

## Place &amp; Sustainability Directorate

## Finance Monitoring Report – August 2022

## 1. Summary

## 1.1 Finance

Category	Target	Section Ref.
Income and Expenditure	Balanced year end position	2
Capital Programme	Remain within overall resources	3

## 2. Income and Expenditure

## 2.1 Overall Position

Forecast Variance – Outturn (Previous Month) £000	Directorate	Budget 2022/23 £000	Actual £000	Forecast Variance - Outturn (August) £000	Forecast Variance - Outturn (August) %
-700	Executive Director	604	668	-700	-116
+526	Highways & Transport	28,641	7,692	+640	+2
+209	Planning, Growth & Environment	45,653	13,986	+285	+1
+330	Climate Change and Energy	-186	-2,710	+301	-162
0	External Grants	-6,956	-1,733	0	0
<b>+365</b>	<b>Total</b>	<b>67,757</b>	<b>17,904</b>	<b>+526</b>	<b>+1</b>

In summary, P&S is forecasting an overspend of £526K due to a shortfall in income from energy schemes because of delays, and also in Waste some rent and partnership contribution pressures. There is also a shortfall in income in parking and other services due to the residual impact of Covid but these are offset by the central budget allocated for this specific purpose.

The service level budgetary control report for August 2022 can be found in [appendix 1](#).

Further analysis of the results can be found in [appendix 2](#).

## 2.1.2 Covid Pressures

<b>Budgeted Pressure £000</b>	<b>Pressure</b>	<b>Revised forecast £000</b>
300	Parking Operations loss of income	285
150	Park & Ride loss of Income	40
50	Planning Fee loss of Income including archaeological income	133
200	Guided Busway – operator income	96
<b>700</b>	<b>Total Expenditure</b>	<b>554</b>

### Covid-19

Table 2.1.2 details the budget (as allocated in Business Planning) and forecasts within the service relating to the Covid-19 virus. The funding to reflect the loss of income is held on the Executive Director line with the actual shortfall shown on the respective policy lines. The budget to offset the loss of income arising from the financial impact of covid is £0.7m, and currently it is estimated that £0.55m is actually required.

## 2.2 Significant Issues

### Budget Baselineing

Since the approval of the 2022/23 Business Plan at Council in February some new pressures have been identified and these have been addressed by a budget re-set approved at Strategy & Resources Committee on 27th June. It has been agreed to allocate the following budgets to address inflationary / PFI pressures within P&S.

- Estimated Streetlighting energy inflation £1,051K
- Waste PFI inflation uplift £1,200K

In addition, it has been agreed by Strategy and Resources Committee to allocate £1,321K to the earmarked Waste Reserve for BATc works

The budgets and reserves within this report reflect these changes.

## 3. Balance Sheet

### 3.1 Reserves

A schedule of the Service's reserves can be found in [appendix 5](#).

### 3.2 Capital Expenditure and Funding

The Strategy & Resources Committee in June approved (1) additional capital budget of £832K for Waste BATc works in this financial year (funded by prudential borrowing) and any further changes for future years will be taken forward through the Business Plan, and (2) £280k additional prudential borrowing for the Northstowe bus link, to be repaid once the £280k S106 contribution is received.

The Strategy & Resources Committee will be asked to approve a capital virement for the Waste BATc works to move £11.8m of existing capital budget from 2022/23 to 2023/24 to reflect the updated timelines.

The Capital Programme at Appendix 6 reflects the changes due to:-

- (1) carry-forwards from 21/22 due to underspends,
- (2) the re-phasing of a number of schemes, and
- (3) changes due to new funding.

Details of all the changes are shown within [appendix 6](#).

#### Expenditure

No significant issues to report this month.

#### Funding

All other schemes are funded as presented in the 2022/23 Business Plan.

A detailed explanation of the position can be found in [appendix 6](#).

