

Directorate: Place & Sustainability  
 Subject: Finance Monitoring Report – January 2024  
 Date: 12<sup>th</sup> February 2024

## Contents

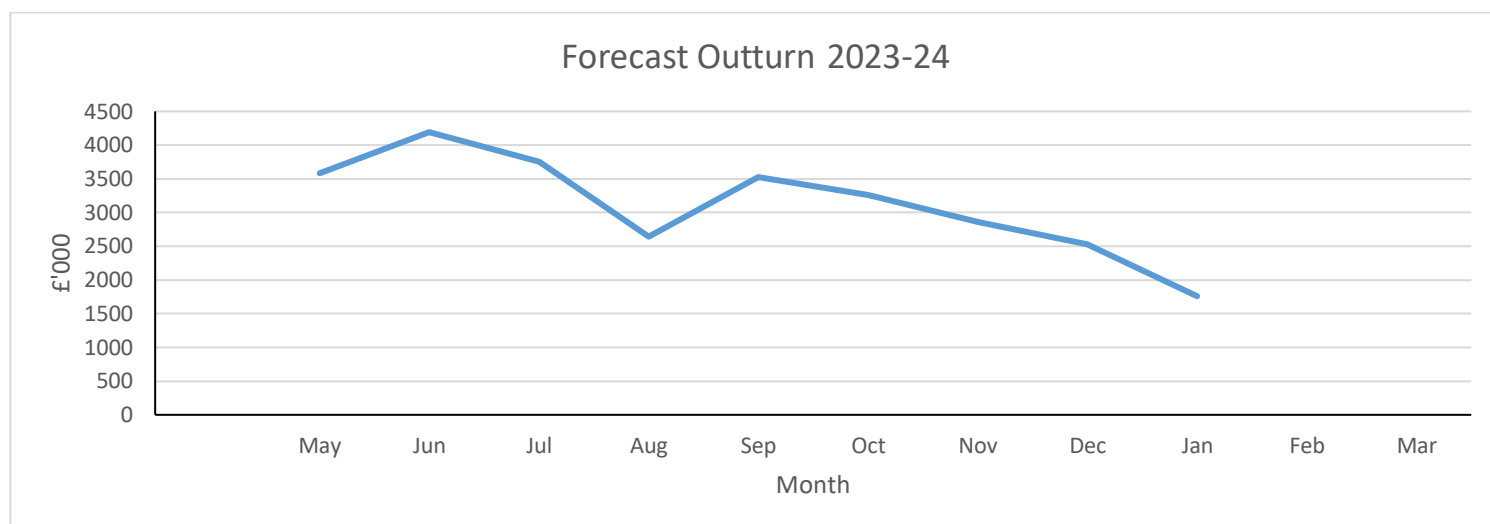
Section	Item	Description
1	Revenue Executive Summary	High level summary of information and narrative on key issues in revenue financial position
2	Capital Executive Summary	Summary of the position of the Capital programme within Place and Sustainability
3	Savings Tracker Summary	Summary of the latest 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: Grant income received Budget virements Earmarked & Capital reserves

# 1. Revenue Executive Summary

## 1.1 Overall Position

At the end of 2023-24, Place and Sustainability is projected to be 1,759k overspent.

## 1.2 Summary of Revenue position of Directorate



### 1.2.1 Place and Sustainability

Forecast Outturn Variance (Previous) £000	Directorate/Area	Gross Budget £000	Income Budget £000	Net Budget £000	Actual £000	Forecast Outturn Variance £000	Forecast Outturn Variance %
-418	Executive Director	1,293	-1,002	291	-239	-466	-160.3%
-1,501	Highways & Transport	42,508	-19,263	23,245	19,268	-2,132	-9.2%
2,376	Planning, Growth & Environment	53,354	-6,328	47,026	38,175	2,367	5.0%
4,039	Climate Change and Energy	2,577	-6,282	-3,705	-580	4,048	109.2%
-59	Regulatory Services	5,315	-3,215	2,100	1,012	-18	-0.8%
<b>4,437</b>	<b>Total Expenditure</b>	<b>105,046</b>	<b>-36,089</b>	<b>68,957</b>	<b>57,636</b>	<b>3,798</b>	<b>5.5%</b>
-1,911	Mitigations	0	0	0	0	-2,039	0.0%
<b>2,526</b>	<b>Total</b>	<b>105,046</b>	<b>-36,089</b>	<b>68,957</b>	<b>57,636</b>	<b>1,759</b>	<b>2.6%</b>

## 1.3 Significant Issues

In summary, Place and Sustainability (P&S) is now forecasting an overspend of £1,759k which is an improvement of £767k since the last reporting period. The 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, and an assumption for these cost reductions is within the Waste forecast. The Business Plan identified that the expected £1.845m pressure on waste would be addressed by a transfer from reserves and this is shown within the Mitigations line.

