

# NEIGHBOURHOOD SERVICES COMMITTEE AGENDA



**Monday 21 December 2015**

**at 10.00 am**

**in Committee Room B,  
Civic Centre, Hartlepool.**

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors Ainslie, Barclay, Gibbon, Jackson, James, Loynes and Robinson

**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 23 November 2015 (*previously circulated*)

**4. BUDGET AND POLICY FRAMEWORK**

No items.

**5. KEY DECISIONS**

No items.

**6. OTHER ITEMS REQUIRING DECISION**

- 6.1 Seaton Carew Parking Options – *Assistant Director, Neighbourhoods*  
6.2 Clavering Road – Parking Scheme – *Assistant Director, Neighbourhoods*  
6.3 St Cuthbert's School Safety Scheme – *Assistant Director, Neighbourhoods*  
6.4 Throston Primary School Safety Schemes – *Assistant Director, Neighbourhoods*



**7. ITEMS FOR INFORMATION**

- 7.1 Strategic Financial Management Report – as at 30 September 2015 – *Director of Regeneration and Neighbourhoods and Chief Finance Officer*

**8. ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT**

**FOR INFORMATION:**

Date of next meeting – Monday 25 January 2015 at 10.00 am in Committee Room B, Civic Centre



# NEIGHBOURHOOD SERVICES COMMITTEE

21<sup>st</sup> December 2015



**Report of:** Assistant Director (Neighbourhoods)

**Subject:** SEATON CAREW PARKING OPTIONS

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non Key.

## 2. PURPOSE OF REPORT

2.1 To investigate potential improvements to car parking provision within Seaton Carew. (Relates to Minute (i) of the 28.8.2015 Regeneration Services Committee).

## 3. BACKGROUND

3.1 The relevant section of the Regeneration Services Committee minutes from 28 August 2015 state:-

- That the shortage of parking provision on Seaton front as well as the issue of irresponsible parking be explored as part of the capital programme and budget setting arrangements for the current year.
- The issue of imposing weight or time restrictions on Seaton Front be referred to Neighbourhood Services Committee for consideration.

3.2 Following this a number of potential car parking sites at Seaton have been investigated, with the priority locations detailed in Section 4.

### 3.3 Seaton Carew – Weight Restriction

Seaton Carew can only be accessed from the A178 from both the north and south, and via Station Lane from the west. These roads are the routes which could be considered in theory for the implementation of a weight restriction. Any weight restriction imposed would, however, need to exempt access, which would allow deliveries to local shops and businesses within the controlled area. Legally a 7.5T or 18T limit can be imposed. A restriction would need a Traffic Regulation Order (TRO) to make it enforceable, and

the Police would need to be consulted as they would be required to enforce the restriction.

### 3.4 A178 Seaton Front

The A178 Seaton Front / Coronation Drive is a designated abnormal load route, and has been for many years. Abnormal loads are classed as loads greater than 44T or over certain width / height restriction. Several times a year loads travel between the A178 Tees Road and Hartlepool Docks on this section of carriageway, these loads are unable to proceed along Brenda Road due to the rail bridge having a 44T restriction in place. All the traffic islands and street furniture on the A178 abnormal load route are adapted to allow them to be removed quickly and allow access for such vehicles.

- 3.5 Implementing a restriction on this section of carriageway would require abnormal loads to divert onto the A1185 /A689. This would be a significant diversion to the existing route. It would be impractical to impose such a restriction on this stretch of road and a TRO would likely attract objections from local business and haulage firms.

### 3.6 Seaton Lane / Station Lane

It would be possible to implement a restriction on Seaton / Station Lane in theory. However, there appears to be no advantage in HGV's using this route as it would be easier for vehicles travelling south to access Tees Road via Brenda Road and for vehicles travelling north it is quicker to stay on Brenda Road and the A689. There may be vehicles using this route to service shops and businesses in Seaton Carew, these would be exempt under any restriction.

- 3.7 It is therefore considered that it is impractical to implement a weight restriction on either the A178 or Seaton Lane / Station Lane.

## 4. PROPOSALS

### 4.1 Seaton Coach Park (Appendix 1)

- 4.2 This is an existing car park at the southern end of Seaton Carew, accessed via the road between the golf club and the bus terminus. The northern section (former fairground site) is currently unmade ground, and one option would be to surface this to extend the existing car park, but there would obviously be cost implications with this. It also needs to be borne in mind that this northern section is currently subject to a development agreement, and whilst no development has been identified at present, should something come forward then the expenditure to create the parking area would be effectively lost.
- 4.3 Marking out the existing car park would be a cheaper option, but wouldn't create any extra spaces. **Appendix 1** shows both of these areas, with bays marked out, also catering for coaches along with horse boxes, which

are regular visitors to the car park. The ratio of car/ coach/ horse bays can be adjusted to suit that which is felt to be the most appropriate. A barrier would be placed between the old and new areas of the car park, to prevent long straight sections and discourage speeding/ anti-social behaviour.

- 4.4 The advantages of this site are that a large part of it is already surfaced, and it provides a large number of parking spaces at the southern end of Seaton, which is the preferred location identified from local businesses.

4.5 Toilet Block Car Park (Appendix 2)

The existing car park at the northern end of Seaton Carew (just south of Newburn Bridge) has proved very popular since its construction a few years ago, with it regularly being full to capacity, and people parking on the grass alongside it.

- 4.6 The simplest option would be to extend north from the existing car park boundary, and an additional 40 spaces can be provided before the road narrows down the grassed area to prevent any further being added.
- 4.7 The advantages of this site are that (in conjunction with the coach park) it gives significant extra parking space at both ends of Seaton Carew. It has also proven itself to be a popular location, throughout the year.

## 5. CONSULTATION

- 5.1 A wide ranging consultation exercise was undertaken as part of the development of the Seaton Carew Masterplan, and this identified car parking provision as a key priority.