# Appendix 1 – Service Level Budgetary Control Report

Previous Forecast Outturn Variance £000's	Service	Budget 2022/23 £000's	Actual August 2022 £000's	Forecast Outturn Variance £000's	Forecast Outturn Variance %
<b>Executive Director</b>					
-0	Executive Director	-96	668	-0	0%
-700	Lost Sales, Fees & Charges Compensation	700	0	-700	-100%
<b>-700</b>	<b>Executive Director Total</b>	<b>604</b>	<b>668</b>	<b>-700</b>	<b>-116%</b>
<b>Highways &amp; Transport</b>					
<b>Highways Maintenance</b>					
-0	Asst Dir - Highways Maintenance	159	83	-0	0%
-24	Highway Maintenance	10,650	2,076	-24	0%
-36	Highways Asset Management	486	542	-36	-7%
0	Winter Maintenance	2,833	94	0	0%
1	Highways - Other	-615	-925	1	0%
<b>Project Delivery</b>					
0	Asst Dir - Project Delivery	200	18	0	0%
-0	Project Delivery	2,620	1,207	-0	0%
-24	Street Lighting	11,904	3,501	236	2%
<b>Transport, Strategy &amp; Development</b>					
-0	Asst Director - Transport, Strategy & Development	162	74	-0	0%
4	Traffic Management	-156	755	-77	-49%
67	Road Safety	377	443	67	18%
1	Transport Strategy and Policy	22	174	1	3%
0	Highways Development Management	0	-222	0	0%
188	Park & Ride	0	1,005	188	0%
349	Parking Enforcement	0	-1,133	285	0%
<b>526</b>	<b>Highways &amp; Transport Total</b>	<b>28,641</b>	<b>7,692</b>	<b>640</b>	<b>2%</b>
<b>Planning, Growth &amp; Environment</b>					
0	Asst Dir - Planning, Growth & Environment	180	72	0	0%
5	Planning and Sustainable Growth	917	401	56	6%
51	Natural and Historic Environment	960	100	77	8%
152	Waste Management	43,595	13,413	152	0%
<b>209</b>	<b>Planning, Growth &amp; Environment Total</b>	<b>45,653</b>	<b>13,986</b>	<b>285</b>	<b>1%</b>
<b>Climate Change &amp; Energy Service</b>					
330	Energy Projects Director	-303	-2,714	301	99%
-0	Energy Programme Manager	117	4	-0	0%
<b>330</b>	<b>Climate Change &amp; Energy Service Total</b>	<b>-186</b>	<b>-2,710</b>	<b>301</b>	<b>-162%</b>
<b>365</b>	<b>Total</b>	<b>74,712</b>	<b>19,636</b>	<b>526</b>	<b>1%</b>

## Appendix 2 – Commentary on Forecast Outturn Position

Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater.

### Lost Sales, Fees & Charges Compensation

<b>Current Budget for 2022/23 £'000</b>	<b>Actual £'000</b>	<b>Outturn Forecast £'000</b>	<b>Outturn Forecast %</b>
700	0	-700	-100

Budget has been set aside to cover expected shortfalls in income due to COVID. The budget has been built on assumptions on the level of income and these are being closely monitored during the year.

### Street Lighting

<b>Current Budget for 2022/23 £'000</b>	<b>Actual £'000</b>	<b>Outturn Forecast £'000</b>	<b>Outturn Forecast %</b>
11,904	3,501	+236	+2

Energy inflation is expected to increase by 100% in October, funding was added to the base budget to allow for a 80% increase but it is expected there will be an additional pressure of £250k.

### Traffic Management

<b>Current Budget for 2022/23 £'000</b>	<b>Actual £'000</b>	<b>Outturn Forecast £'000</b>	<b>Outturn Forecast %</b>
-156	755	-77	-49

Income from road opening and closure fees are currently higher than forecast.

### Road Safety

<b>Current Budget for 2022/23 £'000</b>	<b>Actual £'000</b>	<b>Outturn Forecast £'000</b>	<b>Outturn Forecast %</b>
377	443	+67	+18

Partly due to staff vacancies the amount of income from Road Safety audits is expected to be less than the amount budgeted.

### Park & Ride

<b>Current Budget for 2022/23 £'000</b>	<b>Actual £'000</b>	<b>Outturn Forecast £'000</b>	<b>Outturn Forecast %</b>
0	1,005	+188	0

There is a pressure on the Guided Bus Maintenance due to the installation of a temporary fence on the Southern Section of the Guided Busway, between the station and the Addenbrookes spur.

