

**ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE**  
**MONDAY 19 June 2023**

<b>REPORT TITLE:</b>	<b>2022-23 REVENUE &amp; CAPITAL BUDGET MONITORING FOR QUARTER FOUR (THE PERIOD TO 31 MARCH), 2023 OUTTURN</b>
<b>REPORT OF:</b>	<b>DIRECTOR OF NEIGHBOURHOODS</b>

**REPORT SUMMARY**

This report provides a summary of the year-end revenue position for the 2022/23 financial year as at the end of March 2023 for the Environment, Climate Emergency and Transport Committee. The report provides Members with an overview of budget performance to enable the Committee to take ownership of the budgets and provide robust challenge and scrutiny to Officers on the performance of those budgets.

Managing a budget requires difficult decisions to ensure that a balanced position can be presented. Regular Member engagement, which this report forms part of, is considered essential in delivering effective governance and financial oversight.

The year-end revenue outturn for 2022/23 represents an adverse position of £3.437m on the Committee net revenue budget of £63.761m.

This matter affects all Wards within the Borough and is not a key decision.

The report contributes to the Wirral Plan 2021-2026 in supporting the organisation in meeting all Council priorities.

**RECOMMENDATION/S**

The Environment, Climate Emergency and Transport committee is recommended to:

1. Note the draft, unaudited 2022/23 outturn adverse variance of £3.437m.
2. Note the draft, unaudited 2022/23 capital variance.
3. Agree the transfer to and use of earmarked reserves, as detailed in Appendix 2; and
4. Note the progress on delivery of the 2022/23 savings programme.

## **SUPPORTING INFORMATION**

### **1.0 REASONS FOR RECOMMENDATIONS**

- 1.1 It is vitally important that the Council has robust processes in place to manage and monitor the in-year financial position, to ensure it delivers a balanced position at the end of the year.
- 1.2 Regular monitoring and reporting of the revenue budgets and savings achievements enables decisions to be taken in a timely manner, which may produce revenue benefits and will improve financial control of Wirral Council.
- 1.3 This report presents timely information on the year-end financial position for 2022/23.

### **2.0 OTHER OPTIONS CONSIDERED**

- 2.1 The Policy & Resources Committee has previously determined the budget monitoring process to follow and this report details the agreed course of action.
- 2.2 In striving to manage budgets, available options have been evaluated to maintain a balance between service delivery and a balanced budget.

### **3.0 BACKGROUND INFORMATION**

- 3.1 As at the end of the financial year 2022/23 the outturn position for the Environment, Climate Emergency and Transport Committee is £3.437m adverse against a budget of £63.761m. The reasons for this are detailed in the table below:

**TABLE 1: Summary of Committee variances**

	<b>£000</b>
<b>Customer Behaviour Changes</b>	
Parking income shortfall due hybrid working	590
Mitigated through COVID-19 Reserves	-572
<b>Sub-Total</b>	<b>18</b>
<b>Macro-Economic Conditions</b>	
Nationally agreed Pay Award	560
Additional unforeseen energy costs due to inflation - £657K relates to Street Lighting	657
Waste Contract Inflation increases	1,013
The above variances are mitigated in part due to a reduction in contribution to reserves relating to the Waste Levy	-600
Highways Maintenance Increases (Cost of materials and supply chain costs)	900
<b>Sub-Total</b>	<b>2,530</b>
<b>Ongoing Decisions</b>	
Parking relating to new sites delayed subject to agreement of parking strategy	500
<b>Sub-Total</b>	<b>500</b>
<b>Other</b>	
Highways Winter Gritting pressures	380
Highways Developer Income Shortfalls	448
Other smaller favourable variances within Highways/Transport Levy	-439
<b>Sub-Total</b>	<b>389</b>
<b>NET POSITION</b>	<b>3,437</b>

- 3.2 Income generation has not yet returned to pre pandemic levels as footfall and usage in some areas remains less than it was in 2019/20, which is in line with the national position. There has been some improvement from Quarter 2 onwards due to new pricing structures, and slight increases in footfall now that most areas are fully operational.
- 3.3 The 2022/23 budget incorporates £1.734m of savings. Work commenced to achieve these savings following agreement at Budget Council in February 2022. At the end of the financial year the Committee has achieved approximately 98% of these savings.

