

Environment and Urban Renewal PPB – Priority Based Monitoring Report

Reporting Period: **Quarter 1 – 1st April 2021 to 30th June 2021**

1.0 Introduction

- 1.1 This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the first quarter of 2021 / 22 for those 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 2021 / 22 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
- 1.3 The emergence of the global COVID19 pandemic early in 2020 has had a significant and unavoidable impact upon Council services the full extent of which is yet to become known. The Council, along with key partner agencies, has prioritised its resources upon mitigating the serious risks to public health, the protection of vulnerable residents, and the social cohesion of the local community. In developing appropriate responses to emerging national and local priorities this situation is likely to remain the case for the foreseeable future.
- 1.4 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 7 of this report.

2.0 Key Developments

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

External Funding / Regeneration

Regeneration Non Town Centres

The work of the team includes bringing forward and implementing the borough's major physical development sites (science park, commercial areas, housing regeneration, watersides and brownfield land reclamation); coordinating and acting upon the borough's inward investment and business enquiries, encouraging and supporting businesses to expand; for example, providing advice and guidance on grant support, development and planning issues, transportation; improving the image of the borough's industrial areas; and helping businesses to become more competitive. Providing advice on funding opportunities, bid writing and grant monitoring as well as supporting the Council's representatives at Combined Authority and national meetings.

2.3 **External Funding**

Funding Secured - £342,500, includes £207k from National Lottery Heritage Fund for Borough of Culture Bids Submitted – to the value of £14.8m; includes two largescale ESF bids submitted on behalf of LCR Pipeline Projects – 19 projects to the value of £44m
Monitored Projects – 11 projects to the value of £18m
New funding enquiries – 27

An External Funding Annual Report was presented to Corporate PPB in June 2021.

2.4 **Regeneration Town Centres**

A Funding Bid for Runcorn Town Centre was submitted at the end of January by Runcorn Town Investment Board supported by the Council. The overarching aim of the Towns Fund is to drive the sustainable economic regeneration of towns to deliver long term economic and productivity growth through investment in regeneration, skills and enterprise infrastructure and connectivity projects. Following a call for projects and a prioritisation by the Town Board seven projects were chosen for the Town Investment Plan. We are currently waiting an announcement on the Town Centre Fund bid.

In the interim Breaking Ground have been engaged to work on the proposed community led housing regeneration scheme at Rutland Street. Also K2 Architects have worked up RIBA stage 1 for the Brindley extension and Open Spaces have drawn up outline plans for the external environment. Unlock Runcorn are progressing their plans.

Work continues on laying the granite at Runcorn Station piazza and the extension of Cavendish Street. Next steps are currently being considered and the Council is working with consultants to look at the options.

Open Spaces and Waste and Environmental Improvement

2.5 **Government Consultations**

During Q1, a number of government consultations on proposals set out within its Resources and Waste Strategy and the Environment Bill were carried out. The Government has indicated that, subject to such consultation, it will introduce legislation requiring local authorities to deliver a number of mandatory services. This would include the collection of a consistent core set of recyclable materials. For Halton, this would mean that in addition to the collection of paper, card, glass bottles and jars, the Council would likely be required to collect an increased number of plastics (and possibly plastic film), aerosols, foil and cartons. The government's proposals also include introducing legislation mandating the separate collection of food for recycling. Further, the government is seeking views on whether Council's should provide a free or chargeable garden waste collection. Any new regulations are not expected to appear until 2022, with new mandated services potentially being required to be introduced during the 2023/24 financial year.

2.6 **Waste Arising's**

The Covid-19 pandemic, and the shift towards increased home working, has resulted in an increase in collected tonnages of household waste. In the first 3 months of this financial year, the Council collected 940 tonnes more general waste and 478 tonnes more recycling waste compared to before the pandemic. This represents a 15% and 19% increase respectively and has both resource and financial implications.

Highways, Transportation & Logistics and Physical Environment

2.7 Structures

Concrete repairs to Hutchinsons Sidings bridge (7 span viaduct) commenced in May. The volume of repairs is exceeding the level expected from site investigations, leading to a potential programme extension of around 6-8 weeks. Completion of site works is likely to be towards the end of August.

The annual programme of General Inspections to Halton's bridge stock is proceeding well and should be complete during August

2.8 Highway Development

Work continues on the teams other statutory roles, including supporting the planning team with the Examination in Public (EIP) of the Delivery and Allocations Local Plan (DALP), development process from Local Plan to construction, in addition to supporting scheme funding and development, on behalf of the Council as Highway Authority and Lead Local Flood Authority functions/schemes. Environment Agency funded Grant in Aid scheme in Windmill Hill continues to progress with the work on four of the six locations completed and work on the fifth location started.

