

## Environment and Urban Renewal PPB – Priority Based Monitoring Report

Reporting Period: **Quarter 2 – 1<sup>st</sup> July 2019 – 30<sup>th</sup> September 2019**

### 1.0 Introduction

- 1.1 This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the second quarter of 2019/20 for service areas within the remit of the Environment and Urban Renewal (E&UR) Policy and Performance Board.
- 1.2 Key priorities for development or improvement in 2019-20 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment & Urban Renewal Policy & Performance Board i.e.:
- Development & Investment Services
  - Open Spaces and Waste and Environmental Improvement
  - Highways, Transportation & Logistics and Physical Environment
  - Housing Strategy
- 1.3 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 8 of this report.

### 2.0 Key Developments

- 2.1 There have been a number of developments within the Directorate during the period which include:-

#### **Development & Investment / Regeneration / External Funding**

- 2.2 The Liverpool City Region Business Growth Programme Phase II commenced in January 2019.

The first phase of the programme was concerned with the competitive procurement of a panel of ten plus competent and experienced commercial entities to provide specific business support in a range of disciplines including manufacturing processes, tendering, sales and marketing, strategic business planning, ICT and financial management.

The procurement exercise concluded at the end of Quarter 1 2019 and a Business Growth Programme Project Manager was appointed in August.

Halton Borough Council is contracted to deliver:-

Output	Target
Company Receiving Support (C1)	95
Number of New Enterprises Supported (C5)	10
Jobs Created (C8)	67

2.3 Growth Hub in the Borough of Halton is delivered by Halton Growth Hub Partnership made up of Halton Borough Council and Halton Chamber of Commerce and Enterprise. Halton Chamber of Commerce and Enterprise is the lead partner and contract holder with respect to the delivery of Growth Hub locally.

In Quarter 2 the Halton element of the Liverpool City Region Growth Hub Programme assisted 83 unique companies.

2.4 In relation to Asset Management the key acquisitions and disposals during the quarter 2 period were;

- Approval of the Executive Board 19th September 2019 to the Disposal, Acquisition, Retention Strategy
- Gorse Point Widnes – completion of drawdown of part approx. 18 acres by the developer
- Acquisition of land at Crow Wood Lane Widnes for the provision of sheltered housing completed 6 Sept 2019
- Acquisition of St Patricks nursing home, Crow Wood Lane, Widnes completed 30 Sept 2019
- Acquisition of St Luke’s, nursing home, Palacefields Ave, Runcorn completed 30 Sept 2019
- Completion of land to Sandon Global, Tudor Road, Manor Park, Runcorn – disposal of land by way of building lease
- Academy Transfer of Ditton primary school, Widnes was completed in July with the academy Transfer St Michael and St Thomas, Spinney Ave, Widnes being completed in August 2019.

2.5 At Sci-Tech Daresbury the procurement of Project Violet is ongoing with some deadlines unfortunately having been missed. The interviews have been delayed but work is ongoing to achieve a start on site in the next quarter.

2.6 Onward and Riverside Housing has now appointed Avison Young to progress a delivery plan for the regeneration of Murdishaw.

2.7 In regards to 3MG Alstom have confirmed the land they require at HBC Field for future phases, which consists of 7.4 acres for development and 5 areas for rail sidings. This leaves a balance of 27 acres which can be put to market. Executive Board agreed the option in July. A new option is being drafted, expected date for completion 1 November 2019.

2.8 Liberty also completed their first speculative warehouse of 108,000 ft<sup>2</sup> in June 2019 and are now marketing it to end users.

2.9 For Astmoor a pre-application for SIF funding is being drawn up to secure funding to carry out site investigations on 6 sites, including handback land commandeered for the construction of the Mersey Gateway. This is in preparation for the marketing of the handback sites once back in HBC ownership and to guide future investors as the ground conditions. In addition dialogue is continuing with the Bridge School to identify a relocation site together with funding options.

**Highways, Transportation & Logistics and Physical Environment**

2.10 Planning Application Statistics:

Total Applications Received: (Includes those Withdrawn and Returned) 160	
Applications Decided 136	Applications On-Hand (Undecided) 163
Pre-Applications Received 19	Pre Applications Closed 18

N.B. There are certain applications (such as tree preservation orders) that are not counted in the statutory CLG speed of processing statistics. This accounts for the difference between the figures reported above and the figures given for PPT LI 01.