**TABLE 2 2022/23 Environment, Climate Emergency and Transport Committee – Service Budget & Outturn**

	Budget £000	Outturn £000	Variance (+ Fav / - Adv)		Adverse/ Favourable
			£000	%	
Environment (including Parks and Open Spaces)	7,468	8,026	-558	-7%	Adverse
Highways Management and Infrastructure	5,269	7,863	-2,594	-49%	Adverse
Recycling and Waste	28,437	28,846	-409	-1%	Adverse
Transport Levy	22,587	22,464	123	1%	Favourable
<b>Total Surplus/ (Deficit)</b>	<b>63,761</b>	<b>67,199</b>	<b>-3,437</b>	<b>-5%</b>	<b>Adverse</b>

- 3.4 **Highways and Infrastructure:** An adverse variance of £2.594m is reported for 2022/23. This is made up of the following variances:
- £0.179m adverse variance relates to the adjustment for the pay award.
  - £0.590m adverse variance relates to a shortfall in car parking income as ticket sales remain low due to an increase in hybrid working and changes in customer behaviour.
  - £0.5m adverse variance relates to Car Parking charges at the proposed new sites which has not yet been implemented. This is pending a further report being brought to Members for proposed charges in new locations which will be informed by the strategic parking strategy but based upon the need to efficiently manage parking and traffic within the borough and recover the costs of the service.
  - £0.380m adverse variance relates to winter gritting due to increases in cost of service provision. A pressure statement has already been submitted to address this.
  - £0.448m adverse variance relates to a shortfall in income from developers. There has been a reduction in developers commencing new sites in 2022/23 due to the global economic situation.
  - £0.657m adverse variance relates to an increase in street lighting energy costs due to a rise in prices nationally.
  - £0.900m relates to Highways Maintenance cost increases. This is partially mitigated through capitalising up to £0.354m of costs.

- 3.5 Several remedial actions have temporarily mitigated the position this year:
- £0.160m due to additional income in relation to fees from utility companies for temporary traffic order road closures and capitalisation of costs relating to schemes.

- £0.328m due to opportunities for capitalisation of salaries within the Design Team and Highways & Infrastructure.
- £0.572m of the carried forward Covid tranche funding has been utilised to mitigate the car parking shortfall this year. As this is one-off funding, plans are in development to fully mitigate any recurrent shortfall in 23/24 and will be brought forward in that year.

- 3.6 **Parks & Environment:** An adverse variance of £0.966m is reported for 2022/23. £0.381m relates to the nationally agreed pay award.
- 3.7 Waste and Environment is reporting an adverse variance of £0.409m. £0.965m is due to overall increases in the borough wide waste collection and disposal costs, which is linked to rises in inflation and the Consumer Price Index (CPI) rate and £0.048m is due to the cost of leaf fall. The adverse variances are mitigated in part through other favourable variances within Waste and Environment and a reduction in contribution to reserves relating to the Waste Levy of £0.600m.
- 3.8 Parks and Tree Management is reporting an adverse variance of £0.479m. £0.356m of this relates to Tree Management due to increased demand and clean-up operations following Storm Arwen which has cost the Council an additional £0.250m. The remaining adverse variance relates to Parks. This is due to inflationary increases and changes to specifications following a review of the contract. This is mitigated in part through utilising the remaining reserve relating to this area. The adverse variance has reduced from Quarter 2 due to a review of planned preventative maintenance and non-essential expenditure. The service will aim to mitigate the remaining adverse variance within Parks through maximising income generating opportunities within Cemeteries within the final Quarter and through favourable variances relating to Regulatory Services.
- 3.9 Regulatory Services is reporting a favourable variance of £0.317m. This is due to employees, as the service has faced challenges in recruiting and retaining staff due to current market demand. To address this the service has appointed apprentices in Quarter 2 who will be trained in these roles and fill the skills gaps. Some employee costs are funded through COVID-19 grants as they completed work on the outgoing COVID-19 response which has resulted in a favourable variance in 2022/23.
- 3.10 **Transport Levy:** A favourable variance of £0.123m is reported for the year. This is due to are reduction in overall charges from Liverpool City Region.

### Budget Virements

3.11 There have been no budget virements requiring approval in quarter 4.

### Progress on delivery of the 2022-23 savings programme.

3.12 In terms of savings, £1.7m of the £1.734m savings targets have been delivered or delivered through mitigation. This represents 98% of the total savings target with 2% delayed or unachieved in year.

