from analysing a range of information including spend, efficiency and investment, findings from the annual MORI survey and performance for the period April 2007 to March 2008 in relation to environmental services.
- 1.2 The Committee is asked to consider the Value for Money Self Assessment for the individual services within its remit as part of our quarterly performance monitoring arrangements.
- 1.3 Member views will inform interventions being implemented to deal with key risk areas and support continuous improvement in service delivery.




2. Background

- 2.1 The purpose of the Value for Money Self Assessment is to show how well a council manages and uses its financial resources and achieves value for money. Councils are required to assess their current performance in achieving and delivering value for money by addressing a series of questions and providing evidence of its relative performance and reasons for this.
- 2.2 Emphasis is placed by the Audit Commission on evidence of the quality and level of outcomes delivered when considered alongside cost and other data in comparative terms. The Audit Commission publishes 'Value for Money Cost Profiles' which inform the assessment and are referred to within the report. The cost profiles are used to compare Sunderland's position relative to other Metropolitan Authorities and its 'Nearest Neighbours', a group of other authorities which are assessed by the Chartered Institute of Public Finance and Accountancy as having comparable demographics to Sunderland. In relation to other performance indicators Sunderland's position is relative to all local authorities in England.

- 2.3 It is important to note that benchmarks for cost indicators differ slightly from those for performance i.e. lower quartiles are classed as better performance for cost indicators in the value for money profiles.

Quartile position	Key
Upper	Highest cost
Upper mid	
Lower mid	
Lower	Lowest cost

- 2.4 In preparing the report Directorates have reviewed the Audit Commission's Value for Money cost profiles in addition to a whole range of other performance information including satisfaction levels, and benchmarking information in order to formulate a balanced assessment of the position of each service area. A number of next steps were identified as part of last years value for money reports outlining our plans for improving services during 2007/2008. All of the actions identified have been delivered. An overview can be found in section 2 of the report.
- 2.5 In relation to each service area the report contains a brief overview structured around:
- Section 1 Financial information – how our spend compares with other authorities and efficiency gains;
 - Section 2 Key improvements delivered – how we have spent the money including investment and progress in relation to those actions we identified as next steps in last years assessment;
 - Section 3 What residents think of the services – results of consultation exercises;
 - Section 4 Performance – what our outcomes were during 2007/2008;
 - Section 5 Plans to achieve greater value for money in 2008/09.
- 2.6 The assessment sets out the conclusions from the assessment for service areas and plans to further improve value for money for 2008/2009. Please note that some services are not included in the value for money profiles and the report covers performance levels and key risks only.
- 2.7 A summary of individual performance indicators for each service area relating to the period April 2007 to March 2008 is contained within each section where relevant. This outlines performance across the full range of services within the Committees remit. It is risked based with focus on the key performance issues from 2007/2008 outturns using the standard 'traffic light' approach (Red, Amber, Green).

-  Performance improving year on year or cost reducing year on year
-  Performance stable year on year
-  Performance declining year on year or cost increasing year on year

- 2.8 It is particularly important to take the opportunity to take corrective action against key performance indicators that are either declining or failing to achieve targets. The relevant Director has provided details of corrective action underway or proposed in this respect. Where this is the first year of collection for an indicator or definitions have changed no trend analysis is available. It is important to note that a new national performance framework will be implemented during 2008/2009. This includes 198 new National Indicators which replaces the old Performance Assessment Framework Performance Indicators and Best Value Performance Indicators. To this end 2008/2009 will be a transition year as we develop baselines for the new indicators and ensure any corrective action will be effective in the new framework.
- 2.9 For further and more detailed information relating to service performance, detailed reports outlining all services' progress in relation to value for money and all BVPI outturn figures are available on the Council's website and from Directors and/or the Head of Policy and Performance Improvement.