- 2.11 The Consultation on the Local Plan started at the end of July and ended in September. Officers are working on the responses received and will prepare a report for Council with a recommendation for submission to the Secretary of State.
- 2.12 Works will be starting on site for new office building, ancillary buildings at Inovyn following approval of the recent application. In addition an application is still being considered for the erection of 237 dwellings and 100 extra care apartments, together with car parking, landscaping, roads, bridges, footways, drainage infrastructure and another for a new local centre at Sandymoor.
- 2.13 Pre-start arrangements for the Silver Jubilee Bridge cable change works were progressed during Quarter 2. The specialist sub-contractor appointed to undertake this work has now mobilised to site and works are expected to be completed during the quarter 3 period.
- 2.14 Further to information reported to the Board in quarter 1 the highways surveys have now been completed and these have shown a deterioration of highway condition across the network. Further statistical information is provided within section 6 of this report and the Council will as far as possible continue to mitigate the effects of diminishing financial resources through a programmed approach to maintenance.
- 2.15 A number of Public Rights of Way cannot be used at present due to gating and other long-term issues and the position is to maintain current levels of access as far as possible.
- 2.16 The footpath link from Warrington Road to Watkinson Way, which is being funded by Halton Housing Trust is now nearing completion and the Runcorn De-linking and demolition works commenced in March 2019 are expected to be completed by summer 2020.

### **Open Spaces and Waste and Environmental Improvement**

- 2.17 Garden Waste Collections have been the subject of stakeholder consultation. The government has proposed that Councils should offer a free collection of garden waste. Stakeholder respondents were generally not supportive with only 20% of local authorities being in agreement. The most common concern being the financial impact upon budgets. Given the level of opposition to this proposal, the government has said that it will give further consideration to the costs and benefits before making a final decision on whether garden waste collections should be free of charge, or whether charging should be a matter for local decision making. Further information is now awaited.
- 2.18 Funding for new Government policies is a key consideration. Government has given a commitment to ensure that local authorities receive additional resource to meet any new net costs arising from its new policies—such as free garden waste and weekly food waste collections. It has indicated that this includes both up front transition costs and ongoing operational costs. However, there are no further details of how any funding schemes may work and it is therefore not possible at this stage to consider what the potential financial implications of the new government policies may have upon the Council. Further updates will be provided as clarification is given.

## **3.0 Emerging Issues**

- 3.1 A number of emerging issues have been identified during the period that will impact upon the work of the Directorate including:-

### **Development & Investment / Regeneration**

- 3.2 Halton Borough Council continues to be at the forefront of the deployment of a sustainable, zero carbon, hydrogen economy in the North West and is supporting the Combined Authority and a range of industrial partners to develop a 'Zero Carbon Roadmap' which will both articulate and place into a deliverable timeframe a number of major green hydrogen production, distribution and storage schemes which have to potential to have a significant impact upon the Borough.

- 3.3 Officers are now fully engaged with the deployment of the new Liverpool City Region Growth Platform, the single entity charged with increasing inward investment and driving business growth across the City Region. They are represented on the Liverpool City Region Inward Investment Board and Place Marketing Board and will seek to raise awareness of the new funding streams associated with the Growth Platform amongst the business community in Halton as and when they become available.
- 3.4 The Council has been working closely with Homes England to try and secure grant funding towards the redevelopment of parts of Foundry Lane area for residential use. The Homes England grant will cover land remediation, flood mitigation and other preparatory works to bring the site to market.
- 3.5 The two sites currently under consideration are the Tarmac site and the former Stobart Office site. The Stobart site is still owned by Stobart and will need to be acquired by the Council if it is to be included, which will require a capital outlay by the Council. There is also a desire that other sites such as the Golden Triangle and the former Cameron's become residential areas and the Council hopes by making a start, this will provide confidence to other land owners.

### **Highways, Transportation & Logistics and Physical Environment**

- 3.6 Completion of the RAV deck refurbishment (LCR Task 16) has been affected by the forthcoming demolition works within the Runcorn Delinking scheme and the STEP cycleway improvements on the viaduct. Measures to mitigate delay and complete the full scope of the works in Q4 of 2019/20 are under discussion.

