

NEIGHBOURHOOD SERVICES COMMITTEE AGENDA



Monday 15 December 2014

at 9.30 am

in Committee Room B, Civic Centre, Hartlepool

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors Ainslie, Barclay, Dawkins, Gibbon, Jackson, James, Loynes

1. APOLOGIES FOR ABSENCE

2. TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS

3. MINUTES

- 3.1 To receive the Minutes and Decision Record of the meeting held on 17 November 2014 (*previously circulated*)

4. KEY DECISIONS

No items.

5. OTHER ITEMS REQUIRING DECISION

- 5.1 Proposed Residential Parking Scheme – Elizabeth Way, Seaton Carew –
Assistant Director, Neighbourhoods



6. ITEMS FOR INFORMATION

- 6.1 Street Lighting Column Replacement Programme – *Assistant Director, Neighbourhoods*
- 6.2 Strategic Financial Management Report as at 30 September 2014 – *Director of Regeneration and Neighbourhoods and Chief Finance Officer*

7. ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT

ITEMS FOR INFORMATION

Date of next meeting – Monday 19 January 2015 at 9.30am in the Civic Centre, Hartlepool



NEIGHBOURHOOD SERVICES COMMITTEE

15th December 2014



Report of: Assistant Director (Neighbourhoods)

Subject: PROPOSED RESIDENTIAL PARKING SCHEME –
ELIZABETH WAY, SEATON CAREW

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 This is a non-key decision.

2. PURPOSE OF REPORT

2.1 To report on the outcome of a consultation with residents regarding proposals to introduce a residents only permit parking scheme on a section of Elizabeth Way, Seaton Carew, Hartlepool

3. BACKGROUND

3.1 A number of residents living on Elizabeth Way, Seaton Carew, have requested improved traffic management controls be introduced to assist them with several parking issues they are experiencing.

3.2 The properties are directly opposite Elizabeth Way shops and residents have reported issues concerning reduced on-street parking availability and obstructed access to driveways.

3.3 Currently the majority of the public adopted highway is unregulated, with the exception of some restrictive parking controls which protect the junction and regulate the bus clearway.

3.4 The shopping precinct car park is privately owned and operates a 2 hour maximum stay parking condition which is enforced by a parking enforcement contractor. The 2 hour restriction is in place to prohibit long stay parking and encourage vehicle turnover to the commercial premises.

3.5 Although the 2 hour maximum stay parking restriction has been in place for some time now, residents living opposite the shops have reported a noticeable increase in the number vehicles parking on Elizabeth Way. This has led to traffic congestion, cases of inconsiderate parking and instances of

driveway obstruction, all of which have had an adverse affect on the number of convenient on street parking spaces available to residents.

- 3.6 The additional traffic demands are considered likely to be a result of several issues. There is a perception that the 2 hour limited stay controlled parking condition in the car park has caused staff / shop workers, along with some commuters, to park on Elizabeth Way. Other vehicle congestion can result from an excess demand for parking space, creating short term periodical traffic congestion.
- 3.7 Residents are concerned that the existing level of congestion requires the introduction of a formal traffic management scheme to protect the available parking space. There are also concerns that additional traffic, to be generated from the new residential housing development on the former sports hall site, is likely to exacerbate the situation. As a result, a residents only permit controlled parking scheme, is considered a solution to alleviate some of the issues at this location.

4. PROPOSALS

- 4.1 A plan outlining the proposed restriction is shown as **Appendix A** of this report.
- 4.2 Residents and Ward Councillors have been consulted on the possibility of creating a residents only controlled parking scheme.
- 4.3 Letters of consultation were sent out to seventeen properties most directly affected by the parking issues (being numbers 47 – 79 (odd) Elizabeth Way).
- 4.4 Responses were received from nine properties (a 53% return), eight of which favoured the proposal with one response opposing the scheme
- 4.5 Residents from number 47 and 49 express concern as to the possible displacement of vehicles and as a consequence were only supportive of the proposed scheme if both properties were included within the scheme. Although both properties would be eligible for a parking permit under this proposal, an existing bus stop would prevent parking bays from being marked on the carriageway. The bus clearway would however serve the purpose of preventing vehicles parking and obstructing access.
- 4.6 Residents were made aware that the permit parking scheme would operate under the same terms and conditions of the existing Hartlepool resident parking schemes. Permit controlled restrictions would be applicable Monday – Saturday between the hours of 8:00am and 6:00 pm. Residents were made aware of the benefits and limitations of the scheme and were sent a comprehensive explanation of the enforcement hours, permit application process and terms and conditions of use as part of this consultation process. Residents were also advised that the annual cost of each permit would be

£20. Resident permit charges are however currently being reviewed, and will be the subject of a separate report to this committee.