## 6. RISK IMPLICATIONS

- 6.1 There are no risk implications attached to this report.

## 7. FINANCIAL CONSIDERATIONS

- 7.1 Option 1 – Surfacing of additional former fairground site to join coach park, along with marking of the existing coach park, is estimated to cost £210,000. Given the development agreement mentioned at 4.2 however, it may be prudent to leave this option for the time being.
- 7.2 Option 2 – Marking out of existing coach park, is estimated to cost £5,000.
- 7.3 Option 3 – Extension of toilet block car park is estimated to cost £70,000.
- 7.4 Scheme funding options are to be explored. If external funding cannot be secured it is suggested that the Finance and Policy Committee be requested to consider potential funding for options 2 and 3 (at a total cost of

£75,000) from the 2016/17 Council Capital Fund Priorities budget of £0.4m, alongside other capital priorities.

**8. LEGAL CONSIDERATIONS**

8.1 There are no legal considerations attached to this report.

**9. CHILD AND FAMILY POVERTY**

9.1 There are no child and family poverty implications attached to this report.

**10. EQUALITY AND DIVERSITY CONSIDERATIONS**

10.1 There are no equality and diversity considerations attached to this report.

**11. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS**

11.1 There are no Section 17 considerations attached to this report.

**12. STAFF CONSIDERATIONS**

12.1 There are no staff considerations attached to this report.

**13. ASSET MANAGEMENT CONSIDERATIONS**

13.1 The provision of new car parking areas will be included on the Asset Register.

**14. RECOMMENDATIONS**

14.1 The Neighbourhood Services Committee approves Options 2 and 3 (at a total cost of £75,000) and submits a funding request to the Finance and Policy Committee to consider potential funding from the 2016/17 Council Capital Fund Priorities budget of £0.4m, alongside other capital priorities.

**15. REASONS FOR RECOMMENDATIONS**

- 15.1 The proposed scheme will provide additional parking capacity in Seaton Carew.

**16. BACKGROUND PAPERS**

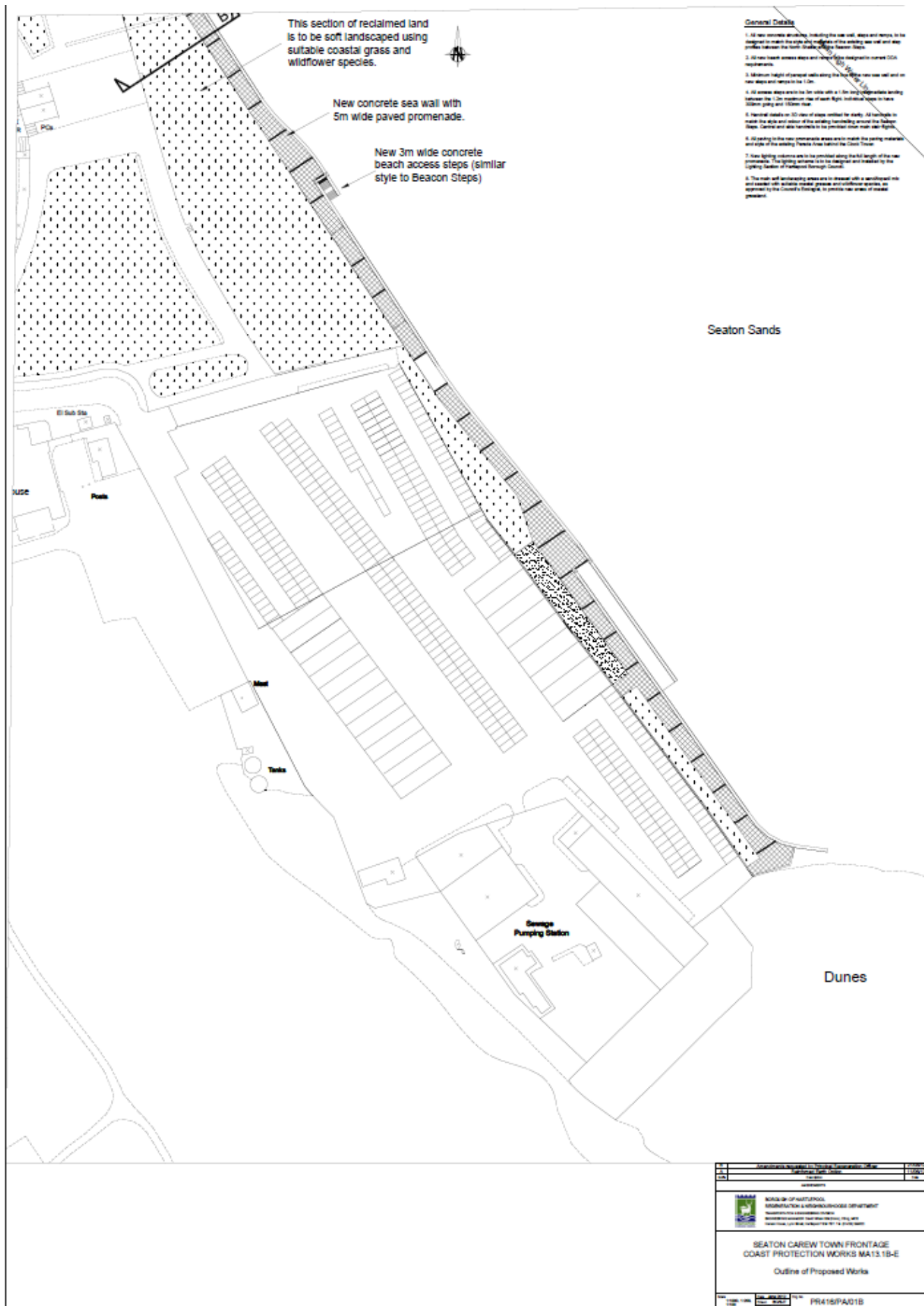
- 16.1 None.