3. Background Papers

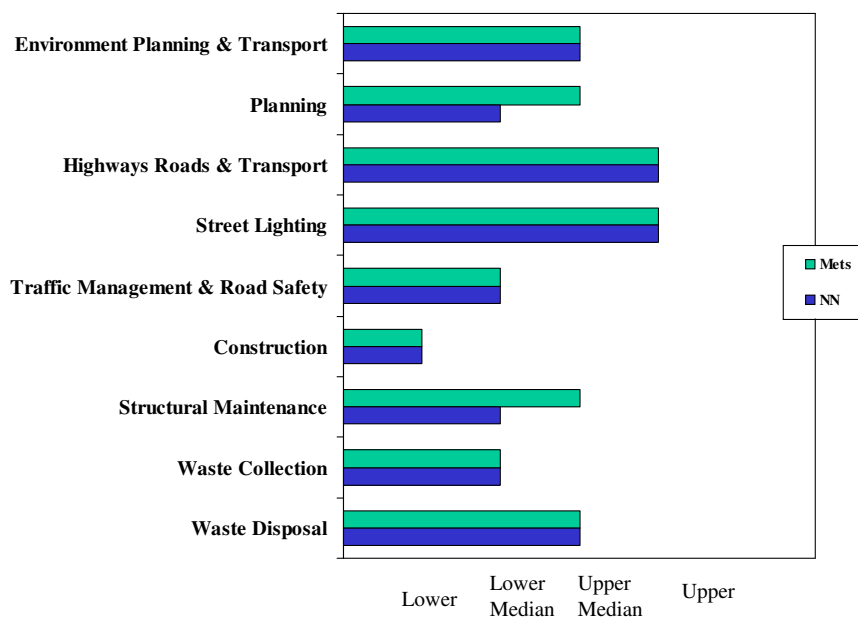
Value for Money Cost Profiles
Annual Report 2007/2008
Value for Money self assessment summary
Value for Money detailed directorate self assessment
Corporate Improvement Plan Summary 2008/2009

Summary Value for Money Assessment

Environmental Services

Section 1 Finance (comparative spend and efficiency)

- 1.1 The cost of Environmental, Planning and Transport Services per head of population is ranked in the upper median compared to both Metropolitan Authorities and Nearest Neighbours (as in 2006/2007) reflecting the high priority attached to these services. This high priority is reflected in the fact that significant additional investment has been made in these services resulting in improved performance and satisfaction ratings.
- 1.2 The graph below provides an overview of comparative spend on environmental services with other Metropolitan and Nearest Neighbour Authorities. This includes planning, waste collection and disposal, street lighting and transport. In relation to financial comparisons, lower quartile is low cost and upper quartile is high cost.



- 1.3 Planning Expenditure remains in the upper median quartile compared to Metropolitan Authorities whilst in the lower median quartile when compared to Nearest Neighbour Authorities. Planning performance has shown sustained improvement and performance in 2007/2008 and is now rated within the top quartile against all three elements of BVPI 109 (Processing of Major, Minor and Other Applications, within Government prescribed deadlines), as a result of additional investment, changes in business processes and additional income generated.
- 1.4 In relation to expenditure on Highways, Roads and Transport Services, Sunderland remains in the upper quartile compared to both Metropolitan Authorities and Nearest Neighbours. A large proportion of

the costs related to the Street Lighting PFI contract which was entered into in 2003 to address the significant backlog of replacement and maintenance of street lighting and Highway Signs within the City and will be in place until 2028. In addition, costs are dependent upon urban configuration and numbers and condition of existing columns i.e. there is a higher ratio of columns to people within Sunderland. Another factor is that Sunderland is further ahead with our Street Lighting renewal programme than other authorities and costs are less expensive at the start of programmes. Costs for Sunderland will peak in 2007/2008, which is the last year of the replacement programme before entering the maintenance phase of the contract when costs will reduce. The Sunderland Street Lighting contract also includes additional services i.e. replacement and maintenance of illuminated and non-illuminated highways signs and maintenance and installation of festive lighting, which are not provided in all of the other PFI contracts. Whilst costs are comparatively high, improved energy efficiencies have led to reduced costs in this area. The costs also reflect that Sunderland has a higher proportion of urban roads than some of our neighbours. With PFI Street Lighting costs excluded, expenditure is upper median compared to Nearest Neighbours. Additional resources have also been allocated for the past five financial years to address the backlog of maintenance particularly in relation to Non Principal and Unclassified Roads and Footways. This additional investment has led to improved performance in each area.