The key pressure in the directorate relates to the delivery of Energy Projects and associated income. The pressure in Energy Services of £4,065k is mainly due to the delayed grid connection for Noth Angle Solar Farm. Income has been re-forecast to reflect the new delivery programmes for this and other smaller projects. An update on the projects is provided in Appendix 2. Partly offsetting this pressure is one-off additional income from Highways Development Management, additional vacancy savings and Winter is now forecasting an underspend of £663K but given the nature of this demand-led budget this may change.

All budgets have been reviewed to identify further mitigations to reduce the net overspend position of the directorate and this has supported the reduction in the forecast overspend.

## 2. Capital Executive Summary

<b>Scheme category</b>	<b>Scheme Budget</b>	<b>Schemes Forecast Variance</b>	<b>2023-24 Budget</b>	<b>2023-24 Actuals</b>	<b>2023-24 Forecast Variance</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Highways & Transport	574,624	0	72,006	25,937	-19,938
Planning, Growth & Environment	29,305	0	2,834	145	-2,234
Climate Change & Energy Services	95,160	2,092	22,373	8,218	-6,561
Connecting Cambridgeshire	20,072	0	2,353	1,665	0
Capitalisation of Interest			1,331	0	0
Capital Programme variations			-24,489	0	24,489
<b>Total including Capital Programme variations</b>	<b>719,161</b>	<b>2,092</b>	<b>76,408</b>	<b>35,965</b>	<b>-4,244</b>

This month shows the Capital Programme Variation has been fully met and there is now an-year forecast underspend of £4,244k.

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 third quarterly savings tracker for 2023-24 is included in Appendix 4.

### 4. Technical note

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

- 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)  £000	Committee	Budget Line	Gross Budget  £000	Income Budget  £000	Net Budget  £000	Actual  £000	Forecast Outturn Variance  £000	Forecast Outturn Variance  %
<b>Executive Director</b>								
-418		Executive Director	1,293	-1,002	291	-239	-466	-160%
<b>-418</b>		<b>Executive Director Total</b>	<b>1,293</b>	<b>-1,002</b>	<b>291</b>	<b>-239</b>	<b>-466</b>	<b>-160%</b>
<b>Highways &amp; Transport</b>								
<u>Highways Maintenance</u>								
0	H&T	Asst Dir - Highways Maintenance	118	0	118	-16	0	0%
146	H&T	Highway Maintenance	7,111	-179	6,931	5,326	67	1%
-10	H&T	Highways Asset Management	983	-456	527	830	-29	-5%
0	H&T	Winter Maintenance	3,075	0	3,075	1,978	-663	-22%
<u>Project Delivery</u>								
0	H&T	Asst Dir - Project Delivery	2	0	2	59	0	0%
-0	H&T	Project Delivery	581	-61	520	903	-70	-13%
-126	H&T	Street Lighting	14,162	-3,997	10,165	6,566	-107	-1%
<u>Transport, Strategy &amp; Development</u>								
-0	H&T	Asst Director - Transport, Strategy & Development	788	0	788	3,059	-0	0%
-410	H&T	Traffic Management	3,906	-3,585	321	-242	-714	-222%
61	H&T	Road Safety	1,130	-734	396	756	-25	-6%
-0	H&T	Transport Strategy and Policy	135	-32	103	287	-0	0%
-1,968	H&T	Highways Development Management	1,736	-1,736	0	-1,904	-2,052	0%
179	H&T	Park & Ride	1,779	-1,480	299	1,499	832	279%
629	H&T	Parking Enforcement	7,003	-7,003	0	166	629	0%
<b>-1,501</b>		<b>Highways &amp; Transport Total</b>	<b>42,508</b>	<b>-19,263</b>	<b>23,245</b>	<b>19,268</b>	<b>-2,132</b>	<b>-9%</b>