**17. CONTACT OFFICER**

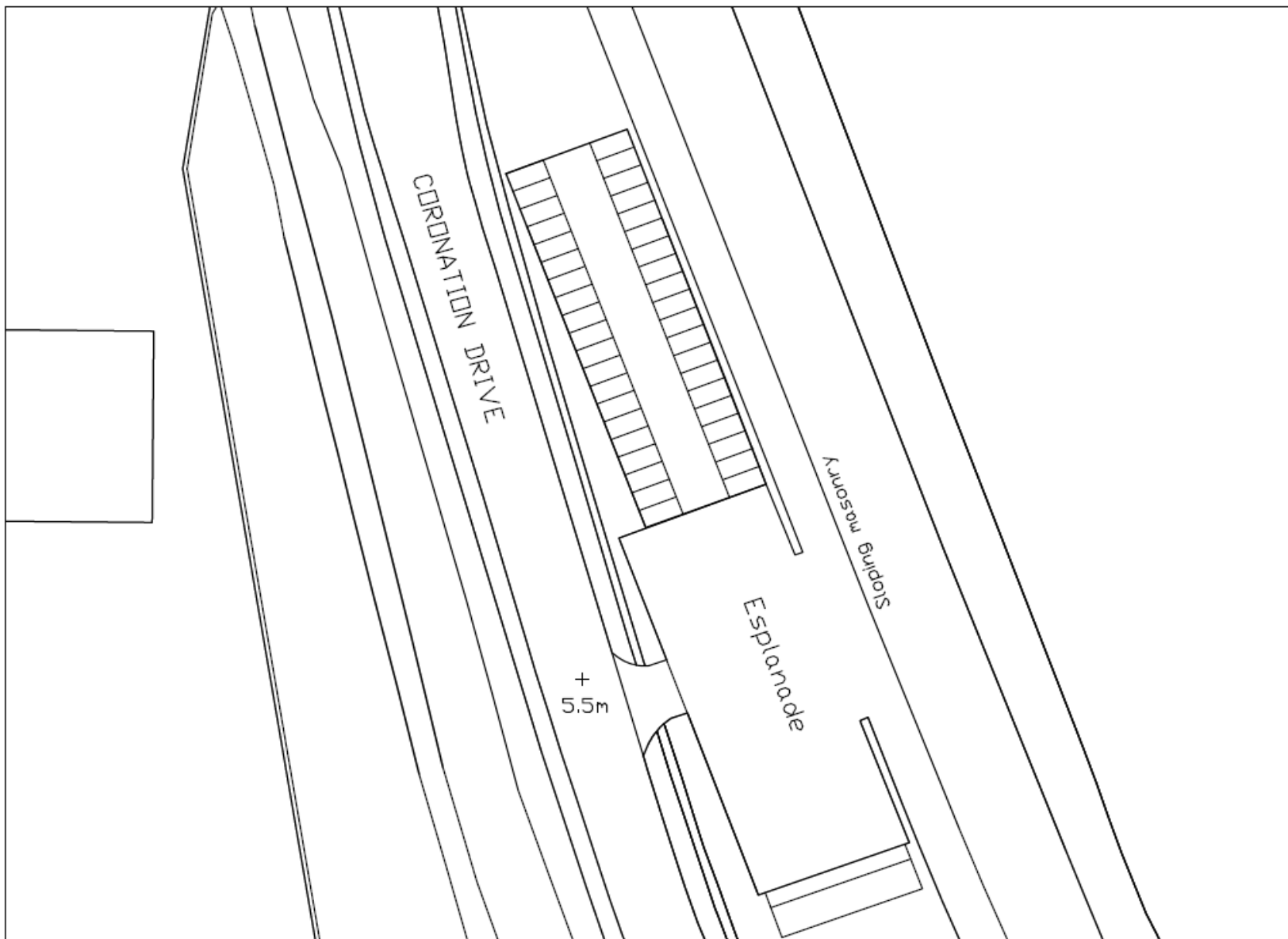
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# NEIGHBOURHOOD SERVICES COMMITTEE

21<sup>st</sup> December 2015



**Report of:** Assistant Director (Neighbourhoods)

**Subject:** **CLAVERING ROAD – PARKING SCHEME**

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## **1. TYPE OF DECISION/APPLICABLE CATEGORY**

1.1 Non-Key.

## **2. PURPOSE OF REPORT**

2.1 To seek approval for the implementation of parking restrictions on Clavering Road.

## **3. BACKGROUND**

3.1 Complaints have been raised through Ward Members as well as local residents with regards to parked vehicles on Clavering Road in the vicinity of Belasis Grove. Vehicles travelling east overtake the parked cars requiring vehicles to straddle the centre line on the approach to the bend. This brings vehicles into conflict with oncoming vehicles, which is a particular concern because the road is a bus route, and Stagecoach have previously expressed concerns.

## **4. PROPOSALS**

4.1 It was initially proposed to construct a 6 space parking area on the land to the side of 43 Clavering Road, and implement a Prohibition of Waiting restriction (double yellow lines) on the north side of the road. (**See Appendix 1**).

## **5. CONSULTATION**

5.1 Letters and plans were sent out to four households in the immediate vicinity of the car park and restrictions, 3 households have replied, all of them against the proposals. However, only 1 of the 2 properties affected

by the yellow lines objected, the other 2 responses coming from residents of Belasis Grove. The following points were raised by the residents, and a response to each issue is outlined below:-

- Concerns over ‘anti-social’ behaviour – **There is no reason to expect anti-social behaviour will occur as a result of the change. If anything, an area with cars parked on it will be less attractive for ASB than the existing grassed area.**
- An increased risk of flooding due to the green area being removed – **The parking area construction includes for additional drainage to be installed.**
- Complaints regarding one particular resident parking up to 9 vehicles in the vicinity, there are concerns that this resident will monopolise the car park – **This is being investigated through the planning enforcement process, as it appears a business may be being run from one of the residential properties.**
- Concerns that elderly residents on the opposite side of the road will have further to walk – **elderly residents from the complex across the road don’t park here at present, and the yellow lines will still allow for people to be picked up and dropped off, and for any deliveries, although it is anticipated these would be made at the front of their properties.**

5.2 In view of residents’ concerns, as outlined above, it is not proposed to go ahead with the parking area at this time. However, the benefit to road safety of the yellow lines, close to a busy primary school, would be a significant improvement and these are still recommended for approval.