- 1.5 In relation to Construction re-classification of 2005/2006, 2006/2007 and 2007/2008 figures places the Council in the lower quartile for all 3 years when compared to both other Metropolitan Authorities and Nearest Neighbours. In relation to structural maintenance re-classification of the 2005/2006, 2006/2007 and 2007/2008 figures places the Council in the upper median quartile compared to Metropolitan Authorities (same as 2006/2007) and lower median quartile compared to Nearest Neighbours (same as 2006/2007). The Council continues to recognise this area as a priority and has allocated additional investment (commenced in 2003/2004) to address the backlog of maintenance, particularly in relation to Non-Principal and Unclassified Roads and Footways and to maintain areas at risk to reduce insurance claims against the Council for slips and trips.
- 1.6 Sunderland's costs in relation to Traffic Management and Road Safety are in the lower median quartile when compared to other Metropolitan Authorities and Nearest Neighbours.
- 1.7 Costs are in the lower median quartile for Waste Collection when compared to Metropolitan Authorities and Nearest Neighbours. The costs reflect the full impact of the roll out of the 'Green-It' Scheme in 2007/2008, which now provides a service to over 78,000 households and has assisted the improvement in recycling performance.

- 1.8 Waste Disposal costs are in the upper median quartile in comparison to other Metropolitan Authorities and Nearest Neighbours, further improvement from 2006/2007. Recycling costs per head are in the upper median quartile compared to Metropolitan Districts and our Nearest Neighbours (which is an improvement from 2006/2007). There has been improved performance as a result of additional investment during the course of the last 3 years.

Section 2 Investment and Key Improvements made during 2007/2008

2.1 Planning

- 2.1.1 In relation to planning the council achieves 100% of the criteria on a government quality service checklist. Better e-planning standards, were introduced in 2006/2007 by the government and were assessed in April 2007, the Council were able to satisfy 7 out of the 8 key criteria.
- 2.1.2 The council's excellent performance against the better e-planning standards resulted in the council obtaining £30,431 planning delivery grant for e-planning which placed the council 23rd out of 402 planning authorities in relation to progress with e-planning.
- 2.1.3 Development of the Sunnside area continues. Sunnside Gardens was highly commended at the Landscape Institute Awards and has also won the Regeneration Project of the Year category at the North East Royal Institute of Chartered Surveyors Renaissance Awards
- 2.1.4 Both council and private sector funding has been allocated to the Sunnside Partnership for the regeneration initiative in the City Centre. Improvements have included the:
- Sunnside Townscape Heritage Initiative: 12 historic properties have been refurbished;
 - Sunnside Commercial Property Grant Scheme; 8 businesses' projects have been assisted;
 - 18 dwellings completed (property conversions);
 - Major public realm improvement at Sunnside Gardens have been completed;
 - Work on a new £4.4m business and arts centre commenced

2.2 Highways, Road and Transport Services

- 2.2.1 The new Southern Radial Route opened in January 2008.
- 2.2.2 The Highway Maintenance programme of £3.369 million and the Bridge maintenance programme have been completed. The Queen Alexandra Bridge won Institute of Lighting Engineers 2008 Lighting Design Award.
- 2.2.3 A programme to facilitate reductions in road accidents has been developed for 2008/2009 and work is underway to develop a works

prioritisation mechanism that will focus resources on those schemes that will have the most positive impact on accident reduction. A further 19 school travel plans have been completed making a total of 39 school travel plans in place at the end of March 2008. We are on schedule to achieve the Governments road accident reduction targets by the 2010 deadline.

2.2.4 Despite the council investing in improving the quality of key routes such as the coast to coast cycle route, net satisfaction with cycle routes has deteriorated by 8 points to 19% in 2007. In order to address this further funding from the Local Transport Plan has been allocated to improve and extend the cycle network and the budget for glass and litter removal has been increased to implement a pilot project which will increase the frequency of cleaning of key cycle routes.