### **Open Spaces and Waste and Environmental Improvement**

- 3.7 In December 2018, the government published its Resources and Waste Strategy for England. A number of the government's proposals set out within the Strategy were subject to public consultation and the responses to the consultation were published in July 2019. Details of the government's proposals which will, or could, directly impact upon the Council's waste management services in the future are set out below.
- 3.8 Collection of a consistent core set of recyclable materials is featured and the Government has confirmed that it will be seeking to amend legislation to require all councils in England to collect 'at least' the following materials from 2023:
- Glass bottles and jars;
  - Paper
  - Card
  - Plastic bottles
  - Steel and aluminium tins and cans.
  - Plastic pots tubs and trays.
- 3.9 This proposal will require to Council to begin collecting plastic pots, tubs and trays. These are materials that we do not currently collect via the kerbside co-mingled recycling service. The reason for this is that, whilst there is an established and competitive market for plastic bottles, there remains no established or sustainable market for the direct sale of plastic pots, tubs and trays. Additionally, the Materials Recovery Facility (MRF), where our co-mingled blue bin materials are sent, is not designed to separate out those materials.
- 3.10 The government has said that it will also legislate to ensure that every local authority provides householders with a separate food waste collection by 2023, indicating that it will take comments received in respect of the support that local authorities would need to deliver weekly food waste collections into consideration as it develops the next steps of the proposals.

#### 4.0 Risk Control Measures

- 4.1 Risk control forms an integral part of the Council’s Business Planning and Performance Monitoring arrangements. As such Directorate Risk Registers were updated in tandem with the development of the suite of 2019 – 20 Directorate Business Plans.
- 4.2 Progress concerning the implementation of all high-risk mitigation measures relevant to the Board are included as Appendix 1 to this report.

#### 5.0 High Priority Equality Actions

- 5.1 Equality issues continue to form a routine element of the Council’s business planning and operational decision making processes. Additionally the Council must have evidence to demonstrate compliance with the Public Sector Equality Duty (PSED) which came into force in April 2011.
- 5.2 The Councils latest annual progress report in relation to the achievement of its equality objectives is published on the Council website and is available via:

<http://www4.halton.gov.uk/Pages/councildemocracy/Equality-and-Diversity.aspx>

#### 6.0 Performance Overview

- 6.1 The following information provides a synopsis of progress for both milestones and performance indicators across the key business areas that fall within the remit of the Board.

##### Development and Investment Services

##### Key Objectives / milestones

Ref	Milestones	Q2 Progress
EEP 02a	Launch Business Rates scheme on 1 April 2019, commencing in Astmoor	
EEP 02b	Complete the extension arrangements at HBC Field for the options/leases by April 2019	
EEP 02c	Market the remaining land at HBC Field by October 2019	
EEP 02e	(3MG Ditton Corridor) Apply for Homes England and SIF funding for abnormal ground conditions at Foundry Lane <b>by September 2019</b>	
EEP 02f	(3MG Ditton Corridor) Devise a partnership agreement to work with land owners and prospective developer at Foundry Lane <b>by December 2019</b>	
EEP 02g	Commence construction of Project Violet (Sci-Tech Daresbury) <b>by August 2019</b>	
EEP 04a	Implement Communication Strategy at Runcorn Station Quarter	
EEP 04b	Complete business case for consolidating station car parking	

Ref	Milestones	Q2 Progress
EEP 04c	Secure funding for new station square public realm	

### Supporting Commentary

#### EEP 02a

Launched 1.4.19 and marketed to Astmoor businesses and landlords. Also marketed through the Astmoor BID newsletter and to developers known to have expressed interest in Astmoor. Seven requests for information packs received.

#### EEP 02b

Executive Board on 18 July 2019 agreed a report outlining the new options arrangement with Alstom. The new contract is expected to be entered into by November 2019. Marketing commenced by Savills the Council's external consultants September 2019 (advert in the Estates Gazette 21 Sept 2019).

#### EEP 02c

Executive Board on 18 July 2019 agreed a report to market HBC Field. Savills the retained agents for the site, commenced the marketing in September.