**TABLE 3: SUMMARY OF PROGRESS ON DELIVERY OF 2022-23 SAVINGS**

Committee	Approved Saving	Delivered	Delivered through mitigation	Delayed/unachieved in year
Environment, Climate Emergency and Transport	£1.734m	£1.525m	£0.175m	£0.034m

3.13 Full details on the progress on specific savings can be found in **Appendix 1**.

### Earmarked Reserves

3.14 Earmarked reserves represent money that has been set aside for a clearly defined purpose, and which is available to meet future expenditure in that area. The use of earmarked reserves is only permitted with the approval of the Section 151 officer.

**TABLE 4: SUMMARY OF EARMARKED RESERVES**

Committee	Opening Balance £000	Forecast Use of Reserve £000	Forecast Contribution to Reserve £000	Closing Balance £000
Environment, Climate Emergency and Transport	1,345	-1,164	0	181

3.16 **Appendix 2** provides the full list of all earmarked reserves.

### Capital Monitoring

3.17 Capital budgets are the monies allocated for spend on providing or improving non-current assets, which include land, buildings and equipment, which will be of use or benefit in providing services for more than one financial year.

**TABLE 5: 2022/23 Environment, Climate Emergency and Transport Committee – Capital Budget & Forecast Outturn**

Capital Programme	2022/23				2023/24	2024/25	2025/26
	Budget 01/04/22	Q4 Forecast Budget	Outturn	Variance	Budget	Budget	Budget
	£000	£000	£000	£000	£000	£000	£000
Buildings	900	0	0	0	370	370	0
CCTV	79	79	75	4	0	0	0
Climate Emergency	0	225	53	172	0	0	0
Flood Prevention	11,361	21,956	16,054	5,902	858	0	0
Parks	6,985	1,217	653	564	4,384	1,028	42
Roads and Bridges	3,594	10,173	6,570	3,604	7,358	563	563
Street Lighting	1,364	1,164	854	310	200	0	0
Travel and Transport	3,505	4,071	1,786	2,285	4,169	2,160	0
Tree Strategy	530	530	353	177	34	0	0
Tree Strategy	0	68	1	67	109	386	0
Waste	0	0	0	0	0	3,200	0
<b>Total</b>	<b>28,318</b>	<b>39,483</b>	<b>26,398</b>	<b>13,085</b>	<b>17,482</b>	<b>7,707</b>	<b>605</b>

3.18 Table 5 summarises the forecast expenditure against Capital Budgets. A full breakdown of each Capital Scheme with details can be found in Appendix 3. The favourable variance of £13.085m relates to expenditure being less than what was forecasted for Quarter 4 for Travel and Transport, Roads and Bridges and Flood Prevention. This expenditure has been slipped into 2024/25 financial year.

#### 4.0 FINANCIAL IMPLICATIONS

4.1 This is the 2022/23 full year report that provides information on the outturn for the Council for 2022/23. The Council has robust methods for reporting and forecasting budgets in place and alongside formal Quarterly reporting to Policy & Resources and Service Committees, the financial position is routinely reported at Directorate Management Team meetings and corporately at the Strategic Leadership Team (SLT). In the event of any early warning highlighting pressures and potential overspends, the SLT take collective responsibility to identify solutions to resolve these to ensure a balanced budget can be reported at the end of the year.

#### 5.0 LEGAL IMPLICATIONS

5.1 The Council must set the budget in accordance with the provisions of the Local Government Finance Act 1992 and approval of a balanced budget each year is a statutory responsibility of the Council. Sections 25 to 29 of the Local Government Act 2003 impose duties on the Council in relation to how it sets and monitors its budget.

These provisions require the Council to make prudent allowance for the risk and uncertainties in its budget and regularly monitor its finances during the year. The legislation leaves discretion to the Council about the allowances to be made and action to be taken.

5.2 The provisions of section 25, Local Government Act 2003 require that, when the Council is making the calculation of its budget requirement, it must have regard to the report of the chief finance (s.151) officer as to the robustness of the estimates made for the purposes of the calculations and the adequacy of the proposed financial reserves.

5.3 It is essential, as a matter of prudence that the financial position continues to be closely monitored. In particular, Members must satisfy themselves that sufficient mechanisms are in place to ensure both that savings are delivered and that new expenditure is contained within the available resources. Accordingly, any proposals put forward must identify the realistic measures and mechanisms to produce those savings.

