

## Appendix

Directorate: Place &amp; Sustainability

Subject: Finance Monitoring Report – Year End Outturn Report

 Date: 25<sup>th</sup> April 2024

## Contents

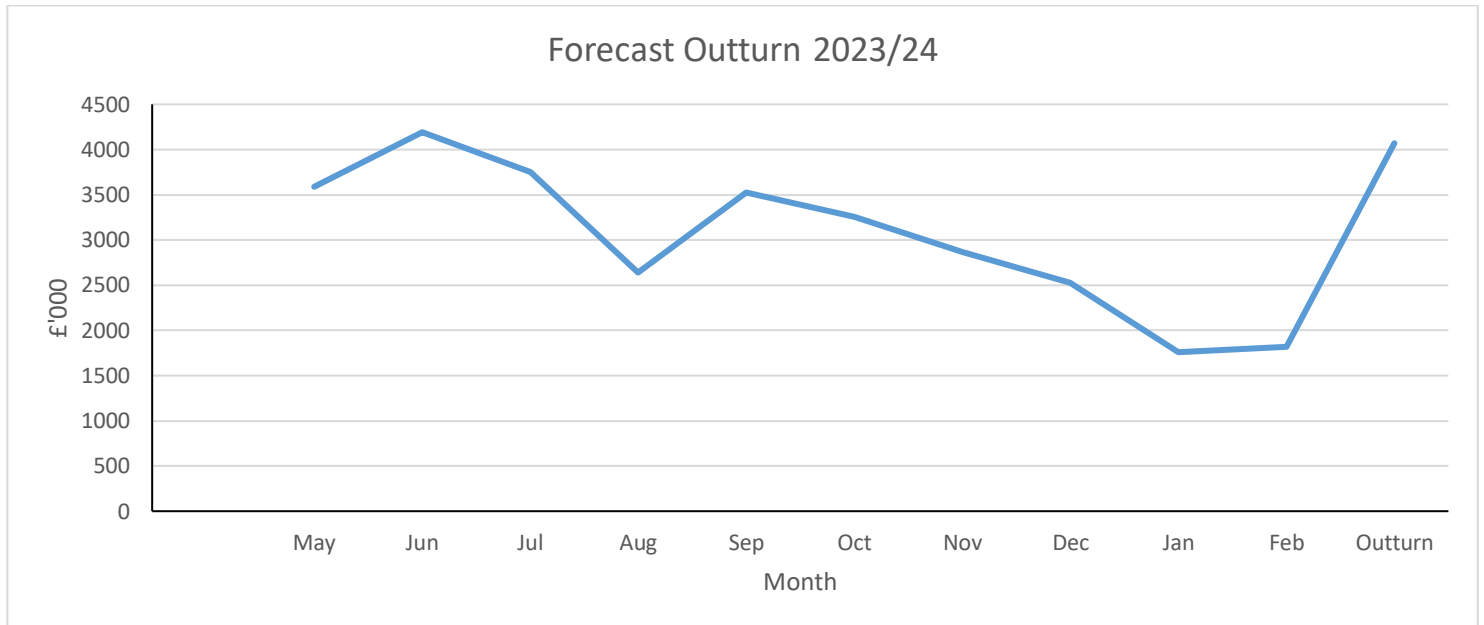
Section	Item	Description
1	Revenue Executive Summary	High level summary of information and narrative on key issues in revenue financial position
2	Capital Executive Summary	Summary of the position of the Capital programme within Place and Sustainability
3	Savings Tracker Summary	Summary of the latest 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 4,072k overspent.

## 1.2 Summary of Revenue position of the 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	Outturn Variance £000	Outturn Variance %
-510	Executive Director	1,522	-1,002	520	-296	-816	-156.9%
-2,197	Highways & Transport	42,951	-19,754	23,197	21,366	-1,831	-7.9%
2,664	Planning, Growth & Environment	53,397	-6,377	47,020	51,410	4,390	9.3%
4,046	Climate Change and Energy	2,577	-6,282	-3,705	959	4,664	125.9%
-149	Regulatory Services	5,140	-3,215	1,925	1,627	-297	-15.4%
<b>3,855</b>	<b>Total Expenditure</b>	<b>105,587</b>	<b>-36,630</b>	<b>68,957</b>	<b>75,067</b>	<b>6,110</b>	<b>8.9%</b>
-2,039	Mitigations	0	0	0	-2,038	-2,038	0.0%
<b>1,816</b>	<b>Total</b>	<b>105,587</b>	<b>-36,630</b>	<b>68,957</b>	<b>73,029</b>	<b>4,072</b>	<b>5.9%</b>

### 1.3 Summary of Outturn Position

In February 2024 P&S was forecasting a £1.8m overspend, at a summary level this was made up of a £4m pressure on the Energy Schemes (mainly due to the delayed grid connection for Noth Angle Solar Farm). This was partly offset by an over-achievement of Highways Development Management income and Traffic Management Income as well as many smaller over- and under-spends.

