

Service: Place & Sustainability

Subject: Finance Monitoring Report – August 2023

Date: 14th September 2023

Contents

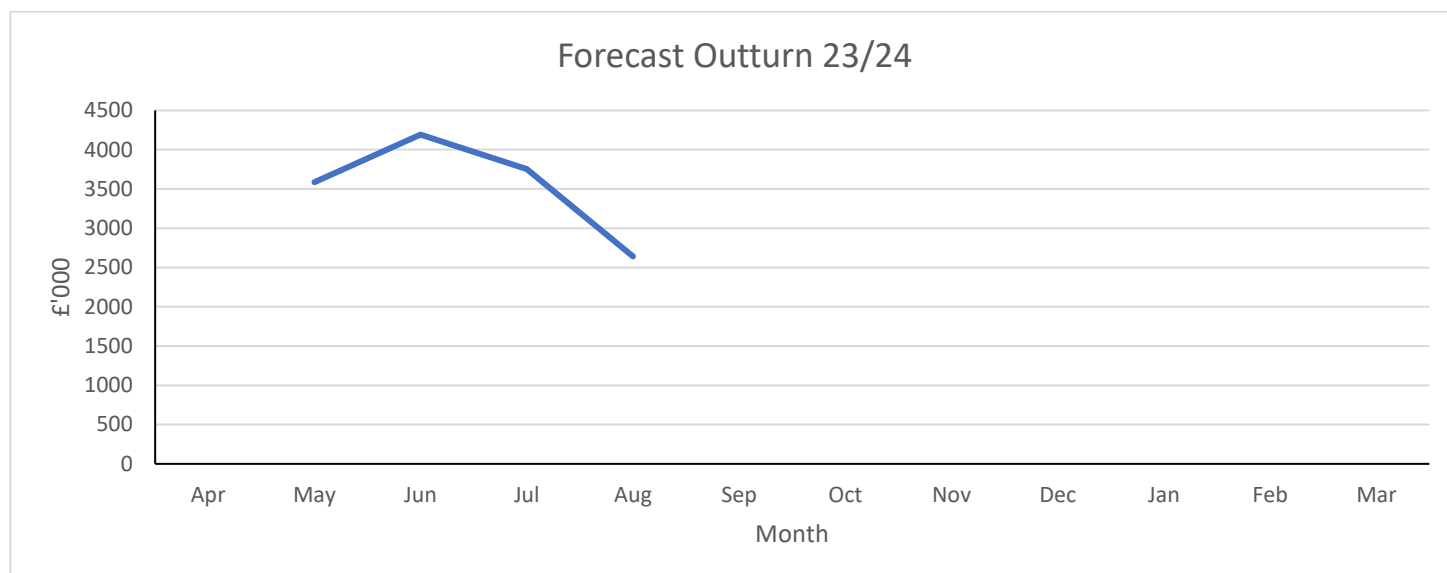
Section	Item	Description
1	Revenue Executive Summary	High level summary of information and narrative on key issues in revenue financial position
2	Capital Executive Summary	Summary of the position of the Capital programme within Place and Sustainability
3	Savings Tracker Summary	Summary of the latest position on delivery of savings
4	Technical Note	Explanation of technical items that are included in some reports
Appx 1	Service Level Financial Information	Detailed financial tables for Place and Sustainability main budget headings
Appx 2	Service Commentaries	Detailed notes on revenue financial position of services that have a significant variance against budget
Appx 3	Capital Appendix	This contains more detailed information about the capital programme, including funding sources and variances from planned spend.
<i>The following appendices are included quarterly as the information does not change as regularly:</i>		
Appx 4	Savings Tracker	Each quarter, the Council's savings tracker is produced to give an update of the position of savings agreed in the Business Plan.
Appx 5	Technical Appendix	Each quarter, this will contain technical financial information showing: Earmarked reserves Grant income received Budget virements

1. Revenue Executive Summary

1.1 Overall Position

At the end of 2023-24, Place and Sustainability is projected to be £2,641k overspent.

