



Provisional Financial Outturn 2022/23

July 2023

This report receives scrutiny and approval from Members of Cheshire East Council. As a public report, the Council welcomes feedback to the information contained here.

Anyone wanting to comment is invited to contact the Council at:

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Introduction

Cheshire East Council is the third largest Council in the Northwest of England, supporting over 398,000 local people with annual spending of over £470m.

Local government is going through a period of financial challenges, with a combination of the impact of increasing demand for services and rising costs due to inflation. There is also increasing uncertainty associated with income from business rates and government grants.

Demand for Council services is increasing, with more individuals and families needing support and services than ever before. This reflects an increase in population but also reflects changes in demographics and the national cost of living increases. This demand has resulted in a provisional outturn of £324.7m against a revised net revenue budget of £318.7m, an overall revenue budget overspend of £6.0m.

The likelihood of this negative outturn emerged through quarterly reporting and reflected the higher than forecast inflation in prices and wages. Within this overall position there was underspending within Place based services and within Corporate Services. The overspending pressure was mostly contained in care services and transport costs.

The Medium-Term Financial Strategy was significantly reviewed in the period November 2022 to January 2023 to respond to the emerging financial issue. The pressures affecting the medium term finances of the Council have been addressed as part of the MTFS process for 2023 to 2027.

To support openness and transparency, and provide evidence of strong governance, the report has a main section, to provide background and context, and then nine supporting appendices with detailed information about allocation and management of public money during 2022/23:

The **Financial Stability** section provides information on the overall financial stability and resilience of the Council. It demonstrates how spending in 2022/23 is being funded, including the positions on overall service budgets, centrally held budgets, council tax and business rates. Further details are contained in the appendices.

- **Appendix 1** Adults and Health Committee.
- **Appendix 2** Children and Families Committee.
- **Appendix 3** Corporate Policy Committee.
- **Appendix 4** Economy and Growth Committee.
- **Appendix 5** Environment and Communities Committee.
- **Appendix 6** Finance Sub-Committee.
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- **Appendix 9** Update to the Investment Strategy.

Alex Thompson

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(Section 151 Officer)

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2022/23 Provisional Outturn - Financial Position

| 2022/23 Outturn Review | Revised Budget (NET) £m | Provisional Outturn £m | Variance Over / For further information please see (Underspend) the following sections £m |
|---|--------------------------------------|----------------------------------|---|
| Service Directorates | | | |
| Adults, Health & Integration | 121.7 | 132.2 | 10.5 Financial Stability and Appendix 1 |
| Children and Families | 78.6 | 83.8 | 5.2 Financial Stability and Appendix 2 |
| Place | 80.3 | 79.1 | -1.2 Financial Stability and Appendix 4,5,7 |
| Corporate | 39.7 | 39.1 | -0.7 Financial Stability and Appendix 3 |
| Central Budgets | | | |
| Capital Financing | 17.1 | 17.1 | 0.0 Appendix 6 - Section 4 |
| Transfer to/(from) Earmarked Reserves | -5.7 | -11.7 | -6.0 Appendix 6 - Section 5 |
| Corporate Contributions / Central Budgets | -13.0 | -14.9 | -1.9 Financial Stability |
| TOTAL NET EXPENDITURE | 318.7 | 324.7 | 6.0 |
| Business Rates Retention Scheme | -28.3 | -28.3 | 0.0 Financial Stability |
| Specific Unringfenced Grants | -36.5 | -36.6 | 0.0 Appendix 6 - Section 2 |
| Council Tax | -253.8 | -253.8 | 0.0 Financial Stability |
| FUNDING | -318.7 | -318.7 | 0.0 |
| NET (SURPLUS) / DEFICIT | 0.0 | 6.0 | 6.0 |

Financial Stability

Introduction

1. The Council has a track record of sound financial management. Nevertheless, in common with all UK local authorities the Council finds itself in a position where pressures on the revenue budget are intensifying as a result of rapid inflation, the legacy impact of the Coronavirus pandemic and increasing cost of living pressure on households. These issues have the effect of increasing the demand for services and increasing costs of services.
2. Complexity and market sustainability in Adults' and Children's Social Care remains the most significant financial pressure for the Council in the medium term. Rising inflation in fuel, utilities and wage levels are affecting costs across all services.
3. In March a forecast outturn of £7.7m net overspend was reported at the Corporate Policy Committee (The full report can be found [Corporate Policy Committee 23 March 2022](#))
4. The outturn position is now an overspend of £6.0m. **Table 1** provides a service summary of financial performance and the narratives provide further details in the following paragraphs.