## **6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS**

6.1 At this time, there are no additional resource implications as these have already been identified for the proposals agreed and submitted. However, where the budget is unbalanced and further proposals are required, then there will be resource implications, and these will be addressed within the relevant business cases presented to the Committee.

## **7.0 RELEVANT RISKS**

7.1 The Council's ability to maintain a balanced budget for 2022/23 is dependent on a static financial position. This is an impossible scenario due to estimated figures being provided in the calculation for the 2022/23 budget, albeit the best estimates that were available at the time, plus any amount of internal and external factors that could impact on the budget position in year. Examples of which are the significant emerging inflationary and cost of living pressures, new legislation, increased demand, loss of income, increased funding, decreased funding, inability to recruit to posts, ongoing impact of the pandemic etc

7.2 A robust monitoring and management process for the 2022/23 budget is in place. If at any time during the year an adverse position is forecast, remedial action must be agreed and implemented immediately to ensure the budget can be brought back to balanced position.

7.3 The risk of this not being able to be achieved could mean that the Council does not have enough funding to offset its expenditure commitments for the year and therefore not be able report a balanced budget at the end of the year. This could result in the Section 151 Officer issuing a Section 114 notice.

- 7.4 A key risk to the Council's financial plans is that funding and demand assumptions in particular can change as more information becomes available. Significant inflation and cost of living pressures have already impacted the quarter 1 forecast position. and the impact of these pressures will be reviewed and considered in the MTFP as part of routine financial management.

## **8.0 ENGAGEMENT/CONSULTATION**

- 8.1 Consultation has been carried out with the Senior Leadership Team (SLT) in arriving at the governance process for the 2022/23 budget monitoring process and the 2022/23 budget setting process. This report will also be shared and reviewed by the Independent Panel.
- 8.2 Since the budget was agreed at Full Council on 28 February, some proposals may have been the subject of further consultation with Members, Customer and Residents. The details of these are included within the individual business cases or are the subject of separate reports to the Committee

## **9.0 EQUALITY IMPLICATIONS**

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2 At this time, there are no further equality implications as these have already been identified for the proposals agreed and submitted. However, where the budget is unbalanced and further proposals are required, then there may be equality implications associated with these, and these will be addressed within the relevant business cases presented to the Committee.

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

- 10.1 This report has no direct environmental implications, however due regard is given as appropriate in respect of procurement and expenditure decision-making processes that contribute to the outturn position.

## **11.0 COMMUNITY WEALTH IMPLICATIONS**

- 11.1 In year activity will have incorporated community wealth implications. Consideration would have taken account of related matters across headings such as the following:
- **Progressive Procurement and Social Value**  
How we commission and procure goods and services. Encouraging contractors to deliver more benefits for the local area, such as good jobs,

apprenticeship, training & skills opportunities, real living wage, minimising their environmental impact, and greater wellbeing.

- **More local & community ownership of the economy**  
Supporting more cooperatives and community businesses.  
Enabling greater opportunities for local businesses.  
Building on the experience of partnership working with voluntary, community and faith groups during the pandemic to further develop this sector.
- **Decent and Fair Employment**  
Paying all employees a fair and reasonable wage.
- **Making wealth work for local places**

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#### **APPENDICES**

APPENDIX 1 – Progress on the delivery of the 2022-23 Saving Programme

APPENDIX 2 – Earmarked Reserves

APPENDIX 3 – Breakdown of Capital

#### **BACKGROUND PAPERS**

#### **SUBJECT HISTORY (last 3 years)**

<b>Council Meeting</b>	<b>Date</b>
<b>Policy and Resources Committee</b>	<b>14 June 2023</b>
<b>Policy and Resources Committee</b>	<b>15 February 2023</b>
<b>Policy and Resources Committee</b>	<b>18 January 2023</b>
<b>Policy and Resources Committee</b>	<b>09 November 2022</b>
<b>Policy and Resources Committee</b>	<b>13 July 2022</b>
<b>Council</b>	<b>28 February 2022</b>
<b>Policy and Resources Committee</b>	<b>15 February 2022</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>22 October 2020</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>3 December 2020</b>

<b>Environment, Climate Emergency and Transport Committee</b>	<b>1 February 2021</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>16 March 2021</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>14 June 2021</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>7 September 2021</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>15 November 2021</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>20 January 2022</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>1 March 2022</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>20 June 2022</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>20 October 2022</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>30 November 2022</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>30 January 2023</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>14 March 2023</b>