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:-

Regeneration / External Funding

3.2 External Funding Team

The Team is currently supporting the following:

- current round of ESF community grants
- rollout of Activity Plan for Welcome Back Fund (ERDF)
- monitoring the Ways to Work ESF Programme
- departmental projects, including Changing Places, SIF applications and maintaining an overview of emerging large-scale schemes, including Levelling Up
- a range of community led schemes

Highways, Transportation & Logistics and Physical Environment

3.3 All Highways teams are commissioning/supporting commencement of business case/design work for East Runcorn Connectivity scheme (A558 dualling etc).

3.4 Runcorn Station Quarter works continues to make good progress, with works to the Piazza having now commenced and highways have switched to Picow Farm Road and northern section of Cavendish Street. All agreements to carry out works have now been finalised with Avanti West Coast and Network Rail. Detailed design of the Active Travel Links from Cavendish Street to Dukesfield have commenced along with detailed design of the demolition of the footbridge across the Expressway

Structures

- 3.5 New Sankey Canal swing bridge to provide access to Spike Island – the cost quotation from Balfour Beatty was significantly higher than expected. Options for progressing the scheme are under discussion with colleagues and stakeholders.

4.0 High Priority Equality Actions

- 4.1 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.
- 4.2 The Council's 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>

5.0 Performance Overview

- 5.1 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	Q1 Progress
EEP 02a	To prepare the Town Investment Plan Business Case(s) for Runcorn by 31 st March 2022	
EEP 02b	To prepare a Masterplan and Delivery Strategy for the Astmoor Industrial Estate by September 2020.	
EEP 02c	To deliver the Liverpool City Region Town Centres' Fund in Halton Lea by 31 st December 2021	
EEP 02d	To prepare a Halton Lea Investment Plan by September 2021	

Supporting Commentary

EEP 02a

An announcement had previously been expected by end of March 2021. This is now expected in July 2021 and Runcorn Town Board and the Council will have 12 months following that date to submit the business cases for the successful projects.

EEP 02b

Masterplan completed and development partner being sought via procurement process.

EEP 02c

This programme has been extended from 31st March 2021 to end of calendar year. The delivery has been re-profiled accordingly and Halton is on track to deliver on the action plan.

EEP 02d

A collaborative plan to provide a cohesive approach for the investment and initiatives in the Halton Lea ward over the next ten years. External resources being identified to support the development of the plan.

Key Performance Indicators

Ref	Measure	20 / 21 Actual	21 / 22 Target	Q1 Actual	Q1 Progress	Direction of travel
EEP LI 03	Commercial and investment portfolio – rent receivable against the budget to monitor receipt of income of rents and service charges.	Investment £39,325 Commercial £319,573	Investment £44,740 Commercial £609,270	100 % Investment 95% commercial		
EEP LI 04	Occupancy rates of commercial and investment portfolio.	100 % Investment 90% commercial	100 % Investment 90% commercial	100 % Investment 95% commercial		
EEP LI 05	Occupancy of Widnes Market Hall.	93%	94%	96%		

Supporting Commentary

EEP LI 03

The income received has been affected by request from a number of occupiers for further rent holidays and non-payment of rent due to covid situation. Asset management are working with colleagues in income recovery. The tenant of no 5 Granville Street has vacated and the unit will be marketed. Other vacant units are, 6 Church Street Runcorn, former Frankie and Bennies unit at the Hive. It is unlikely that the units will be re-let until Q3. It is uncertain whether the income target will be achieved by Q4.

EEP LI 04



There are 8 vacant properties which will be on the market or unable to market until refurbishment works eg 71 High St Runcorn or clarifying planning status eg the former bus depot Moor Lane Widnes have been completed.

EEP LI 05

Occupancy levels have increased over the past 12 months during lockdown and reached 93% at year end. At present this has increased to 96% which is up on the same period last year.

Waste and Environmental Improvement

Key Objectives / milestones

Ref	Milestones	Q1 Progress
CE 03a	Manage greenspace areas as per the agreed specification - March 2022 .	
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 - March 2022 .	

Supporting Commentary





CE 03a

Summer programme has been delivered as per specification and on schedule

CE 04a

Covid 19 Restrictions have impacted upon the ability to deliver the full range of communications and awareness raising activity, such as householder engagement, school visits and roadshows. However, messages and advice about waste and recycling have been regularly posted on the Council's social media sites.

Key Performance Indicators

Ref	Measure	20 / 21 Actual	21 / 22 Target	Q1 Actual	Q1 Progress	Direction of travel
CE LI 05	Residual household waste per household.	625KG	625KG	177KG		
CE LI 06	Proportion of household waste recycled and composted.	39.3%	40%	38.2%		

Supporting Commentary





CE L1 05

This is an estimated figure which shows that household waste levels are slightly higher than in Q3 in the previous year. As detailed in the report, residual waste production has been much higher than normal and it is unclear what impact this will have on the achievement of this annual target. (Note - This is a cumulative figure)

CE L1 06

This is an estimated figure and is subject to seasonal variation. It is unclear what impact the COVID 19 situation will have on waste production for the remainder of the year and it is difficult to predict annual recycling performance at this stage and whether this target will be met.