5. FINANCIAL CONSIDERATIONS

- 5.1 The creation of a residents only permit parking scheme would, subject to approval, require the legal orders to be formally advertised. The cost to advertise the scheme is estimated at £200 and would be met from the Parking Services operational budget.
- 5.2 Any new restrictions will need to be marked and signed in accordance with the requirements of the Traffic Signs and General Directions Order. The cost of the new carriageway markings and appropriate signs will be met from the Parking Services Maintenance budget. The initial costs are estimated at £100.
- 5.3 Residents will be offered permits at an annual cost of £20 per permit. This charge is consistent with other town centre residential controlled permit parking zones the authority operates but will be evaluated as part of a separate review of the existing permit costs.

6. LEGAL CONSIDERATIONS

- 6.1 The parking restrictions would be controlled by legal orders. As part of the legal process the restrictions are required to be advertised by the Head of Legal Services for a statutory period. Any objections received during the consultation period would be required to be reconsidered by this committee.

7. STAFF CONSIDERATIONS

- 7.1 Enforcement would be carried out by HBC Civil Enforcement Officers (parking) under the jurisdiction of the Traffic Management Act 2004.

8. EQUALITY AND DIVERSITY CONSIDERATIONS

- 8.1 There are no equality or diversity implications.

9. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

- 9.1 There are no Section 17 implications.

10. HIGHWAYS CONSIDERATIONS

- 10.1 There is a risk that the proposed resident's only parking scheme could displace traffic, most likely onto the remaining unregulated section of Elizabeth Way directly opposite the car park. Although this section of road is relatively wide, the Highways Section will need to monitor the impact of any new control measures with a view to including an additional prohibition of waiting control, should this prove necessary.

11. RECOMMENDATIONS

- 11.1 That the proposed resident's only parking scheme be established outside 47 – 69 (12 properties) be approved
- 11.2 That the Head of Legal Services be requested to advertise the necessary legal orders for consideration.

12. REASONS FOR RECOMMENDATIONS

- 12.1 To reflect the views of the residents who responded to the consultation.
- 12.2 To assist with road safety concerns at school collection times, provide some on-street parking availability for residents and allow enforcement action to be taken against vehicles that obstruct or park inconsiderately in contravention of the restriction.

13. BACKGROUND PAPERS

- 13.1. None.

14. CONTACT OFFICER

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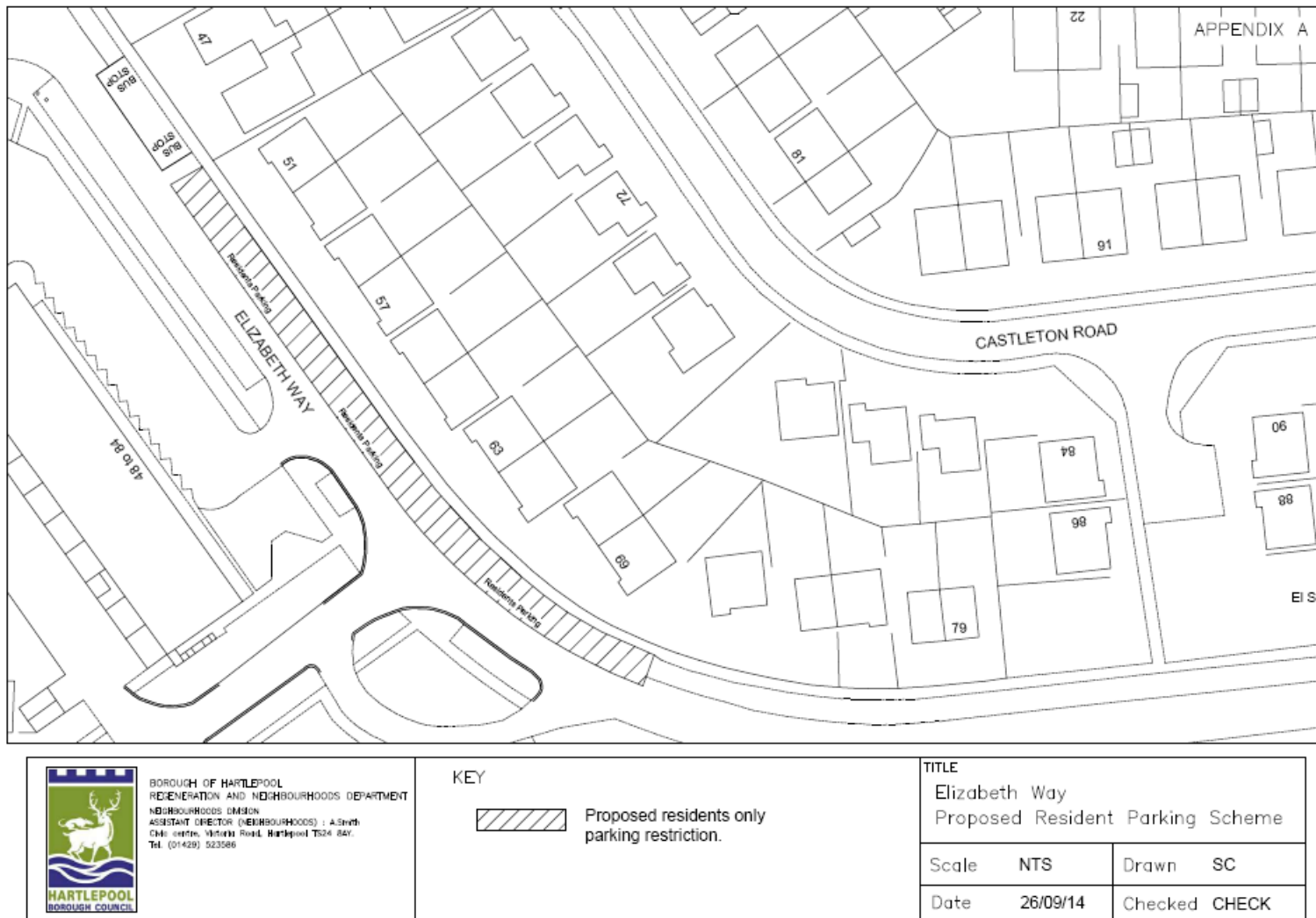
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APPENDIX A