## Appendix 1 - Progress on the delivery of the 2022-23 saving programme

Saving Proposal	Approved Saving	Delivered	Delivered through mitigation	Delayed/unachieved in year	Comment
<b>Neighbourhood Services</b>					
Highways Operational Services - Income Exploration	£0.030m	£0.000m	£0.030m	£0.000m	This saving was not achieved due to income shortfalls within Highways arising from increases in supply chain costs. This saving was mitigated through identification of additional costs that could be capitalised.
Fleet efficiencies in Transport - going green	£0.020m	£0.000m	£0.020m	£0.000m	This saving will be achieved through a review and replacement of some fleet vehicles with newer models which are more efficient. There is a risk associated with this saving due to increased inflation impacting fuel bills. Mitigation was achieved through opportunities that have arisen since April 2022 in relation to a review of the transport fleet and income generation.
Capitalisation of Highways salaries	£0.015m	£0.015m	£0.000m	£0.000m	Saving achieved. Full year costs of £0.015m have been identified which relate to employees currently working on capital projects.
Highways maintenance Contracts	£0.025m	£0.025m	£0.000m	£0.000m	Savings have been achieved. Maintenance spend has been reduced this year as expenditure was only incurred for essential works.

Saving Proposal	Approved Saving	Delivered	Delivered through mitigation	Delayed/unachieved in year	Comment
Street Lighting Service Savings	£0.050m	£0.050m	£0.000m	£0.000m	Saving achieved.
Car park maintenance 1 year budget reduction	£0.050m	£0.050m	£0.000m	£0.000m	Saving achieved.
Eco and Forest School Income	£0.020m	£0.000m	£0.020m	£0.000m	Income generation plans were finalised during 2022/23. To date no income has been achieved but it is expected that this will be achieved from 2023/24 onwards. Mitigation has been achieved through a current vacancy within the Forest Schools service area of Parks.
Tree management Team Commercial Offer	£0.025m	£0.000m	£0.025m	£0.000m	Due to the unforeseen departure of the Tree Manager, delays have been encountered to progress the saving meaning the service had to put temporary cover in to complete this project. £5K of income has been generated this year. It is expected that the full saving will be achieved from 2023/24 onwards. Mitigation will be achieved through a vacant Tree Manager post whilst work continues to generate the income associated with this saving.

<b>Saving Proposal</b>	<b>Approved Saving</b>	<b>Delivered</b>	<b>Delivered through mitigation</b>	<b>Delayed/unachieved in year</b>	<b>Comment</b>
Rent of Café - Royden	£0.010m	£0.010m	£0.000m	£0.000m	The site has been operational from August 2022 and this saving has been fully achieved in 2022/23.
Income increase on allotments	£0.050m	£0.050m	£0.000m	£0.000m	Saving is fully achieved.
Increase in charges for Waste and Environmental services.	£0.462m	£0.462m	£0.000m	£0.000m	Saving is fully achieved.
Removal of Vacancies in Environmental and Waste team	£0.100m	£0.100m	£0.000m	£0.000m	Saving is fully achieved.
Suspension of Climate Emergency Initiatives	£0.125m	£0.125m	£0.000m	£0.000m	Saving is fully achieved.
Remodelling of Street Cleansing: Plus special events	£0.214m	£0.214m	£0.000m	£0.000m	Saving is fully achieved.
Review of overtime budget in Parks	£0.015m	£0.015m	£0.000m	£0.000m	Saving is fully achieved.
Reduce grass cutting from 10 to 8 cuts	£0.100m	£0.100m	£0.000m	£0.000m	Saving is fully achieved.
Cease community firework displays	£0.030m	£0.030m	£0.000m	£0.000m	Saving is fully achieved.