#### EEP 02e

Due Diligence is being undertaken by Homes England's consultants on a Council owned site and the site which Stobart own on Foundry Lane. If successful with the Council will purchase the Stobart site and undertake the preparatory works to bring the site to market for housing. Approximately 86 units could be accommodated across the two sites.

#### EEP 02f

All of the discussions are at different stages with the land owners. The Council is starting with Stobart as this site is vacant and the most straight forward site. However, the Council is willing to talk to all landowners to assemble as much of the site as possible for residential use.

#### EEP 02g

Project currently delayed with a start on site anticipated Q3 2019-20.

#### EEP 04a

Work is on-going

#### EEP 04b

Langtree propose to start Station car park discussions with Network Rail following the completion of a draft business case proposal.

#### EEP 04c

Work is progressing to submit a Transforming Cities funding application to LCR with a decision currently expected in March 2020.

## Key Performance Indicators

Ref	Measure	18 / 19 Actual	19 / 20 Target	Q2 Actual	Q2 Progress	Direction of travel
EEP LI 04	Occupancy rates of commercial and investment portfolio.	99% Investment and 93% commercial	TBC	99% Investment and 93% commercial	N / A	N / A
EEP LI 05	Occupancy of Widnes Market Hall.	84%	84%	87%		
EEP LI 06	Unit Costs – office accommodation (reported annually).	£1,054	£1028	N / A	N / A	N / A
EEP LI 07	Number of companies benefitting from the Council's intensive Key Account Management Service.	55	60	56		

### Supporting Commentary

Occupancy rates across the commercial are investment portfolio remain positive at quarter 2 and in line with expectations.

The market has taken on a number of new tenants in preceding months and this has had a sportive impact upon occupancy levels.

As a result of competing priorities the current resource dedicated to KAM has reduced and this has resulted I the number of companies receiving support largely remaining static.

### Policy, Planning and Transportation

### Key Objectives / milestones

Ref	Milestones	Q2 Progress
PPT 02	To deliver the 2019/20 LTP Capital Programme <b>March 2020</b>	
PPT 03	Ensure continued unrestricted availability of the Highway network and to allow future maintenance to be delivered on a steady state, lifecycle planned basis.	
PPT 04	Continue to maintain the Highway Authorities statutory duties in accordance with Section 41 and 58 of the Highways Act.	
PPT 05	Consult on a revised draft Delivery and Site Allocations Local Plan (DALP)	
PPT 06	To ensure that at least one exercise is carried out each financial to test the COMAH plans <b>March 2019</b>	

### Supporting commentary

#### PPT 02

in regards to STEP funded Astmoor Busway cycle and walking improvements construction has been delayed by uncharted Statutory Undertakers and is now due for completion early 2020

STEP funded improvements to RAV West to provided footpath widening is progressing and completion is now due in spring 2020

STEP funded improvements to Widnes Approach Viaduct to provide reconfigured footway cycleway is programmed for construction in August 2019 for 3 months.

Following the release of funding construction has recommenced on the STEP funded walking and cycling improvements to Runcorn Canal Tow Path.

#### PPT03

Works programmed for Birkdale road, Ryder Road, Hough Green Road, Hale road, Blackburn Avenue to Lovell Terrace, Fieldway Lacey Street, Alforde Street, as part of the Footway Reconstruction Programme have all been completed in the period and works are programmed to commence in spring 2020 on Bishops Way.

Works to provide full width and depth carriageway reconstruction at Liverpool Road from Chestnut Lodge junction to Heath Road, was completed as programmed

#### PPT 04

Review of the Highway Safety Inspection Policy and guidance has now been completed.

#### PPT 05

The consultation of the Delivery and Site Allocations Local Plan commenced in July and finished in September as planned.

#### PPT 06

One COMAH test exercise has been completed as planned and a further exercise will take place during Quarter 4.