Forecast Outturn Variance (Previous)	Committee	Budget Line	Gross Budget	Income Budget	Net Budget	Actual	Forecast Outturn Variance	Forecast Outturn Variance
£000			£000	£000	£000	£000	£000	%
<b>Planning, Growth &amp; Environment</b>								
-11	E&GI	Asst Dir - Planning, Growth & Environment	185	0	185	151	-11	-6%
543	E&GI	Planning and Sustainable Growth	2,716	-1,595	1,121	1,427	530	47%
-1	E&GI	Natural and Historic Environment	1,422	-578	844	555	2	0%
1,845	E&GI	Waste Management	49,031	-4,155	44,876	36,042	1,845	4%
<b>2,376</b>		<b>Planning, Growth &amp; Environment Total</b>	<b>53,354</b>	<b>-6,328</b>	<b>47,026</b>	<b>38,175</b>	<b>2,367</b>	<b>5%</b>
<b>Climate Change &amp; Energy Service</b>								
-19	E&GI	Climate and Energy Services	653	-541	112	533	-17	-15%
4,058	E&GI	Energy Services	1,923	-5,741	-3,818	-1,113	4,065	106%
<b>4,039</b>		<b>Climate Change &amp; Energy Service Total</b>	<b>2,577</b>	<b>-6,282</b>	<b>-3,705</b>	<b>-580</b>	<b>4,048</b>	<b>109%</b>
<b>Community Safety and Regulatory Service</b>								
66	CSMI	Registration & Citizenship Services	1,185	-1,955	-769	-771	194	25%
0	CSMI	Coroners	3,390	-1,236	2,154	1,428	-46	-2%
-125	CSMI	Trading Standards	739	-24	715	355	-165	-23%
<b>-59</b>		<b>Community Safety and Regulatory Service Total</b>	<b>5,315</b>	<b>-3,215</b>	<b>2,100</b>	<b>1,012</b>	<b>-18</b>	<b>-1%</b>
<b>4,437</b>	<b>Total</b>		<b>105,046</b>	<b>-36,089</b>	<b>68,957</b>	<b>57,636</b>	<b>3,798</b>	<b>5%</b>
<b>Mitigations</b>								
-1,911		Transfer from earmarked reserves	0	0	0	0	-2,039	0%
<b>2,526</b>	<b>Overall Total</b>		<b>105,046</b>	<b>-36,089</b>	<b>68,957</b>	<b>57,636</b>	<b>1,759</b>	<b>2%</b>

## 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 %
1,293	-1,002	291	-239	-466	-160%

When the Council 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. Also, vacancy savings across P&S are reported within this budget, and it is forecast that the vacancy savings budget will be over-achieved by 321k.

### 2) Highways Maintenance

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
7,111	-179	6,931	5,326	67	1%

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 in 24-25.

### 3) Winter Maintenance

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
3,075	0	3,075	1,978	-663	-22%

The winter maintenance budget is now showing a forecast underspend due to the milder, wet winter. It is possible this will be reduced if the weather becomes colder.

#### 4) Street Lighting

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
14,162	-3,997	10,165	6,566	-107	-1%

A pressure relates to historic elements of the Street Lighting PFI contract between years 2011-12, where the baseline set in the contract needed adjustment as notified by the Contractors and permitted under the contract. This is offset by an improved forecast variance of £258k which reflects the annual energy price increase, which, although an increase, was lower than had been estimated in the budget. The actual energy price increase for this year is 10.9% (the energy rate in October changed from 35.89p/kWh to 39.8p/kWh) which is lower than the forecast annual energy price increase. The updated forecast reflects this increased energy unit cost, which is now be fixed until the end of next September 2024 and also the staff underspend in Highway Contracts and Commissioning, due to vacancies remaining unfilled.

#### 5) Traffic Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
3,906	-3,585	321	-242	-714	-222%

The traffic management position has improved by a further £304k since last month. Streetworks is realising increased income due to more Section 74 charges (increased in number applications and prolonged occupation of the road). Additionally, income from scaffolding and skips have increased and there is an underspend on energy costs for signals.

#### 6) Highways Development Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
1,736	-1,736	0	-1,904	-2,052	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.



## 7) Park & Ride

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
1,779	-1,480	299	1,499	832	279%

The closure of the southern section of the guided bus way has resulted in a loss of income and a pressure of 206k on the budget. 626k of the pressure is as a result of essential maintenance work on the busway.

## 8) Parking Enforcement

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
7,003	-7,003	0	499	629	0%

£100k is due to one off costs to assist with the implementation of civil parking enforcement in Huntingdonshire District Council and Fenland District Council areas. Decreased Penalty Charge Notice Income from bus lanes is due to decline in activity and the closure of Station Road, Cambridge. The forecast assumes that the activity levels and road closures will remain in place for the rest of the year.

## 9) Planning and Sustainable Growth

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
2,716	-1,595	1,121	1,427	530	47%

The slowing down of the housing market and lower development rates has led to the pressure for Planning and Sustainable Growth, particularly as fewer pre-application planning requests and planning applications with maximum fees have been submitted, which includes development by the Council, such as new schools. Further pressures are also anticipated as a result of a planning appeal where the appellant has requested a public inquiry. The Planning Inspectorate (PINS) has announced the timescales for this future appeal with the public inquiry planned to sit for 8 days between Tuesday 20 February 2024 and Friday 1 March 2024. Officers have sought legal and technical support for this process and are currently predicting the related expenses likely to be incurred. The forecast has improved by 13k as a result of some of this work but there is a risk that there will be further pressures added to this area in due course.