Furthermore, the Waste Service was forecasting a pressure of £1.845m which was fully offset by the planned transfer from reserves, so creating a net-nil impact on the bottom line.

Between February and year-end it was decided to change how we report some aspects of the waste budget expenditure. These two changes, as described below, have created an additional pressure for P&S of £2.2m.

- (1) The waste budget year-end position reflects additional disposal costs for waste. These costs are due to the cessation of waste processing operations at the waste plants and diversion to landfill/third parties for processing. Some of these additional costs have been partly offset by the Waste Private Finance Initiative (PFI) contract cost reductions which were agreed with Thalia through a commercial agreement. However, additional operational savings were anticipated and forecast for when the detailed financial model was shared and evaluated, but because the priority is now finalising a new operational model it has been decided that the calculation of these operational savings will be wrapped up with the contractual change negotiations and on this basis it was considered prudent not to accrue for them at year-end, creating an additional variance of £800K.
- (2) In addition, a review of the expenditure for feasibility work charged to both capital and revenue for potential BATc works has been undertaken. Given the update of the options assessment and decisions taken by the EGI Committee to progress with a revised strategy £1.2m of these costs that were charged to capital have now been moved to revenue. On the capital side, this has created an equivalent amount of underspend.

The impact of these two changes in approach for Waste expenditure has created a new £2.2m pressure in excess of previous forecasts.

The above waste changes and various mainly offsetting changes in other areas, has moved the directorate position from a forecast outturn in February of £1.8m to an actual outturn position of £4.1m.

## 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 Variance</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Highways & Transport	575,211	0	72,959	45,807	-27,152
Planning, Growth & Environment	29,305	0	2,834	-1,055	-3,889
Climate Change & Energy Services	95,160	2,092	22,373	15,174	-7,199
Connecting Cambridgeshire	20,072	0	2,353	3,228	875
Capitalisation of Interest			1,331	1,015	-316
Capital Programme variations			-24,489	0	24,489
<b>Total including Capital Programme variations</b>	<b>719,748</b>	<b>2,092</b>	<b>77,361</b>	<b>64,169</b>	<b>-13,192</b>

There is a total of £13.2m slippage in excess of the budgeted capital programme variation of £24.5m.

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 fourth 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	Outturn Variance  £000	Outturn Variance  %
<b>Executive Director</b>								
-510		Executive Director	1,522	-1,002	520	-296	-816	-157%
<b>-510</b>		<b>Executive Director Total</b>	<b>1,522</b>	<b>-1,002</b>	<b>520</b>	<b>-296</b>	<b>-816</b>	<b>-157%</b>
<b>Highways &amp; Transport</b>								
<u>Highways Maintenance</u>								
-8	H&T	Asst Dir - Highways Maintenance	109	0	109	4	-105	-96%
236	H&T	Highway Maintenance	6,819	-179	6,639	6,835	196	3%
128	H&T	Highways Asset Management	1,275	-456	819	930	111	14%
-828	H&T	Winter Maintenance	3,075	0	3,075	2,741	-334	-11%
<u>Project Delivery</u>								
-20	H&T	Asst Dir - Project Delivery	2	0	2	-74	-76	-4054%
-0	H&T	Project Delivery	551	-61	490	505	15	3%
-121	H&T	Street Lighting	14,162	-3,997	10,165	9,881	-284	-3%
<u>Transport, Strategy &amp; Development</u>								
23	H&T	Asst Director - Transport, Strategy & Development	782	0	782	791	9	1%
-1,019	H&T	Traffic Management	3,906	-3,585	321	-1,102	-1,424	-443%
-92	H&T	Road Safety	1,127	-734	393	774	381	97%
-0	H&T	Transport Strategy and Policy	626	-523	103	42	-61	-59%
-2,107	H&T	Highways Development Management	1,736	-1,736	0	-2,117	-2,117	0%
795	H&T	Park & Ride	1,779	-1,480	299	1,222	923	309%
817	H&T	Parking Enforcement	7,003	-7,003	0	935	935	0%
<b>-2,197</b>		<b>Highways &amp; Transport Total</b>	<b>42,951</b>	<b>-19,754</b>	<b>23,197</b>	<b>21,366</b>	<b>-1,831</b>	<b>-8%</b>