1.2 Summary of Revenue position by Directorate



1.2.1 Place and Sustainability

Forecast Outturn Variance (Previous) £000	Directorate	Gross Budget £000	Income Budget £000	Net Budget £000	Actual £000	Forecast Outturn Variance £000	Forecast Outturn Variance %
0	Executive Director	874	-1,002	-128	650	-209	-163.6%
-298	Highways & Transport	45,549	-19,121	23,429	10,542	-1,061	-4.5%
-2	Planning, Growth & Environment	52,418	-5,672	46,747	17,184	1,876	0.1%
3,995	Climate Change and Energy	2,571	-6,282	-3,711	-318	3,851	103.8%
59	Regulatory Services	5,203	-3,215	1,988	755	29	1.4%
5,598	Total Expenditure	103,615	-35,291	68,324	28,813	4,486	3.9%
-1,845	Mitigations	0	0	0	0	-1,845	
3,753	Total	103,615	-35,291	68,324	28,813	2,641	3.9%

1.3 Significant Issues

In summary, Place and Sustainability (P&S) is now forecasting an overspend of £2,641k. There is a pressure on Energy Services of £3,889k across all its projects. The supply chain for these projects, like

the rest of the construction industry, is facing significant challenges including rising costs of energy, securing key equipment and materials along with a widespread shortage of skilled labour. This is creating longer lead in and delivery times for these projects. As a result, income against these projects have been budgeted to be received from July 2023, however owing to delays to commencing these contracts the income will now be on a different profile than that assumed in the budget. An update on the projects is provided in Appendix 2.

The Place and Sustainability (P&S) directorate is a large and complex budget area that has a variety of services and significant income streams which require detailed monitoring and have the potential for variances. Highways development management is now billing in advance and so there is a one-off additional income being achieved. The Waste Management budget is also a high-risk budget area, and the service is working with the contractor to identify cost reductions which can be made.

All budgets are being reviewed to see if there are any mitigations to offset the bottom line pressure.

2. Capital Executive Summary

Scheme category	Schemes Budget £000	Schemes Forecast variance £000	23-24 Budget £000	2023-24 Actuals £000	2023-24 Forecast Variance £000
Highways & Transport	566,587	0	66,959	8,839	-8,920
Planning, Growth & Environment	29,305	0	15,172	56	-13,738
Climate Change & Energy Services	91,729	5,297	21,278	1,977	2,802
Connecting Cambridgeshire	20,072	0	2,353	115	0
Capitalisation of Interest			1,331	0	0
Capital Programme variations			-27,944	0	19,856
Total including Capital Programme variations	707,693	5,297	79,149	10,987	0

The BATc Waste budget will not be spent this financial year and will be re-profiled into next financial year, but until this goes through the governance process an in-year unadjusted underspend of £20.7m is forecast. Once approval for the re-profiling of the BATc budget is given, the underlying position for this month is a £8.3m underspend, which contributes towards the capital programme variation of £27.9m. Details for all capital schemes are shown in Appendix 3.

3. Savings Tracker Summary

The savings trackers are produced quarterly to monitor delivery of savings against agreed plans. The Quarter 1 savings tracker is attached as Appendix 4.

4. Technical note

On a quarterly basis, a technical financial appendix is included as Appendix 5. This appendix covers:

- Grants that have been received by the service, and where these have been more or less than expected
- Budget movements (virements) into or out of the directorate from other services, to show why the budget might be different from that agreed by Full Council
- Service earmarked reserves – funds held for specific purposes that may be drawn down in-year or carried-forward – including use of funds and forecast draw-down.

Appendix 1 – Detailed Financial Information

Forecast Outturn Variance (Previous)			Gross Budget	Income Budget	Net Budget	Actual	Forecast Outturn Variance	Forecast Outturn Variance
£000	Committee		£000	£000	£000	£000	£000	%
Executive Director								
0		Executive Director	874	-1,002	-128	650	-209	-164%
0		Executive Director Total	874	-1,002	-128	650	-209	-164%
Highways & Transport								
		<u>Highways Maintenance</u>						
-0	H&T	Asst Dir - Highways Maintenance	116	0	116	102	0	0%
-0	H&T	Highway Maintenance	7,319	-179	7,140	-34	120	2%
0	H&T	Highways Asset Management	949	-456	494	427	7	1%
0	H&T	Winter Maintenance	3,075	0	3,075	212	0	0%
		<u>Project Delivery</u>						
0	H&T	Asst Dir - Project Delivery	200	0	200	-69	0	0%
0	H&T	Project Delivery	291	0	291	428	-31	-11%
126	H&T	Street Lighting	14,141	-3,997	10,144	2,484	175	1%
		<u>Transport, Strategy & Development</u>						
-0	H&T	Asst Director - Transport, Strategy & Development	1,219	-271	948	3,398	23	2%
-111	H&T	Traffic Management	3,686	-3,432	255	498	-99	-39%
-0	H&T	Road Safety	938	-534	404	454	9	2%
-0	H&T	Transport Strategy and Policy	94	-32	63	150	-0	0%
-433	H&T	Highways Development Management	1,736	-1,736	0	-785	-1,363	0%
0	H&T	Park & Ride	1,780	-1,480	300	1,245	-1	0%
120	H&T	Parking Enforcement	7,002	-7,003	0	2,029	100	0%
-298		Highways & Transport Total	42,549	-19,121	23,429	10,542	-1,061	-5%