### Key Performance Indicators

Ref	Measure	18 / 19 Actual	19 / 20 Target	Q2 Actual	Q2 Progress	Direction of travel
PPT LI 01	Percentage of third party compensation claims due to alleged highway / footway defects successfully defended. Annual Calculation.	N/A	TBC	Information not yet available	N / A	N / A
PPT LI 02	Net additional homes provided	597	552	See comment below	N / A	N / A
PPT LI 03	Number of affordable homes delivered (gross)	63	-		N / A	N / A

Ref	Measure	18 / 19 Actual	19 / 20 Target	Q2 Actual	Q2 Progress	Direction of travel
PPT LI 04	Processing of planning applications (%) as measured against targets for,					
	a) 'major' applications	100%	TBC	100%		
	b) 'minor' applications	96%	TBC	100%		
	c) 'other' applications	98%	TBC	85.7%		
PPT LI 05	To ensure a rolling five year supply of housing land.  (Deliverable supply (units) as a % of rolling 5 year requirement).	197 *	100%	N/A	N/A	N/A
PPT LI 06	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	37.6	N/A	36.2		
PPT LI 07	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	4.4	N/A	4.0		
PPT LI 08	No. of people slightly injured in road traffic collisions. (5 Year Av.)	277	N/A	254		
PPT LI 12	Damage to roads and pavements (% above intervention levels) repaired within 24 hours.	100%	TBC	100%		
PPT LI 15	% of network where structural maintenance should be considered:					
	a) Principal Roads	0.3%	2.00%	1.6%		
	b) Non-Principal Roads	1.00%	4.00%	2%		
	c) Unclassified Roads	3%	9.00%	4%		
PPT LI 16	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%):					
	a) Percentage of buses starting route on time	98.55%	98.55%	100%		
	b) Percentage of buses on time at intermediate timing points	95.00%	95.00%	85.02%		

Ref	Measure	18 / 19 Actual	19 / 20 Target	Q2 Actual	Q2 Progress	Direction of travel
PPT LI 18	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	78.00% (455 Bus Stops)	80%	78%		

### Supporting Commentary

#### PPT 01/02/03

Information concerning compensation claims are not presently available.

Information on net additional homes provided and affordable homes delivered become available in the 2020 – 21 quarter 1 period.

#### PPT 04

In respect of planning applications Compared to Quarter 2 2018/19 The outcome for Major and Minor Applications remains the same at 100%. There is a marked decline in the speed of decision for “other” applications which shows a 10% decline from 96% (Q2 2018/19) to this quarter where the figure is 85.7%.

Despite this fall all outcomes are above government target figures but further declines in “others” outcome could see the annual result fall below target.

#### PPT 06/07/08

The 5 year injury statistics are showing a downwards but relatively static trend based upon available figures supplied by Cheshire Police to the quarter 1 period end.

#### PPT 12/ 15

Repairs to damage to roads and pavements is showing a positive level of intervention. However due to budget constraints the proportion of the network where structural maintenance should be considered has risen when compared to the same period last year and programmed interventions will continue to be adopted to mitigate against this as far as possible.

#### PPT 16/18

Bus service punctuality remains positive and timings at intermediate points has shown a 3% improvement when compared to quarter 1 of this year.

### Waste and Environmental Improvement

#### Key Objectives / milestones

Ref	Milestones	Q2 Progress
CE 03a	Manage greenspace areas as per the agreed specification - <b>March 2020.</b>	
CE 04a	Continue to deliver communications and awareness raising initiatives to ensure that participation with the Council’s recycling services is maximised and that residents comply with the requirements of the Council’s Household Waste Collection Policy - <b>March 2020.</b>	
CE 04b	Undertake a review of the Council’s Waste Management Strategy and associated Policies and update as necessary - <b>March 2020.</b>	

**Supporting Commentary**

The greenspace maintenance programme continues to be delivered as planned.

During this second quarter further community engagement events were held in locations across the borough where Officers provided advice and guidance on recycling and waste prevention. It is estimated that to date this year, direct engagement has taken place with circa 1,300 people.

Policies continue to be updated as necessary taking account of government proposals as set out in its Waste and Resources Strategy.

**Key Performance Indicators**

Ref	Measure	18 / 19 Actual	19 / 20 Target	Q2 Actual	Q2 Progress	Direction of travel
CE LI 05	Residual household waste per household.	607kg	TBC	296 kgs		
CE LI 06	Household waste recycled and composted.	40%	TBC	46%		

**Supporting Commentary**

Residual waste and recycling rates both remain on target at the mid-year point.