Forecast Outturn Variance (Previous)	Committee	Budget Line	Gross Budget	Income Budget	Net Budget	Actual	Outturn Variance	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	182	-3	-2%
532	E&GI	Planning and Sustainable Growth	2,713	-1,595	1,118	1,452	335	30%
298	E&GI	Natural and Historic Environment	1,471	-626	844	810	-35	-4%
1,845	E&GI	Waste Management	49,029	-4,155	44,874	48,967	4,093	9%
<b>2,664</b>		<b>Planning, Growth &amp; Environment Total</b>	<b>53,397</b>	<b>-6,377</b>	<b>47,020</b>	<b>51,410</b>	<b>4,390</b>	<b>9%</b>
<b>Climate Change &amp; Energy Service</b>								
-17	E&GI	Climate and Energy Services	653	-541	112	97	-16	-14%
4,063	E&GI	Energy Services	1,923	-5,741	-3,818	862	4,680	123%
<b>4,046</b>		<b>Climate Change &amp; Energy Service Total</b>	<b>2,577</b>	<b>-6,282</b>	<b>-3,705</b>	<b>959</b>	<b>4,664</b>	<b>126%</b>
<b>Community Safety and Regulatory Service</b>								
194	CSMI	Registration & Citizenship Services	1,010	-1,955	-945	-774	170	18%
-177	CSMI	Coroners	3,390	-1,236	2,154	1,932	-223	-10%
-165	CSMI	Trading Standards	739	-24	715	470	-245	-34%
<b>-149</b>		<b>Community Safety and Regulatory Service Total</b>	<b>5,140</b>	<b>-3,215</b>	<b>1,925</b>	<b>1,627</b>	<b>-297</b>	<b>-15%</b>
<b>3,855</b>	<b>Total</b>		<b>105,587</b>	<b>-36,630</b>	<b>68,957</b>	<b>75,067</b>	<b>6,110</b>	<b>9%</b>
<b>Mitigations</b>								
-2,039		Transfer from earmarked reserves	0	0	0	-2,038	-2,038	0%
<b>1,816</b>	<b>Overall Total</b>		<b>105,587</b>	<b>-36,630</b>	<b>68,957</b>	<b>73,029</b>	<b>4,072</b>	<b>6%</b>

## Appendix 2 – Service Commentaries on 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	Outturn Variance £000	Outturn Variance %
1522	-1,002	520	-296	-816	-157%

The Executive Director budget includes various P&S-wide budgets, and the £816K underspend mainly reflects the over-achievement of vacancy savings and the overhead recovery and risk factors when P&S Services undertakes work for other agencies.

### 2) Assistant Director – Highways Maintenance

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
109	0	109	4	-105	-96%

The underspend reflects an over-recovery on recharges between internal teams.

### 3) Highways Maintenance

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
6,819	-179	6,639	5,223	196	3%

Highways Maintenance overspent by £196k at year-end, which is in-line with what was previously forecast. The service plans to spend to budget but due to the scale of works and the timing of these works, there can be a variance on the profile of works undertaken due to weather and local conditions.

### 4) Highways Asset Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
1,275	-456	819	930	111	14%

The £111K overspend relates to specific work undertaken using specialist consultants for asset condition and inventory surveys and other small variances.

## 5) Winter Maintenance

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
3,075	0	3,075	2,741	-334	-11%

The outturn position for winter maintenance is a £334K underspend, reflecting the mild and wet winter and the relatively low number of gritting runs required.

## 6) Street Lighting

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
14,162	-3,997	10,165	9,881	-284	-3%

The £284K underspend reflects (1) a pressure related to historic elements of the Street Lighting PFI contract between years 2011-12, where the baseline set in the contract needed adjustment, (2) an underspend as the annual energy price increase was lower than had been estimated in the budget (the energy rate in October changed from 35.89p/kWh to 39.8p/kWh), and (3) a staff underspend in Highway Contracts and Commissioning, due to vacancies remaining unfilled.

## 7) Traffic Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
3,906	-3,585	321	-1,102	-1,424	-443%

Traffic Management and Streetworks over-achieved on income by £1.4m due to additional income from Section 74 charges (both an increase in the number applications and for prolonged periods of occupation of the road), additional income from scaffolding and skips, and an underspend on energy costs for signals.