Table 1 - Provisional Revenue Outturn

| 2022/23 Outturn Review | Revised Budget (NET) £m | Provisional Outturn Over / (Underspend) £m | Change from Third Review Over / £m |
|--|----------------------------------|---|---|
| Service Directorates | | | |
| Adult Social Care | 116.5 | 11.0 | 2.4 |
| Commissioning | 5.2 | -0.5 | -0.8 |
| Public Health | 0.0 | 0.0 | 0.0 |
| Adults and Health Committee | 121.7 | 10.5 | 1.6 |
| Directorate | 1.2 | -0.6 | -0.2 |
| Children's Social Care | 46.9 | 4.7 | 2.2 |
| Education and 14-19 Skills | 22.4 | 3.0 | -0.1 |
| Strong Start, Family Help and Integration | 8.0 | -1.9 | -0.2 |
| Children and Families Committee | 78.6 | 5.2 | 1.7 |
| Directorate | 0.7 | -0.1 | 0.0 |
| Growth and Enterprise | 22.3 | -1.6 | -1.0 |
| Economy and Growth Committee | 23.0 | -1.8 | -0.9 |
| Environment & Neighbourhood Services | 43.6 | 2.2 | -0.6 |
| Environment and Communities Committee | 43.6 | 2.2 | -0.6 |
| Highways and Infrastructure | 13.7 | -1.6 | -1.5 |
| Highways and Transport Committee | 13.7 | -1.6 | -1.5 |
| Directorate | 0.5 | 0.0 | 0.1 |
| Finance and Customer Services | 12.7 | 0.4 | -0.2 |
| Governance and Compliance Services | 11.1 | -0.8 | -0.1 |
| Communications | 0.7 | 0.0 | 0.0 |
| HR | 2.5 | -0.5 | -0.3 |
| ICT | 10.0 | 0.3 | -0.5 |
| Policy and Change | 2.3 | 0.0 | 0.0 |
| Corporate Policy Committee | 39.7 | -0.7 | -1.0 |
| Total Services Net Budget | 320.3 | 13.9 | -0.7 |
| Central Budgets | | | |
| Capital Financing | 17.1 | 0.0 | 0.0 |
| Transfer to/(from) Earmarked Reserves | -5.7 | -6.0 | 0.0 |
| Corporate Contributions / Central Budgets | -13.0 | -1.9 | -1.0 |
| Total Central Budgets | -1.6 | -7.9 | -1.0 |
| Total Net Budget | 318.7 | 6.0 | -1.7 |
| Business Rates Retention Scheme | -28.3 | 0.0 | 0.0 |
| Specific Grants | -36.5 | 0.0 | 0.0 |
| Council Tax | -253.8 | 0.0 | 0.0 |
| FUNDING | -318.7 | 0.0 | 0.0 |
| Net Position | 0.0 | 6.0 | -1.7 |

5. Adults and Health Committee:

- The Adult Social Care (Operations and Commissioning) and Public Health budgets remain under continued pressure across the country. The rising cost of Social Care in Cheshire East is driven by increasing demand for services, increasing complexity of the demand and increasing costs in providing them. Demand for Social Care is therefore not driven exclusively by an ageing population, the prevalence of disability among working-age adults has also increased over recent years. In addition to increasing demand, the unit cost of providing care services is also going up, driven mainly by workforce costs and this has been recognised in the 2023/24 budget where growth has been allocated.

6. Children and Families Committee:

- The Children and Families final outturn for 2022/23 reflects a £5.2m overspend. The breakdown of that position is shown in the main summary table. The key pressure areas for the directorate include the following:
- Children's social care agency placements – where the number of children in care has continued to increase from 521 at April 2022 to 585 at April 2023 and placement costs are increasing by more than inflation.
- The increased use and cost of agency staff in children's social care to cover vacant posts.
- Higher legal costs within children's social care with longer processes and more challenge.
- Home to school transport costs – where a mix of increasing numbers of pupils with an education, health and care plan (EHCP), driver shortages and increasing fuel costs have seen overall costs rise.

- Educational Psychologists – where there is the need for agency staff to cover posts and challenges in recruiting and retaining staff.
- The £5.2m reflects the position after £4m of one-off mitigating measures have been applied including resettlement funding, funding transformation costs from capital receipts and use of earmarked reserves. As a result, the underlying pressure is much greater.
- A number of these items are reflected in growth allocations in the MTFs. However, the position will require careful management during 2023/24 and the Directorate is developing work plans.