2.2.5 The Council has allocated £400,000 per annum to address the backlog of road maintenance, particularly in relation to non-principal and unclassified roads and footways and to maintain areas at risk to reduce insurance claims against the Council for slips and trips. As a result of this increased investment net satisfaction with road maintenance across the City has risen from 22% in 2004, to 29% in 2005, and on to 31% in 2007 and the number of accident claims against the Council has reduced significantly over the last 5 years which in turn has led to significant reductions in the Council's public liability insurance premium as indicated below:

- 2004/2005 £1.44 million;
- 2005/2006 £1.35 million;
- 2006/2007 £1.21 million;
- 2007/2008 £0.78 million.

2.2.6 Since the Private Finance Initiative contract was awarded for all street lighting maintenance in the city, 28,452 lighting columns have been replaced and an additional 1,580 new columns have been installed. In addition a Back Street Lighting programme was completed which saw 574 new columns installed in back streets across the city.

2.3 Environmental Services

2.3.1 Integrated refuse collection and recycling services, grass cutting and street cleaning have been rolled out in the Coalfield, Washington and Sunderland North areas. A programme of makeovers has been undertaken across the city in community parks and open spaces, including tree thinning and shrub undergrowth and rubbish removal. This has helped to improve appearance of the targeted areas, remove the fear of crime and reduce ongoing maintenance requirements.

2.3.2 The issue of litter around schools has been identified as a particular problem. A project with schools involving the school meals service has resulted in the production of an educational DVD to be

used in schools. This is helping to achieve and sustain a continuing improvement in street cleanliness.

2.3.3 To secure further increases in recycling, facilities were introduced in May 2007 for paper, cans and glass recycling at 18 locations catering for 23 high-rise blocks. Steps have been taken to further expand arrangements to high density housing sites (apartment blocks). Mixed plastic bottle facilities were introduced to Beach Street Household Waste Reception and Recycling Centre in June 2007.

2.3.4 The Council reduced its own carbon emissions by 1.6%, following the first year of its 5-year Carbon Plan, and a public campaign and consultation on the citywide Climate Change Action Plan was completed, seen by over a third of city residents.

Section 3 Customer Focus

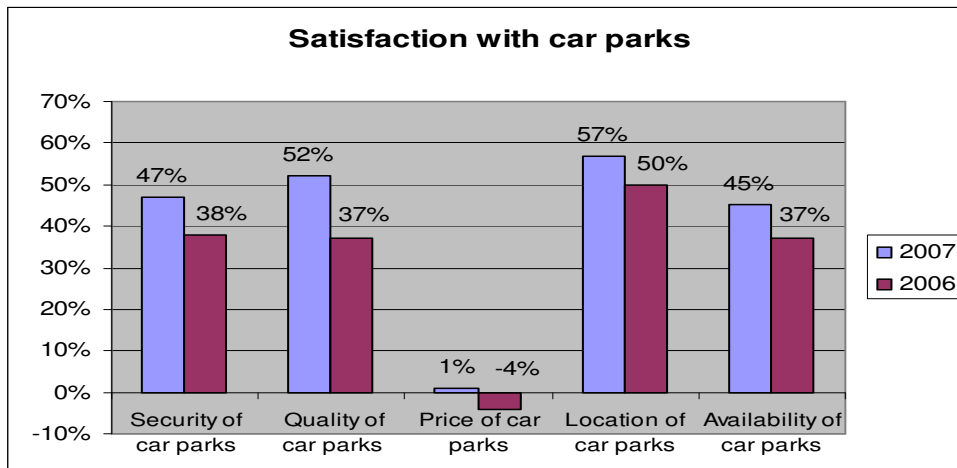
3.1 Levels of satisfaction for environmental services are high, particularly with refuse collection, recycling and street lighting.