## 10) Waste Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
49,031	-4,155	44,876	34,374	1,845	4%

The revenue budget for waste is currently showing a pressure, as there are significant additional disposal costs for waste whilst it is diverted to landfill/third parties for processing. However, these costs are being balanced by expected Waste Private Finance Initiative (PFI) contract cost reductions (from Thalia) and an agreed draw down from reserves which is shown as 'mitigation.' The cost reductions are currently being discussed with Thalia. However, until these cost reductions are confirmed, there is significant uncertainty around the budget outturn, which is likely to remain until the end of this financial year.

## 11) Energy Services

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
1,923	-5,741	-3,818	-1,113	4,065	106%

As previously reported, there is a pressure on Energy Services income of £4,065k across all its projects. The forecast for North Angle Farm has now been updated to reflect the purchase of spares required to ensure the project will remain operational once energised. St Ives are forecasting a reduction in expected revenue due to a delay energising as key materials will not be delivered until January 2024.

The **St. Ives Smart Energy Grid** is on track to be energised and generating clean electricity by the end of January 2024. There is a one year or shorter term Power purchase agreement (PPA) agreed whilst the processes of connecting a local business to the energy microgrid is finalised. The forecast is short term, it includes EV charging forecasts which are conservative, as we do not yet know the pattern local users will take charging cars/taxis. The market prices have reduced since the highs of last year.

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 completed. 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 in January 2024. Plans are in development to manage the weather related risks for a 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 64 customers ahead of its first winter. The final system performance tests can complete during winter and then further customers will be connected from Spring 2024. The first

ground source heat pump is switched on and now generating income from the Renewable Heat Incentive (RHI) approved by Ofgem. 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 on hold whilst the grid connection upgrades on the transmission network are worked through. UKPN and National Grid are working on practical solutions that will allow projects to connect earlier than the current 2030 timeline for completing grid upgrades. Meanwhile, minor works are being progressed to retain the planning permission.

## 12) Registration & Citizenship Services

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
1,185	-1,955	-769	-771	194	25%

The cost of living is having an impact on ceremony bookings with a significant rise in ceremony cancellations as couples are having to make difficult financial decisions. A further year without a rise in statutory fees during a period of high inflation has in addition negatively impacted on revenue.

## 13) Trading Standards

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
739	-24	715	355	-165	-23%

The Trading Standards service is showing a £165K underspend, the majority of which is due to the application of the Proceeds of Crime reserve which supports local crime fighting priorities for the benefit of the community.

## 14) Mitigations

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
0	0	0	0	-2,665	0%

Two earmarked reserves are being applied to mitigate specific pressures. These are £1,845k from the waste reserve and £194k from the registrations reserve.

## Appendix 3 – Capital Position

### 4.1 Capital Expenditure

Original 2023-24 Budget as per Business Plan  £000	Committee	Scheme	Total Scheme Revised Budget  £000	Total Scheme Forecast Variance  £000	Revised Budget for 2023-24  £000	Actual Spend (January)  £000	Forecast Outturn Variance (January)  £000
		<b>Integrated Transport</b>					
200	H&T	Major Scheme Development & Delivery	1,000	0	0	2	0
600	H&T	Safety Schemes	3,000	0	1,780	74	-1,340
345	H&T	Strategy and Scheme Development work	1,725	0	656	764	0
25	H&T	Air Quality Monitoring	125	0	25	18	0
1,040	H&T	Annual Contribution to A14 upgrade	26,000	0	1,040	1,040	0
895	H&T	Local Infrastructure Improvements	4,409	0	1,100	860	-643
0	H&T	Minor improvements for accessibility and Rights of Way	77	0	77	-6	0
3,371	H&T	Delivering the Transport Strategy Aims	7,050	0	2,362	729	-401
1,035	H&T	Bar Hill to Northstowe Cycle Route	1,279	0	1,042	0	-992
		<b>Operating the Network</b>					
9,450	H&T	Carriageway & Footway Maintenance incl. Cycle Paths	37,650	0	10,200	6,036	0
235	H&T	Rights of Way	1,175	0	250	153	0
2,347	H&T	Bridge Strengthening	11,735	0	2,347	827	0
778	H&T	Traffic Signal Replacement	3,890	0	1,070	688	93
183	H&T	Smarter Travel Management - Int Highways Man Centre	915	0	183	33	-12
118	H&T	Smarter Travel Management - Real Time Bus Information	0	0	0	0	0
		<b>Highways &amp; Transport</b>					
		<b>Highways Maintenance</b>					
0	H&T	£90m Highways Maintenance schemes	78,700	0	492	-29	0
8,179	H&T	Pothole grant funding	36,656	0	10,544	6,379	0
0	H&T	Additional highways maintenance (HS2 allocation)	4,728	0	2,364	0	-614
4,000	H&T	Footways	28,000	0	4,165	2,786	0
4,750	H&T	A14 De-trunking	24,750	0	4,750	21	-4,450
500	H&T	Highways Materials Recycling	2,500	0	500	2	-350
		<b>Project Delivery</b>					