Dedicated School Grant (DSG):

- The key pressure on DSG relates to the high needs block where the SEND service continues to see a significant increase in the number of pupils with an EHCP.
- This has placed pressure on the grant used to provide funding for children with SEND in various settings and led to a £21.2m overspend in 2022/23. This adds on to the brought forward deficit of £25.7m to take the DSG Reserve to a £46.9m deficit position.
- This is in line with the budget gap as determined by the council's DSG Management Plan that was reported to Children and Families Committee in September 2022 and set out the planned expenditure and income on high needs over the medium term.
- The deficit is currently being managed by an accounting override until 2026 which allows it to be treated as an un-usable reserve. At this stage the position is not recoverable unless there are significant changes to funding or demand or both.

7. Environment and Communities Committee:

- Environment & Neighbourhood Services are reporting a pressure of £2.2m against a net budget of £43.6m. £1.9m of this relates to income pressures in Planning, Libraries and Licensing as a legacy of the covid pandemic. £0.4m relates to covid related costs as more people are working from home leading to increased waste collection and transfer costs due to tonnage growth. A net £0.9m non covid pressure arises in Environmental Services due to the impact of the pay rise pressure on the cost of services delivered to the Council by it's wholly owned companies, plus increased costs as a consequence of significant inflation impacts against waste disposal contracts, together with waste transfer station maintenance and compliance measures. These costs increased have been mitigated to some extent by a higher than expected bereavement income surplus and a tonnage rebate from Ansa due mainly to lower organic waste in quarter 4. There is a large staffing underspend across the majority of services due to vacancies and delaying recruitment to improve the overall Council financial position, offset slightly by the pay rise pressure.

8. Economy and Growth Committee:

- Growth & Enterprise have an underspend of £1.6m against a net budget of £22.3m. There were a number of measures taken to help with the Council's financial position including releasing funding in Economic Development of £0.8m, reduction in planned maintenance in Facilities Management and Farms, stopping non-essential spend and holding vacancies across the majority of the services. Growth & Enterprise had inflationary pressures from the pay rise, responsive maintenance and energy costs which reduced the underspend available.

9. Highways and Transport Committee:

- Highways & Infrastructure are reporting an underspend of £1.6m against a net budget of £13.7m. There is a pressure of £0.8m included within these figures for lower income received from pay and display car parks, annual and quarterly parking permits and from penalty charge notices within Parking. This has been offset by £1.3m of additional income from Highways and Infrastructure, releases of earmarked reserves to improve the Council position of £0.4m, vacancies and delayed recruitment across the majority of services and a LEP contribution towards HS2.

10. Corporate Policy Committee:

- The Corporate Services Directorate has reported an underspend against budget of £651,000.
- The main underspends in the service were due to holding vacancies across many services in the Directorate, reduced non-essential spend, and, as a result of the continued impact of COVID bounce-back, additional marriage income in Registrations. These underspends were partially offset by overspends in ICT Shared Services, and the shared Transactional Services Centre. There was also an overspend on Housing Benefits Payments Centre, which is a volatile budget and additional one-off costs relating from the implementation of the Unit 4/Best4Business System, which cannot be charged to the joint capital project with Cheshire West and Chester Council.

11. Central Budgets:

- The Central Budgets are reporting an underspend of £7.9m against budget. This relates to the drawdown from reserves, for prior year funding that has been carried forward to 2022/23, to offset Covid scarring costs held within services and the over recovery of past service employer pension contributions compared to the budget set.

12. Other Companies:

- The Council's wholly owned companies' core contract expenditure was £37.94m in 2022/23, relating to services provided at cost for the Council. This position includes a net £1.5m of additional costs in year, relating to pay award pressures, significant inflation against contracts and materials, the legacy effects of Covid and increased demand for services; partly offset by improvements against waste tonnages, bereavement income and staffing vacancies, and other efficiencies. The net increase in cost is reflected in the Council's outturn position, mainly against Environment & Communities Committee services, but also partly Highways & Transport Committee functions.
- Ansa and Orbitas realised £0.356m in profits (after tax) from commercial activities. Although Transport Service Solutions (TSS) ceased trading on 31 March 2022, there were residual transactions in 2022/23, as part of winding down the company, generating a £0.106m surplus as at 31 March 2023, which will be paid as a final dividend in 2023/24. An interim dividend of £0.291m was paid in-year from TSS to the Council.

Outturn Impact

13. At the third financial update stage it was planned that £5.2m would be used from the MTFS reserve to mitigate the forecast overspend. The residual impact on General Reserves were planned to be a reduction of £2.5m, decreasing the forecast closing balance of £14.9m to a potential closing balance of £12.4m, which is aligned to the risk assessed level of reserves for the 2023/24 Budget.
14. The actual overspend has allowed the use of the General Reserve to be reduced to £0.8m taking the closing balance to £14.1m.