## 8) Road Safety

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
1,127	-734	393	774	381	97%

The overspend relates to an under-recovery of road safety audit costs, an overspend on Bikeability Level 3 grant funded expenditure, and additional maintenance costs for safety camera.

## 9) Highways Development Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
1,736	-1,736	0	-2,117	-2,117	0%

The Highways Development Management fee income changed to collection in advance, creating a one-off benefit this year, and in addition, there were some one-off payments relating to activity in previous years, creating a total over-achievement of income of £2.1m.

## 10) Park & Ride

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
1,779	-1,480	299	1,222	923	309%

The closure of the southern section of the guided bus way has resulted in a loss of income and together with a pressure due to essential maintenance work on the busway the outturn position is an overspend of £923K.

## 11) Parking Enforcement

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
7,003	-7,003	0	935	935	0%

At year-end there is an under-achievement of income of £935K because Penalty Charge Notice income from bus lanes was lower than budgeted, which was partly due to the closure of Station Road, Cambridge. £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.

## 12) Planning and Sustainable Growth

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
2,713	-1,595	1,118	1,452	335	30%

The slowing down of the housing market and lower development rates led to a pressure for Planning and Sustainable Growth, particularly as fewer pre-application planning requests and planning applications with maximum fees were submitted, and in addition there was a pressure due to a planning appeal where the appellant requested a public inquiry, creating a total year-end pressure for the service of £335K.

## 13) Waste Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
49,029	-4,155	44,874	48,967	4,093	9%

The waste service year-end position reflects the additional disposal costs for waste due to the cessation of waste processing operations at the waste plants and diversion to landfill/third parties for processing, and as planned, the £1.845m transfer of reserves (shown in Mitigations) offsets this pressure. Some of these additional costs have been partly offset by the Waste Private Finance Initiative (PFI) contract cost reductions which were agreed with Thalia through a commercial agreement. However, additional operational savings were anticipated and forecast for when the detailed financial model was shared and evaluated, but because the priority is now finalising a new operational model it has been decided that the calculation of these operational savings will be wrapped up with the contractual change negotiations and on this basis it was considered prudent not to accrue for them at year-end, creating an additional variance of £800K. In addition, a review of the BATc expenditure charged to both capital and revenue was undertaken, and some additional costs were charged direct to revenue (£0.2m) and £1.2m of costs expected to be charged to capital were instead charged to revenue. The impact of these two changes in approach creates a new pressure of £2.2m compared to previous forecasts, and the Waste outturn position is a £4.1m overspend offset by the £1.845m mitigation.

## 14) Energy Services

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
1,923	-5,741	-3,818	862	4,680	123%

Across all the energy schemes, there was an outturn variance of £4.453m. The majority of the variance was due to delays to project start dates, with most of the reprofiling relating to **North Angle Solar Farm** due to delays with the construction of the CPEN cable, to connect the solar farm to the grid and Swaffham Prior Heat Network. It was anticipated that construction would start following planning permission being granted in April. However, there were concurrent delays with our contractors and the easement process until August. The easement process took until January to conclude to enable construction to start.

The **St. Ives Smart Energy Grid** had been due to be completed by September, but this was also delayed. This was due to issues with a key sub-contractor for the project and reviews of the installation by the main contractor needing to be undertaken.

At the second micro-grid under construction at **Babraham Park and Ride**, this was also delayed due to very similar issues with the same key sub-contractor. In addition to this, issues were identified with the existing infrastructure on the site that were needing further investigation.

**Swaffham Prior Community Heat Network** became operational and supplied decarbonised heat and hot water to 64 customers for its first winter with a significant load on the system. The first ground source heat pump was switched on and started generating income from the Renewable Heat Incentive (RHI) approved by Ofgem.

The **Stanground Solar and Battery Project** was put on hold during the year due to grid connection issues, despite the project having the benefit of a grid connection offer. This was pushed back to 2030, due to essential upgrades being required. In order to retain the planning permission, minor works were carried out on site whilst further news on a revised connection date is awaited from UKPN and National Grid.

## 15) Registration & Citizenship Services

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
1,010	-1,955	-945	-774	170	18%

As forecast during the financial year, there was a pressure on Registration Services due to both volumes of ceremony booking and the number of cancellations, and this was addressed in the Business Plan for 2024/25. An additional year without a rise in statutory fees during a period of high inflation also negatively impacted on revenue.

## 16) Coroners

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
3,390	-1,236	2,154	1,932	-223	-10%

The £223K underspend in the Coroners Service was due to staff vacancies and some additional funding that was made available.