Original 2023-24 Budget as per Business Plan  £000	Committee	Scheme	Total Scheme Revised Budget  £000	Total Scheme Forecast Variance  £000	Revised Budget for 2023-24  £000	Actual Spend (January)  £000	Forecast Outturn Variance (January)  £000
3,868	H&T	Guided Busway	149,791	0	3,890	7	-2,747
10	H&T	Ely Crossing	49,006	0	10	-865	0
0	H&T	- Cambridge Cycling Infrastructure	487	0	487	61	-377
600	H&T	- King's Dyke	33,500	0	-2,550	-993	0
0	H&T	- Emergency Active Fund	1,181	0	279	109	-73
0	H&T	- Lancaster Way	2,589	0	8	11	3
0	H&T	- Wisbech Town Centre Access Study	1,883	0	101	-1,117	0
4,571	H&T	- March FHSF and MATS Broad Street	6,853	0	5,116	2,359	-816
4,367	H&T	- St Neots Future High St Fund	7,905	0	1,992	73	-159
0	H&T	- March Area Transport Study - Main schemes	3,329	0	1,298	1,068	-168
1,300	H&T	- St Ives local Improvements	2,300	0	1,800	325	-558
2,903	H&T	- A141 and St Ives Improvement	5,805	0	1,754	460	-284
2,535	H&T	- A10 Ely to A14 Improvements	3,803	0	2,378	481	-948
0	H&T	- Witchford A10 NMU	100	0	100	177	0
0	H&T	- Transforming Cities Fund	2,860	0	2,347	1,147	0
0	H&T	-Southern Busway Widening – widening of maintenance track	2,891	0	2,891	28	-2,741
100	H&T	Street Lighting LED	13,283	0	100	19	10
0	H&T	Soham Wicken NMU	1,230	0	430	29	-298
0	H&T	Active Travel 4	1,004	0	1,004	568	-183
		<b>Transport Strategy and Network Development</b>					
0	H&T	- Scheme Development for Highways Initiatives	1,000	0	424	0	-424
0	H&T	- CaPCAM and Electric Vehicles	1,665	0	1,665	1,093	-451
0	H&T	- Northstowe Transport Monitoring	0	0	0	0	0
200	H&T	- Wheatsheaf Crossroads	6,795	0	1,535	520	-1,015
		<b>Planning, Growth &amp; Environment</b>					
2,180	E&GI	- Waste Infrastructure	7,424	0	1,500	13	-1,400
19,320	E&GI	- Waterbeach Waste Treatment Facilities	20,367	0	500	109	0
0	E&GI	- Northstowe Heritage Centre	680	0	0	23	0
834	E&GI	- Reallocation and funding of cost cap for Northstowe phase 1	834	0	834	0	-834
		<b>Climate Change &amp; Energy Services</b>					
0	E&GI	Energy Efficiency Fund	0	0	0	0	0

Original 2023-24 Budget as per Business Plan  £000	Committee	Scheme	Total Scheme Revised Budget  £000	Total Scheme Forecast Variance  £000	Revised Budget for 2023-24  £000	Actual Spend (January)  £000	Forecast Outturn Variance (January)  £000
0	E&GI	- Swaffham Prior Community Heat Scheme	14,170	0	3,395	1,560	0
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	558	-360
2,819	E&GI	- Babraham Smart Energy Grid	8,595	0	5,040	1,144	-1,645
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	48	-468
0	E&GI	- Woodston Closed Landfill Energy Project	150	0	135	0	-135
427	E&GI	- North Angle Solar Farm, Soham	28,957	1,892	6,438	3,934	-2,267
409	E&GI	- Fordham Renewable Energy Network Demonstrator	635	0	450	0	-450
1,627	E&GI	- Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	10,518	0	2,463	547	-1,109
0	E&GI	- Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	2,383	0	281	281	35
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	-5	-31
167	E&GI	- Environment Fund - Oil Dependency	500	0	205	57	-108
230	E&GI	- Environment Fund - Climate Innovation	300	0	63	0	0
0	E&GI	- Treescape Fund	300	0	31	0	-11
0	E&GI	- Cambridge Electric Vehicle Chargepoints	157	0	15	3	-12
0	E&GI	- School Ground Source Heat Pump Projects	3,145	0	143	91	0
		<b>Connecting Cambridgeshire</b>					
2,490		Connecting Cambridgeshire	20,072	0	2,353	1,665	0
1,331		Capitalisation of Interest	4,915	0	1,331	0	0
<b>95,405</b>		<b>Subtotal</b>	<b>724,076</b>	<b>2,092</b>	<b>100,897</b>	<b>35,965</b>	<b>-28,733</b>
-19,129		Capital Programme variations	-66,696	0	-24,489	0	24,489
<b>76,276</b>		<b>Total including Capital Programme variations</b>	<b>657,380</b>	<b>2,092</b>	<b>76,408</b>	<b>35,965</b>	<b>-4,244</b>