NEIGHBOURHOOD SERVICES COMMITTEE

15th December 2014



Report of: The Assistant Director (Neighbourhoods)

Subject: STREET LIGHTING COLUMN REPLACEMENT
PROGRAMME

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 For information.

2. PURPOSE OF REPORT

2.1 To outline the strategy to replace existing street lighting columns using savings from the current LED Replacement Programme.

3. BACKGROUND

- 3.1 In October 2013 Members approved the scheme to invest £5m to upgrade the entire street lighting stock to LED lanterns. The savings, based on pre tender prices available at the time, will fund the replacement cost and provide an annual saving of £220,000 (£40,000 balance from energy savings after borrowing costs and £180,000 reduced annual maintenance costs). Owing to the scale, complexity, timing of works and risks of the project the savings cannot be built into the MTFS until 2016/17.
- 3.2 This report also identified that, based on the age profile of street lighting columns in Hartlepool, a significant replacement programme is required over the next ten years. It was recommended that another report be prepared to consider the replacement strategy for columns once tenders for the LED lanterns had been evaluated and experience of implementing this scheme was available. It was anticipated that in the event of lower LED costs the Council would be able to address column replacement using part of the Capital or Revenue savings on the LED scheme.

4. COLUMN AGE PROFILE

- 4.1 The age profile of a street lighting column is a critical element in developing an investment strategy. The Institution of Lighting Professionals (ILP) Technical Report 22 – “Managing a Vital Asset: Lighting Supports” suggests a street lighting column will last between 10 and 40 years depending on the columns specifications and ground conditions in which it is placed.
- 4.2 Typically, evidence suggests that the majority of columns in the Tees Valley last between 25 to 40 years but they can fail at any age. To manage this risk a testing regime usually starts when a column has been in place for 10 years.
- 4.3 The table below shows the current age profile of all Columns in Hartlepool.

Table 1 – Age Profile of Existing Street Lighting Columns

Age of Column	No. of Columns
Over 40 Years Old	280
31 – 40 Years	2,663
26 – 30 Years Old	2,036
Less than 25 Years Old	8,393

- 4.4 This table shows that the Council currently has approximately 280 columns that are over 40 years old, and 2,663 aged between 30 and 40 years, giving an indication of the replacement programme that the Authority will need to plan for in the next 10 years.
- 4.5 Incidents in other parts of the Country, some resulting in the death of highway users, have identified an optimum life expectancy of 40 years for columns after which the potential for collapse is significantly greater. Whilst the fact that a column reaches the age of 40 years does not necessarily mean that it is in danger of falling over, the risk does increase proportionately and replacement is recommended as best practice.
- 4.6 This is a common problem facing many local authorities and this was highlighted in the Tees Valley Street Lighting Services update report to Directors of Place in July 2012. This report identified that all Councils in the Tees Valley had a significant number of columns over 30 years which was likely to require an accelerated programme of investment.