## 6. RISK IMPLICATIONS

6.1 There are no risk implications attached to this report.

## 7. FINANCIAL CONSIDERATIONS

7.1 The scheme would be funded via the Local Transport budget allocation, and the estimated cost will be approximately £1,000.

## 8. LEGAL CONSIDERATIONS

8.1 Subject to approval of the scheme a traffic regulation order will be advertised in accordance with the statutory legal procedures.

**9. CHILD AND FAMILY POVERTY**

- 9.1 There are no child and family poverty implications attached to this report.

**10. EQUALITY AND DIVERSITY CONSIDERATIONS**

- 10.1 There are no equality and diversity considerations attached to this report.

**11. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS**

- 11.1 There are no Section 17 considerations attached to this report.

**12. STAFF CONSIDERATIONS**

- 12.1 There are no staff considerations attached to this report.

**13. ASSET MANAGEMENT CONSIDERATIONS**

- 13.1 There are no asset management considerations attached to this report.

**14. RECOMMENDATIONS**

- 14.1 The Neighbourhood Services Committee approves the implementation of the parking restrictions, as shown at **Appendix 1**.

**15. REASONS FOR RECOMMENDATIONS**

- 15.1 The proposed scheme will improve road safety by removing parked vehicles from the approach to the bend.

**16. BACKGROUND PAPERS**

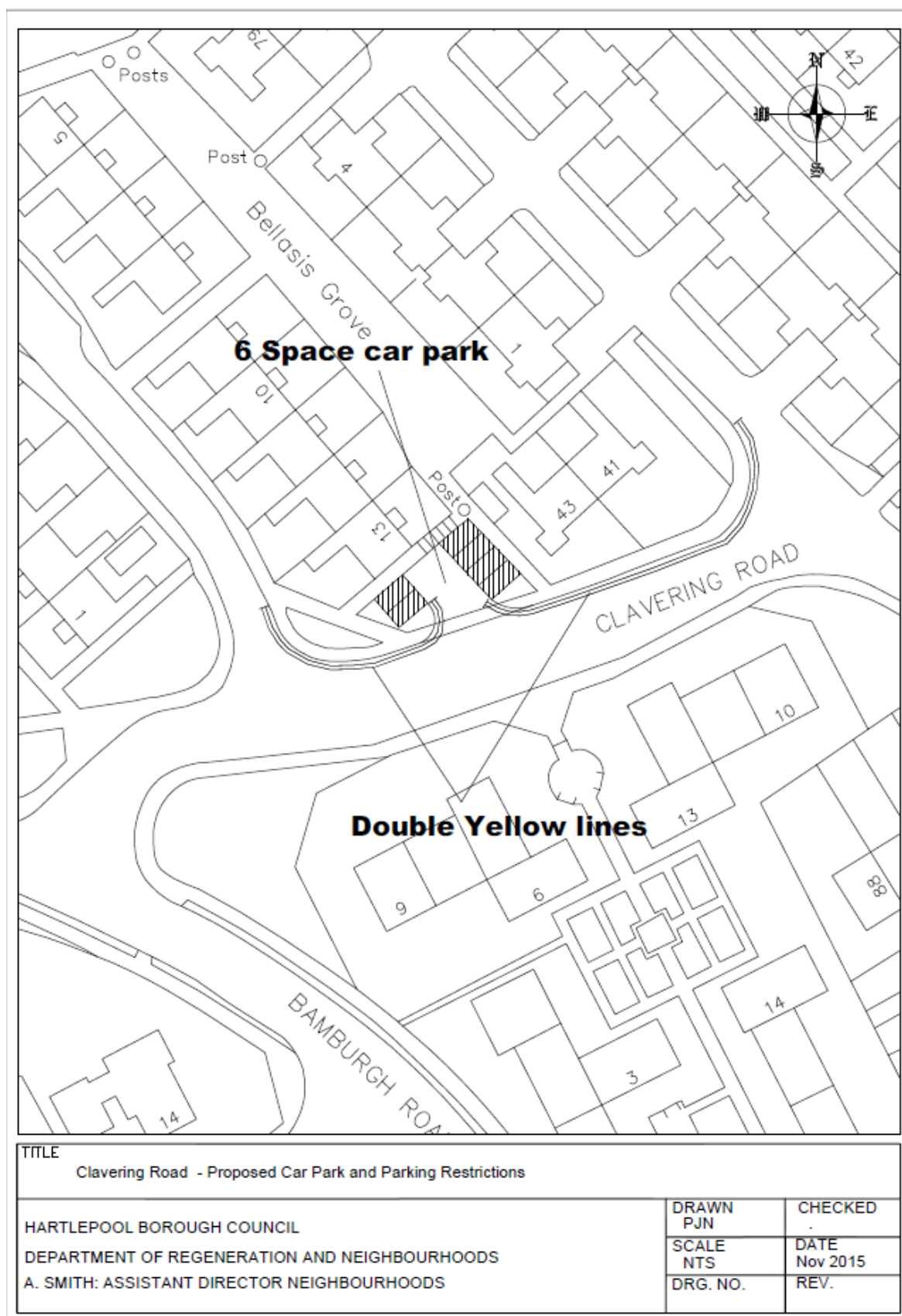
- 16.1 None

**17. CONTACT OFFICERS**

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## APPENDIX 1



# NEIGHBOURHOOD SERVICES COMMITTEE

21<sup>st</sup> December 2015



**Report of:** Assistant Director (Neighbourhoods)

**Subject:** ST. CUTHBERT'S SCHOOL SAFETY SCHEME

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

## 2. PURPOSE OF REPORT

2.1 To seek approval for the implementation of a safety scheme in the area around St. Cuthbert's Primary School.

## 3. BACKGROUND

3.1 The Council has a rolling programme of safety schemes in the areas outside of schools, with 25 of 35 schools now having schemes implemented. Concerns have been raised by local residents with regards to the speed of traffic in close proximity to a busy primary school, on both Stratford Road (where the school is situated) and the roads leading off Stratford Rd (Wolviston Rd, Barton Ave, Stirling St, Leamington Parade, Alverstone Ave and Beachfield Drive).