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	Budget for 2023-24 £000	Forecast Outturn Variance £000	Cause	Commentary
1a	H&T	Updated	Safety Schemes	3,000	1,780	-1,340	Reprofiling	Reprofiling of the Safety Schemes relates to the Puddock Road and Swaffham Heath Cross Road Safety Improvement schemes. Work has been ongoing to assess the options for the safety improvements on Puddock Road and a report seeking approval for delivery of the preferred option is expected to go to Highways and Transport Committee in March 2024, with delivery in 2024-25. Swaffham Heath Crossroads has been delayed pending the conclusion of the required land acquisition. Construction is expected to commence in March 2024 with the main period of works falling within 2024-25.
1b	H&T	Unchanged	Local Infrastructure Improvements	4,409	1,100	-643	Reprofiling	Following 23-24 budget setting, the programme and profiles have been fully reviewed. This has enabled greater forecast certainty matching planned works. Most of the projects within the programme form part of a rolling delivery programme from Q1 of 24-25 which is in line with member expectations.
1c	H&T	Unchanged	Delivering the Transport Strategy Aims	7,050	2,362	-401	Reprofiling	A number of projects from this programme have been re-profiled to be delivered in 24-25 along with the spend associated with this. A number of schemes were also withdrawn from the programme in July with new ones being added in their place amounting to c.£900k. Of these schemes, most are due to be delivered in Q1 & 2 of 24-25 including the 20mph (-£200k), B1049 (-190k) projects. Other schemes in the programme have been withdrawn following further engagement with locally elected members resulting in -£150k, the money will be reallocated at the start of the 24-25 financial year. Broadway St Ives is now being funded via a £100k grant from the CPCA, which means the £100k allocation from DTSA is no longer required, the money will be reallocated at the start of the 24-25 financial year. A transition away from using external design consultants to an in-house delivery model is also forecast to result in a £300k saving, and the underspend associated with this will be reallocated at the start of the 24-25 financial year also.
1d	H&T	Unchanged	Bar Hill to Northstowe Cycle Route	1,279	1,042	-992	Reprofiling	Following legal and land purchasing issues the spend has been reprofiled, with the majority of the spend assumed to occur in Q2 of 24-25 if the land and legal issues can be overcome.

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Forecast Outturn Variance £000	Cause	Commentary
1e	H&T	Updated	Additional Highways Maintenance (HS2 allocation)	4,728	2,364	-614	Reprofiling	Due to the recent announcement by the Department of Transport of the new HS2 reallocated funds, it is currently forecast that £1.75m of this will be spent in 23-24 and the remainder in 24-25. This forecast will be revisited next month once plans have been finalised to see if more can be allocated this year.
1f	H&T	Updated	A14 De-trunking	24,750	4,750	-4,450	Reprofiling	Responsibility for the road came to us on 7 <sup>th</sup> Feb 2024. The initial estimate of spend was £4.75m per year for 6 years. Due to adoption of the road happening so late in the year, it is estimated we will spend £300k of the total £24.75m this FY
1g	H&T	Unchanged	Highways Maintenance	2,500	500	-350	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 £350k will be required in 24-25 to complete Phase 1.
1h	H&T	Unchanged	Guided Busway	149,791	3,890	-2,747	Reprofiling	It is now anticipated that the majority of the expenditure to complete the scheme including retention payments will be in 2024-25.
1i	H&T	Unchanged	Cambridge Cycling Infrastructure	487	487	-377	Reprofiling	A significant proportion of this is for the Ring Fort Path scheme, the construction of which is subject to completion of a land agreement. Construction is now expected to fall in 2024-25.
1j	H&T	Unchanged	March Future High Street	6,853	5,116	-816	Reprofiling	Forecasted variation on annual underspend due to change in principal contractor spend profile. This is therefore not a forecasted project underspend for the project as a whole but rather will now be spent in 24-25.
1k	H&T	Updated	St Ives Local Improvement	2,300	1,800	-558	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.
1l	H&T	Unchanged	A141 and St Ives Improvement	5,805	1,754	-284	Reprofiling	Delivery programme amended to allow time to further develop options considering the balance of active travel and public travel improvements alongside a road-based scheme.
1m	H&T	Unchanged	A10 Ely to A14 improvements	3,803	2,378	-948	Reprofiling	This has been profiled based on the revised programme for the development of the Outline Business Case
1n	H&T	Updated	Guided Busway –	2,891	2,891	-2,741	Reprofiling	Following 23-24 budget setting, we have held workshops collaboratively with Finance to test our funding allocation against



Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Forecast Outturn Variance £000	Cause	Commentary
			Widening of footpath					the programme. This has enabled greater forecast certainty matching planned works.
1o	H&T	New	Soham Wicken Non Motorised Users (NMU)	1,230	430	-298	Reprofiling	Funding allocation has been tested against the programme and adjusted to allow the construction period to commence in March and run into 2024-25 following discussion with funders.
1p	H&T	Unchanged	Scheme Development for Highways Initiatives	1,000	424	-424	Ended	No new planned financial obligations from this fund as scheme development now picked up within the cost of individual projects.
1q	H&T	Unchanged	CaPCAM	1,665	1,665	-451	Reprofiling	The scheme has been reprofiled to reflect that the final elements of the work will now take place 24-25.
1r	H&T	New	Wheatsheaf Crossroads	6,795	1,535	-1,015	Reprofiling	The start of construction for the Wheatsheaf Crossroads has been delayed pending the conclusion of the required land acquisition.
1s	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 contract, and a £1.4m underspend is currently being re-forecast for this financial year.
1t	EG&I	Unchanged	Reallocation and funding of cost cap Northstowe phase 1	834	834	-834	Reprofiling	It is anticipated that expenditure relating to this will now take place in 24-25
1u	EG&I	Updated	St Ives Smart Energy Grid Demonstrator scheme	5,486	1,277	-360		Revised estimates on grid connection work on site has resulted in an adjustment required to the capital to complete the project. The project has an expected delay into FY 24-25 and as such, a proportion of the capital costs including retention will not be incurred in FY23-24
1v	EG&I	Updated	Babraham Smart EnergyGrid	8,595	5,040	-1,645	Reprofiling	Delay to the project which has pushed the capital spend profile out of 2023-24 and into 2024-25 partially. This has been updated for the end of January to reflect a more accurate spend profile for the remaining portion of the project.
1w	EG&I	Updated	Stanground Closed Landfill Energy Project	8,267	550	-468	Reprofiling	National Grid planned upgrades to the transmission network in the area of Stanground has meant that the project will go on hold until the grid connection timelines can be agreed.

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Forecast Outturn Variance £000	Cause	Commentary
1x	EG&I	Unchanged	North Angle Solar farm	28,957	6,438	-2,267	Reprofiling	The scheme has been reprofiled to reflect that the next stage of construction is expected to start January 2024 and end in approximately June 24.
1y	EG&I	New	Fordham Renewable Energy Network Demonstrator	635	450	-450	Reprofiling	Throughout FY 23-24 we expected to dedicate time to the Fordham project, however due to efforts being focused on the other large energy projects, no spend is now expected in the current financial year.
1z	EG&I	Unchanged	Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	10,518	2,463	-1,109	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.

## 4.2 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 £24,489 and has been recalculated to reflect the reprofiling of the works at the Waterbeach waste treatment facility.

## 4.3 Capital Funding

Original 2023-24 Funding Allocation as per Business Plan £000	Source of Funding	Revised Funding for 2023-24 £000	Forecast Spend – Outturn (January) £000	Forecast Variance – Outturn (January) £000
13,626	Local Transport Plan	13,771	13,508	-263
15,545	Other DfT Grant funding	21,205	16,141	-5,064
8,875	Other Grants	11,588	10,104	-1,484
5,113	Developer Contributions	5,478	1,665	-3,813
39,699	Prudential Borrowing	33,559	20,439	-13,120
12,308	Other Contributions	15,057	10,068	-4,989
-19,129	Capital Programme variations	-24,489	4,244	-24,489
<b>76,037</b>	<b>Total including Capital Programme variations</b>	<b>76,169</b>	<b>76,169</b>	<b>-4,244</b>

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)	3.44	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 (-£3,906). 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). Rephasing of Major Scheme Delivery and development (-£0.2m). Adjustment of Delivering the Transport Strategy Aims budget (£1.03m).
New funding/Rephasing (Specific Grants)	2.71	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 Department of Transport investment for highways (£2.354m)
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)	2.75	Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). CaPCAM from CPCA (£1.665m). 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). Addition of Soham to Wicken project (£0.33m). Addition of Active Travel 4 project (£0.91m).
Additional Funding / Revised Phasing (Prudential borrowing)	-7.23	Highways Maintenance funding (£4.398m). Reduction in borrowing for pothole fund (-£0.976m). Rephasing of Waste schemes (-£0.68m). Rephasing of Energy schemes (£1.417m). Rephasing of North Angle Solar Farm (-£6.011m). Rephasing of Environment fund (£2.875m). Rephasing King's Dyke (-£3.15m). Rephasing of Wheatsheaf Crossroads (£1.308m). Rephasing of Scheme Development of Highways Initiatives (£0.424m). Rephasing of Waterbeach waste treatment plant works (-£18.820m). Additional borrowing for Swaffham Prior Community Heat Scheme (£1.095m)