## 7.0 Financial Statements

### ECONOMY ENTERPRISE & PROPERTY DEPARTMENT

Revenue Budget as at 30 September 2019

	Annual Budget £'000	Budget To Date £'000	Actual £'000	Variance (overspend) £'000	Forecast Outturn Position £'000
<b><u>Expenditure</u></b>					
Employees	4,522	2,326	2,293	33	65
Repairs & Maintenance	2,137	1,059	936	123	246
Premises	63	53	53	0	(1)
Energy & Water Costs	683	275	278	(3)	(7)
NNDR	530	524	532	(8)	(6)
Rents	301	173	173	0	0
Economic Regeneration Activities	34	5	4	1	2
Supplies & Services	1,643	874	877	(3)	(7)
Grants To Voluntary Organisations	58	25	25	0	0
Transfer to Reserves	217	117	117	0	0
<b>Total Expenditure</b>	<b>10,188</b>	<b>5,431</b>	<b>5,288</b>	<b>143</b>	<b>292</b>
<b><u>Income</u></b>					
Fees & Charges Income	-348	-185	-185	0	0
Rent – Commercial Properties	-1,106	-436	-394	(42)	(84)
Rent – Investment Properties	-44	-21	-21	0	0
Rent – Markets	-771	-378	-373	(5)	(9)
Government Grant Income	-1,691	-400	-400	0	0
Reimbursements & Other Grant Income	-212	-129	-127	(2)	(4)
Schools SLA Income	-512	-485	-478	(7)	(13)
Capital Salaries	-113	-90	-90	0	0
Transfers From Reserves	-940	-592	-592	0	0
<b>Total Income</b>	<b>-5,737</b>	<b>-2,716</b>	<b>-2,660</b>	<b>(56)</b>	<b>(110)</b>
<b>Net Operational Expenditure</b>	<b>4,451</b>	<b>2,715</b>	<b>2,628</b>	<b>87</b>	<b>182</b>
<b><u>Recharges</u></b>					
Premises Support	1,868	934	934	0	0
Transport	28	14	14	0	0
Asset Charges	4	0	0	0	0
Central Support Services	1,975	1,003	1,003	0	0
HBC Support Income	-6,560	-3,185	-3,185	0	0
<b>Net Total Recharges</b>	<b>-2,685</b>	<b>-1,234</b>	<b>-1,234</b>	<b>0</b>	<b>0</b>
<b>Net Department Expenditure</b>	<b>1,766</b>	<b>1,481</b>	<b>1,394</b>	<b>87</b>	<b>182</b>

### Comments on the above figures

Finance has worked closely with Departmental colleagues to update the projections to try and achieve a balanced budget. The department continues to identify financial resources available to support the delivery of the service and allocate resources where needed most, whilst ensuring budget pressures are met.

The repairs and maintenance budget is forecast to be under budget, due to the works for new office accommodation at the Stadium being funded from capital.

Whilst the department can maintain effective control over expenditure, income still remains a budget pressure as majority of the income is externally funded and difficult to project.

Budgeted employee spend is based on full time equivalent staffing numbers of 127.

Due to a number of properties becoming vacant and some subsequently being disposed, rental income has reduced this financial year, causing budget pressures. Operating costs continue to be incurred where commercial properties become vacant.

School SLA income will not be achieved again this financial year. Although the department has increased the SLA charges for 19/20, 100% of the costs are not being recovered because of the need to use causal/agency staff to cover sickness/leave in delivering the service. A review of SLA charges will be undertaken ahead of the next financial year.

The Department has put a hold on all vacancies within the various service areas to ensure the staff turnover saving target is met and also help reduce the negative variance within the income budgets.

The 19/20 savings target put forward by the Department has been achieved in year and every effort will be made to ensure that expenditure on controllable budgets is kept to a minimum within the financial year.

The outturn forecast is currently projecting an under spend at 31 March 2020 in the region of £182k.