## 4. PROPOSALS

4.1 It was initially proposed to implement a series of 4 road humps on Stratford Road itself, as the area closest to the school and with the greatest concentration of school children on it. The other roads named above were identified for a 20mph speed limit without traffic calming, with the 3<sup>rd</sup> element of the scheme being the introduction of double yellow lines at junctions to improve visibility. Plans attached at **Appendix 1 & 2**.

4.2 However, following the consultation (detailed at Section 5) the road humps have not proved popular with residents, and it is proposed to omit these from the scheme. This element could always be revisited in future years should concerns persist.

**5. CONSULTATION**

- 5.1 Letters and plans were sent out to around 350 households in the area. From the replies received, 15 were in favour of the 20mph limit only, 8 were in favour of the road humps, with 10 objections. The yellow lines at junctions were well received across the board.
- 5.2 Therefore, as outlined at 4.2, it is proposed to omit the road humps from the scheme at this time. Ward Members have indicated that they are in support of this approach.

**6. RISK IMPLICATIONS**

- 6.1 There are no risk implications attached to this report.

**7. FINANCIAL CONSIDERATIONS**

- 7.1 The scheme would be funded via the Local Transport Plan budget allocation, and the estimated cost will be approximately £4,000.

**8. LEGAL CONSIDERATIONS**

- 8.1 Subject to approval of the scheme a traffic regulation order will be advertised in accordance with the statutory legal procedures.

**9. CHILD AND FAMILY POVERTY**

- 9.1 There are no child and family poverty implications attached to this report.

**10. EQUALITY AND DIVERSITY CONSIDERATIONS**

- 10.1 There are no equality and diversity considerations attached to this report.

**11. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS**

- 11.1 There are no Section 17 considerations attached to this report.

**12. STAFF CONSIDERATIONS**

- 12.1 There are no staff considerations attached to this report.



**13. ASSET MANAGEMENT CONSIDERATIONS**

- 13.1 The associated signage will be included on the Asset Register.

**14. RECOMMENDATIONS**

- 14.1 The Neighbourhood Services Committee approves the proposed 20mph speed limit and yellow lines.

**15. REASONS FOR RECOMMENDATIONS**

- 15.1 The proposed scheme will help reduce traffic speed and improve road safety in the area around St. Cuthbert's School.

**16. BACKGROUND PAPERS**

- 16.1 None.

**17. CONTACT OFFICER**

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# NEIGHBOURHOOD SERVICES COMMITTEE

21<sup>st</sup> December 2015



**Report of:** Assistant Director (Neighbourhoods)

**Subject:** THROSTON PRIMARY SCHOOL SAFETY  
SCHEMES

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key.

## 2. PURPOSE OF REPORT

2.1 To seek approval for two safety schemes on the approaches to Throston Primary School.

## 3. BACKGROUND

3.1 The Council has a rolling programme of safety schemes in the areas outside of schools, with 25 of 35 schools now having schemes implemented. Concerns have been raised by local residents with regards to the speed of traffic and potential for conflict with children on the two main approaches to Throston Primary School – Torbay Grove and Anglesey Grove.

## 4. PROPOSALS

- 4.1 It is proposed to introduce a 20mph speed limit and a series of 4 road humps on Torbay Grove, one of which will form a raised pedestrian crossing point. Plan attached at **Appendix 1**. The road humps will complement the reduced speed limit and ensure the limit is 'self enforcing'.
- 4.2 It is also planned to implement a 20mph limit along with a series of 3 road humps on Anglesey Grove, which again will help to make the limit self enforcing. Plan attached at **Appendix 2**.

**5. CONSULTATION**

- 5.1 Letters and plans were sent out to all 25 households on Torbay Grove. 3 replies have been received, all in favour of the scheme.
- 5.2 60 letters were sent out regarding the Anglesey Grove scheme, and 3 replies were received, 2 in favour and 1 against. Ward Members have also indicated that they are in full support of both schemes.

**6. RISK IMPLICATIONS**

- 6.1 There are no risk implications attached to this report.

**7. FINANCIAL CONSIDERATIONS**

- 7.1 The schemes would be funded via the Local Transport Plan budget allocation, and the estimated cost will be approximately £20,000.

**8. LEGAL CONSIDERATIONS**

- 8.1 Subject to approval of the scheme a traffic regulation order will be advertised in accordance with the statutory legal procedures.

**9. CHILD AND FAMILY POVERTY**

- 9.1 There are no child and family poverty implications attached to this report.

**10. EQUALITY AND DIVERSITY CONSIDERATIONS**

- 10.1 There are no equality and diversity considerations attached to this report.

**11. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS**

- 11.1 There are no Section 17 considerations attached to this report.

**12. STAFF CONSIDERATIONS**

- 12.1 There are no staff considerations attached to this report.

**13. ASSET MANAGEMENT CONSIDERATIONS**

- 13.1 The traffic calming and associated signage will be included on the Asset Register.

**14. RECOMMENDATIONS**

- 14.1 The Neighbourhood Services Committee approves the proposed 20mph speed limit and traffic calming.

**15. REASONS FOR RECOMMENDATIONS**

- 15.1 The proposed scheme will help improve road safety on the approaches to Throston Primary School.