5. CURRENT REPLACEMENT POLICY

- 5.1 The current level of Capital investment is £40k per annum using the Local Transport Plan Grant (LTP), which translates to approximately 40 replacement columns each year. This is not sufficient in the longer term given the age profile of the lamp columns in Hartlepool, and owing to the deteriorating condition of the Highways, it is not currently possible to redirect any more of the LTP grant from Highways related work to support more investment in light columns.

- 5.2 Columns are tested in year at a cost of £20,000 p.a. and any columns which fail are replaced within 6 months. Approximately 3% of those columns tested fail, and the funding above has been sufficient to cover this cost as a minimum each year.
- 5.3 To replace all 3,000 columns over 10 years, based on a linear profile, equates to a capital replacement programme of approx. 300 per year and this would require an investment of more than £200,000 per annum, i.e. a total cost of £2m at current prices.

6. UPDATE ON LED REPLACEMENT PROGRAMME

- 6.1 It was anticipated that the savings generated from the LED scheme may provide some of the much needed investment in columns and allow the Council to address a significant safety issue and future budget pressure.
- 6.2 The LED scheme is being delivered in house and the estimated pre-tender cost for the scheme was £5m. The main element of this cost was the lamp fitting itself which equated to £3.6m of the overall cost. The original estimate was based on the unit price paid for lamps on the pilot schemes. Following a very successful procurement exercise which concluded in July, it has been possible to secure the lamps for £800,000 less than the original estimate. The purchase price for the units are now secured removing the need for a large contingency on the scheme and this, along with other efficiencies made on the scheme to date, mean that it is now estimated that the LED installation programme can be delivered at a cost of £3.8m in total.
- 6.3 This is a reduction of £1.2m on the original estimate of £5m. It should be noted that when informal discussions were taking place with private sector partners, an indicative price of £6.8m was provided. As the scheme is being delivered in house any savings on the scheme are retained by the Council.
- 6.4 The LED scheme started in full in July this year and current forecasts are that the scheme will be complete by Spring 2015. Weather conditions will determine if this timescale is as per projections. Allowing for some disruption, the project team is confident that Spring is a realistic timescale.

7. COLUMN REPLACEMENT PROGRAMME

- 7.1 The second phase will be the replacement of all columns over 30 years old using the project team already in place for the existing LED replacement programme. Staff employed can be retained for a longer period and existing equipment and vehicles, which will be downsized after the scheme, will be retained to complete this work.
- 7.2 There are clear advantages to replacing street lighting columns at the same time as the lamp fitting. Staff and equipment could be deployed on both

schemes simultaneously in some cases, and economies of scale will be achieved by replacing larger numbers of columns as part of one project.

- 7.3 It is expected that the replacement of column work would take nine months to complete using the current four crews and adding a 5th team by using the two remaining staff in Street Lighting. This should be possible given the reduction in maintenance required after the lantern installation. It is therefore expected that the full scheme i.e. LED lantern and Column replacement would be complete by December 2015.
- 7.4 Costings have been prepared on this basis and a summary is provided in the table below:

Table 2 – Estimate of Costs to Replace all Columns over 30 years Old

	£'000
Labour (In-house)	120
Columns (Pre-Tender Price)	550
Other Materials	105
Jointer Costs (connection to the energy supply)	360
Total Cost*	1,135

* replacement of 2,943 columns at average cost per column of £386. The total cost is also significantly less than the cost of phasing replacement over 10 years of £2m (at current prices).

- 7.5 The existing regime of testing columns and replacing those that fail is likely to lead to additional costs each year as stock deteriorates and the percentage of failures increase. This will lead to unplanned expenditure in year, and the replacement costs are likely to be higher in the long term owing to the poor economies of scale involved with replacing individual columns across the town. We currently have a number of concrete columns which need replacing in year owing to internal corrosion on the steel reinforcement bars inside the column. This work will need to be undertaken in year and is likely to cost £148,000 which exceeds the current funding set aside.
- 7.6 The maintenance savings included in the original LED report reflect the level of ongoing reactive maintenance required after installation, which is significantly reduced. The in-house team will provide only re-active or planned maintenance and will therefore not be resourced to deliver a major one-off project in the future.
- 7.7 As outlined earlier in the report it may be considered best practice to replace all columns over 25 years old and many local authorities are taking this step and completing this work as part of the LED replacement programme. The proposed scheme to replace all columns over 30 years will provide a significant investment. Columns over 25 years will become a priority for review after the scheme and any in year replacements (which are expected to be minimal) will be funded using the existing annual budgets already set aside to fund column replacement and testing (i.e. £60k - £40k LTP and £20k Revenue Budget).

- 7.8 Any underspend on these budgets in the interim period will be used to establish a sinking fund to support columns over 25 years which may require replacement in the next 10 – 20 years. This should ensure adequate funding is in place to cover replacement costs in the future.