## Parking Enforcement

<b>Current Budget for 2022/23 £'000</b>	<b>Actual £'000</b>	<b>Outturn Forecast £'000</b>	<b>Outturn Forecast %</b>
0	-1,133	+285	0

Income is projected to be lower than the budget set due to changes since the pandemic. This is projected on certain assumptions and these assumptions are being closely monitored during the year. Currently income is slightly ahead of these initial assumptions. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

## Planning and Sustainable Growth

<b>Current Budget for 2022/23 £'000</b>	<b>Actual £'000</b>	<b>Outturn Forecast £'000</b>	<b>Outturn Forecast %</b>
917	401	+56	+6

Income is projected to be lower than the budget set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

## Natural and Historic Environment

<b>Current Budget for 2022/23 £'000</b>	<b>Actual £'000</b>	<b>Outturn Forecast £'000</b>	<b>Outturn Forecast %</b>
960	100	+77	+8

Income is projected to be lower than the budget set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

## Waste

<b>Current Budget for 2022/23 £'000</b>	<b>Actual £'000</b>	<b>Outturn Forecast £'000</b>	<b>Outturn Forecast %</b>
43,595	13,413	+152	0

The majority of the forecast overspend relates to increased annual rent for the Thriplow site which has been backdated to 2016 and the increased contribution to the RECAP waste partnership by all partners to prepare for the implementation of the Resources and Waste Strategy.

The waste budget has an underlying risk of both an additional £700K landfill gate fee pressure and a further £250k green waste pressure for the cost of diverting waste due to BATc changes required to the Waterbeach facilities. It is expected that these pressures will be largely offset by cost reductions from reduced energy use, reduced costs for In Vessel Compost facility oversize disposal, etc. although it will take a while to get to a conclusion with Thalia (formerly known as Amey) to agree the level of cost reductions. The total tonnage of organic waste processed this year is likely to be lower than originally forecast due to the dry summer weather, that will also help to offset this pressure.

## Energy Projects Director

<b>Current Budget for 2022/23 £'000</b>	<b>Actual £'000</b>	<b>Outturn Forecast £'000</b>	<b>Outturn Forecast %</b>
-303	-2,714	+301	+99

Income and maintenance costs for the St Ives P&R Smart Energy Grid forecast for this year have been pushed back into 2022/23. This is due to the private wire connection points to the business customers requiring additional design work resulting from site/operational changes from the customers.

Babraham Road P&R smart energy grid has added an additional phase to its construction programme to address the number of available parking concerns during the construction programme. This has added an additional 14 weeks to the construction programme pushing back income generation and maintenance costs to start by October 2023. The North Angle Solar Farm project will be energised by June 2023 and not December 2022 as originally forecast. This is due to the private wire not being in place by December 2022 as a result of extended third party easement negotiations. This has resulted in an income and maintenance cost delay.

## Appendix 3 – Grant Income Analysis

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

<b>Grant</b>	<b>Awarding Body</b>	<b>Expected Amount £'000</b>
<b>Grants as per Business Plan</b>	Various	6,754
Adjustment re Waste PFI grant		-27
Strategic Parks and Greenspaces	National Heritage	106
Non-material grants (+/- £30k)	N/A	123
<b>Total Grants 2022/23</b>		<b>6,956</b>

## Appendix 4 – Virements and Budget Reconciliation

<b>Budgets and movements</b>	<b>£'000</b>	<b>Notes</b>
<b>Budget as per Business Plan</b>	66,101	
Transfer of Energy Schemes	-369	
Allocation of funding for 1.75% 21/22 pay award	191	
Budget re-set Streetlighting energy inflation	1,200	
Budget re-set Waste PFI inflation uplift	1,051	
Alconbury Solar Ports	33	Transfer of income budget to Corporate Services
Just transition funded schemes	-455	Budget replaced by contributions from reserves
Non-material virements (+/- £30k)	5	
<b>Current Budget 2022/23</b>	<b>67,757</b>	

## Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2022 £'000	Movement within Year £'000	Balance at 31st August 2022 £'000	Yearend Forecast Balance £'000	Notes
<b>Other Earmarked Funds</b>					
Deflectograph Consortium	31	0	31	30	Partnership accounts, not solely CCC
Highways Searches	339	0	339	0	
On Street Parking	2,566	0	2,566	2,000	
Highways Maintenance	1,490	0	1,490	0	
Streetworks Permit scheme	44	0	44	0	
Highways Commuted Sums	1,373	0	1,373	1,200	
Streetlighting – Commuted Sums	16	0	16	0	
Flood Risk funding	20	0	20	0	
Real Time Passenger Information (RTPI)	216	0	216	216	
Waste - Recycle for Cambridge & Peterborough (RECAP)	23	0	23	0	Partnership accounts, not solely CCC Partnership accounts, not solely CCC
Travel to Work	263	0	263	180	
Steer- Travel Plan+	85	0	85	52	
Greenspaces	85	0	85	85	
Waste reserve	3,184	1,231	4,415	1,000	
Other earmarked reserves under £30k	20	0	20	0	
<b>Sub total</b>	<b>9,756</b>	<b>1,231</b>	<b>10,987</b>	<b>4,763</b>	
<b>Capital Reserves</b>					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&S
Other Government Grants	861	0	861	0	
Other Capital Funding	1,804	0	1,804	0	
<b>Sub total</b>	<b>2,665</b>	<b>0</b>	<b>2,665</b>	<b>0</b>	
<b>TOTAL</b>	<b>12,421</b>	<b>1,231</b>	<b>13,652</b>	<b>4,763</b>	

# Appendix 6 – Capital Expenditure and Funding

## Capital Expenditure 2022/23

Total Scheme Revised Budget £'000	Original 2022/23 Budget as per BP £'000	Scheme	Revised Budget for 2022/23 £'000	Actual Spend (August) £'000	Forecast Spend – Outturn (August) £'000	Forecast Variance – Outturn (August) £'000
		<b>Integrated Transport</b>				
200	200	Major Scheme Development & Delivery	0	15	15	15
318	311	- S106 Northstowe Bus Only Link	510	17	507	-3
208	0	- Stuntney Cycleway	41	11	21	-20
1,195	1,257	Local Infrastructure Improvements	1,195	136	1,195	0
75	75	- Minor improvements for accessibility and Rights of Way	86	7	88	2
1,480	1,494	Safety Schemes	1,480	-6	1,486	6
362	345	Strategy and Scheme Development work	562	330	584	22
		Delivering the Transport Strategy Aims				
2,542	1,859	- Highway schemes	2,517	150	2,517	0
		- Cycling schemes				
0	550	- Boxworth to A14 Cycle Route	0	0	0	0
0	500	- Hilton to Fenstanton Cycle Route	0	0	0	0
0	780	- Buckden to Hinchingsbrooke Cycle Route	0	12	12	12
0	251	- Dry Drayton to NMU	50	7	50	0
1,279	819	- Bar Hill to Longstanton	40	16	40	0
1,000	115	- Girton to Oakington	339	15	38	-301
16	0	- Arbury Road	12	0	12	0
1,562	0	- Papworth to Cambourne	0	-24	0	0
1,092	1,266	- Other Cycling schemes	1,117	44	591	-526
25	23	Air Quality Monitoring	25	1	25	0
26,000	1,040	A14	1,040	-2,077	1,040	0
		<b>Operating the Network</b>				
9,098	9,275	Carriageway & Footway Maintenance incl Cycle Paths	11,598	1,446	11,598	0
235	235	Rights of Way	235	31	237	2
3,366	2,477	Bridge Strengthening	3,406	1,087	3,407	1
778	778	Traffic Signal Replacement	778	56	733	-45
183	183	Smarter Travel Management - Int Highways Man Centre	183	18	183	0
118	118	Smarter Travel Management - Real Time Bus Information	118	0	118	0
		<b>Highways &amp; Transport</b>				
		<b>Highways Maintenance</b>				
78,700	809	£90m Highways Maintenance schemes	2,365	1,593	2,361	-4
4,329	4,329	Pothole grant funding	8,329	3,812	8,272	-57
24,000	4,000	Footways	4,425	402	4,409	-16
0	0	Safer Roads Fund	0	-8	0	0
6,800	800	B1050 Shelfords Road	800	0	0	-800
		<b>Project Delivery</b>				
49,000	3	- Ely Crossing	15	-1,197	15	0
149,791	4,079	- Guided Busway	200	177	200	0
		Cambridge Cycling Infrastructure		0		
1,975	0	- Fendon Road Roundabout	189	4	189	0
450	268	- Ring Fort Path	398	16	433	35
330	85	- Cherry Hinton Road	183	57	183	0