**16. BACKGROUND PAPERS**

- 16.1 None.

**17. CONTACT OFFICER**

**17.1**

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The map shows Anglesey Grove, Hartlepool, with various streets including Harlech Walk, Conway Walk, and Anglesey Grove. House numbers are marked on the properties. Proposed traffic calming measures are indicated by red and blue symbols: 20 mph speed limits, 30 mph speed limits, and a 20 mph speed limit with a 30 mph limit sign. The map also shows a shelter, a bus stop, and a pedestrian crossing. A scale bar indicates 0 to 100 meters. A legend at the bottom left explains the symbols used on the map. A table at the bottom right provides contact information for the Borough of Hartlepool, Regeneration & Neighbourhoods Department.

Symbol	Description
	20 mph speed limit
	30 mph speed limit
	20 mph speed limit with 30 mph limit
	Pedestrian crossing
	Bus stop
	Shelter

**Borough of Hartlepool**  
**REGENERATION & NEIGHBOURHOODS DEPARTMENT**  
 NEIGHBOURHOODS DIVISION  
 ASSISTANT DIRECTOR: JANEY BULL  
 Civic Centre, Victoria Road, Hartlepool TS24 8QT. Tel: 01455 360000

**Anglesey Grove Traffic Calming and Speed Restrictions Hartlepool**

Date: 21.07.15



# NEIGHBOURHOOD SERVICES COMMITTEE REPORT

21<sup>st</sup> December, 2015



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

**Subject:** STRATEGIC FINANCIAL MANAGEMENT REPORT – AS AT 30<sup>th</sup> SEPTEMBER, 2015

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## 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 2015/16 Forecast General Fund Outturn, 2015/16 Capital Programme Monitoring and provide details for the specific budget areas that this Committee is responsible for.

## 3. BACKGROUND AND FINANCIAL OUTLOOK

- 3.1 As detailed in the Medium Term Financial Strategy Report submitted to the Finance and Policy Committee on 23<sup>rd</sup> November 2015 the Government will implement further cuts in funding for Councils in 2016/17 and future years. It is anticipated that these additional Government funding cuts will continue to have a disproportionate impact on Hartlepool, and other Councils, which are still more reliant on this funding and have higher levels of deprivation/demand for services. This position was reinforced in the Spending Review document published by the Government on 21<sup>st</sup> July 2015. Whilst this document did not provide any specific detail of the impact of the Spending Review on individual Government Departments, it did state that HM Treasury
- “is inviting government departments to set out plans for reductions to their Resources budgets. In line with the approach taken in 2010, the HM Treasury is asking departments to model two scenarios, of 25% and 40% savings in real terms, by 2019/20”.
- 3.2 The Spending Review document did not provide any detail of the phasing of the potential funding cuts over the next 4 years. On the basis of a 40% reduction

being applied evenly across the next 4 years this equates to annual reductions of 10%, which is the current MTFS planning assumption, albeit that the MTFS only covers 3 financial years. However, if the Government cuts are front loaded and/or have a greater disproportionate impact than in previous years the forecast 2016/17 budget deficit may increase.

- 3.3 The Spending Review also included Government proposals for a 1% Public Sector Pay cap for 4 years from 2016/17 and the phased implementation of a National Living Wage. The impact of these changes has been reflected in the MTFS.
- 3.4 The Government has stated that the Spending Review outcome will be published on 25<sup>th</sup> November 2015. This means that the Local Government Funding announcement is unlikely to be made until late December 2015, which makes financial planning for 2016/17 extremely challenging.
- 3.5 In view of the ongoing financial challenges and risks detailed in the previous paragraphs the Corporate Management Team will continue to adopt robust budget management arrangements during 2015/16 and as detailed in section 5 an underspend is forecast. This position will need to be managed carefully over the remainder of the financial year, particularly over the winter period where some services face their highest demand and therefore cost of providing services.
- 3.6 The MTFS recommended that one-off resources achieved from the 2015/16 forecast outturn (which for planning purposes it is assumed will be achieved) and the reserves review are earmarked to manage the impact of a higher actual 2016/17 grant cut than forecast.
- 3.7 The MTFS also included a recommended strategy for managing the 48% reduction in the Power Station ratable value. This has resulted in a permanent reduction in the Councils Business Rates Income of £3.9m. This issue is still being progressed with the Department for Communities and Local Government and a further report will be presented to a future meeting of the Finance and Policy Committee when more information is available.

#### **4. REPORTING ARRANGEMENTS 2015/16**

- 4.1 The availability and reporting of accurate and up to date financial information is increasingly important as future budget cuts are implemented and one-off resources are used up.
- 4.2 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.

- 4.3 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.

## **5. SUMMARY OF OVERALL COUNCIL FINANCIAL POSITION**

- 5.1 As detailed earlier in the report an updated assessment of the forecast 2015/16 outturn has been completed and this reflects action taken by the Corporate Management Team to achieve under spends to help address the significant financial challenges facing the Council over the next few years. Budget under spends are being achieved through a combination of robust management actions, including;
- holding posts vacant, which will help reduce the number of compulsory redundancies required to balance the 2016/17 budget;
  - achieving planned 2016/17 savings early; and
  - careful management of budgets to avoid expenditure where this does not have an adverse impact on services.
- 5.2 The MTFS report submitted to the Finance and Policy Committee on 23<sup>rd</sup> November 2015 anticipated that there will be a forecast net under spend of between £669,000 and £889,000. The range reflects a small number of potential seasonal factors. As detailed in the report to Finance and Policy Committee it was recommended that the forecast net under spend is earmarked to help manage the financial risks referred to in section 3 and a strategy for using these one-off resources developed as part of the 2016/17 MTFS.