	Satisfied (%)		Dissatisfied (%)	
	2006	2007	2006	2007
Refuse Collection	88	88	8	7
Road maintenance	59	59	28	27
Footpath maintenance	61	57	30	31
Street Cleaning	64	68	26	22
Recycling services	83	80	12	14
Street Lighting	88	85	8	9
Green Spaces in your neighbourhood	82	76	10	20

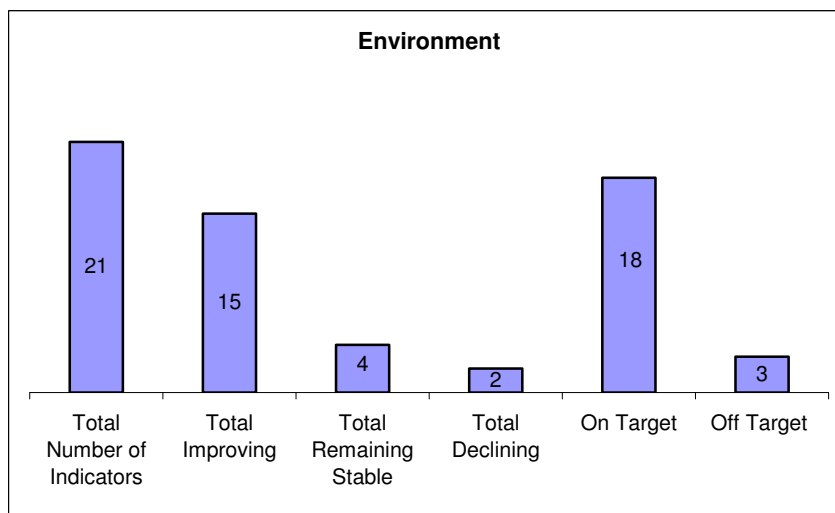
Source: MORI

Satisfaction with street cleaning has also increased from 64% in 2006 to 68% in 2007. Levels of satisfaction with cleanliness of the environment in the City Centre have increased from 27% in 2006 to 36% in 2007.

3.2 As a result of increased investment net satisfaction with road maintenance across the city has risen from 22% in 2004 to 29% in 2005 and onto 31% in 2007. Net satisfaction in relation to car parks has also improved significantly as detailed in the table below.



Section 4 Performance Information (outcomes delivered)

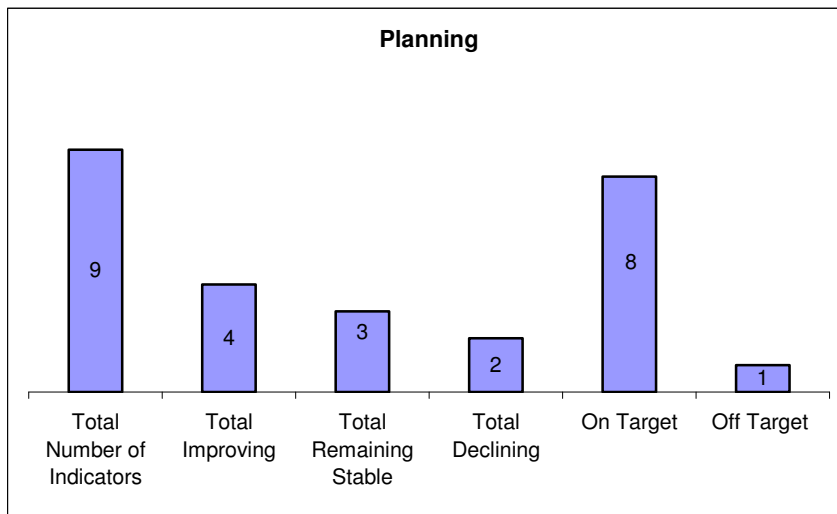


Environment has 21 performance indicators, 15 (71%) are improving, 4 (19%) remain stable with 2 (10%) declining. 18 performance indicators have achieved the targets set for 2007/08.

- 4.1 The percentage of residents provided with kerbside collection arrangements is 98.9% and percentage of residents with kerbside recycling of two recyclables was 98.7%.
- 4.2 The percentage of household waste sent for recycling and composting has improved to 26.86% during 2007/2008 compared to 23.72% the previous year. This is an additional 3,342 tonnes of household waste recycled during 2007/2008. The percentage of household waste that has been landfilled has reduced to 73.14% from 76.22% in 2006/2007. This is a reduction of 7,498 tonnes of waste going to landfill. Per head of population 494.3kgs of waste were collected during 2007/2008.
- 4.3 The speed in which graffiti reported to the Council is removed, has improved from 3.99 days during 2006/2007 to 2.41 working days in 2007/2008.