### **Capital Projects as at 30 September 2019**

	2019-20 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
3MG	126	40	40	<b>86</b>
Sci-Tech Daresbury – EZ Grant	96	40	40	<b>56</b>
Solar Panel Golf Course	1,209	21	21	<b>1,188</b>
Murdishaw Redevelopment	38	0	0	<b>38</b>
Venture Fields	41	0	0	<b>41</b>
Former Crossville Depot	127	127	127	<b>0</b>
Linnets Club House	50	32	32	<b>18</b>
Advertising Screen at The Hive	100	0	0	<b>100</b>
Equality Act Improvement Works	300	198	198	<b>102</b>
Widnes Market Refurbishment	100	32	32	<b>68</b>
Broseley House	15	12	12	<b>3</b>
Kingsway House Moves	464	119	119	<b>345</b>
The Croft	30	0	0	<b>30</b>
Moor Lane Depot	247	4	4	<b>243</b>
Manor Park	37	0	0	<b>37</b>
<b>Total</b>	<b>2,980</b>	<b>625</b>	<b>625</b>	<b>2,355</b>

**Comments on the above figures.**

**Sci-Tech Daresbury EZ Grant** – The remaining draw down for the project is being progressed by the Joint Venture. The project is currently out to tender with a contract award expected in September. Final draw down is expected in Quarter 3.

**Solar Panel Golf Course** – A main design, build, install and maintenance contractor has now been awarded and a final design has been agreed. Construction is likely to start on site during November with a view to complete and connect by March 2020.

**Linnets Club House** – All works completed to the junior block, new water and electrical supply works completed and the generator has been removed from site. All works to the new Linnets changing pavilion and ventilation system completed (retentions and final payments still to be made).

**Widnes Market Refurb** – Re-roofing works (including internal decoration works) complete; the remaining Widnes Market projects are currently being reviewed and prioritised in line with the remaining budget.

**Murdishaw Regeneration** – The department is exploring options for Council investment into projects which will further the masterplan. Currently costing up bus stops on Barnfield Way, new signage and improvement to the community centre. Will also cost further highways improvements to local centre.

## Policy, Planning & Transportation Department

Revenue Budget as at 30 September 2019

	Annual Budget £'000	Budget To Date £'000	Actual £'000	Variance (overspend) £'000	Forecast Outturn Position £'000
<b><u>Expenditure</u></b>					
Employees	4,663	2,341	2,172	169	338
Premises	169	103	77	26	53
Contracted Services	186	49	181	(132)	(263)
Supplies & Services	162	74	147	(73)	(145)
Street Lighting	1,583	437	432	5	12
Highways Maintenance	2,495	1,134	1,110	24	47
Fleet Transport	1,332	583	479	104	208
Halton Hopper Tickets	193	73	73	0	0
Bus Support	519	178	178	0	0
Finance Charges	16	4	4	0	0
Grants to Voluntary Organisations	61	30	30	0	0
LCR Levy	882	441	441	0	0
NRA Levy	66	66	65	1	1
Contribution to Reserves	432	20	0	20	41
<b>Total Expenditure</b>	<b>12,759</b>	<b>5,533</b>	<b>5,389</b>	<b>144</b>	<b>292</b>
<b><u>Income</u></b>					
Sales	-121	-80	-81	1	2
Planning Fees	-546	-333	-331	(2)	(5)
Building Control Fees	-213	-101	-88	(13)	(27)
Fees & Charges	-746	-407	-451	44	89
Grants & Reimbursements	-127	1	-55	56	112
Government Grant Income	-10	-12	-17	5	10
Halton Hopper Income	-203	-87	-87	0	0
Efficiency Savings	-68	-14	0	(14)	(28)
School SLA's	-44	-43	-43	0	0
Capital Salaries	-317	-67	-13	(54)	(109)
LCR Levy Reimbursement	-882	-441	-441	0	0
<b>Total Income</b>	<b>-3,277</b>	<b>-1,584</b>	<b>-1,607</b>	<b>23</b>	<b>44</b>
<b>Net Operational Expenditure</b>	<b>9,482</b>	<b>3,949</b>	<b>3,782</b>	<b>167</b>	<b>336</b>
<b><u>Recharges</u></b>					
Premises Recharges	542	271	271	0	0
Transport Recharges	688	339	332	7	14
Asset Charges	1,036	0	0	0	0
Central Support Services	1,643	824	824	0	0
Transport Recharge Income	-4,296	-2,134	-2,160	26	52
Support Service Income	-650	-325	-325	0	0
<b>Net Total Recharges</b>	<b>-1,037</b>	<b>-1,025</b>	<b>-1,058</b>	<b>33</b>	<b>66</b>
<b>Net Department Expenditure</b>	<b>8,445</b>	<b>2,924</b>	<b>2,724</b>	<b>200</b>	<b>402</b>

### Comments on the above figures

In overall terms revenue spending at the end of quarter 2 is under the profiled budget to date.