<b>Saving Proposal</b>	<b>Approved Saving</b>	<b>Delivered</b>	<b>Delivered through mitigation</b>	<b>Delayed/ unachieved in year</b>	<b>Comment</b>
Income Strategy - Cemeteries and crematorium service	£0.053m	£0.053m	£0.000m	£0.000m	Saving is fully achieved.
Fund ASB Post from PCC grant	£0.050m	£0.050m	£0.000m	£0.000m	Saving is fully achieved.
Review Engagement Officer secondment	£0.035m	£0.035m	£0.000m	£0.000m	Saving is fully achieved.
Introduce Overnight Camper Van Parking Charge in New Brighton	£0.035m	£0.001m	£0.000m	£0.034m	The option went live on 8th July. An Experimental Traffic Regulation Order (ETRO) allows for comments to be received during the first 6 months and amendments to be made if required. Income to date is £600, no penalties have been issued to campervans parking in contravention as compliance has been achieved.
Transport efficiencies	£0.070m	£0.040m	£0.030m	£0.000m	Savings to date have been achieved through mitigation as employees associated with this saving are still in post.

Saving Proposal	Approved Saving	Delivered	Delivered through mitigation	Delayed/unachieved in year	Comment
Reduction in Community Patrol Service	£0.150m	£0.100m	£0.050m	£0.000m	Savings were delayed due to lead in pressures due to employees working notice periods. This saving will be fully achieved this year through mitigation and funding from Reserves.
<b>Total Committee</b>	<b>£1.734m</b>	<b>£1.525m</b>	<b>£0.175m</b>	<b>£0.034m</b>	

## Appendix 2 – Earmarked Reserves

Reserve	Opening Balance £000	Use of Reserve £000	Contribution to Reserve £000	Closing Balance £000
Health & Safety Flood Prevention	455	-455	0	0
Parks Tree Maintenance	187	-187	0	0
Environmental Health	300	-260	0	40
Climate Emergency	100	-100	0	0
Litter Enforcement - development of initiatives	49	-49	0	0
Weed Spraying : Mitigate against additional costs	41	-41	0	0
Birkenhead Park World Heritage Site Lottery Bid	40	-40	0	0
Coastal Protection	35	0	0	35
Environmental Health F.S.A. Backlog	28	-28	0	0
Trading Standards	25	0	0	25
Hilbre Island - Legacy	21	0	0	21
Health & Safety Armed Forces Welfare Pathway	14	0	0	14
BikeSafe	10	-2	0	8
Repairs & Maintenance upgrades on Public Conveniences	8	0	0	8
LAMPS to Concerto system replacement	2	-2	0	0
Storeton Quarry	30	0	0	30
<b>Total</b>	<b>1,345</b>	<b>-1,164</b>	<b>0</b>	<b>181</b>

### Appendix 3 – Breakdown of Capital Programme

Area	Scheme	2022/23				2023/24	2024/25	2025/26
		Budget 01/04/22	Q4 Forecast Budget	Out-turn	Variance	Budget	Budget	Budget
Building	Energy efficient buildings	900	0	0	0	370	370	0
CCTV	Removal of remaining analogue CCTV circuits-21-22	79	79	75	4	0	0	0
Climate	Air Quality Control DEFRA	0	120		120	0	0	
	Climate Emergency Budget	0	105	53	52	0	0	0
Flood Prevent	Coastal Defence - Meols Feasibility Study	100	30	0	30	70	0	0
	Connecting Wirral Waters: Detailed Design	610	617	575	42	0	0	0
	Coronation Park Sustainable Drainage	222	222	0	222	0	0	0
	Moreton Sandbrook Drainage	433	23	0	23	180	0	0
	SUD - Leasowe to Seacombe Corridor	931	4,716	1,700	3,016	0	0	0
	Surface Water Management Scheme	83	83	26	57	0	0	0
	Wallasey	100	750	740	10	608	0	0

	<b>Embankment Toe Reinforcement</b>							
	<b>West Kirby Flood alleviation</b>	8,802	15,512	13,010	2,502	0	0	0
	<b>West Kirby Marine Lake Study</b>	0	3	3	0	0	0	0
	<b>Woodchurch Rd Drainage</b>	80	0	0	0	0	0	0
<b>Parks</b>	<b>Allotment Sites Expansion</b>	125	61	53	8	64	0	0
	<b>Arrowe Country Park - New Machine Shed &amp; Wash Bay</b>	121	13	12	1	108	0	0
	<b>Arrowe Country Park Depot: Re-Surfacing, Material Bays &amp; Electronic Entrance Barrier</b>	38	12	11	1	26	0	0
	<b>Beach Cleaning - Replacement of equipment</b>	94	0	0	0	0	0	0
	<b>Birkenhead Park Depot Resurfacing</b>	30	0	0	0	0	0	0
	<b>Birkenhead Park Event Infrastructure</b>	164	0	0	0	0	0	0
	<b>Birkenhead Park World Heritage Project Team</b>	85	0	0	0	85	0	0