- 4.4 The levels of street cleanliness has improved – the proportion of land and highways that is assessed as having levels of litter and detritus below an acceptable level has reduced from 11.1% in 2006/2007 to 10% in 2007/2008.
- 4.5 New reports of abandoned vehicles investigated within 24 hours of notification is 88.2% improving from 72.35% in 2006/2007. The percentage of these vehicles removed within 24 hours is 95.74% improving from 78.33% in 2006/2007.

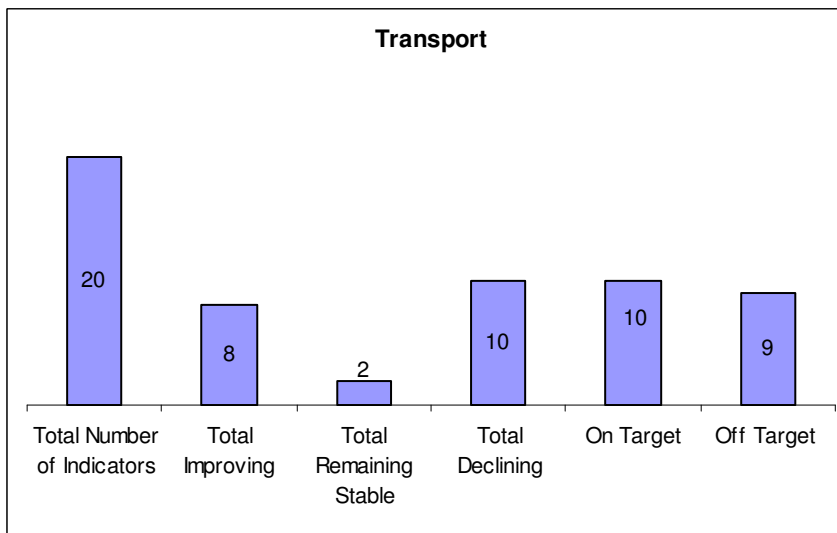
4.6 Planning



Planning has a total of 9 performance indicators, 4 (44%) of which are improving, 3 (33%) remain stable with 2 (22%) declining. 8 performance indicators have met the target set for 2007/08.

4.6.1 2005 planning applications were determined in 2007/2008. The speed of processing continues to improve with 95.12% of major applications determined within 13 weeks, 92.6% of minor applications determined within 8 weeks and 97.72% of 'other' applications determined within 8 weeks.

4.7 Highways, Road and Transport



Transport has a total of 20 performance indicators, 8 (40%) of which are improving, 2 (10%) are stable with 10 (50%) declining. 10 performance indicators have met the target set for 2007/08.

4.7.1 Road safety is measured against the 1994-98 average. Since 1994-98 the number of adults killed or seriously injured has reduced by 33.1%, and the number of children killed or seriously injured has reduced by 47.8% in Sunderland.

4.7.2 The percentage of the principal road network requiring structural maintenance is 2% reducing from 5.43% in 2006/07. The condition of the non principal road network is also improving with 3% requiring maintenance compared to 8.29% in 2006/2007.

4.8 Emerging Risks

4.8.1 It is important when identifying performance issues or risks to note that in relation to 2008/2009 performance will be measured using a new national framework that includes 198 new National Indicators. To this end only those issues that could potentially impact on the new framework have been included as risks. A full analysis of the performance indicators in the Performance Framework for 2007/08 is attached at Appendix 1.

4.8.2 Although the number of both adults and children killed or seriously injured in road traffic accidents has increased in the last reporting year the service is confident that the government target to reduce the number of people killed or seriously injured by 40% by 2010 can still be achieved. A workshop has been held to identify how to tackle relevant issues and a Road Safety Strategy will be developed in conjunction with an action plan to maximise the impact that the council can have in relation to these indicators.