Total Scheme Revised Budget £'000	Original 2022/23 Budget as per BP £'000	Scheme	Revised Budget for 2022/23 £'000	Actual Spend (August) £'000	Forecast Spend – Outturn (August) £'000	Forecast Variance – Outturn (August) £'000
33,500	2,516	- King's Dyke	5,084	2,964	5,084	0
1,098	0	- Emergency Active Fund	1,335	196	1,335	0
2,589	0	- Lancaster Way	287	46	70	-217
0	0	- A14	0	0	0	0
1,883	4,481	- Wisbech Town Centre Access Study	693	-236	334	-359
158	0	- Spencer Drove, Soham	257	180	277	20
4,984	325	- March Future High St Fund	315	113	307	-8
7,770	1,601	- St Neots Future High St Fund	831	146	362	-469
2,367	0	- March Area Transport Study - Main schemes	2,367	229	2,367	0
2,300	0	- St Ives local improvements	1,000	4	1,000	0
50	0	- A141 and St Ives Improvement - CPCA	50	48	50	0
		<b>Transport Strategy and Network Development</b>				
1,000	0	- Scheme Development for Highways Initiatives	424	0	424	0
2,072	0	- Combined Authority Schemes	343	343	343	0
280	0	- A505	0	1	0	0
0	0	- Northstowe Transport Monitoring	0	93	0	0
6,795	0	- Wheatsheaf Crossroads	383	46	239	-144
		<b>Planning, Growth &amp; Environment</b>				
6,634	1,740	- Waste Infrastructure	1,808	30	1,808	0
20,367	0	- Waterbeach Waste Treatment Facilities	12,847	558	1,047	-11,800
680	0	- Northstowe Heritage Centre	375	47	375	0
		<b>Climate Change &amp; Energy Services</b>				
1,000	0	- Energy Efficiency Fund	0	0	0	0
10,999	6,215	- Swaffham Prior Community Heat Scheme	6,943	2,485	6,943	0
928	0	- Alconbury Civic Hub Solar Car Ports	0	52	52	52
4,878	3,621	- St Ives Smart Energy Grid Demonstrator scheme	3,978	1,371	3,992	14
8,078	6,079	- Babraham Smart Energy Grid	5,630	571	5,966	336
6,970	0	- Trumpington Smart Energy Grid	0	0	0	0
8,266	0	- Stanground Closed Landfill Energy Project	150	0	150	0
2,526	0	- Woodston Closed Landfill Energy Project	0	0	0	0
27,453	6,909	- North Angle Solar Farm, Soham	7,963	2,121	7,963	0
635	0	- Fordham Renewable Energy Network Demonstrator	609	0	609	0
15,000	5,940	- Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	892	437	920	28
0	0	- Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	0	23	428	428
200	0	- Environment Fund - EV Chargepoints	194	-21	86	-108
500	435	- Environment Fund - Oil Dependency	0	0	0	0
300	300	- Environment Fund - Climate Innovation	70	0	145	75
74	0	- Treescape Fund	36	0	75	39
157	0	- Cambridge Electric Vehicle Chargepoints	139	0	139	0
3,145	0	- School Ground Source Heat Pump Projects	926	403	969	43
37,179	11,325	<b>Connecting Cambridgeshire</b>	4,628	852	4,628	0
	1,092	Capitalisation of Interest	1,092	0	1,092	0
<b>589,322</b>	<b>90,903</b>		<b>103,885</b>	<b>19,250</b>	<b>90,138</b>	<b>-13,747</b>
	-18,660	Capital Programme variations	-18,660	0	-4,913	13,747
	<b>72,243</b>	<b>Total including Capital Programme variations</b>	<b>85,225</b>	<b>19,250</b>	<b>85,225</b>	<b>0</b>

The increase between the original and revised budget is partly due to the carry forward of funding from 2021/22, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2021/22 financial year. The phasing of a number of schemes have been reviewed since the published business plan and are now incorporated in the table above

The Capital Programme Board have recommended that services include a variation budget to account for likely slippage in the capital programme, as it is sometimes difficult to allocate this to individual schemes in advance. As forecast underspends start to be reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when slippage exceeds this budget. The allocations for these negative budget adjustments have been calculated and shown against the slippage forecast to date.

## Appendix 7 – Commentary on Capital expenditure

- Girton to Oakington cycling scheme

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
339	38	-301	-301	0	0	-301

Depending on the outcome of external funding bids there could be a potential to start delivery during 22/23 as the detailed design has been virtually completed and the land acquisition required is progressing. As the bids are still not guaranteed, slippage into 23/24 has been forecasted to complete land and detailed design.