Key Objectives / milestones

Ref	Milestones	Q1 Progress
PPT 02	To deliver the 2019/30 LTP Capital Programme March 2022	
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 06	To ensure that at least one exercise is carried out each financial year to test the Control of Major Accident Hazards (COMAH) plans March 2022	

Supporting Commentary

PPT 02

Sud North South widnes route funded through LCRCA is designed and work to be programmed to facilitate improved walking and cycling along a route including for Appleton Village/Fredrick Street junction and Birchfield road roundabout area. Works are due to commence for Active Travel schemes at Runcorn Busway to improve cycling links between Halton Hospital and Murdishaw centre. Design work underway for cycleway routes from Murdishaw Centre to Castlefields and white House industrial estate. Works to take the current LCWIP design to construction have begun for the route from Runcorn Old town to Daresbury Sci Tech.

PPT 03

Town Lane Rams Brook to Curleender Way has been reconstructed and resurfaced and the associated footway reconstruction has been completed

Surface dressing of carriageways proposed Summer 2021 with contractor RMS

- Derby Road, Warrington Road, Queensbury Way, and Moughland Lane to be completed August 2021, however due to weather extremes Clifton Lane, Rocksavage Way and Beechwood Avenue. Southern Expressway will be completed in Spring 2022

Carriageway Resurfacing design works in progress for Bridge Street, Norman Road, Runcorn Road, Prescot Road, Ditchfield Road, Leigh Avenue, Warrington Road

Footway Reconstruction Programme in design

Elm Grove, Cherry Sutton, Ditchfield Road

PPT 04

Ongoing highway safety inspection continuing to maintain a safe and serviceable Highway.

PPT 06

In quarter 4, the following exercise took place:











Iconichem Ltd, Widnes





The site exercised and validated their COMAH External Emergency Plan, July 2021. This exercise was conducted via MS Teams, using a table top format. The COMAH aim and objectives where used to structure the framework with the aim to validate the External COMAH Plan for both these sites.

A Multi-Agency Command and Control format with specific questions and answer sessions was used, to test and validate the

COMAH External Plan. A structured debrief took place via an online document. An Exercise Report was produced which also was part of the validation process and continuous improvement / learning. All arrangements including exercise scenario (taken from the Safety Report) were agreed with the Competent Authority (HSE / Environment Agency).

Key Performance Indicators

Ref	Measure	20 / 21 Actual	21 / 22 Target	Q1 Actual	Q1 Progress	Direction of travel
PPT LI 02	Net additional homes provided	TBC	TBC	N/A (monitored annually)	N/A	N/A
PPT LI 03	Number of affordable homes delivered (gross)	TBC	TBC		N/A	N/A
PPT LI 04	Processing of planning applications (%) as measured against targets for, a) 'major' applications b) 'minor' applications c) 'other' applications	100% 100% 94.7%	TBC TBC TBC	100%		
PPT LI 06	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	28.8	N/A	26.2		
PPT LI 07	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	4.2	N/A	4.0		
PPT LI 08	No. of people slightly injured in road traffic collisions. (5 Year Av.)	219	N/A	212		
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 b) Non-Principal Roads c) Unclassified Roads	TBC TBC TBC	TBC TBC TBC	TBC TBC TBC	TBC TBC TBC	TBC TBC TBC

Ref	Measure	20 / 21 Actual	21 / 22 Target	Q1 Actual	Q1 Progress	Direction of travel
PPT LI 16	The proportion of non-frequent scheduled bus services on time (%): a) Percentage of buses starting route on time b) Percentage of buses on time at intermediate timing points	Data unavailable	99%	94.16%		
PPT LI 18	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603)	79%	80%	78.1457		

Supporting Commentary

PP1 L1 02/03

Completions were monitored for 2019/20 as at 31st July 2020 and reported in August 2020. Completions for 2020/21 therefore covers a shorter period of 8 months with future monitoring reverting back to being undertaken annually as at 31st March and reported in the first Quarter of each year.

PP1 L1 04

For comparison, the “outcome” figures for Q1 2020/21 were:

Majors 100%, Minors 64%, Others 78% illustrating the reversal of last years downward trend. This has been achieved through the use of agency staff.

PP1 L1 06

KSIs across all ages continue to fall

PPI L1 07

Welcome fall in Child KSIs

PPI L1 08

Slight casualty numbers continue to fall

PP1 L1 15

Figures are reported annually in Quarter 4

PP1 L1 16

Operators anticipate this indicator will improve as the network settles following the lifting of covid restrictions.