Forecast Outturn Variance (Previous) £000	Committee		Gross Budget £000	Income Budget £000	Net Budget £000	Actual £000	Forecast Outturn Variance £000	Forecast Outturn Variance %
Planning, Growth & Environment								
-8	E&GI	Asst Dir - Planning, Growth & Environment	185	0	185	74	-8	-4%
28	E&GI	Planning and Sustainable Growth	1,874	-939	935	560	28	3%
10	E&GI	Natural and Historic Environment	1,356	-578	779	1	11	1%
1,812	E&GI	Waste Management	49,004	-4,155	44,848	16,548	1,845	0%
1,842		Planning, Growth & Environment Total	52,418	-5,672	46,747	17,184	1,876	0%
Climate Change & Energy Service								
-38	E&GI	Climate and Energy Services	634	-521	114	298	-38	-34%
0	E&GI	Climate Change Services	21	-21	0	-14	0	0%
4,033	E&GI	Energy Services	1,916	-5,741	-3,825	-602	3,889	102%
3,995		Climate Change & Energy Service Total	2,571	-6,282	-3,711	-318	3,851	104%
Community Safety and Regulatory Service								
50	CSMI	Registration & Citizenship Services	1,148	-1,955	-807	-286	0	0%
17	CSMI	Coroners	3,316	-1,236	2,080	952	37	2%
-8	CSMI	Trading Standards	739	-24	715	90	-9	-1%
59		Community Safety and Regulatory Service Total	5,203	-3,215	1,988	755	29	1%
3,753	Total		103,615	-35,291	68,324	28,813	4,486	4%
Mitigations								
5,598		Transfer from P&S earmarked reserves as approved in the Business Plan	0	0	0	0	-1,845	
3,753	Overall Total		103,615	-35,291	68,324	28,813	2,641	4%

Appendix 2 – Service Commentaries on Forecast Outturn Position

Narrative is given below where there is an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater for a service area.

1) Executive Director

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
874	-1,002	-128	650	-209	-164%

When CCC undertakes work for other agencies and authorities it recovers an element to reflect the cost of overheads including risk. The amounts recovered vary and a smoothing mechanism is applied which is reflected by this variance.

2) Highways Maintenance

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
7,319	-179	7,140	-34	120	2%

Recycling facility phase 1 savings will now not be made for this year 23/24. The project start has been delayed due to capacity pressures within the service. Work is commencing now with the aim of having the facility operational early in 24/25.

3) Street Lighting

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
14,141	-3,997	10,144	2,484	175	2%

Pressures arising from historic Street Lighting matters on the PFI contract between years 2011-12 and 2016-2017. These relate to targets set in the contract that have not been achieved and therefore the baselines set in the contract need adjustment, and so the contractor is requesting recompense for this under recovery. Some of the pressure has been offset by staffing vacancies.

4) Traffic Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
3,686	-3,432	255	498	-99	-39%

Streetworks area is realising increased income due to more Section 74 charges (prolonged occupation of the road), and the fact that the increased number of road closures and openings are generating more income. Additionally, scaffolding and skips have higher volume which contributes to the over achievement of income on this area. Higher volumes of permits for scaffolding and skips have contributed to this additional income.

5) Highways Development Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
1,736	-1,736	0	-785	-1,363	0%

Highways Development Management has moved to collect contributions in advance. This change in methodology means there is a one off benefit this year. In addition, there are some one off payments from previous years.

6) Parking Enforcement

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
7,002	-7,003	0	2,029	100	0%

One off costs to assist with the implementation of civil parking enforcement in Huntingdonshire District Council and Fenland District Council areas.

7) Energy Services

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
1,916	-5,741	-3,825	-602	3,889	102%

There is a pressure on Energy Services income of £3,889k across all its projects.

Energy projects, Income against these projects have been budgeted to be received from July 2023, however owing to delays to commencing these contracts the income will now be on a different profile than that assumed in the budget. An update on the projects is provided below.