- Other cycling schemes

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
1,117	591	-526	0	-526	0	-526

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. Any construction will take place in 2023/24 and the funding will be rolled forward for this.

- B1050 Shelfords Road

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
800	0	-800	-800	0	0	-800

Due to the expected disruption and the road needing to be closed for 2/3 months, the service are consulting locally as to when it's 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

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
287	70	-217	-217	0	-217	0

There is an expectation that the scheme will now deliver for less than the allocated funding. As the scheme is funded by the Combined Authority it will mean a reduction in the reimbursement claimed.

- Wisbech Town Centre Access Study

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
693	334	-359	-359	0	-359	0

Forecast Spend Outturn is less than Revised Budget for 2022/23 to take into account utility refunds yet to be received during this year.

- St Neots Future High Street Fund

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
831	362	-469	-540	+71	0	-469

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

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
383	239	-144	-163	+19	0	-144

Design options are being considered along with land implications, which has delayed initial programme and spend forecast. Overall programme remains on track for delivery in 2024/25 as previously communicated.

- Waterbeach Waste Treatment Facilities

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
12,847	1,047	-11,800	0	-11,800	0	-11,800

A request to approve a capital virement to move £11.8m of existing capital budget from 2022/23 to 2023/24 to reflect the updated timelines will go to the Strategy & Resources Committee.

- Babraham Smart Energy Grid

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
5,630	5,966	+336	+336	0	0	+336

In discussion with Addenbrookes Hospital, the construction phasing plan for Babraham Smart Energy Grid was changed post-contract from a two phase to a three phase programme to allow sufficient parking to be available at the Babraham Park and Ride site during construction of the smart energy grid for the Biomedical Campus. This change has increased the timeline for project delivery by 14 weeks and the upfront capital costs on the project. However, the overall project business case remains positive as a result of the increased tariff for electricity supplies.

- Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
0	428	+428	+428	0	0	+428

Last year the schools low carbon heating programme sat together with the Council's office buildings low carbon heating programme but this is now separated out. This will allow closer monitoring of the additional Council's Environment Fund contributions for low carbon heating for maintained schools to match fund any Government Public Sector Decarbonisation Scheme funding. This change was implemented post March 2022 and will therefore be seen as a variance all year.

## Capital Funding

Original 2022/23 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2022/23 £'000	Actual Spend (August) £'000	Actual Variance (August) £'000
18,570	Local Transport Plan	13,626	13,626	0

8,329	Other DfT Grant funding	10,829	10,829	0
11,996	Other Grants	7,268	4,526	-2,742
7,256	Developer Contributions	3,058	4,189	1,131
46,961	Prudential Borrowing	56,981	46,369	-10,612
11,241	Other Contributions	12,123	10,599	-1,524
<b>104,353</b>		<b>103,885</b>	<b>90,138</b>	<b>-13,747</b>
<b>-18,970</b>	Capital Programme variations	-18,970	-5,223	13,747
<b>85,383</b>	<b>Total including Capital Programme variations</b>	<b>84,915</b>	<b>84,915</b>	<b>0</b>

The increase between the original and revised budget is partly due to the carry forward of funding from 2021/22, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2021/22 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Funding	Amount (£m)	Reason for Change
Rephasing (DfT Grants)	-4.94	Schemes funded by DfT grants rolled forward into 22/23. DfT grant used to fund schemes that were earmarked to be funded by borrowing in 21/22. Rolled forward schemes will be funded by borrowing.
New funding/Rephasing (Specific Grants)	-3.56	Carry forward of Northstowe Heritage centre (£0.375m) Reduction in funding and rephasing for Wisbech Town Centre Access Study due to change of scope of CPCA funded scheme (-£3.788m). Reduction in funding and rephasing for Connecting Cambridgeshire (-£4.925m). New funding for March Area Transport Study (£2.367m) Additional DfT funding (£2.5m)
Additional Funding / Revised Phasing (Section 106 & CIL)	-4.20	Developer contributions to be used for a number of schemes. Rephasing Bar Hill to Longstanton cycleway (-£0.727m). Rephasing Girton to Oakington cycleway (£0.124m). Rephasing of Guided Busway (-£3.979m). Rephasing of Fendon Road Roundabout (£0.189m). Rephasing of Ring Fort path (£0.020m). Rephasing of Cherry Hinton Road cycleway (£0.098m).
Additional funding / Revised Phasing (Other Contributions)	0.59	Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). Rephasing King's Dyke (£0.385m). Rephasing Lancaster Way (£0.287m). Spencer Drove, Soham (£0.097m). Rephasing and adjustment to overall funding Future High St Funds (£1.905m). Rephasing Connecting Cambridgeshire (£1.772m). A141 and St Ives Improvements (£1.0m). Pothole funding – use of revenue budget (£4.0m).
Additional Funding / Revised Phasing (Prudential borrowing)	10.02	Borrowing in advance of S106 receipts – Northstowe Busway link (£0.240m) Deletion of A14 cycling schemes which are part of phase 2 bid (-£0.125m). Rephasing of Highways Maintenance funding (£8.200m). Rephasing of Footway schemes (£0.425m) Rephasing of Waste