PP1 L1 18

Two bus stops have been upgraded during Q1 with a further 12 sites to be upgraded through this reporting year.

7.0 Financial Statements

ECONOMY ENTERPRISE & PROPERTY DEPARTMENT

Revenue Operational Budget as at 30 June 2021

	Annual Budget £'000	Budget to Date £'000	Actual £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	5,092	1,157	1,166	(9)	(43)
Repairs & Maintenance	1,926	356	353	3	(1)
Premises	81	77	77	0	0
Energy & Water Costs	714	107	106	1	4
NNDR	547	547	535	12	12
Rents	165	64	17	47	47
Economic Regeneration Activities	37	0	0	0	0
Security	476	85	85	0	0
Supplies & Services	329	110	112	(2)	(7)
Supplies & Services - Grant/External Funded	1,393	124	124	0	0
Grants to Voluntary Organisation	97	23	23	0	0
Covid-19 Discretionary Business Support Grants	1,518	1,518	1,518	0	0
Capital Financing	0	0	0	0	0
Transfer to Reserves	193	46	46	0	0
Total Expenditure	12,568	4,214	4,162	52	12
Income					
Fees & Charges	-1,195	-244	-244	0	(1)
Rent - Commercial Properties	-837	-227	-209	(18)	(52)
Rent - Investment Properties	-45	-12	-12	0	0
Rent - Markets	-751	-149	-145	(4)	(18)
Government Grant Income	-2,131	-1,456	-1,456	0	0
Reimbursements & Other Income	-1,475	-269	-269	0	7
Schools SLA Income	-420	-6	-6	0	0
Recharges to Capital	-280	-28	-28	0	0
Transfer from Reserves	-1,006	-370	-370	0	0
Total Income	-8,140	-2,761	-2,739	(22)	(64)
Net Operational Expenditure	4,428	1,453	1,423	30	(52)
Covid Costs					
Staffing	0	0	2	(2)	(3)
Repairs & Maintenance	0	0	4	(4)	(19)
Reopening High Street Safely	0	0	35	(35)	(114)
Covid Loss of Income					
Rent - Markets	-50	-50	0	(50)	(50)
Government Grant Income					
Covid Grant - Reopening High Street Safely	0	0	-35	35	114
Covid Grant Funding	0	0	-56	56	72
Net Covid Expenditure	-50	-50	-50	0	0
Recharges					
Premises Support	1,661	415	415	0	0
Transport Support	29	7	7	0	0
Central Support	2,136	534	534	0	0
Asset Rental Support	4	0	0	0	0
Recharge Income	-6,402	-1,600	-1,600	0	0
Net Total Recharges	-2,572	-644	-644	0	0
Net Departmental Expenditure	1,806	759	729	30	(52)

Comments on the above figures

Financial Management continue to work closely with the Department to ensure that a balanced budget is achieved.

To date the Department is reporting net spend is below the approved budget by £0.030m, although the longer term forecast through to the end of the year estimates net spend will be slightly above the budget by £0.052m.

Commercial Property rent continues to be the main budget pressure for the department. During the last few years, the Council has disposed of many properties, either in preparation for regeneration projects or to generate capital receipts. The loss of rent has been addressed in the setting of the 2021/22 budgeted income targets. However, there are still a few properties that have been vacated this year due to the current Covid situation.

The saving measures put forward by the Department for 2021/22 are on target to be met this financial year. The staff turnover saving target of £0.095m will not be achieved this year as the department only currently has three vacancies within the Investment & Development Division, of which two of the posts are currently being filled by agency staff.

In previous years the repairs and maintenance budget has been under budget to help the Department achieve a balanced budget. It is expected the department will fully spend the budget this year as the work that was delayed in previous years will take place this year.

Market rent is projected to be under budget at the end of the financial year. The market was closed at the beginning of the year and has gradually opened up in the last few weeks. It is now operational and has a capacity of 96%, which may help bring the budget back in line before year-end.

Capital grant conditions allowed the Council to recharge staff time to projects for the financial year 2021/22. A balanced income budget is forecast this financial year.

Covid Costs

The majority of the costs for COVID are in relation to loss of income for the market. .

Additional costs for the department relate to adaptations to corporate buildings to bring the buildings up to date with current Covid regulations. It is also projected additional cleaning costs will be incurred over the next few months.