	<b>Cemetery Extension &amp; Improvements (Frankby)</b>	142	0	0	0	142	0	0
	<b>Landican Chapels</b>	119	0	0	0	40	0	0
	<b>Levelling Up Parks Fund-Woodchurch</b>	0	67	29	38	0	0	0
	<b>Lever Sports Pavilion</b>	80	0	0	0	0	80	0
	<b>New Ferry Rangers Community Clubhouse</b>	1,042	542	199	343	500	0	0
	<b>Parks and Countryside DDA</b>	447	27	26	1	420	0	0
	<b>Parks Machinery</b>	2,635	0	0	0	2,136	499	0
	<b>Parks Vehicles</b>	1,071	0	0	0	580	449	42
	<b>Play Area Improvements</b>	327	200	150	50	127	0	0
	<b>Plymyard Cemetery Roadways</b>	75	55	0	55	20	0	0
	<b>Plymyard Playing Field</b>	147	20	13	7	127	0	0
	<b>Wirral Country Park Car Park Surfacing</b>	63	9	9	0	0	0	0
	<b>Wirral Way Widening</b>	180	211	150	61	9	0	0
<b>Roads and Bridges</b>	<b>Aids to Navigation</b>	40	18	18	0	0	0	0
	<b>Bridges excluding Dock Bridge</b>	580	510	411	99	795	0	0

	<b>Dock Bridges replacement</b>	500	210	0	210	0	0	0
	<b>Highway Maintenance</b>	482	6,938	4,588	2,350	4,863	563	563
	<b>Highways Asset Management System - procurement of integrated asset management system</b>	49	74	74	0	0	0	0
	<b>Key Route Network (LGF3) - Operate Key Roads / Routes Efficiently</b>	166	166	0	166	0	0	0
	<b>Key Route Network CRSTS</b>	0	1,400	1,144	256	1,500	0	0
	<b>Lyndale Ave Parking &amp; Safety Measures</b>	125	125	1	124	0	0	0
	<b>Major Infrastructure Development &amp; Strategic Transport Forward Planning - Traffic Management</b>	333	133	123	10	200	0	0
	<b>Modernisation of CCTV System</b>	120	0	0	0	0	0	0
	<b>Northbank West Cycle Scheme</b>	1	35	35	0	0	0	0

	<b>Onstreet Residential Chargepoint Scheme</b>	102	0	0	0	0	0	0
	<b>TAG Bus Case-A41 Corridor North</b>	192	192	0	192	0	0	0
	<b>TAG Bus Case-Wirral Waters outline</b>	179	179	140	39	0	0	0
	<b>Tower Road National Productivity Investment Fund (NPIF) - ease congestion / upgrade national or local networks</b>	393	193	36	157	0	0	0
	<b>Town Link Viaduct</b>	332	0	0	0	0	0	0
<b>Street Lighting</b>	<b>Street Lighting Column - Replacement or Upgrade</b>	1,070	870	587	283	200	0	0
	<b>Street Lighting - Illuminated Lighting and Signage</b>	294	294	267	27	0	0	0
<b>Travel and Trans</b>	<b>Active Travel Tranche 1</b>	86	86	86	0	0	0	0
	<b>Active Travel Tranche 2</b>	1,597	1,608	91	1,517	0	0	0
	<b>Combined Authority Transport Plan</b>	1,529	1,102	904	198	3,514	2,160	0

	(CATP)							
	Depot Welfare Improvements	232	232	187	45	0	0	0
	Quick Win Levy	45	45	30	15	0	0	0
	STEP	16	16	17	-1	0	0	0
	Traffic Signal LED Upgrade	0	982	471	511	655	0	0
Tree Strategy	Tree Strategy	121	121	91	30	34	0	0
	Urban Tree Challenge Fund	409	409	262	147	0	0	0
UK Shared Prosperity Fund	UK Shared Prosperity Fund (UKSPF)	0	68	1	67	109	386	0
Waste	Food Waste	0	0	0	0	0	3,200	0
<b>Total</b>		<b>28,318</b>	<b>39,483</b>	<b>26,398</b>	<b>13,085</b>	<b>17,482</b>	<b>7,707</b>	<b>605</b>