Funding	Amount (£m)	Reason for Change
		schemes (£0.068m). Rephasing of Energy schemes (-£2.975m). Rephasing King's Dyke (£2.183m). Rephasing Scheme development for Highway Initiatives (£0.424m). Rephasing Connecting Cambridgeshire (£1.40m)

## Summary of Place & Sustainability establishment (P&S) – Data compiled 31<sup>st</sup> July 2022

The table below shows:

- Number of FTE employed in P&S
- Total number FTE on the establishment
- The number of “true vacancies” on the establishment. We are now only reporting the vacancies from our establishment, which means there is a single source.

### Notes on data:

- We can report that the percentage of “true vacancies” in P&S as of 31st July 2022 was 25.1% of the overall establishment of posts. This is up from the previous month which stood at 23.5%. Work is ongoing with the Heads of Service to review their establishments and to delete any posts which are not actively being recruited to.

		Sum of FTE employed	Sum of true vacancies	Total FTE on establishment	Percentage of vacancies
<b>Grand Total</b>		<b>300.6</b>	<b>100.7</b>	<b>401.3</b>	<b>25.1%</b>
Planning, Growth and Environment	Assistant Director	2.0	0.0	2.0	00.0%
	Natural & Historic Env	23.8	6.3	30.1	20.9%
	Planning and Sus Growth	23.5	8.0	31.5	25.4%
	Waste Disposal incl PFI	7.7	4.0	11.7	34.1%
<b>Planning, Growth and Environment</b>		<b>57.0</b>	<b>18.3</b>	<b>75.3</b>	<b>24.3%</b>
Climate Change and Energy Service	Climate and Energy Services	10.4	5.0	15.4	<b>32.6%</b>
<b>Climate Change and Energy Service Total</b>		<b>10.4</b>	<b>5.0</b>	<b>15.4</b>	<b>32.6%</b>
H&T, Highways Maintenance	Asst Dir - Highways	3.0	1.0	4.0	25.0%
	Highways Other	10.0	2.0	12.0	16.7%
	Highways Maintenance	38.0	10.0	48.0	20.8%
	Asset Management	12.0	5.0	17.0	29.4%
H&T, Highways Project Delivery	Asst Dir - Project Delivery	1.0	0.0	1.0	0.0%
	Project Delivery	31.3	23.0	54.3	42.4%
H&T, Transport, Strategy and Development	Asst Dir - Transport, Strategy and Development	2.0	0.0	2.0	0.0%
	Highways Development Management	18.6	1.0	19.6	5.1%
	Park & Ride	14.0	1.0	15.0	6.7%
	Parking Enforcement	15.8	2.4	18.2	13.3%
	Road Safety	20.6	6.7	27.3	24.6%
	Traffic Management	38.2	11.3	49.5	22.8%
Highways	Transport & Infrastructure Policy & Funding	13.3	3.0	16.3	18.4%
	Street Lighting	4.0	7.0	11.0	63.6%
<b>Highways and Transport Total</b>		<b>221.7</b>	<b>73.4</b>	<b>295.2</b>	<b>24.9%</b>
Exec Dir	Executive Director (Including Connecting Cambridgeshire)	11.5	4.0	15.5	34.8%
<b>Exec Dir Total</b>		<b>11.5</b>	<b>4.0</b>	<b>15.5</b>	<b>25.8%</b>