ECONOMY ENTERPRISE & PROPERTY DEPARTMENT

Capital Projects as at 30 June 21

	2020-21 Capital Allocation	Allocation to Date	Actual Spend	Total Allocation Remaining
	£'000	£'000	£'000	£'000
Expenditure				
3MG	199	8	8	191
Foundry Lane Residential Area	1,682	28	28	1,654
Equality Act Improvement Works	390	60	60	330
Widnes Market Refurbishment	44	0	0	44
Broseley House	389	2	2	387
Solar Farm Extension	146	35	35	111
Property Improvements	200	0	0	200
Murdishaw Redevelopment	38	0	0	38
Kingsway Learning Centre Improved Facilities	37	0	0	37
Astmoor Regeneration Project	110	22	22	88
Kingsway Learning Centre Equipment	8	8	8	0
Runcorn Town Centre Funds	1,050	0	0	1,050
Halton Lea TCF	1,062	6	6	1,056
Total	5,355	169	169	5,186

Comments on the above figures.

Foundry Lane –The Foundry Lane project is progressing well. Detailed planning design is underway for Phase 1, along with initial master planning and statutory planning documentation collation for Phase 2.

Equality Act Improvement Works – Circa £100k committed to date, Changing place facility to Widnes Market complete, other works on site, further works to spec up from Access Audit work recently undertaken.

Widnes Market – Works are complete on the market. Practical completion payment due soon. Final retention payment due in 12 months.

Broseley House – Demolition works due to commence on site in July with completion hopefully end of September. There has been a slight delay due to Scottish Power Energy Works as they have to decommission a sub-station contained within the building.

Solar Farm – The Solar Farm was commissioned in July 2021. It is approaching its first full year in operation. To date it has produced approximately 950,000kwh of renewable energy which is above predicted expectation of around 850,000 per annum. The Council has a Power Purchase Agreement with EDF for exported energy with a private wire connection to the DCBL Stadium.

Property Improvements – Works will be starting shortly on the projects that have been allocated to the capital programme

Murdishaw – Murdishaw Steering Group has been established and sub-groups to focus on the Local Centre, local environment and bungalow refurbishment. A community led design team has also been established to engage with local residents in the development of project proposals

Kingsway Learning Centre Improved Facilities – Works were completed February 21. Final retention payment is due this financial year. The remaining of the budget will be used towards refurbishment of a meeting room.

Astmoor Regeneration – The overall project remit is to redevelop the 4 ‘handback sites’ handed over from the MGA, and to implement the Astmoor Regeneration Masterplan. The project is currently out to procurement for a JV Partner – with initial interest boding well. Deadline for initial expressions on interest is 22/07/21, with full submissions to be submitted by 12/09/21.

Kingsway Learning Equipment – All equipment has now been purchased and budget has been spent in full.

Halton Lea Town Centre Fund (TCF) – The Halton Lea TCF programme is on target to deliver by the end of October 2021 albeit some timescales have been re-visited given impacts of Covid.

PLANNING, PROVISION & TRANSPORTATION DEPARTMENT

Revenue Operational Budget as at 30 June 2021

	Annual Budget £'000	Budget to Date £'000	Actual £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	4,743	1,086	1,068	18	485
Efficiency Savings	-100	0	0	0	0
Premises	161	71	72	(1)	(1)
Hired & Contracted Services	175	44	127	(83)	(341)
Supplies & Services	174	133	149	(16)	(92)
Street Lighting	1,653	175	105	70	309
Highways Maintenance	2,847	244	225	19	(333)
Fleet Transport	1,361	307	292	15	40
Bus Support - Halton Hopper Tickets	199	10	10	0	0
Bus Support	560	110	100	10	45
Grants to Voluntary Organisations	61	30	30	0	0
NRA Levy	68	68	68	0	0
LCR Levy	882	220	220	0	0
Contribution to Reserves	440	0	0	0	0
Total Expenditure	13,224	2,498	2,466	32	112
Income					
Sales & Rents Income	-91	-23	-2	(21)	(28)
Planning Fees	-552	-198	-234	36	89
Building Control Fees	-219	-86	-86	0	(16)
Other Fees & Charges	-898	-252	-200	(52)	(131)
Grants & Reimbursements	-181	-81	-81	0	0
Government Grant Income	-61	-15	-6	10	0
Halton Hopper Income	-199	0	-2	2	0
School SLA's	-45	0	0	0	(4)
Recharge to Capital	-317	0	0	0	(77)
LCR Levy Reimbursement	-882	-220	-220	0	0
Contribution from Reserves	-412	-118	-142	24	24
Total Income	-3,857	-993	-973	(1)	(143)
Net Operational Expenditure	9,367	1,505	1,493	31	(31)
Covid Costs					
PPE & Equipment	0	0	5	(5)	(5)
Staffing	0	0	2	(2)	(2)
Emergency Active Travel Fund Grant Expenditure	0	0	0	0	(306)
Additional Home to School Transport	0	0	6	(6)	(6)
Covid Bus Support Grant	0	0	19	(19)	(19)
Covid Loss of Income					0
Fees & Charges	-13	-13	0	(13)	(13)
Government Grant Income					
Covid Bus Support Grant	0	0	-19	19	19
Emergency Active Travel Fund Grant	0	0	0	0	306
Additional Home to School Transport Grant	0	0	-6	6	6
Government Grant Income	0	0	-20	20	20
Net Covid Expenditure	-13	-13	-13	0	0
Recharges					
Premises Recharges	516	129	129	0	0
Transport Recharges	707	177	174	3	0
Asset Charges	1,250	0	0	0	0
Central Recharges	1,560	390	390	0	0
Transport Recharge Income	-4,328	-1,082	-1,058	(24)	98
Central Recharge Income	-830	-208	-208	0	0
Net Total Recharges	-1,125	-594	-573	(21)	98
Net Departmental Expenditure	8,229	898	907	10	67