Collecting Local Taxes for Local Expenditure

15. Cheshire East Council collects Council Tax and Non Domestic Rates for use locally and nationally.

Council Tax

16. Council tax is set locally and retained for spending locally. Council tax was set for 2022/23 at £1,626.24 for a Band D property. This is applied to the taxbase.
17. The taxbase for Cheshire East reflects the equivalent number of domestic properties in Band D that the Council is able to collect council tax from (after adjustments for relevant discounts, exemptions and an element of non-collection). The taxbase for 2022/23 was agreed at 156,607.48 which, when multiplied by the Band D charge, means that the expected income for the year is £254.7m.
18. In addition to this, Cheshire East Council collects council tax on behalf of the Cheshire Police and Crime Commissioner, the Cheshire Fire Authority and Parish Councils. **Table 3** shows these amounts separately, giving a total budgeted collectable amount of £313.8m.
19. This figure is based on the assumption that the Council will collect at least 99% of the amount billed. The Council will always pursue 100% collection, however to allow for non-collection the amount billed will therefore exceed the budget.
20. This figure may also vary during the year to take account of changes to Council Tax Support payments, the granting of discounts and exemptions, and changes in numbers and value of properties. The amount billed to date is £315.6m.

Table 3 – Cheshire East Council collects Council Tax on behalf of other precepting authorities

| | £m |
|--|--------------|
| Cheshire East Council | 254.7 |
| Cheshire Police and Crime Commissioner | 36.9 |
| Cheshire Fire Authority | 12.9 |
| Town and Parish Councils | 9.3 |
| Total | 313.8 |

21. **Table 4** shows collection rates within three years and, following a slight drop below this rate during the Covid-19 pandemic, demonstrates that 99% collection rate is on target to be achieved within this period for 2022/23.

22. **Table 4 – 99% of Council Tax is collected in three years**

| Financial Year | CEC Cumulative | | | |
|----------------|----------------|---------|---------|---------|
| | 2019/20 | 2020/21 | 2021/22 | 2022/23 |
| | % | % | % | % |
| After 1 year | 97.9 | 97.4 | 97.8 | 98.2 |
| After 2 years | 98.8 | 98.6 | 98.5 | ** |
| After 3 years | 98.9 | 98.9 | ** | ** |

**data not yet available

23. The council tax in-year collection rate for the period up to the end of March 2023 is 98.2%. This is a small increase of 0.4% on the previous year, despite current cost of living pressures. Facilities are in place for residents to extend payments where needed and staff are engaging with residents who need additional support.

24. Council tax support payments were budgeted at £18.4m for 2022/23 and at the end of March 2023 the total council tax support awarded was £18.7m.

25. During 2021/22 there was a consultation and review of the Council Tax Support scheme resulting in some amendments being made. The revised scheme was confirmed by full Council in December 2021.

26. Council tax discounts awarded are £29.4m which is an increase of £1.9m in comparison to the same period in 2021/22. This increase is attributable to work related to raising awareness of the discounts available to residents.

27. Council tax exemptions awarded is £8.0m, which is a small increase of £0.4m compared with 2021/22.

Non-Domestic Rates (NDR)

28. NDR is collected from businesses in Cheshire East based on commercial rateable property values and a nationally set multiplier. The multiplier changes annually in line with inflation and takes account of the costs of small business rate relief.

29. The small business multiplier applied to businesses which qualify for the small business relief was set at 49.9p in 2022/23. The non-domestic multiplier was set at 51.2p in the pound for 2022/23.

30. **Table 5** demonstrates how collection continues to improve even after year end. The table shows how over 99% of non-domestic rates are collected within three years.

31. **Table 5 – Over 99% of Business Rates are collected within three years**

| Financial Year | CEC Cumulative | | | |
|----------------|----------------|---------|---------|---------|
| | 2019/20 | 2020/21 | 2021/22 | 2022/23 |
| | % | % | % | % |
| After 1 year | 98.2 | 92.4 | 95.6 | 98.2 |
| After 2 years | 98.4 | 97.4 | 98.3 | ** |
| After 3 years | 99.2 | 99.0 | ** | ** |

**data not yet available

32. The business rates in-year collection rate for the period up to the end of March 2023 is 98.2%. This is a 2.6% increase on last year and continues the growth of collection rates back to pre-pandemic figures. A return to standard collection processes and government support through additional reliefs has assisted the recovery in collection.