## Appendix 4 – Savings Tracker

### Quarter 3 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 saving 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%	The saving is by reducing proactive weed treatments and the use of chemicals. The saving has been made but there has been a strong community reaction and increased reactive pressure on the service. The saving has been removed in 24-25.
Black	P&S	H&T	23-24 New	Saving	B/R.6 .220	Highways Materials Recycling	-100	0	100	100%	This saving will not be made this year as set up delayed. Phase 1 will start in March. Phase 2 programme to be reviewed in Q4 this 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	-383	0	383	100%	Delay in project with an energisation date of 24-25, therefore no income

RAG	Directorate	Committee	Category Type	Type of Proposal	BP Ref	Title	Planned Saving	Forecast Saving 23-24	Variance from Plan £000	% Variance	Forecast Commentary
Black						- Income Generation					expected in 2023-24 per forecast.
	P&S	EG&I	23-24 New & C/F 22-23	Income	C/R.7 .109	North Angle Solar Farm, Soham - Income Generation	-4,535	0	4,535	100%	Project energisation date historically forecast at July 2023. Now forecast 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	CSMI	22-23 CFWD	Income	A/R.6 .213	Registrars	-200	-30	170	85.00%	Saving based on additional income through the diversification of services provided by the Registration Service and increasing existing ceremonial capacity. The current financial climate and suitability of the venues has led to a reduction in bookings making this saving difficult to achieve.
							-6,235	- 857	5,378		

## Key to RAG ratings

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

## APPENDIX 5 – Technical Note

**5.1.1** The table below outlines the additional Place and Sustainability grant income, which is not built into base budgets.

Grant	Awarding Body	Amount £'000
<b>Grants as per Business Plan</b>		
Street Lighting PFI credits	Department of Levelling Up, Housing and Communities	3,994
Waste PFI credits	Department for Environment, Food and Rural Affairs	2,570
Bikeability	Department of Transport	213
Public Health Grant	Department of Health and Social Care	209
Woodland Creation	Department for Environment, Food and Rural Affairs	150
Non-material grants (+/- £50k)	Various	205
<b>Total Non-Baselined Grants 23-24</b>		<b>7,291</b>

### 5.2.1 Virements and Budget Reconciliation (Place and Sustainability)

(Virements between Place and Sustainability and other service blocks)

Budgets and movements	£'000	Notes
<b>Budget as per Business Plan (BP)</b>	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	-2,032	Service budgets moved from P&S to S&P
Staffing restructure	-141	
Budget funding for staff pay award	684	
Non-material virements (+/- £30k)	-24	
<b>Current Budget 2023-24</b>	<b>68,957</b>	



### 5.3.1 Place and Sustainability Earmarked Reserve Schedule

Fund Description	Balance at 31st March 2023	Movement within Year	Balance at 31 <sup>st</sup> Dec 2023	Yearend Forecast Balance	Notes
	£'000	£'000	£'000	£'000	
<b>Other Earmarked Funds</b>					
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	406	800	406	Funding agreed by S&R Committee
H&T Central Winter Maintenance	0	600	600	0	
H&T Streetworks Permit scheme	224	0	224	112	
H&T Highways Commuted Sums	3,493	1,038	4,543	3,632	
H&T Streetlighting - Commuted Sum	16	0	16	16	
H&T Busway safety improvements	2,891	0	2,891	0	
H&T Apprentices	0	684	684	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 - RECAP	170	0	170	170	Partnership accounts, not solely CCC
E&GI Waste reserve	2,845	0	2,845	1,000	
E&GI Coroners - Complex inquests	279	(14)	265	253	
E&GI Registrars	194	0	194	0	
E&GI Trading Standards	100	(100)	0	0	
E&GI Proceed of Crime	296	13	309	296	
H&T Other earmarked reserves under £30k	20	0	20	0	
<b>Total</b>	<b>14,029</b>	<b>2,628</b>	<b>16,656</b>	<b>8,651</b>	

### 5.3.2 Place and Sustainability Capital Reserve Schedule

Fund Description	Balance at 31st March 2023  £'000	Movement within Year  £'000	Balance at 31 <sup>st</sup> Dec 2023  £'000	Yearend Forecast Balance  £'000	Notes
<b>Capital Reserves</b>					
H&T Other Government Grants	21,751	(979)	20,772	19,000	
H&T Other Capital Funding	1,045	(113)	932	0	
<b>TOTAL</b>	<b>22,796</b>	<b>(1,092)</b>	<b>21,704</b>	<b>19,000</b>	