

Finance Monitoring Report – August 2022

To: Highways and Transport Committee

Meeting Date: 4th October 2022

From: Steve Cox – Executive Director, Place & Sustainability
Tom Kelly – Chief Finance Officer

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Outcome: The report is presented to provide Committee with an opportunity to note and comment on the August position for 2022/2023.

Recommendation: The Committee is asked to review, note and comment upon the report.

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1. Background

- 1.1 The appendix attached provides the financial position for the whole of Place & Sustainability Directorate, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid Member reading of the finance monitoring report, budget lines that relate to the Highways and Transport Committee are unshaded and those that relate to the Environment and Green Investment Committee are shaded. Members are requested to restrict their questions to the lines for which this Committee is responsible.
- 1.2 This report is intended to give Committee an update on the financial position of Place & Sustainability Directorate and detail forecast pressures and underspends across the different services and an explanation for variances.

2. Main Issues

- 2.1 Revenue: Across Place & Sustainability Directorate, there is a forecast overspend of £526K, and the main factors are: -

Street lighting: Since the approval of the 2022/23 Business Plan at Council in February some new pressures were identified, and these were addressed by a budget re-set approved at Strategy & Resources Committee on 27th June. It was agreed to allocate £1,051K to reflect the estimated 80% Streetlighting energy inflation from October 2022. However, since then, the estimated inflationary figure has increased to 100% and this has required that the service forecast a £236K overspend.

Park & Ride: maintenance of the temporary fence on the southern section of the guided busway (£148K).

Lost sales, fees and charges: the temporary budget of £700K is used to offset the residual reduction in income due to covid, and offsets the resultant forecast overspends elsewhere across P&S.

- 2.2 Capital: The following schemes are now showing in-year forecast underspends and the explanations for the variances are detailed within Appendix 7 of the Finance Monitoring Report.

- **Girton to Oakington Cycling Schemes (-£301K):** The external funding bids are still not guaranteed, slippage into 23/24 has been forecast to complete land and detailed design.
- **Other cycling schemes (-£526K):** the variance relates to 3 schemes, B1049 A14 Histon junction, Eddington to Girton and Ditton Lane, Fen Ditton. For each of these schemes, feasibility and preliminary design work will be undertaken this financial year to establish likely construction costs. Delivery will take place in 2023/24 and the funding will be rolled forward for this.
- **B1050 Shelfords Road (-£800K):** Due to the expected disruption and the road needing to be closed for 2/3 months, the service is consulting locally as to when it is best for the work to take place. The likelihood is that this scheme will now commence in 2023-24 with specific timing dependent on the outcome of consultation.

- **Lancaster Way (-£217K):** This scheme is now forecast to deliver for less than the budget allocated. As the scheme is funded by the Combined Authority there will be a reduction in the reimbursement claimed.
- **Wisbech Town Centre Access Study (-£359K):** Forecast Spend is less than the budget for 2022/23 to reflect the utility refunds which are due in-year.
- **St Neots Future High Street Fund (-£469K):** The district council governance/approval process required has been accommodated and construction is now programmed to commence in May 2023 therefore no construction expenditure is expected during current financial year, resulting in reduced forecast figures.
- **Wheatsheaf Crossroads (-£144K):** Design options are being considered along with land implications, which has delayed initial programme and spend forecast, but the overall programme remains on track for delivery in 2024/25.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

There are no significant implications for this priority.

3.2 Health and Care

There are no significant implications for this priority.

3.3 Places and Communities

There are no significant implications for this priority.

3.4 Children and Young People

There are no significant implications for this priority.

3.5 Transport

There are no significant implications for this priority.

4. Significant Implications

4.1 Resource Implications

This report details the financial position across Place & Sustainability.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category

4.4 Equality and Diversity Implications

There are no significant implications within this category

4.5 Engagement and Communications Implications

There are no significant implications within this category

4.6 Localism and Local Member Involvement

There are no significant implications within this category

4.7 Public Health Implications

There are no significant implications within this category

4.8 Environment and Climate Change Implications on Priority Areas

There are no significant implications within this category

5. Source documents guidance

5.1 Source documents

None