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July 2023

Appendix 7 : Highways and Transport Committee

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Highways and Transport Committee Extracts

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2. Corporate Grants Register

Table 1: Highways and Transport Committee Grants

**Table 2: Delegated Decision Additional Grant Funding (Specific Use)
£500,000 or less**

3. Debt Management

4. Capital Strategy

5. Reserves Strategy

Appendix 7

Highways and Transport Committee

1. Changes to Revenue Budget 2022/23 since Third Financial Review Update

| | Third review Net Budget £000 | Additional Grant Funding £000 | Restructuring & Realignments £000 | Revised Net Budget £000 |
|-------------------------------|---------------------------------------|--|---|----------------------------------|
| Highways and Transport | | | | |
| Highways & Infrastructure | 13,792 | - | (129) | 13,663 |
| | 13,792 | - | (129) | 13,663 |

2. Corporate Grants Register

Table 1 – Corporate Grants Register

| Grants 2022/23 | Revised Forecast FR3 2022/23 £000 | Final Outturn 2022/23 £000 | Change from Revised Forecast FR3 2022/23 £000 | Treatment of Grant <i>Notes 2 - 5</i> |
|--|---|-------------------------------------|---|---|
| HIGHWAYS & TRANSPORT | | | | |
| Specific Purpose (Held within Services) | 3,167 | 954 | (2,213) | |
| General Use (Held Corporately) | | | | |
| Pavement Licensing - New Burdens | 13 | 13 | 0 | |
| TOTAL HIGHWAYS & TRANSPORT | 3,180 | 966 | (2,213) | |

Notes

- 1 The Dedicated Schools Grant, Pupil Premium Grant, Sixth Form Grant and Other School Specific Grant from the Education Funding Agency (EFA) figures are based on actual anticipated allocations. Changes are for in-year increases/decreases to allocations by the DfE and conversions to academy status.
- 2 SRE - Supplementary Revenue Estimate requested by relevant service.
- 3 ODR - Officer Decision Record to approve immediate budget change to relevant service.
- 4 Reserves - transfer to reserves at year end.
- 5 Balances - amount will be included as a variance to budget.

2.1 Cheshire East Council receives two main types of Government grants; specific use grants and general purpose grants. Specific use grants are held within the relevant service with a corresponding expenditure budget. Whereas general purpose grants are held in central budgets with a corresponding expenditure budget within the allocated service area.

2.2 Spending in relation to specific use grants must be in line with the purpose for which it is provided.

2.3 The grant outturn position reflects the grant values that were used during the year. This may be different than the actual amount of grant received during the year. The remaining

amounts from grants that are not used in full during 2022/23 are carried forward to meet expenditure in financial year 2023/24. The decrease in grants since the third review is due to the change in which year the grants will be used.

2.4 **Table 2** shows additional grant allocations that have been received which are £500,000 or less and are for noting only.

Table 2 – Note Delegated Decision - Supplementary Revenue Estimate Requests for Allocation of Additional Grant Funding (Specific Use) £500,000 or less

| Committee | Type of Grant | £000 | Details |
|--|---|----------|---|
| Highways and Transport | Apprentice Incentive Scheme (Specific Purpose) | 2 | This grant is from the Department for Education. Payment for taking on an apprentice and can be spent on any costs associated with supporting an apprentice in the workplace including salary (https://www.gov.uk/guidance/incentive-payments-for-hiring-a-new-apprentice). This is allocated via Children’s Services. |
| Total Specific Purpose Allocations £500,000 or less | | 2 | |

3. Debt Management

| | Outstanding Debt £000 | Over 6 months old £000 |
|---|--------------------------|---------------------------|
| Highways and Transport Committee | | |
| Highways and Infrastructure | 994 | 521 |
| | 994 | 521 |