## **6. 2015/16 FORECAST GENERAL FUND OUTTURN – Neighbourhood Services Committee**

- 6.1 The following table sets out the overall budget position for the Regeneration and Neighbourhood Services Department. Budgets are managed at a Departmental level and therefore a summary of the Departmental position is provided below broken down by Committee, together with a brief comment on the reasons for the forecast outturn.

Budgets Managed by the Director of Regeneration and Neighbourhoods

Budget	Description of Expenditure	Sept Projected Outturn Adverse/ (Favourable) Worst Case	Sept Projected Outturn Adverse/ (Favourable) Best Case	Comments
£'000		£'000	£'000	
2,059	Finance & Policy Committee	100	100	This area includes many trading operations. The adverse variance relates to a projected shortfall in income generated from professional fees in relation to Capital and External Works.
3,360	Regeneration Committee - Core Services	(130)	(130)	This variance includes a surplus generated on grant funded schemes which are coming to an end in 15/16. This is offset by an adverse variance reported on the Hartlepool Maritime Experience relating to a potential shortfall on admissions income.
0	Regeneration Committee - Social Housing	(180)	(180)	Favourable variance of £180k relates to the planned contribution to the Major Repairs Reserve on Social Housing as identified in the business case.
15,146	Neighbourhoods Committee	(130)	(130)	This includes favourable variances on Passenger Transport, Grounds Maintenance and Street Lighting which represent the early achievement of savings identified as part of the 2016/17 budget process. These underspends are offset by adverse variances currently projected on Waste and Environmental Services and Car Parking.
<b>20,565</b>	<b>Total Regeneration &amp; Neighbourhoods</b>	<b>(340)</b>	<b>(340)</b>	
<b>Creation of Reserves</b>				
0	Social Housing - Creation of Reserve	180	180	Contribution to the Major Repairs Fund in line with the approved business model for the Empty Homes Project.
0	Planning Reserve	160	160	Reserve created to achieve the departmental savings target in 2016/17.
0	<b>Creation of Reserves Total</b>	<b>340</b>	<b>340</b>	
<b>20,565</b>	<b>Total Regeneration &amp; Neighbourhood - Net of Reserves</b>	<b>0</b>	<b>0</b>	

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

## 7. CAPITAL MONITORING 2015/16

7.1 The 2015/16 MTFs set out planned capital expenditure for the period 2015/16 to 2016/17.

7.2 Expenditure against budget to the 30<sup>th</sup> September, 2015 for this Committee can be summarised in the following table and further details are provided in **Appendix B**.

Department	2015/16 Budget Including Future Years £'000	2015/16 Budget £'000	2015/16 Actual to 30/09/15 £'000	2015/16 Remaining Expenditure £'000	2015/16 Re-phased Expenditure £'000	2015/16 Variance from Budget Adverse/ (Favourable) £'000
Regeneration and Neighbourhoods	12,106	7,751	1,663	4,867	1,221	0

## **8. RISK IMPLICATIONS**

- 8.1 The outturn is not within the forecast ranges. This position will be managed closely for the remainder of the year.

## **9. FINANCIAL CONSIDERATIONS**

- 9.1 These are covered in detail in Sections 3 to 7.

## **10. LEGAL CONSIDERATIONS**

- 10.1 None.

## **11. CHILD AND FAMILY POVERTY CONSIDERATIONS**

- 11.1 None.

## **12. EQUALITY AND DIVERSITY CONSIDERATIONS**

- 12.1 None.

## **13. STAFF CONSIDERATIONS**

- 13.1 None.

## **14. ASSET MANAGEMENT CONSIDERATIONS**

- 14.1 None.

## **15. RECOMMENDATIONS**

- 15.1 It is recommended that Members:-

- (i) note the report.

## **16. REASONS FOR RECOMMENDATIONS**

- 16.1 To update the Members on the Committees forecast 2015/16 General Fund Revenue budget outturn and provide an update on the Capital Programme for 2015/16.

## **18. BACKGROUND PAPERS**

Strategic Financial Management Report – as at 30<sup>th</sup> June, 2015 - Finance and Policy Committee 28<sup>th</sup> August, 2015

Medium Term Financial Strategy Report - Council 18<sup>th</sup> December 2014.

Medium Term Financial Strategy Report Update Report – Finance and Policy Committee 29<sup>th</sup> June 2015

Medium Term Financial Strategy Report Update Report – Finance and Policy Committee 23<sup>rd</sup> November 2015

## **19. CONTACT OFFICERS**

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## REVENUE FINANCIAL MONITORING REPORT FOR FINANCIAL YEAR 2015/16 as at 30th September, 2015

Approved 2015/2016 Budget	Description of Service Area	September		Director's Explanation of Variance
		Projected Outturn Variance - Adverse/ (Favourable) Worst Case £'000	Projected Outturn Variance - Adverse/ (Favourable) Best Case £'000	
£'000				
Neighbourhood Committee				
(105)	Cemetery and Crematoria	(50)	(50)	Favourable variance relates to an underspend on maintenance costs following the recent capital works and income which is higher than projected.
264	Parks & Countryside	0	0	
29	Allotments	0	0	
(603)	Car Parking & Enforcement	100	100	Adverse variance mainly relates to income which is lower than anticipated on the Shopping Centre sites. Rates also continue to increase and there are budget pressures on the account relating to software costs associated with the camera car.
405	Engineering Services (incl Coastal Protection and Contaminated Land)	0	0	Any variance relating to an underspend on the Coastal protection budget as a result of ongoing major capital investments will be transferred to Capital to provide the match funding required.
1,759	Grounds Maintenance	(40)	(40)	Favourable variance relates mainly to lower fuel prices and additional income generation.
1,974	Highway Maintenance and Insurance	0	0	Pressures continue in this area with the ongoing deterioration of the road network. Funding is inadequate to cover the backlog of major works required and funding will continue to be used to fund essential works in year from the resources available.
(238)	Highways Trading	50	50	Adverse variance reflects the volatile nature of this Trading Account particularly relating to Winter Maintenance and Capital works.
487	Highways Traffic & Transport Management	(55)	(55)	Favourable variance relates to income generation.
1,417	Passenger Transport	(60)	(60)	The favourable variance relates to an underspend on the demand led service of Home to School Transport.
126	Road Safety	0	0	
(51)	Traffic and Transportation 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.
(132)	Vehicle Fleet	0	0	
(2)	NDORS (National Driver Offender Rehabilitation Scheme)	0	0	
1,245	Network Infrastructure	(165)	(165)	Favourable variance relates to the savings generated from the LED scheme. Prudential borrowing costs have not yet been incurred however the savings are being realised in year. This temporary saving may be transferred to Capital to support the cost of the replacement programme if the overall Departmental position is favourable by year end.
0	Section 38's	0	0	
0	Traffic Management	0	0	
2,393	Sustainable Transport	(35)	(35)	Favourable variance is based on the latest projected costs. This saving has been included in the 2016/17 saving programme.
1,669	Street Cleansing	(25)	(25)	
4,509	Waste & Environmental Services	100	100	The adverse variance relates to a additional costs associated with waste disposal which are expected to be incurred this year and the potential reduction in income from recycling. This is a volatile area which will continue to be closely monitored each month.
15,146	Neighbourhood Committee Total	(130)	(130)	