The **St. Ives Smart Energy Grid** is on track to be energised and generating clean electricity by the end of September 2023. Negotiations are underway on a power purchase agreement (PPA) with licensed energy suppliers to start selling green electricity wholesale from October 2023. This is a one year or shorter term PPA whilst we go through the processes of connecting a local business to the system. The forecast is short term, it includes EV charging forecasts which are conservative, as we don't yet know the pattern local users will take charging cars/taxis and we are seeing reduced prices from the highs of last year. This is the first smart energy micro-grid for Cambridgeshire and the outcomes from this project will inform future approaches to local energy supply.

The second micro-grid which is under construction is at Babraham Park and Ride. This is a three phase construction programme, with the first phase nearing completion and target energisation is Spring 2024. This project is delayed due to the re-phasing of the project in 2022 from two to three phases as directed by CUH, poor performance of one sub-contractor and current onsite challenges with existing street lighting column bases and their electricals.

Steady progress is being made towards the energisation of the **North Angle Solar Farm** with the next phase of works to start before the end of the year, progressing over the winter. Plans are in development to manage the weather related risks over the winter build. The bulk of the income reprofiling relates to this project.

Swaffham Prior Community Heat Network is operational and supplying decarbonised heat and hot water to customers. By October, approximately 60 homes will be connected to the system ahead of its first winter, when final system performance tests can complete. Further customers will be connected from Spring 2024. The number of homes physically being connected is slower than was originally forecast, due to supply chain challenges, but this will be caught up during 2024. The Renewable heat Incentive (RHI) has been approved by Ofgem for the heat network and income from RHI will be paid for each Kwh of heat generated. However, there is a substantial backlog on payments with Ofgem hence a revised forecast and reprofiling of income starting in 2024.

The **Stanground Solar and Battery Project** is still in development. Work on this halted during last year to focus on the large energy team's resources into the projects in contract and their delivery.

Appendix 3 – Capital Position

4.1 Capital Expenditure

Original 2023/24 Budget as per BP £000	Committee	Scheme	Scheme budget £000	Scheme forecast variance £000	2023-24 budget £000	2023-24 actuals £000	2023-24 forecast variance £000
		Integrated Transport					
200	H&T	Major Scheme Development & Delivery	1,000	0	0	14	0
600	H&T	Safety Schemes	3,000	0	1,780	30	0
345	H&T	Strategy and Scheme Development work	1,725	0	656	322	0
25	H&T	Air Quality Monitoring	125	0	25	1	0
1,040	H&T	Annual Contribution to A14 upgrade	26,000	0	1,040	0	0
895	H&T	Local Infrastructure Improvements	4,409	0	1,100	295	-643
0	H&T	Minor improvements for accessibility and Rights of Way	77	0	77	-9	0
4,406	H&T	Delivering the Transport Strategy Aims	7,299	0	2,516	1,230	-728
		Operating the Network					
9,450	H&T	Carriageway & Footway Maintenance incl Cycle Paths	37,650	0	10,200	1,776	0
235	H&T	Rights of Way	1,175	0	250	47	0
2,347	H&T	Bridge Strengthening	11,735	0	2,347	245	0
778	H&T	Traffic Signal Replacement	3,890	0	1,070	119	0
183	H&T	Smarter Travel Management - Int Highways Man Centre	915	0	183	15	0
118	H&T	Smarter Travel Management - Real Time Bus Information	0	0	0	0	0
		Highways & Transport					
		Highways Maintenance					
0	H&T	£90m Highways Maintenance schemes	78,700	0	492	-30	0
8,179	H&T	Pothole grant funding	36,656	0	10,544	3,222	0
4,000	H&T	Footways	28,000	0	4,165	991	0
4,750	H&T	A14 De-trunking	24,750	0	750	0	-4,000
500	H&T	Highways materials recycling	2,500	0	300	0	-200
		Project Delivery		0			
3,868	H&T	Guided Busway	149,791	0	3,890	0	0
10	H&T	Ely Crossing	49,006	0	10	-881	0
0	H&T	Cambridge Cycling Infrastructure	487	0	487	35	-242
600	H&T	King's Dyke	33,500	0	-2,550	362	0
0	H&T	Emergency Active Fund	1,181	0	279	26	-73
0	H&T	Lancaster Way	2,589	0	8	8	0