4. Capital Strategy

Highways and Transport

CAPITAL

CAPITAL PROGRAMME 2022/23- 2025/26

| Scheme Description | Total Approved Budget £000 | Forecast Expenditure | | | | | Forecast Funding | | | | | Total Funding £000 | |
|--|-------------------------------|----------------------|----------------------------|------------------------------------|------------------------------------|------------------------------------|--|----------------|--------------------------------|-------------------------------|--------------------------|-----------------------|------------------------------|
| | | Prior Years £000 | Actuals 2022/23 £000 | Forecast Budget 2023/24 £000 | Forecast Budget 2024/25 £000 | Forecast Budget 2025/26 £000 | Total Forecast Budget 2022/26 £000 | Grants £000 | External Contributions £000 | Revenue Contributions £000 | Capital Receipts £000 | | Prudential Borrowing £000 |
| Committed Schemes | | | | | | | | | | | | | |
| Strategic Infrastructure | | | | | | | | | | | | | |
| A500 Dualling Scheme | 89,456 | 9,264 | 1,150 | 2,078 | 26,990 | 49,973 | 80,191 | 53,284 | 4,300 | 0 | 0 | 22,607 | 80,191 |
| A50 / A54 Holmes Chapel | 603 | 81 | 11 | 361 | 150 | 0 | 521 | 0 | 521 | 0 | 0 | 0 | 521 |
| A51 / A500 Corridor Nantwich | 278 | 231 | 47 | 0 | 0 | 0 | 47 | 28 | 0 | 0 | 0 | 19 | 47 |
| A54 / A533 Leadsmithy Street, Middlewich | 563 | 134 | 18 | 411 | 0 | 0 | 429 | 0 | 429 | 0 | 0 | 0 | 429 |
| A556 Knutsford to Bowdon | 504 | 361 | 0 | 45 | 98 | 0 | 143 | 0 | 143 | 0 | 0 | 0 | 143 |
| A6 MARR CMM Disley | 1,722 | 1,646 | 11 | 65 | 0 | 0 | 76 | 0 | 22 | 0 | 0 | 54 | 76 |
| A6 MARR CMM Handforth | 1,200 | 492 | 13 | 295 | 400 | 0 | 709 | 226 | 48 | 0 | 0 | 434 | 709 |
| A6 MARR Technical Design | 473 | 271 | 6 | 196 | 0 | 0 | 203 | 70 | 133 | 0 | 0 | 0 | 203 |
| Congleton Link Road | 88,443 | 69,970 | 1,483 | 4,021 | 6,040 | 6,929 | 18,473 | 316 | 15,169 | 0 | 0 | 2,989 | 18,473 |
| Crewe Green Link Road | 26,625 | 26,170 | 436 | 19 | 0 | 0 | 455 | 0 | 19 | 0 | 0 | 436 | 455 |
| Crewe Green Roundabout | 7,500 | 7,053 | 3 | 57 | 190 | 197 | 447 | 0 | 444 | 0 | 0 | 3 | 447 |
| Flowerpot Phs 1 & Pinchpoint | 10,037 | 1,271 | 166 | 2,825 | 3,510 | 2,265 | 8,767 | 2,304 | 726 | 0 | 0 | 5,736 | 8,767 |
| Future High Streets Fund - Highways | 6,268 | 480 | 634 | 2,599 | 2,251 | 304 | 5,788 | 5,585 | 203 | 0 | 0 | 0 | 5,788 |
| Highway S106 Schemes | 1,269 | 0 | 352 | 749 | 168 | 0 | 1,269 | 129 | 1,047 | 0 | 0 | 93 | 1,269 |
| Infrastructure Scheme Development | 250 | 0 | 0 | 250 | 0 | 0 | 250 | 250 | 0 | 0 | 0 | 0 | 250 |
| Middlewich Eastern Bypass | 91,157 | 16,176 | 4,072 | 13,825 | 13,817 | 43,268 | 74,982 | 46,779 | 13,341 | 0 | 0 | 14,862 | 74,982 |
| Middlewich Rail Study | 20 | 0 | 0 | 20 | 0 | 0 | 20 | 20 | 0 | 0 | 0 | 0 | 20 |
| M6 Junction 19 | 24 | 23 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| North-West Crewe Package | 42,352 | 7,446 | 14,928 | 12,874 | 3,445 | 3,658 | 34,906 | 10,000 | 12,250 | 0 | 1,730 | 10,926 | 34,906 |
| Old Mill Road / The Hill Junction | 1,325 | 145 | 28 | 1,152 | 0 | 0 | 1,179 | 0 | 1,179 | 0 | 0 | 0 | 1,179 |
| Poynton Relief Road | 52,657 | 29,670 | 14,012 | 2,236 | 1,355 | 5,385 | 22,988 | 2,236 | 12,299 | 0 | 1,000 | 7,453 | 22,988 |
| S106 Davenport Lane, Arclid | 352 | 60 | 6 | 286 | 0 | 0 | 292 | 245 | 48 | 0 | 0 | 0 | 292 |
| Sydney Road Bridge | 10,501 | 10,103 | 1 | 59 | 140 | 198 | 398 | 0 | 397 | 0 | 0 | 1 | 398 |