8. FINANCIAL CONSIDERATIONS

- 8.1 Many of the financial considerations have been outlined in the report already. This section of the report summarises the main financial implications to be considered.
- 8.2 The latest financial position on the LED project can be summarised as follows:-

	£'m
Original Pre-Tender Estimate	5.0
Latest Cost Estimate	3.8
Saving/Reduction	1.2

- 8.3 The original business case supported the £5m borrowing by using the £400,000 savings on energy costs. After borrowing costs of £360,000 the net saving on energy was £40,000. Maintenance savings of £180,000 result in a total saving (after borrowing costs) of £220,000 p.a.
- 8.4 The use of the £1.2m underspend on the Capital scheme to fund the cost of replacing all Street Lighting Columns over 30 years at a cost of £1.135m. The balance of £65k will be retained as a contingency for both schemes. It should be noted that this estimate is a pre-tender price and may reduce following a tender exercise for the columns.
- 8.5 This involves using only the Capital underspend which means that the £220,000 additional revenue savings (after borrowing costs) will be available to support future saving programmes from 2016/17.
- 8.6 Without major investment however in the next few years the risk of unplanned expenditure on column replacements will increase year on year beyond the £40k LTP grant currently allocated, as detailed in paragraph 4.1. The age profile and condition of columns in the town is likely to require an accelerated programme of investment. There are clear advantages to replacing the columns at the same time as the lamp fitting, and because of this many authorities have taken the opportunity to use the energy savings to provide this much needed investment.
- 8.7 The financial advantages of using the existing LED project team to deliver a one-off replacement project will keep costs to a minimum as existing vehicles and staff will be deployed onto both schemes simultaneously generating savings from economies of scale. Column costs are also expected to be reduced by buying in bulk.

- 8.8 The savings on LED procurement were significantly higher than expected and the column replacement costs have reduced by utilising the 'slipper' option and combining the work with the existing LED programme. It is therefore possible to deliver a scheme use only the capital saving on the LED project. The revenue savings will not be required as borrowing will not need to increase to fund the column replacement work.
- 8.9 The timescale for completion of December 2015 will allow the £220,000 savings generated to be considered as part of the 2016/17 budget.

9. EQUALITY AND DIVERSITY CONSIDERATIONS

- 9.1 There are no Equality and Diversity implications.

10. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

- 10.1 Changes comply with national standards for street lighting provision and will therefore not affect Section 17 issues.

11. CONCLUSIONS

- 11.1 A significant investment is required to address the aging profile and deteriorating condition of Street Lighting Columns in Hartlepool. The proposal is to replace all columns over 30 years using the projected underspend of £1.2m on the LED replacement programme. This allows both lamps and columns to be addressed within the £5m cost envelope.
- 11.2 The scheme is financed by borrowing, however the original LED business case identified that the energy savings generated will more than cover the cost of the £5m borrowing. This proposal involves using only the Capital underspend which means that the £220,000 additional revenue savings (after borrowing costs) will be available to support future savings programmes.
- 11.3 The current £60k annual budget set aside to fund column replacements and testing can now be used to fund any in year maintenance and establish a sinking fund to support columns over 25 years which will require replacement in the next 10 – 20 years. This should ensure adequate funding is in place to cover future budget pressures in this area.

12. RECOMMENDATIONS

- 12.1 Member are asked to note the project to replace all street lighting columns over 30 years as outlined in section 6 of the report

13. BACKGROUND PAPERS

- 13.1 Street Lighting LED Replacement Programme Report – Neighbourhood Services Committee 14th October, 2013.

14. CONTACT OFFICER

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NEIGHBOURHOOD SERVICES COMMITTEE

15th December 2014



Report of: Director of Regeneration and Neighbourhoods and Chief Finance Officer

Subject: STRATEGIC FINANCIAL MANAGEMENT REPORT - AS AT 30th SEPTEMBER 2014

1. TYPE OF DECISION/APPLICABLE CATEGORY

For Information.

2. PURPOSE OF REPORT

- 2.1 The purpose of the report is to inform Members of the 2014/15 Forecast General Fund Outturn, 2014/15 Capital Programme Monitoring and provide details for the specific budget areas that this Committee is responsible for.

3. BACKGROUND AND REPORTING ARRANGEMENTS 2014/15

- 3.1 The availability and reporting of accurate and up to date financial information will become increasingly important as future budget cuts are implemented and one-off resources are used up.
- 3.2 The Finance and Policy Committee will continue to receive regular reports which will provide a comprehensive analysis of departmental and corporate forecast outturns, including an explanation of the significant budget variances. This will enable the Finance and Policy Committee to approve a strategy for addressing the financial issues and challenges facing the Council.
- 3.3 To enable a wider number of Members to understand the financial position of the Council and their service specific areas each Policy Committee will receive a separate report providing:
- A brief summary of the overall financial position of the Council as reported to the Finance and Policy Committee;
 - The specific budget areas for their Committee; and
 - The total departmental budget where this is split across more than one Committee. This information will ensure Members can see the whole position for the departmental budget.