## PLANNED USE OF RESERVES

The above figures include the 2015/2016 approved budget along with the planned use of Departmental Reserves created in previous years.  
The details below provide a breakdown of these reserves

Approved 2015/2016 Budget  £'000	Description of Service Area	Planned Usage 2015/2016 £'000	Variance Over/ (Under) £'000	Director's Explanation of Variance
<b>Neighbourhood Committee</b>				
190	CCTV	190	0	
42	Environmental Apprentices	42	0	
132	Ward Member Budgets	132	0	
364	<b>Total</b>	<b>364</b>	<b>0</b>	

## DIRECTOR OF REGENERATION &amp; NEIGHBOURHOODS

Project Code	Scheme Title	BUDGET		EXPENDITURE IN CURRENT YEAR					Type of Financing	2015/16 COMMENTS
		A 2015/16 and Future Years Budget £'000	B 2015/16 Budget £'000	C 2015/16 Actual as at 30/09/15 £'000	D 2015/16 Expenditure Remaining £'000	E Expenditure Rephased into 2016/17 £'000	F (C+D+E) 2015/16 Total Expenditure £'000	G (F-B) 2015/16 Variance from Budget £'000		
7272	Wheelie Bin Replacement Purchases	60	60	17	43	0	60	0	UDPB	Annual wheelie bin replacement budget.
7375	Countryside Development Work	14	14	0	14	0	14	0	RCCO	
7466	DSO Vehicle Purchases	4,738	1,179	245	255	679	1,179	0	UDPB	The current year budget shows vehicles profiled to be acquired in year. The Future Years budget includes rephased borrowing approvals for purchases which have been deferred in order to achieve savings. A review of vehicle usage has identified that more programmed vehicle replacements can be deferred, achieving borrowing cost savings in the short term.
7508	Anhydrite Mine	107	54	0	54	0	54	0	MIX	This budget is carried forward each year to fund essential monitoring of the mine and includes some routine sample testing and inspection in the current year.
7878	Community Safety CCTV Upgrade/Relocation	409	309	1	308	0	309	0	MIX	This relocation of the CCTV Monitoring Centre was approved at F&P on 1st June, 2015. The budget has been profiled on the expectation that the works complete at the end of April 2016..
8828	Crematorium refurbishment	126	126	1	125	0	126	0	RCCO	Essential works are required to the chapel. Additional funding is required to cover the cost of this work.
8829	Cemetery Resurfacing	30	30	0	30	0	30	0	RCCO	This budget has been funded from the cemeteries maintenance budget to cover capital works which will help mitigate rising annual maintenance costs.
Allot	Allotments Improvements	342	342	0	0	342	342	0	UDPB	A process of site investigations and consultation is underway which will result in a revised programme of works to be included in a future report to the Neighbourhoods Committee. This is likely to result in the rephasing of this budget.
LTP	Local Transport Plan (LTP) - Schemes	2,924	2,424	297	1,927	200	2,424	0	GRANT	Consists of various highways schemes. The rephased element reflect the need to carry forward funding as a result of unforeseen delays.
PLAY	Parks & Playgrounds	76	50	8	42	0	50	0	GRANT	This budget is for major works to ensure the safety of parks and playgrounds. Includes £5,000 transferred from Section 106 Funds.
7890	Middle Warren Play Area - Section 106	30	17	17	0	0	17	0	GRANT	Relates to Section 106 funding earmarked for this scheme.
S278	TESCO Sectar 278 Funding	209	105	0	105	0	105	0	GRANT	Use of Developers funds for modifications to Burn Road (Tesco) Roundabout from the Stockton road approach this current financial year.
SL	Street Lighting Replacement	2,358	2,358	481	1,877	0	2,358	0	UDPB	Work is progressing as planned.
ST	Stranton & Tanfield Development	62	62	3	59	0	62	0	MIX	Work is ongoing in relation to the car park and the settlement of final accounts in relation to the crematorium.
TVBNI	Tees Valley Bus Network Improvement Schemes	583	583	555	28	0	583	0	GRANT	This is the final year of the TVBNI programme and all remaining funds must be spent.
Waste	Waste Performance Efficiency	38	38	38	0	0	38	0	MIX	Relates to expenditure at the Household Recycling Centre to meet Health & Safety requirements.
<b>Neighbourhoods Committee Total</b>		<b>12,106</b>	<b>7,751</b>	<b>1,663</b>	<b>4,867</b>	<b>1,221</b>	<b>7,751</b>	<b>0</b>		

## Key

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

GRANT Grant Funded  
CAP REC Capital Receipt  
UDPB Unsupported Departmental Prudential Borrowing