Highways and Transport

CAPITAL

CAPITAL PROGRAMME 2022/23- 2025/26

| Scheme Description | Total Approved Budget £000 | Forecast Expenditure | | | | | | Forecast Funding | | | | | Total Funding £000 |
|--|-------------------------------|----------------------|----------------------------|------------------------------------|------------------------------------|------------------------------------|--|------------------|--------------------------------|-------------------------------|--------------------------|------------------------------|-----------------------|
| | | Prior Years £000 | Actuals 2022/23 £000 | Forecast Budget 2023/24 £000 | Forecast Budget 2024/25 £000 | Forecast Budget 2025/26 £000 | Total Forecast Budget 2022/26 £000 | Grants £000 | External Contributions £000 | Revenue Contributions £000 | Capital Receipts £000 | Prudential Borrowing £000 | |
| Committed Schemes | | | | | | | | | | | | | |
| Highways | | | | | | | | | | | | | |
| A532 Safer Road Fund Scheme | 1,223 | 260 | 86 | 877 | 0 | 0 | 963 | 864 | 0 | 0 | 0 | 99 | 963 |
| A536 Safer Road Fund Scheme | 2,404 | 1,461 | 357 | 587 | 0 | 0 | 943 | 849 | 0 | 0 | 0 | 94 | 943 |
| A537 Safer Road Fund Scheme | 2,733 | 745 | 1,256 | 732 | 0 | 0 | 1,988 | 1,745 | 0 | 0 | 0 | 243 | 1,988 |
| Air Quality Action Plan | 368 | 221 | 119 | 28 | 0 | 0 | 147 | 147 | 0 | 0 | 0 | 0 | 147 |
| Alderley Edge Bypass Scheme Implementation | 60,611 | 60,317 | 41 | 253 | 0 | 0 | 294 | 0 | 0 | 0 | 0 | 294 | 294 |
| Bridge Maintenance Minor Wks | 18,019 | 14,570 | 3,448 | 0 | 0 | 0 | 3,448 | 1,685 | 0 | 0 | 0 | 1,763 | 3,448 |
| Client Contract and Asset Mgmt | 1,283 | 510 | 223 | 550 | 0 | 0 | 773 | 603 | 0 | 0 | 0 | 170 | 773 |
| Crewe Rail Exchange | 6,702 | 6,693 | 0 | 9 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 9 |
| Highway Maintenance Minor Works | 17,583 | 0 | 17,258 | 326 | 0 | 0 | 17,583 | 10,685 | 0 | 0 | 0 | 6,898 | 17,583 |
| Highway Pothole/Challenge Fund | 8,353 | 7,925 | 149 | 279 | 0 | 0 | 428 | 0 | 0 | 0 | 0 | 428 | 428 |
| Jack Mills Way Part 1 Claims | 300 | 278 | 7 | 15 | 0 | 0 | 22 | 0 | 22 | 0 | 0 | 0 | 22 |
| Local Access Transport Studies | 600 | 83 | 66 | 451 | 0 | 0 | 517 | 517 | 0 | 0 | 0 | 0 | 517 |
| Local Highway Measures | 6,566 | 5,546 | 985 | 35 | 0 | 0 | 1,020 | 1,020 | 0 | 0 | 0 | 0 | 1,020 |
| Part 1 Claims | 34 | 34 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Programme Management | 1,011 | 784 | 184 | 44 | 0 | 0 | 227 | 227 | 0 | 0 | 0 | 0 | 227 |
| Road Network & Linked Key Inf | 83 | 78 | 0 | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 5 |
| Road Safety Schemes Minor Works | 5,652 | 5,056 | 472 | 124 | 0 | 0 | 596 | 496 | 0 | 0 | 0 | 100 | 596 |
| Traffic Signal Maintenance | 518 | 17 | 501 | 0 | 0 | 0 | 501 | 483 | 0 | 0 | 0 | 18 | 501 |
| Traffic Signs and Bollards - LED Replacement | 1,250 | 0 | 913 | 337 | 0 | 0 | 1,250 | 0 | 0 | 0 | 0 | 1,250 | 1,250 |
| Winter Service Facility | 999 | 479 | 97 | 163 | 130 | 130 | 520 | 0 | 0 | 0 | 0 | 520 | 520 |
| Strategic Transport & Parking Services | | | | | | | | | | | | | |
| Accessibility: Public Transport | 1,020 | 907 | 99 | 14 | 0 | 0 | 113 | 113 | 0 | 0 | 0 | 0 | 113 |
| Active Travel Fund | 724 | 436 | 139 | 149 | 0 | 0 | 288 | 288 | 0 | 0 | 0 | 0 | 288 |
| Active Travel (Cycling / Walking Route) Investment | 2,815 | 2,179 | 391 | 244 | 0 | 0 | 636 | 571 | 0 | 0 | 0 | 65 | 636 |
| Broadway Meadow Car Park | -1 | 0 | -1 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | -1 | -1 |
| Car Parking Improvements (including residents parking) | 322 | 262 | 4 | 56 | 0 | 0 | 60 | 0 | 0 | 14 | 0 | 46 | 60 |
| Digital Car Parking Solutions | 140 | 93 | 0 | 47 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 47 | 47 |
| National Cycle Network (NCN) Route 55 Middlewood Way | 669 | 0 | 116 | 552 | 0 | 0 | 669 | 669 | 0 | 0 | 0 | 0 | 669 |
| On-street Residential Charging | 255 | 0 | 41 | 215 | 0 | 0 | 255 | 155 | 0 | 0 | 0 | 100 | 255 |
| Pay and Display Parking Meters | 620 | 531 | 76 | 13 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 89 | 89 |
| Sustainable Travel Access Prog | 3,424 | 1,552 | 74 | 1,798 | 0 | 0 | 1,872 | 1,325 | 309 | 0 | 0 | 238 | 1,872 |
| Sustainable Modes of Travel to Schools Strategy (SMOTSS) | 625 | 472 | 153 | 0 | 0 | 0 | 153 | 153 | 0 | 0 | 0 | 0 | 153 |
| Town Studies | 550 | 426 | 4 | 120 | 0 | 0 | 124 | 124 | 0 | 0 | 0 | 0 | 124 |
| HS2 Programme | | | | | | | | | | | | | |
| Crewe HS2 Hub Project Development | 12,701 | 7,661 | 937 | 1,563 | 2,540 | 0 | 5,040 | 0 | 0 | 0 | 0 | 5,040 | 5,040 |
| Total Committed Schemes - In Progress | 593,733 | 300,618 | 65,575 | 54,009 | 61,223 | 112,307 | 293,114 | 144,208 | 63,048 | 14 | 2,730 | 83,115 | 293,114 |