Comments on the above figures

Budget holders have been working closely with the Department to try to ensure a balanced budget is achieved. Wherever possible capital expenditure has been prioritised in order to relieve pressure on the revenue budgets.

It is currently forecast the departments net spend position will be slightly below the approved budget at year-end.

Employee spend is 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. Across the department, there are 96.5 full time equivalent (FTE) posts and of these 14.4 FTEs are currently vacant, including a Divisional Manager post. It is important to note that 3 FTEs are currently being filled via a contractual shared Building Control service between Halton and Knowsley.

Hired and contracted services and supplies and services spend is projected to be over budget due to survey costs and plans that have been required in the Planning division. Halton also has a contract with MEAS (Merseyside Environmental Advisory Service) which is hosted by Sefton LA. This is used to provide Halton with advice in relation to ecology, waste, environmental impact assessments and local plans. To have this advice internally would cost Halton more than the contract, but at the moment, it is significantly over the allocated budget. Legal fees are also currently projected to be over budget due to external legal advice needing to be procured in relation to judicial reviews where decisions have been challenged.

Street lighting is currently projected to be under budget by the end of the financial year but this is subject to change. Utility costs are hard to project and therefore future invoices could be higher than anticipated. There is a capital street lighting upgrade programme in place that if implemented quicker could help to produce a revenue saving.

Highways maintenance budgets are currently projected to be over budget as per the last financial year. However, this is liable to change and will be monitored closely throughout the year, with capital being utilised where appropriate.

Fleet transport costs are projected to be under budget this financial year. 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 authority.

Sales income is projected to be under budget by the end of the financial year due to a lack of permit and Section 50 income.

Planning income is expected to come in higher than anticipated based on the first quarter of 2021/22. Whilst the forecast planning is unpredictable the current situation of homeowners carrying out home projects during the pandemic could reduce as restrictions are eased.

Building control income is likely to under achieve due to a reduction in income from the shared service with Knowsley.

Fees and charges income is not likely to achieve budgeted targets due to historical income targets for services that are no longer provided within the Logistics division.

The recharge of salaries to capital programmes is likely to not achieve its income target this financial year due to a lack of capital grants.

COVID Costs and Loss of Income

There was an agency worker employed within the Health and Safety team to deal with Covid queries. This post is no longer being used and there will not be any further costs after this quarter.

The Highways division are expected to achieve a lower amount of supervision fees because the work simply being carried out by third parties is not at the same level as in previous years.

Capital Projects as at 30 June 2021

	2021-22 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
<u>Local Transport Plan</u>				
Total Bridge & Highway Maintenance	4,910	613	613	4,297
Integrated Transport	3,119	102	102	3,017
STEP Schemes	0	1	1	(1)
SJB MM – Arch Painting	320	0	0	320
SJB – Decoupling	1,114	1,114	1,114	0
Widnes Loops	2,792	43	43	2,749
Total Local Transport Plan	12,255	1,873	1,873	10,382
Halton Borough Council Schemes				
Street Lighting	710	21	21	689
Lighting Upgrades	2,745	13	13	2,732
Silver Jubilee Bridge - Lighting	493	19	19	474
Risk Management	404	0	0	404
Fleet Vehicles	3,817	84	84	3,733
SUD Green Cycle	282	4	4	278
Windmill Hill Flood Risk Management Scheme	212	25	25	187
Total Halton Borough Council Schemes	8,663	166	166	8,497
Total Capital Expenditure	20,918	2,039	2,039	18,879

Comments on the above figures.

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.

Spend on capital projects is following the normal profile of expenditure being low in the first quarter and then increasing from Q2 onwards. This is expected to continue this financial year.

The STEP programme funding ended in 19/20 but the contractors are still on site with the remaining schemes expected to finish soon. This will be offset by carry forward of funding from previous years.