3.4 Summary of Overall Financial Position

- 3.5 The latest report submitted to the Finance and Policy Committee on 24th November 2014 advised Members that there will be an overall underspend in the current year. This position reflects action taken by the Corporate Management Team to achieve underspends to help address the significant financial challenges facing the Council over the next few years and to fund one-off commitments not provided for in the approved 2014/15 budget as these items were not known at the time.
- 3.6 The Corporate Management Team will seek to achieve budget underspends through a combination of robust management actions, including:
- holding posts vacant, which will help reduce the number of compulsory redundancies required to balance the 2015/16 budget;
 - achieving planned 2015/16 savings earlier; and
 - careful management of budgets to avoid expenditure where this does not have an adverse impact on services.
- 3.7 The report on the position at 30th September 2014 advised Members that there is currently a net forecast budget under spend at the year-end of between £1.457m and £1.542m. This is significantly higher than previously forecast mainly arising from the early achievement of planned 2015/16 savings where these measures can be implemented in the current year, without impacting on services. These forecasts will be reviewed as the year progresses, particularly in relation to seasonal and demand led budgets.
- 3.8 A recommended strategy for using this one-off funding along with the funding identified following the review of reserves was reflected in the November 2014 Medium Term Financial Strategy (MTFS) report. The proposals are to:-
- enable a limited number of the 2015/16 proposed savings to be deferred;
 - to fund protection costs arising from the Terms and Conditions review; and
 - supplement the Budget Support Fund to support the MTFS
- 4. 2014/15 FORECAST GENERAL FUND OUTTURN – Neighbourhood Services Committee**
- 4.1 The following table sets out the overall budget position for the Regeneration and Neighbourhood Services Department broken down by Committee, together with a brief comment on the reasons for the forecast outturn.

Budget	Description of Expenditure	September Projected Outturn Adverse/ (Favourable) Worst Case	September Projected Outturn Adverse/ (Favourable) Best Case	Comments
£'000		£'000	£'000	
2,698	Finance & Policy Committee	(135)	(250)	Includes a favourable variance of up to £200k on Logistics/Depot which reflects a managed underspend relating to deferred repairs expenditure and increased external income generation. A favourable variance on NEPO rebates is expected of £25k and it is proposed to create a reserve to fund potential volatility in this area owing to changes in the volume of goods purchased via NEPO contracts in future years.
3,683	Regeneration Committee - Core Services	(220)	(235)	Favourable variance includes a £160k favourable variance on Planning Income and a £50k underspend on the final account for CADCAM (Aurora Court).
0	Regeneration Committee - Social Housing	(240)	(240)	Favourable variance of £240k relates to the planned contribution to the Major Repairs Reserve on Social Housing as identified in the business case.
15,588	Neighbourhoods Committee	(680)	(795)	Adverse variance on Car Parking £105k including additional running costs £85k and a projected shortfall on income relating to the free car parking at Christmas initiative. Favourable variance of £100k on Passenger Transport relating to an underspend on demand led services and a surplus on Trading activities. Favourable variance of £125k relating to S38 income which reflects an underspend in previous years on costs associated with Developments for schemes completed this year. Favourable variance on Fleet £300k which includes a significant element of one-off savings on borrowing costs as replacements are deferred, as well as permanent savings generated from efficiencies in vehicle usage overall. Favourable variance of £300k relating to an underspend on the Coastal protection budget as a result of ongoing major capital investments.
21,969	Total Regeneration & Neighbourhoods	(1,275)	(1,520)	
	Creation of Reserves			
-	Social Housing - Creation of Reserve	240	240	Contribution to the Major Repairs Fund in line with the approved business model for the Empty Homes Project.
-	CCTV Relocation Reserve	190	190	One-off funding required to fund the relocation of the CCTV service following the closure of Greenbank as reported to the Finance and Policy on 18.08.14.
-	NEPO Rebates Reserve	25	25	Reserve created to manage the risk that income from NEPO rebates will reduce in future years following the introduction of a new recharge methodology.
-	Depot Relocation	1,065	1,065	Reserve created to part fund relocation of depot costs to enable Hartlepool College of Art and Design to build on this site, as reported to Finance & Policy Committee on 24.11.14
21,969	Total Regeneration & Neighbourhoods - Net of Reserves	245	0	

4.2 Further details of the specific budget areas this Committee is responsible for are provided in **Appendix A**.

4.3 The favourable outturn variance (before creation of reserves) reflects increased planning income, a managed underspend on the depot (deferred repairs expenditure) and an underspend on the Coastal Protection budget arising as a result of major capital investments. It is proposed to create a reserve to part fund the relocation of the Lynne Street Depot to enable Hartlepool College of Art and Design to build on this site.