## 17) Trading Standards

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
739	-24	715	470	-245	-34%

The £245K underspend on Trading Standards service was mainly due to the due to the application of the Proceeds of Crime reserve which was used to support local crime fighting priorities for the benefit of the community.

## 18) Mitigations

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
0	0	0	-2,038	-2,038	0%

As forecast during the year, two earmarked reserves were applied to the P&S bottom line position to mitigate specific known pressures. These were £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  £000	Outturn Variance  £000
		<b>Integrated Transport</b>					
200	H&T	Major Scheme Development & Delivery	1,000	0	0	3	3
600	H&T	Safety Schemes	3,000	0	1,780	183	-1,597
345	H&T	Strategy and Scheme Development work	2,004	0	935	750	-185
25	H&T	Air Quality Monitoring	125	0	25	25	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	1,463	1,112	-351
0	H&T	Minor improvements for accessibility and Rights of Way	77	0	77	5	-72
3,371	H&T	Delivering the Transport Strategy Aims	7,050	0	2,362	789	-1,573
1,035	H&T	Bar Hill to Northstowe Cycle Route	1,279	0	1,042	0	-1,042
		<b>Operating the Network</b>					
9,450	H&T	Carriageway & Footway Maintenance incl. Cycle Paths	37,650	0	10,200	9,766	-434
235	H&T	Rights of Way	1,175	0	250	368	118
2,347	H&T	Bridge Strengthening	11,735	0	2,347	1,562	-785
778	H&T	Traffic Signal Replacement	3,890	0	1,070	1,099	29
183	H&T	Smarter Travel Management - Int Highways Man Centre	915	0	183	176	-7
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	-20	-512
8,179	H&T	Pothole grant funding	36,656	0	10,544	9,052	-1,492
0	H&T	Additional highways maintenance (HS2 allocation)	4,728	0	2,364	875	-1,489
4,000	H&T	Footways	28,000	0	4,165	3,735	-430
4,750	H&T	A14 De-trunking	24,750	0	4,750	67	-4,683
500	H&T	Highways Materials Recycling	2,500	0	500	47	-453
		<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  £000	Outturn Variance  £000
3,868	H&T	Guided Busway	149,791	0	3,890	29	-3,861
10	H&T	Ely Crossing	49,006	0	10	-37	-47
0	H&T	- Cambridge Cycling Infrastructure	487	0	487	70	-417
600	H&T	- King's Dyke	33,500	0	-2,550	798	3,348
0	H&T	- Emergency Active Fund	1,181	0	279	207	-72
0	H&T	- Lancaster Way	2,589	0	11	15	4
0	H&T	- Wisbech Town Centre Access Study	1,883	0	101	-8	-109
4,571	H&T	- March FHSF and MATS Broad Street	6,853	0	5,116	3,636	-1,480
4,367	H&T	- St Neots Future High St Fund	7,905	0	1,992	1,827	-165
0	H&T	- March Area Transport Study - Main schemes	3,329	0	1,298	1,357	59
1,300	H&T	- St Ives local Improvements	2,300	0	1,920	562	-1,358
2,903	H&T	- A141 and St Ives Improvement	5,805	0	1,754	686	-1,068
2,535	H&T	- A10 Ely to A14 Improvements	3,803	0	2,378	1,292	-1,086
0	H&T	- Witchford A10 NMU	100	0	100	94	-6
0	H&T	- Transforming Cities Fund	2,860	0	2,347	1,518	-829
0	H&T	-Southern Busway Widening – widening of maintenance track	2,891	0	2,891	541	-2,350
100	H&T	Street Lighting LED	13,283	0	100	53	-47
0	H&T	Soham Wicken NMU	1,230	0	430	53	-377
0	H&T	Active Travel 4	1,192	0	1,192	661	-531
		<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	1,312	-353
0	H&T	- Northstowe Transport Monitoring	0	0	0	0	0
200	H&T	- Wheatsheaf Crossroads	6,795	0	1,535	507	-1,028
		<b>Planning, Growth &amp; Environment</b>					
2,180	E&GI	- Waste Infrastructure	7,424	0	1,500	22	-1,478
19,320	E&GI	- Waterbeach Waste Treatment Facilities	20,367	0	500	-1,078	-1,578
0	E&GI	- Northstowe Heritage Centre	680	0	0	0	0
834	E&GI	- Reallocation and funding of cost cap for Northstowe phase 1	834	0	834	1	-833
		<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  £000	Outturn Variance  £000
0	E&GI	- Swaffham Prior Community Heat Scheme	14,170	0	3,395	1,719	-1,676
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	1,029	-248
2,819	E&GI	- Babraham Smart Energy Grid	8,595	0	5,040	2,419	-2,621
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	101	-449
0	E&GI	- Woodston Closed Landfill Energy Project	150	0	135	0	-135
427	E&GI	- North Angle Solar Farm, Soham	30,849	0	6,438	6,465	27
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	1,099	-1,364
0	E&GI	- Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	2,383	0	281	350	69