Original 2023/24 Budget as per BP £000	Committee	Scheme	Scheme budget £000	Scheme forecast variance £000	2023-24 budget £000	2023-24 actuals £000	2023-24 forecast variance £000
0	H&T	Wisbech Town Centre Access Study	1,883	0	101	-1,147	32
4,571	H&T	March FHSF and MATS Broad Street	6,853	0	5,116	275	0
4,367	H&T	St Neots Future High St Fund	7,905	0	1,992	31	0
0	H&T	March Area Transport Study - Main schemes	3,329	0	1,298	651	0
1,300	H&T	St Ives local Improvements	2,300	0	1,800	128	-635
2,903	H&T	A141 and St Ives Improvement	5,805	0	1,754	143	0
2,535	H&T	A10 Ely to A14 Improvements	3,803	0	2,378	256	0
0	H&T	Witchford A10 NMU	100	0	100	41	0
0	H&T	Transforming Cities Fund	2,860	0	2,803	112	0
0	H&T	Southern Busway Widening – widening of maintenance track	2,891	0	2,891	5	-2,441
100	H&T	Street Lighting LED	13,283	0	100	0	10
		Transport Strategy and Network Development					
0	H&T	Scheme Development for Highways Initiatives	1,000	0	424	0	0
0	H&T	CaPCAM	1,620	0	848	463	0
0	H&T	Northstowe Transport Monitoring	0	0	0	0	0
200	H&T	Wheatsheaf Crossroads	6,795	0	1,535	66	0
		Planning, Growth & Environment					
2,180	E&GI	Waste Infrastructure	7,424	0	1,500	6	-1,400
19,320	E&GI	Waterbeach Waste Treatment Facilities	20,367	0	12,838	29	-12,338
0	E&GI	Northstowe Heritage Centre	680	0	0	20	0
834	E&GI	Reallocation and funding of cost cap for Northstowe phase 1	834	0	834	0	0
		Climate Change & Energy Services					
0	E&GI	Energy Efficiency Fund	0	0	0	0	0
0	E&GI	Swaffham Prior Community Heat Scheme	10,965	3,205	2,300	273	1,095
0	E&GI	Alconbury Civic Hub Solar Car Ports	928	0	0	0	0
2,066	E&GI	St Ives Smart Energy Grid Demonstrator scheme	5,486	200	1,277	435	200
2,819	E&GI	Babraham Smart Energy Grid	8,595	0	5,040	663	60
0	E&GI	Trumpington Smart Energy Grid	6,970	0	0	0	0
3,000	E&GI	Stanground Closed Landfill Energy Project	8,267	0	550	0	0
0	E&GI	Woodston Closed Landfill Energy Project	150	0	135	0	0
427	E&GI	North Angle Solar Farm, Soham	28,957	1,892	6,438	-87	1,904
409	E&GI	Fordham Renewable Energy Network Demonstrator	635	0	450	0	0
1,627	E&GI	Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	10,518	0	2,463	121	-457

Original 2023/24 Budget as per BP £000	Committee	Scheme	Scheme budget £000	Scheme forecast variance £000	2023-24 budget £000	2023-24 actuals £000	2023-24 forecast variance £000
0	E&GI	Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	2,383	0	281	562	0
0	E&GI	Environment Fund- Decarbonisation Fund - School Education Capital	3,499	0	1,729	0	0
0	E&GI	Environment Fund - EV Chargepoints	200	0	158	0	0
167	E&GI	Environment Fund - Oil Dependency	500	0	205	0	0
230	E&GI	Environment Fund - Climate Innovation	300	0	63	0	0
0	E&GI	Treescape Fund	74	0	31	0	0
0	E&GI	Cambridge Electric Vehicle Chargepoints	157	0	15	9	0
0	E&GI	School Ground Source Heat Pump Projects	3,145	0	143	0	0
2,490	E&GI	Connecting Cambridgeshire	20,072	0	2,353	115	0
1,331		Capitalisation of Interest	4,915	0	1,331	0	0
95,405		Subtotal	712,608	0	107,093	10,987	-19,856
-19,129		Capital Programme variations	-66,696	0	-27,944	0	19,856
76,276		Total including Capital Programme variations	645,912	5,297	79,149	10,987	0

The schemes with significant variances (>£250k) either due to changes in phasing or changes in overall scheme costs can be found below:

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	2023-24 Budget £000	Forecast Outturn Variance £000	Cause	Commentary
1a	H&T	Unchanged	Local Infrastructure Improvements	4,473	1,087	-643	Reprofiling	Following 23/24 budget setting, we have held workshops collaboratively with Finance to test our funding allocation against the programme. This has enabled greater forecast certainty matching planned works.
1b	H&T	Updated	Delivering the Transport Strategy Aims	7,299	2,516	-728	Reprofiling	Following 23/24 budget setting, we have held workshops collaboratively with Finance to test our funding allocation against the programme. This has enabled greater forecast certainty matching planned works.
1c	H&T	Unchanged	A14 De-trunking	24,750	4,750	-4,000	Reprofiling	It is estimated we will spend £750k of the total £24.75m this FY. The initial estimate of spend was £4.75m per year for 6 years but due to the road not coming to us as thought when the estimate was made the profile of spend has changed. We are not going to be clear on the profile of spend of the total until we get an agreed date for the transfer of the road to us.
1d	H&T	Unchanged	Highways Maintenance	2,500	500	-200	Reprofiling	Highways Materials Recycling: Project at early stage and the latest estimate is that circa £300k will be needed for initial set up of phase 1 in March depot in 23/24. The remaining £200k may be required in 24/25 to enhance / complete Phase 1.
1e	H&T	Unchanged	Cambridge Cycling Infrastructure	487	487	-242	Reprofiling	Following 23/24 budget setting, we have held workshops collaboratively with Finance to test our funding allocation against the programme. This has enabled greater forecast certainty matching planned works.
1f	H&T	Unchanged	St Ives Local Improvement	2,300	1,800	-635	Reprofiling	Following 23/24 budget setting, we have held workshops collaboratively with Finance to test our funding allocation against the programme. This has enabled greater forecast certainty matching planned works. Construction period is due to run from Sep 23 to November 2024.
1g	H&T	Unchanged	Guided Busway – Widening of footpath	2,891	2,891	-2,441	Reprofiling	Following 23/24 budget setting, we have held workshops collaboratively with Finance to test our funding allocation against the programme. This has enabled greater forecast certainty matching planned works.
1h	EG&I	Unchanged	Waste Infrastructure	7,424	1,500	-1,400	Reprofiling	The £1.5m budget for March HRC will require re-phasing as only £100K is likely to be spent this year as procurement is just starting using the education service Construction Consultancy framework

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	2023-24 Budget £000	Forecast Outturn Variance £000	Cause	Commentary
								contract, and a £1.4m underspend is currently being re-forecast for this financial year.
1i	EG&I	Unchanged	Waterbeach Waste Treatment Facilities	20,367	12,838	-12,338	Reprofiling	BATc budget to be re profiled to 2024/25 to reflect updated timeline.
1j	EG&I	Unchanged	Swaffham Prior Community Heat Scheme	10,965	2,300	1,095	Overspend	<p>Historic budget of £1.5m allocated to the first 150 customer connections (at £10k per connection) has not been achieved. The connections have been significantly more expensive and as a result additional funds have been required. The focus is on keeping the momentum of the project forward to ensure as many customers are connected in the village as soon as possible.</p> <p>Overall scheme increase of £3,205k will be proposed.</p>
1k	EG&I	Unchanged	St Ives Smart Energy Grid Demonstrator scheme	5,486	1,277	200	Overspend	Revised estimates on grid connection work on site has resulted in an adjustment required to the capital to complete the project. Fuelled by significant inflationary pressures in the construction sector.
1l	EG&I	Updated	North Angle Solar farm	28,957	6,438	1,904	Reprofiling	The forecast overspend has increased from £639k to £1,904k to reflect the rephasing of the project. This is being revisited on a month-by-month basis as sensitive work on easements is difficult to predict. The overspend is as a result of forward estimates of costs that are expected to arise across projects. Overspends are now expected at delivery stage in the solar portfolio as a result of higher than expected staff, advisor and legal costs, as well as design revisions and associated construction costs. However, these remain largely indicative for the time being.
1m	EG&I	Unchanged	Environment Fund - Decarbonisatio n Fund - Council building Low Carbon Heating	10,518	2,463	-457	Reprofiling	Removal of phase 4 project development costs from the project as the aim is to do this work mostly in-house. Also, a slight rephasing has been forecast as the work for phase 4 is now planned for 2024/25.

Capital Variations Budget

Variation budgets are set annually and reflect an estimate of the average variation experienced across all capital schemes, and reduce the overall borrowing required to finance our capital programme. There are typically delays in some form across the capital programme due to unforeseen events, but we cannot project this for each individual scheme. We therefore budget centrally for some level of delay. Any known delays are budgeted for and reported at scheme level. If forecast underspends are reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when rephasing exceeds this budget.

The capital variations budget for Place and Sustainability service is £27,944k.