5. CAPITAL MONITORING 2014/15

- 5.1 The 2014/15 MTFS set out planned capital expenditure for the period 2014/15 to 2016/17.
- 5.2 Expenditure against budget to the 30th September 2014 for this Committee is summarised in the table overleaf and further details are provided in **Appendix B**.

Department	2014/15 Budget Including Future Years £'000	2014/15 Budget £'000	2014/15 Actual to 30/09/14 £'000	2014/15 Remaining Expenditure £'000	2014/15 Re-phased Expenditure £'000	2014/15 Variance from Budget Adverse/ (Favourable) £'000
Regeneration and Neighbourhoods	11,379	9,909	1,881	7,601	427	0
Total	11,379	9,909	1,881	7,601	427	0

6. RECOMMENDATIONS

- 6.1 It is recommended that Members:

i) Note the report;

7. REASONS FOR RECOMMENDATIONS

- 7.1 To update the Members on the Committees forecast 2014/15 General Fund Revenue budget outturn and provide an update on the Capital Programme for 2014/15.

8. BACKGROUND PAPERS

Medium Term Financial Strategy Report approved by Council on 4th February 2014.

Strategic Financial Management Report as at 30th June considered by the Finance and Policy Committee 18th August 2014.

Review of Reserves Report considered by the Finance and Policy Committee 15th September 2014.

Strategic Financial Management Report as at 30th September considered by the Finance and Policy Committee 24th November 2014.

9. CONTACT OFFICER

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REVENUE FINANCIAL MONITORING REPORT FOR FINANCIAL YEAR 2014/15 as at 30th September, 2014

BUDGETS MANAGED BY THE DIRECTOR OF REGENERATION AND NEIGHBOURHOODS

Approved 2014/2015 Budget	Description of Service Area	Projected Outturn Variance - Adverse/ (Favourable) Worst Case	Projected Outturn Variance - Adverse/ (Favourable) Best Case	Director's Explanation of Variance
£'000		£'000	£'000	
Neighbourhood Services Committee				
(72)	Cemetery and Crematoria	0	0	
409	Parks & Countryside	0	0	
32	Allotments	0	0	
(627)	Car Parking	105	105	The variance relates to an overspend on the running costs associated with Car Parks. The cost of Rates and the Shopping Centre Service charge have both increased and work is ongoing to find savings to offset this pressure in 2015/16. The proposed scheme for free car parking at Christmas will result in a shortfall in income of approx £20k and this is reflected in the latest projections.
445	Engineering Services	(300)	(300)	This variance relates to an underspend on the Coastal protection budget as a result of ongoing major capital investments. Additional fee income has also been generated in relation to one-off schemes.
1,837	Grounds Maintenance	(10)	(10)	The favourable variance relates the part year affect of efficiencies achieved as part of the Street Care service review. Further savings have been included in the Departments 15/16 savings programme.
1,939	Highway Maintenance and Insurance	0	0	
(238)	Highways Trading	0	0	
510	Highways Traffic & Transport Management	0	0	
1,417	ITU Passenger Transport	(100)	(100)	The favourable variance relates to an underspend on the demand led service of Home to School Transport and a surplus generated on the Passenger Transport Trading Account.
213	ITU Road Safety	0	0	
(50)	ITU Strategic Management	50	50	The adverse variance relates to income targets set as part of the 14/15 savings programme that have not been achieved. Projects involve collaboration work around transport.
(33)	ITU Vehicle Fleet	(250)	(300)	A review of the vehicle replacement programme has identified that a number of vehicle replacements in the current year can be deferred. One-off savings on borrowing costs will result in a favourable variance in year. Permanent savings of £100k relating to efficiencies in vehicle usage overall can be achieved in this area and this saving is included in the Departments 15/16 savings programme. The best case estimate also reflects the suspension of equipment replacements in year until a decision is made on the possible Depot relocation.
(2)	NDORS (National Driver Offender Rehabilitation Scheme)	0	0	
1,215	Network Infrastructure	0	0	
0	Section 38's	(125)	(125)	The favourable variance relates to the balance remaining on S38 contributions received from developers. This income funds the cost of materials testing and professional advice necessary on all new developments, over the lifetime of the development This is the balance available in 2014/15 after all known schemes have been adopted.
0	Traffic Management	0	0	
2,307	Sustainable Transport	(50)	(65)	The favourable variance is owing to a lower than anticipated increase in concessionary fares. This position assumes that there will not be any changes to the scheme for early morning journeys.
1,768	Street Cleansing	0	0	
4,518	Waste & Environmental Services	0	(50)	Best case estimate is based on the latest projections of waste disposal costs and recycling income. This is a volatile area and the position will be closely monitored each month.
15,588	Regeneration and Neighbourhoods Total - (before Creation of Reserves)	(680)	(795)	