COMMUNITY & ENVIRONMENT**Revenue Budget as at 30 June 2021**

	Annual Budget £'000	Budget to Date £'000	Actual £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	14,976	3,444	3,234	210	650
Premises	2,279	877	827	50	320
Supplies & Services	1,394	336	317	19	(86)
Book Fund	105	72	72	0	(12)
Hired Services	537	44	43	1	(88)
Food Provisions	459	138	141	(4)	257
School Meals Food	1,835	200	212	(12)	(50)
Transport	115	25	25	0	32
Other Agency Costs	106	29	29	0	(10)
Waste Disposal Contract	6,312	0	0	0	200
Grants to Voluntary Organisations	67	-34	-34	0	12
Grant to Norton Priory	172	87	87	0	(1)
Rolling Projects	0	0	32	(32)	(32)
Capital Financing	0	0	0	0	7
Total Expenditure	28,357	5,217	4,984	233	1,199
Income					
Sales Income	-1,294	-324	-146	(178)	(621)
School Meals Sales	-2,361	-620	-285	(335)	(336)
Fees & Charges Income	-4,474	-1,393	-1,360	(33)	(950)
Rents Income	-201	-44	-44	0	(16)
Government Grant Income	-31	-31	-412	381	412
Reimbursements & Other Grant Income	-597	-30	-30	0	49
Schools SLA	-2,183	0	0	0	(20)
Internal Fees Income	-333	-63	-18	(45)	(180)
School Meals Other Income	-251	-3	-3	0	(66)
Catering Fees	-28	-7	0	(7)	(23)
Capital Salaries	-173	0	0	0	1
Transfers from Reserves	-80	-1	-1	0	23
Total Income	-12,006	-2,515	-2,298	(217)	(1,728)
Net Operational Expenditure	16,351	2,701	2,686	16	(529)

Revenue Budget as at 30 June 2021...continued

	Annual Budget	Budget to Date	Actual	Variance (Overspend)	Forecast Outturn
	£'000	£'000	£'000	£'000	£'000
Covid Costs					
Community Development	0	0	0	0	0
Community Safety	0	0	0	0	0
Leisure & Recreation	0	0	1	(1)	(16)
Open Spaces	0	0	22	(22)	(22)
Schools Catering	0	0	0	0	0
Waste & Environmental Improvement	0	0	0	0	(300)
Covid Local Support	0	0	120	(120)	(610)
Covid Loss of Income					
Commercial Catering	-25	-14	0	(14)	(25)
Community Development	-25	-14	0	(14)	(25)
Leisure & Recreation	-300	-177	0	(177)	(300)
Open Spaces	-350	-204	0	(204)	(350)
Schools Catering	-70	-70	0	(70)	(70)
Stadium	-27	-17	0	(17)	(27)
Waste & Environmental Improvement	0	0	0	0	0
Government Grant Income					
General Covid Funding	0	0	-519	519	1,135
Covid Local Support Grant	0	0	-120	120	610
Net Covid Expenditure	-797	-496	-496	0	0
Recharges					
Premises Support	1,589	397	397	0	0
Transport Support	2,409	558	558	0	56
Central Support	4,419	1,105	1,105	0	0
Asset Rental Support	146	0	0	0	0
Recharge Income	-502	-225	-225	0	0
Net Total Recharges	8,062	1,835	1,834	0	56
Net Departmental Expenditure	23,616	4,040	4,024	16	(474)

Comments on the above figures

The net Department spend is £0.016m under budget at the end of Quarter 1 with the estimated outturn net spend for 2021/22 is £0.474m over the approved budget.

The Department has been greatly affected by Covid-19 for the majority of 2020/21 and this has continued into the first quarter of 2021/22. Many services were halted for at least part of the year, whilst others have had to make changes to working methods and service delivery, all of which have had an impact on the Department's budgetary position. As such, the Department's outturn for 2020/21 varied greatly to that in 2019/20 and this has continued in to 2021/22. There is still considerable uncertainty around when and how service provision can begin to return to normal. The Brindley remains closed to the public and whilst libraries, leisure centres and community centres have been open for several months, there are still various restrictions on their operation in place. These restrictions have caused reduced income levels within the Department compared to pre-pandemic levels but the assumption is that these income streams will return, albeit slowly, closer to 2019/20 levels by the end of the current financial year

Employee expenditure is £0.210m under budget at the end of Quarter 1. The variance relates to a large number of unfilled vacancies in leisure centres, The Brindley and within the Open Spaces Division. Site closures and reductions in service delivery have allowed vacancies across the Department to be held open for longer than usual which has also contributed to the underspend. Savings on casual staff and overtime from sites that are currently closed have been classed as costs avoided due to Covid-19 and have been netted off reported Covid-19 income losses.

Employee budgets are based on full time equivalent staffing numbers of 460.

Premises costs are £0.050m under budget at the end of Quarter 1. Utilities and repair costs have reduced considerably whilst sites have been closed. The outturn position is currently projected to be £0.320m under budget due to ongoing closures at The Brindley, a reduction in services offered at the Stadium and reduced energy usage at the leisure centres due to restricted capacity even as Covid restrictions are eased.