4.2 Capital Funding

Original 2023/24 Funding Allocation as per BP £000	Source of Funding	Revised Funding for 2023/24 £000	Spend - Outturn (Aug 23) £000	Funding Outturn Variance (Aug 23) £000
16,026	Local Transport Plan	15,141	13,508	-1,633
13,145	Other DfT Grant funding	16,441	12,441	-4,000
8,875	Other Grants	12,044	12,003	-41
5,113	Developer Contributions	5,426	5,184	-242
39,699	Prudential Borrowing	44,802	33,818	-10,984
12,308	Other Contributions	13,000	10,044	-2,956
-19,129	Capital Programme variations	-27,944	-8,088	19,856
76,037	Total including Capital Programme variations	78,910	78,910	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2022/23, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2022/23 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Table explaining Capital Funding changes

Funding	Amount (£m)	Reason for Change
Rephasing (DfT Grants)	2.41	Highways schemes funded by DfT grants rolled forward into 23/24. DfT grant used to fund schemes that were earmarked to be funded by borrowing in 22/23. Rolled forward schemes will be funded by borrowing. Highways maintenance (-£3.906m). Carry forward of DfT grant for Safety schemes (£1.18m), carriageway and footpath maintenance (£0.75m), Traffic Signal replacement (£0.292m) and Cambridge Cycling Infrastructure (£0.203m). Additional Pothole funding (£3.332m)
New funding/Rephasing (Specific Grants)	3.17	Additional funding for Emergency Active Fund (£0.279m). Additional funding and carry forward of funding for March Area Transport Study £1.298m). Rephasing of A141 and St Ives improvement (-£1.149m). New funding for Transforming Cities Fund (£2.803m)
Additional Funding / Revised Phasing (Section 106 & CIL)	0.31	Developer contributions to be used for a number of schemes. Carry forward of S106 funding for cycling infrastructure schemes (£0.284m)
Additional funding / Revised Phasing (Other Contributions)	0.81	Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). Local Highways Improvements (£0.65m). CaPCOM from CPCA (£0.848m). New funding for March Future High Street (£0.545m). Rephasing of St Neots Future High Street scheme (-£2.375m). St Ives local improvements carry forward and rephasing (£0.5m). New funding for Guided Busway - widening of maintenance track (£2.981m)
Additional Funding / Revised Phasing (Prudential borrowing)	4.97	Highways Maintenance funding (£4.398m). Reduction in borrowing for pothole fund (-£0.976m). Rephasing of Waste schemes (-£7.162m). Rephasing of Energy schemes (£1.458m). Rephasing of North Angle Solar Farm (-£6.011m). Rephasing of Environment fund (£2.875m). Rephasing King's Dyke (-£3.15m). Rolled forward Scheme development for Highway Initiatives (£0.424m). Rephasing of Wheatsheaf Crossroads (£1.175m)

Appendix 4 – Savings Tracker

Quarter 1 Savings Tracker

RAG	Directorate	Committee	Category Type	Type of Proposal	BP Ref	Title	Planned Saving	Forecast Saving 23-24	Variance from Plan £000	% Variance	Forecast Commentary
Green	P&S	H&T	23-24 New	Saving	B/R.6 .215	Recycle asphalt, aggregate and gully waste	-20	-20	0	0%	On track to meet this saving target
Green	P&S	H&T	23-24 New	Saving	B/R.6 .217	Vacancy factor	-112	-112	0	0%	On track to meet this income target
Green	P&S	H&T	23-24 New	Saving	B/R.6 .218	Stop Weedkilling of Footways and Road Edges	-125	-125	0	0%	On track to meet this income target
Amber	P&S	H&T	23-24 New	Saving	B/R.6 .220	Highways Materials Recycling	-100	-50	50	50%	Capital project has slipped, will now straddle two financial years but optimistic some of the saving will be made in year
Amber	P&S	EG&I	23-24 New & C/F 22-23	Income	C/R.7 .106	St Ives Smart Energy Grid - Income Generation	-177	-47	130	73.45%	Purchase of spares in advance of need has caused an increase in the operating costs in year 1 above previously expected balance. Income still expected to be on target but net position is impacted by additional costs.
Black	P&S	EG&I	23-24 New & C/F 22-23	Income	C/R.7 .107	Babraham Smart Energy Grid - Income Generation	-383	0	383	100%	Delay in project with an energisation date of 24/25, therefore no income expected in 2023/24 per forecast.
Red	P&S	EG&I	23-24 New & C/F 22-23	Income	C/R.7 .109	North Angle Solar Farm, Soham -	-4,535	-416	4,119	90.83%	Project energisation date historically forecast at July 2023. Now forecast