Section 5 Plans to achieve greater value for money in 2008/2009

5.1 There are a number of key priorities across environmental services that will deliver improvements in relation to the new national indicator set and also further improve value for money during 2008/2009. These include:

- Progress improvement activity to deliver Local Area Agreement targets in relation to the following new national indicators:
 - NI 159 Supply of land ready to develop housing sites;
 - NI 195 improved street and environmental cleanliness;
 - NI 192 Household waste recycled and composted;
 - NI 167 Congestion – average journey time per mile during the morning peak;
 - NI 175 Access to services and facilities by public transport, walking and cycling.
- Implement a number of projects as part of the Strategic Investment Plan including;
- Improving recycling sites in council ownership more attractive and user friendly with signage, fencing and hard standing if required, some refurbishment of containers and where possible extension of the range of containers / commodities that can be recycled, supported by increased site cleansing. The project will also pilot 6

'recycling as you go' / on street recycling arrangements to extend the availability of recycling facilities to the city centre and public transport hubs e.g. the transport Interchange and central station / Fawcett Street, Concord Bus Station. The benefits of the project include encouraging waste minimisation and increased recycling levels through a combination of improved 'bring to' sites and the potential of a recycling village along with greater levels of education and awareness;

- Continue the development of the South of Tyne and Wear Waste Management Partnership in respect of the procurement of joint residual waste treatment facilities and achieving joint Municipal Waste Management Strategy targets for recycling of 30% in 2009/2010;
- The integration of grass cutting with refuse collection, recycling and street cleaning services previously adopted in the Coalfield and Washington areas to improve service delivery and profile, was rolled out to North Sunderland in February 2008. Plans to adopt the same arrangements in the remainder of the City remain a priority.
- The Council continues to pursue the alignment of front- line services with those provided by Gentoo;
- Improving the public realm and accessibility across the city through the design and refurbishment of market square and its environment, including new paving, street furniture and the potential for public art;
- Further raise the profile of cycling and increase cycling as an alternative mode of transport through implementing additional cycle routes to improve accessibility;
- Implement road safety measures in Washington and new pedestrian links and bus stop facility to improve conditions for current users and encourage more transport use. The key benefits are safer movement of people in addition to more efficient transport around Washington;
- Implement key projects to deliver carbon reductions in the next 3 years, including a wood fuel programme, improving energy management of buildings and a climate change innovation project;
- In addition, as part of the Business Improvement Programme a project will be implemented to better prioritise schemes, increase the ratio of programmed work and increase the number of schemes delivered to provide benefits in terms of reducing the number and severity of road traffic accidents.

Appendix 1 Performance Indicators 2007/08

Environmental Services

Description	2007/2008 Outturn	Trend	Benchmark			
			Best (Upper)	2nd (Upper Mid)	3rd (Lower Mid)	4th (Lower)
% of household waste sent for recycling. (BVPI 82a(i))	17.34%	▲				
Total tonnage recycled. (BVPI 82a(ii))	24,044.94	▲				
% of household waste sent for composting or treatment by anaerobic digestion. (BVPI 82b(i))	9.52%	▲				
Total tonnage composted or treated by anaerobic digestion. (BVPI 82b(ii))	13,202.5	▲				
% of household waste used to recover heat, power and other energy sources. (BVPI 82c(i))	0%	◀▶				
Total tonnage used to recover heat, power and other energy sources. (BVPI 82c(ii))	0	◀▶				
% of household waste arisings which have been landfilled. (BVPI 82d(i))	73.14%	▲				
Total tonnage landfilled. (BVPI 82d(ii))	101,445.2	▲				
Number of kilograms of household waste collected per head of the population. (BVPI 84a)	494.3 kgs	▲				
% of households served by kerbside collection of recyclables (BVPI 91a)	98.90%	▲				
Percentage change from the previous financial year in the number of kilograms of household waste collected per head of the population (84b)	-1.89%	▲				
Cost of waste collected per household (BVPI 86)	£41.58	▲				
Cost of waste disposal per tonne of municipal waste (BVPI 87)	£42.44	▼				
% of households served by kerbside collection of at least two recyclables. (BVPI 91b)	98.70%	▲				