Employees are projected to be largely under budget this financial year due to various vacancies across the whole department, in particular the Highways and Traffic divisions. Vacant posts are currently being held and not advertised in a bid to make further savings.

Budgeted employee spend is based on full time equivalent staffing numbers of 96.4.

Premises related expenditure is projected to come in under budget due to a reduction in running costs for Lowerhouse Lane Depot.

Contracted services and supplies and services budgets are projected to be over budget due to survey costs and plans that have been required in both the Planning and Highways Division.

Street Lighting will be under budget due to a reduction in street lighting maintenance costs expected throughout the year as the street lighting upgrade progresses. It is worth noting that electricity rates have increased by 20% from 18/19 to the 19/20 financial year.

Highways Maintenance budgets are showing as under budget by the end of the financial year due to the capitalisation of works wherever possible.

Fleet Transport costs are currently under the profiled budget for the year to date. This is mostly due to fleet being replaced for newer models that are much more efficient and this has led to a reduction in consumables such as vehicle parts, tyres and fuel. This in turn then has an impact on the costs recharged out to other services within the Council.

Fees and charges income is currently over achieving due to additional income being received in relation to Section 74 overrun charge's, inspection fees and repairs income.

Capital salaries is not projected to meet its income target as in previous financial years.

Every effort is being made by budget holders to keep expenditure at a minimum and budgets are being monitored at the highest level across the various divisions.

Based on current projections it is forecast the Department's net spend will be below the available budget by £0.402m.

## Capital Projects as at 30 September 2019

	2019-20 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
<b><u>Local Transport Plan</u></b>				
<b>Bridges &amp; Highway Maintenance</b>				
Bridge Assess, Strength & Maintenance	2,457	1,037	1,037	1,420
Road Maintenance	3,410	2,004	2,004	1,406
<b>Total Bridge &amp; Highway Maintenance</b>	<b>5,867</b>	<b>3,041</b>	<b>3,041</b>	<b>2,826</b>
<b>Integrated Transport</b>				
	618	200	200	418
<b>STEP Schemes</b>				
	2,013	1,218	1,218	795
<b>SJB MM – Arch Painting</b>	3,526	1,876	1,876	1,650
<b>SJB – Deck Reconfiguration</b>	600	0	0	600
<b>SJB – Decoupling</b>	5,705	2,315	2,315	3,390
<b>KRN – Earle Rd Gyratory</b>	238	3	3	235
<b>Widnes Loops</b>	4,553	188	188	4,365
<b>Total Local Transport Plan</b>	<b>23,120</b>	<b>8,841</b>	<b>8,841</b>	<b>14,279</b>
<b>Halton Borough Council Schemes</b>				
Street Lighting	415	9	9	406
Lighting Upgrades	1,340	100	100	1,240
Risk Management	377	39	39	338
Fleet Vehicles	1,471	457	457	1,014
Travelodge / Watkinson Way footpath	128	0	0	128
SUD Green Cycle	245	9	9	236
<b>Total Halton Borough Council Schemes</b>	<b>3,976</b>	<b>614</b>	<b>614</b>	<b>3,362</b>
<b>Total Capital Expenditure</b>	<b>27,096</b>	<b>9,455</b>	<b>9,455</b>	<b>17,641</b>

### Comments on the above figures.

The fifth year of the STEP (Sustainable Transport Enhancement Package) programme has begun with grant allocations being agreed by the LCR (Liverpool City Region).

The SJB MM (Silver Jubilee Bridge Major Maintenance) arch painting programme is continuing although it has been delayed due to various unforeseen circumstances such as bad weather.

Works are continuing for the lighting upgrade programme. A larger amount of expenditure is expected in Q3 and Q4. Spend on capital projects has picked up in Q2 and it is expected to continue in later quarters of the financial year.

## 8.0 Application of Symbols

Symbols are used in the following manner:

### Progress Symbols

<u>Symbol</u>	<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

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