RAG	Directorate	Committee	Category Type	Type of Proposal	BP Ref	Title	Planned Saving	Forecast Saving 23-24	Variance from Plan £000	% Variance	Forecast Commentary
						Income Generation					significantly later and therefore reduction in saving forecast is expected.
Red	P&S	EG&I	23-24 New & C/F 22-23	Income	C/R.7 .110	Swaffham Prior Community Heat Scheme - Income Generation	-572	-116	456	79.72%	Longer than expected customer connection profile means revenue from sale of heat is lower than previously expected.
Green	P&S	H&T	23-24 New	Income	B/R.7 .134	Light blue fibre income	-11	-11	0	0.00%	On track to meet this income target
Amber	P&S	H&T	22-23 CFWD	Income	A/R.6 .213	Registrars	-200	-30	170	85.00%	
							-6,235	- 857	5,378		

Key to RAG ratings

Total Savings	Over 500k	100-500k	Below 100k
Black	100% non-achieving	100% non-achieving	100% non-achieving
Red	% variance more than 19%	-	-
Amber	Underachieving by 14% to 19%	% variance more than 19%	% variance more than 19%
Green	% variance less than 14%	% variance less than 19%	% variance less than 19%
Blue	Over-achieving	Over-achieving	Over-achieving

Appendix 5 – Technical Appendix

Earmarked Reserves Schedule

Quarter 1 Revenue Reserves

Fund Description		Balance at 31st March 2023	Movement within Year	Balance at 30th June 2023	Yearend Forecast Balance	Notes
		£'000	£'000	£'000	£'000	
Other Earmarked Funds						
H&T	Deflectograph Consortium	31	0	31	0	Partnership accounts, not solely CCC
H&T	Highways Searches	365	0	365	347	
H&T	On Street Parking	2,222	0	2,222	1,722	
H&T	Highways Maintenance	394	1,053	1,447	1,053	Funding agreed by S&R Committee
H&T	Central Winter Maintenance	0	600	600	600	
H&T	Streetworks Permit scheme	224	0	224	112	
H&T	Highways Commuted Sums	3,493	0	3,493	3,490	
H&T	Streetlighting - Commuted Sum	16	0	16	16	
H&T	Busway safety improvements	2,891	0	2,891	0	
H&T	Apprentices	0	700	700	560	
H&T	Real Time Passenger Information (RTPI)	216	0	216	0	Funding to be transferred to CPCA
E&GI	Flood Risk funding	20	0	20	0	
E&GI	Travel to Work	114	0	114	92	Partnership accounts, not solely CCC
E&GI	Steer- Travel Plan+	55	0	55	45	
E&GI	Greenspaces	85	0	85	0	
E&GI	Waste reserve	2,845	0	2,845	1,000	
E&GI	Coroners - Complex inquests	279	0	279	179	
E&GI	Registrars	194	0	194	0	
E&GI	Trading Standards	100	0	100	0	
E&GI	Proceed of Crime	296	0	296	296	
H&T	Other earmarked reserves under £30k	20	0	20	0	
Total		13,859	2,353	16,212	8,511	

Quarter 1 Capital Reserves

	Fund Description	Balance at 31st March 2023	Movement within Year	Balance at 30th June 2023	Yearend Forecast Balance	Notes
		£'000	£'000	£'000	£'000	
	Capital Reserves					
H&T	Other Government Grants	21,751	(979)	20,772	0	
H&T	Other Capital Funding	1,045	0	1,045	0	
TOTAL		22,796	1,374	21,817	0	

Quarter 1 Grant Income Analysis

The table below outlines the additional grant income, which is not built into base budgets.

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	6,754
Adjustment re Waste PFI grant		-27
Highways England A14 grant		46
Non-material grants (+/- £30k)	Various	116
Total Grants 2022/23		6,889

Quarter 1 Virements and Budget Reconciliation

Budgets and movements	£'000	Notes
Budget as per Business Plan (BP)	71,326	
Pre initial load adjustments	-42	
Budget rebasing. Approved by S&R	-728	
Public Health (PH) income	-31	Update PH income to match PH MoU
Streetworks Staffing Inflation	-55	Correction to budget
Domestic Abuse and Sexual Violence	-2,031	Service budgets moved from P&S to S&P
Non-material virements (+/- £30k)	-34	
Current Budget 2023/24	68,403	