Description	2007/2008 Outturn	Trend	Benchmark			
			Best (Upper)	2nd (Upper Mid)	3rd (Lower Mid)	4th (Lower)
% of land/highways with combined deposits of litter and detritus. (BVPI 199a)	10%	▲				
% of land/highways with unacceptable levels of graffiti. (BVPI 199b)	4%	▼				
% of land/highways with unacceptable levels of fly-posting. (BVPI 199c)	0%	◀▶				
Provisions to tackle fly-tipping. (BVPI 199d)	3	◀▶				
% of new reports of abandoned vehicles investigated within 24hrs. (BVPI 218a)	88.24%	▲				
% of abandoned vehicles removed within 24 hours. (BVPI 218b)	95.74%	▲				
The speed at which graffiti is removed. (LPSA 11d)	2.41 days	▲	Unavailable			

Planning

Description	2007/2008 Outturn	Trend	Benchmark			
			Best (Upper)	2nd (Upper Mid)	3rd (Lower Mid)	4th (Lower)
% of new homes built on previously developed land (BVPI 106)	94.12%	▼				
% of major applications determined within 13 weeks (BVPI 109a)	95.12%	▲				
% of minor applications determined within 8 weeks (BVPI 109b)	92.60%	▲				
% of 'other' applications determined within 8 weeks (BVPI 109c)	97.72%	▲				
Progress in relation to the Local Development Scheme. (BVPI 200a)	Yes	◀▶				
Milestones met in relation to the Local Development Scheme. (BVPI 200b)	Yes	◀▶				
The number of planning appeal decisions allowed. (BVPI 204)	42.90%	▼				

Description	2007/2008 Outturn	Trend	Benchmark			
			Best (Upper)	2nd (Upper Mid)	3rd (Lower Mid)	4th (Lower)
The local authority's score against a 'quality of planning services' checklist. (BVPI 205)	100%	◀▶				
% of conservation areas with an up to date character appraisal. (BVPI 219b)	66.67%	▲				

Transport

Description	2007/2008 Outturn	Trend	Benchmark			
			Best (Upper)	2nd (Upper Mid)	3rd (Lower Mid)	4th (Lower)
Number of people killed or seriously injured (KSI) in road traffic collisions. (BVPI 99a(i))	109	▼				
% change over the previous year. (BVPI 99a(ii))	21.10%	▼				
% change since the 1994-98 average. (BVPI 99a(iii))	-33.10%	▼				
Number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions. (BVPI 99b(i))	24	▼				
% change over the previous year. (BVPI 99b(ii))	14.30%	▼				
% change since the 1994-98 average. (BVPI 99b(iii))	-47.80%	▼				
Road accident casualties all people slightly injured (BVPI 99c(i))	911	▲				
% change over the previous year. (BVPI 99c(ii))	-9.89%	▼				
% change since the 1994-98 average (BVPI 99c(iii))	-23.60%	▲				
Number of days of temporary traffic controls or road closure on traffic sensitive roads. (BVPI 100)	0 days	▲				
% of pedestrian crossings with facilities for disabled people. (BVPI 165)	89.50%	▲				

Description	2007/2008 Outturn	Trend	Benchmark			
			Best (Upper)	2nd (Upper Mid)	3rd (Lower Mid)	4th (Lower)
% of the total length of rights of way that are easy to use. (BVPI 178)	66.70%	▼				
Percentage of the category 1,1a and 2 footway network where structural maintenance should be considered (BVPI 187)	27%	▼				
The average number of days taken to repair a street lighting fault, which is under the control of the local authority (BVPI 215a)	6.57 days	▼				
The average time taken to repair a street lighting fault, where response time is under the control of a DNI (BVPI 215b)	26.35 days	▲				
Percentage of the local authority principal road network where structural maintenance should be considered (BVPI 223)	2%	▲				
Percentage of the non-principal classified road network where maintenance should be considered (BVPI 224a)	3%	▲				
Percentage of the unclassified road network where structural maintenance should be considered (BVPI 224b)	5%	▲				
Progress with local transport plan	Good	◀▶	Unavailable			
Intervention by the Secretary of State under traffic management act powers. (E19)	No	◀▶	Unavailable			