Spend on supplies and services is currently £0.019m under budget and spend on hired services is currently £0.001m under budget. Costs in these areas are forecast to pick up during the year as Covid restrictions are eased and services revert to 2019/20 levels in some areas.

No invoices have been received for the waste disposal contracts in 2021/22. Estimated expenditure will therefore be calculated based on the average cost per tonne in 2020/21 plus estimated additional tonnage in the current year. Given the high value of these budgets any changes to costs could have a large impact on the Department's outturn budget.

It is extremely challenging to estimate the school meals income which is likely to be received during the rest of the year as the service has been subject to considerable disruption since resuming fully in late 2020. Many schools have had to send large numbers of children home to self-isolate which has had an impact on sales of school meals. It is anticipated that when schools return in September, many Covid restrictions like self-isolation, will be replaced with increased testing to allow children to remain in school. Sales income will also be affected by the economic downturn due to a likely increase in free school meals numbers and possible reductions in the amount of household income available for discretionary spending. These factors mean that any projections relating to the School Meals service are subject to a high degree of uncertainty and could change considerably by the end of the 2021/22 financial year.

Fees & Charges Income is £0.033m under budget at the end of Quarter 1. This relates to historic shortfalls in income in the leisure centres and the Stadium, offset by an increase in income for cemeteries, the crematorium and green waste licences.

The Department has incurred £0.023m of additional costs due to Covid-19 at the end of Quarter 1. This is down considerably on the costs incurred in 2020/21. The majority of the costs relates to the hiring of a temporary cremator and also the costs of webcasts for funerals due to government restrictions on attendances. The estimated additional costs for the whole of 2021/22 are £0.338m. The majority of the additional costs are in relation to waste disposal, over the past year there has been a significant increase in the amount of waste generated from households during lockdown. This is a trend that may be a permanent legacy of Covid due to an increase in people working from home. There are also additional costs being incurred relating to PPE and cleaning requirements in buildings which are open to the public.

Covid-19 related income losses across the Department in Quarter 1 are estimated at £0.496m, as sites remain closed or are operating at a reduced capacity. An increase in working from home and a move to hosting meetings virtually is likely to lead to permanent, significant shortfalls in internal income received by the Department, although this will be offset by reduced spending elsewhere in the Council.

It has been assumed that all additional costs and loss of external income that can be attributed to Covid-19 will be covered by government grant funding.

The Council has been allocated £0.610m from the Covid Local Support Grant Scheme to support vulnerable households while Covid restrictions are still in place. An amount of £0.120m was spent in Quarter 1 to provide food vouchers during the school holidays to families with children entitled to free school meals. It is anticipated that the remainder of the allocation will be used to provide food vouchers over the summer holidays.

Transport recharges are currently projected to underspend by £0.056m at the end of 2021/22. This is consistent with the historical trend of reduced transport costs within the Department.

	2021/22 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
Stadium Minor Works	30	5	4	26
Stadium Decarbonisation Scheme	1,200	70	67	1,133
Children's Playground Equipment	65	5	1	64
Landfill Tax Credits	340	0	0	340
Upton Improvements	13	0	0	13
Crow Wood Play Area	50	0	0	50
Peelhouse Lane Cemetery	20	3	3	17
Town Park	280	5	5	275
Open Spaces	650	115	113	537
Litter Bins	20	0	0	20
Brookvale Recreation Centre Pitch	500	0	0	500
Moor Lane Leisure Centre	10,897	50	16	10,881
Total	14,065	253	209	13,856

Capital Projects as at 30 June 2021

Comments on the above figures.

Stadium Decarbonisation Scheme - Work has recently commenced on this grant-funded project to reduce the DCBL Stadium's carbon footprint. This will involve replacing the gas boilers with air source heat pumps and installing LED lighting and additional installation.

Children's Playground Equipment - This is an ongoing project which includes spend on improvements within the Borough's playgrounds.

Crow Wood Park – The park building and the external works are substantially complete and the next phase of landscaping works is now under way.

Peelhouse Lane Cemetery – The works to the cemetery are now complete. The expenditure in 2021/22 relates to retention payments.

Town Park – The second phase of this project near Palacefields Avenue and Stockham Lane is now underway.

Open Spaces Schemes – This covers spending on a variety of externally funded projects, including work to the Town Park Play Area, Sankey Canal Swing Bridge, Covid-19 Tribute Garden, and the Seafarers' Memorial in Runcorn Cemetery.




Brookvale Recreation Pitch – The Football Foundation Grant application decision is not due until July 2021 so significant spend on this project will not commence until after this date.

Moor Lane Leisure Centre – Works are currently on hold due to potential compulsory purchase orders (CPO) on site.





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