PLANNED USE OF RESERVES

The above figures include the 2014/2015 approved budget along with the planned use of Departmental Reserves created in previous years. The details below provide a breakdown of these reserves

Approved 2014/2015 Budget	Description of Service Area	Planned Usage 2014/2015	Variance Over/ (Under)	Director's Explanation of Variance
£'000		£'000	£'000	
Neighbourhood Services Committee				
100	Engineering Services	0	(100)	This reserve was earmarked to manage the risk that income may reduce in this area in future years. In 2014/15 this area is continuing to achieve income in line with it's budget.
25	Bikeability	25	0	
125	Total	25	(100)	

BUDGETS MANAGED BY THE DIRECTOR OF REGENERATION & NEIGHBOURHOOD SERVICES

Project Code	Scheme Title	BUDGET		EXPENDITURE IN CURRENT YEAR					Type of Financing	2014/15 COMMENTS
		A	B	C	D	E	F	G		
		2014/15 and Future Years Budget £'000	2014/15 Budget £'000	2014/15 Actual as at 30/09/14 £'000	2014/15 Expenditure Remaining £'000	Expenditure Rephased into 2015/16 £'000	(C+D+E) 2014/15 Total Expenditure £'000	(F-B) 2014/15 Variance from Budget £'000		
Neighbourhoods Committee										
7272	Wheelie Bin Replacement Purchases	60	60	22	38	0	60	0	UDPB	
7375	Countryside Development Work	14	14	0	0	14	14	0	UDPB	
7382	Greatham Play Area Equipment	9	9	0	0	9	9	0	MIX	
7508	Anhydrite Mine	107	0	0	0	0	0	0	MIX	
7530	Developers Contributions (Section 106)	260	97	0	97	0	97	0	GRANT	Funding is carried forward for future monitoring.
7651	Burn Valley Beck/Parks & Open Spaces	40	40	0	40	0	40	0	MIX	
7821	Household Waste Recycling Centre Improvements	22	22	2	20	0	22	0	UDPB	
7878	Community Safety CCTV Upgrade	298	298	0	298	0	298	0	MIX	Includes £0.190m RCCO to fund the relocation of the CCTV Monitoring Centre by 31st March 2014.
7990	Bandstand Shutters	4	4	0	0	4	4	0	MIX	
8299/7110	Playgrounds	29	29	0	29	0	29	0	GRANT	
8394	Library Improvements	55	55	32	23	0	55	0	MIX	
8575	Padstow Close Flood Resilience Measures	9	9	9	0	0	9	0	GRANT	
8644	Road Safety Equipment	15	15	0	15	0	15	0	GRANT	
7084/8648	Safety Camera Partnership	24	24	0	24	0	24	0	GRANT	Ring-fenced partnership funding
8696	Street Lighting Replacement	4,980	3,780	137	3,643	0	3,780	0	GRANT	
8699	Oxford Road Play Area Refurbishment	36	36	36	0	0	36	0	GRANT	
8703	Morrison Hall Loan to NDC Trust	450	450	0	450	0	450	0	UDPB	
Various	Allotments Improvements	287	287	73	214	0	287	0	UDPB	Relates to various schemes, funded by allotment rents.
Various	Stranton Cremators and Tanfield	238	238	73	165	0	238	0	MIX	
LTP	Local Transport Plan - Highways Capital Maintenance Schemes	1,636	1,636	358	1,078	200	1,636	0	GRANT	Includes an amount for slippage as result of the time taken to complete schemes after consultation and Committee approvals.
TVBNI	Tees Valley Bus Network Improvement Schemes	1,685	1,685	472	1,013	200	1,685	0	GRANT	Includes an amount for slippage owing to the timing of expenditure as the Powlett Road scheme start date is in expected January 2015 and may complete in early 2015/16.
BRIE	Brierton Site Development	1,121	1,121	667	454	0	1,121	0	MIX	
Neighbourhood Services Committee Total		11,379	9,909	1,881	7,601	427	9,909	0		

Key

RCCO
MIX
UCPB

Revenue Contribution towards Capital
Combination of Funding Types
Unsupported Corporate Prudential Borrowing

GRANT
CAP REC
UDPB

Grant Funded
Capital Receipt
Unsupported Departmental Prudential Borrowing