Highways and Transport

CAPITAL

CAPITAL PROGRAMME 2022/23- 2025/26

| CAPITAL PROGRAMME 2022/23- 2025/26 | | | | | | | | | | | | | |
|--|----------------|----------------|---------------|---------------|---------------|----------------|----------------|----------------|---------------|-----------|--------------|----------------|----------------|
| New Schemes | | | | | | | | | | | | | |
| Highways | | | | | | | | | | | | | |
| Peacock Roundabout Junction | 750 | 0 | 0 | 250 | 500 | 0 | 750 | 0 | 750 | 0 | 0 | 0 | 750 |
| Pothole Funding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Integrated Block - LTP | 7,925 | 0 | 0 | 2,003 | 2,003 | 2,003 | 6,009 | 6,009 | 0 | 0 | 0 | 0 | 6,009 |
| Maintenance Block - LTP | 23,196 | 0 | 0 | 7,345 | 7,609 | 7,878 | 22,833 | 17,397 | 0 | 0 | 0 | 5,436 | 22,833 |
| Incentive Fund - LTP | 5,800 | 0 | 0 | 1,450 | 1,450 | 1,450 | 4,350 | 4,350 | 0 | 0 | 0 | 0 | 4,350 |
| Managing and Maintaining Highways | 13,860 | 0 | 0 | 4,529 | 4,619 | 4,712 | 13,860 | 1,000 | 0 | 0 | 0 | 12,860 | 13,860 |
| Footpath Maintenance - Slurry Sealing & Reconstruction Works | 1,319 | 0 | 0 | 1,319 | 0 | 0 | 1,319 | 1,319 | 0 | 0 | 0 | 0 | 1,319 |
| Total New Schemes | 52,850 | 0 | 0 | 16,896 | 16,181 | 16,043 | 49,121 | 30,075 | 750 | 0 | 0 | 18,296 | 49,121 |
| Total Capital Schemes | 646,583 | 300,618 | 65,575 | 70,905 | 77,405 | 128,350 | 342,235 | 174,283 | 63,798 | 14 | 2,730 | 101,411 | 342,235 |

5. Reserves Strategy

| Name of Reserve | Opening Balance 1 April 2022 £000 | Movement in Reserves 2022/23 £000 | Closing Balance 31 March 2023 £000 | Notes |
|--|---|---|--|--|
| <u>Highways and Infrastructure</u> | | | | |
| HS2 | 985 | (200) | 785 | To support the Council's ongoing programme in relation to Government's HS2 investment across the borough and Transport for the North's Northern Powerhouse Rail Business Case. |
| Flood Recovery Works | 400 | 0 | 400 | To support locations identified for repair works as a result of the 2019 flood events. |
| Well Managed Highway Infrastructure Delay | 230 | (230) | 0 | |
| Parking Pay and Display Machines / Parking Studies | 178 | 0 | 178 | To cover contract inflation for P&D machines and for new regulation from DfT on role of parking in decarbonising transport. |
| Highways Procurement Proj | 104 | 0 | 104 | To finance the development of the next Highway Service Contract. Depot mobilisation costs, split over 7 years from start of contract in 2018. |
| LEP-Local Transport Body | 39 | (20) | 19 | To fund the business case work for re-opening the Middlewich rail line. The remaining reserve will be fully required in 2023/24. |
| HIGHWAYS AND TRANSPORT TOTAL | 1,936 | (450) | 1,486 | |