0	E&GI	Environment Fund- Decarbonisation Fund - School Education Capital	3,499	0	1,729	1,729	0
0	E&GI	- Environment Fund - EV Chargepoints	200	0	158	112	-43
167	E&GI	- Environment Fund - Oil Dependency	500	0	205	57	-148
230	E&GI	- Environment Fund - Climate Innovation	300	0	63	0	-63
0	E&GI	- Treescape Fund	300	0	31	0	-31
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	-52
		<b>Connecting Cambridgeshire</b>					
2,490		Connecting Cambridgeshire	20,072	0	2,353	3,228	875
1,331		Capitalisation of Interest	4,915	0	1,331	1,015	-316
<b>95,405</b>		<b>Subtotal</b>	<b>726,555</b>	<b>200</b>	<b>101,850</b>	<b>64,169</b>	<b>-37,681</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>659,859</b>	<b>200</b>	<b>77,361</b>	<b>64,169</b>	<b>-13,192</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	Outturn Variance £000	Cause	Commentary
1a	H&T	Updated	Safety Schemes	3,000	1,780	-1,597	Reprofiling	<p>Reprofiling of the Safety Schemes relates to the following schemes: -</p> <ul style="list-style-type: none"> <li>• <b>Puddock Road</b> - A range of options were considered and presented to H&amp;T Committee in March 2024, which required a review of the approach proposed. A speed reduction has been approved and works are being moved forward swiftly to deliver supporting measures in 2024-25.</li> <li>• <b>Swaffham Heath Crossroads</b>, this scheme has been delayed due to an issue with the land acquisition beyond the project team's control. These have now been resolved and work is expected to commence in September 2024.</li> <li>• <b>Wimblington / Doddington A141</b> safety scheme – There were delays in the commissioning of a topographical survey due to a lack of interest from suppliers. The survey has now been commissioned and a report from the contractors will be provided in May 2024.</li> </ul>
1b	H&T	New	Local Infrastructure Improvements	4,409	1,463	-351	Reprofiling	<p>The budget covers many relatively small schemes which need to be re-profiled due to the time taken in collaborating between the many organisations involved in each scheme and the respective local circumstances of each scheme. The underspend is rolled forward to the new financial year along with the respective commitments and a large number of recharges to applicants were raised at year end, now showing as income against the budget (-£350k).</p>
1c	H&T	Updated	Delivering the Transport Strategy Aims	7,050	2,362	-1,573	Reprofiling	<p>The underspend on the DTSA programme is due to the following:-</p> <ul style="list-style-type: none"> <li>• Several projects from this programme were re-profiled in-year to be delivered in 24-25.</li> <li>• Several schemes were also withdrawn from the programme in July with new ones being added in their</li> </ul>



Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Outturn Variance £000	Cause	Commentary
								<p>place amounting to c.£900k. These were withdrawn as external grant funding became available.</p> <ul style="list-style-type: none"> <li>• Of these new schemes, most are due to be delivered by end of Q3 of 24-25 including the parish driven 20mph programme (-£200k) and B1049 (-£190k) project. There was also a delay in the delivery of the 20mph projects due to resources to progress the legal orders, and extended response times from some of the applicants, which will be rolled forward into 24/25, (-£100k).</li> <li>• Other schemes in the programme in Fenland and Huntingdonshire were withdrawn following further engagement with locally elected members and councils (-£150k).</li> <li>• Similar development projects Eastgate, Camborne (zebra crossing), Fordham – Soham (NMU route), A505 at Duxford (NMU crossing), A605 at Elton, Cambridge East Road have been difficult to progress due others including developers and SusTrans who have been undertaking similar work and we are trying to tie our work into this, (-£310k).</li> <li>• Likewise (-£115k) worth of funding for the Ely 20mph zone is now being covered by a grant from the CPCA.</li> <li>• Broadway St Ives is now being funded via a grant from the CPCA, which means the allocation from DTSA is no longer required (-£100k).</li> <li>• A proportion of this underspend (-£150k) is linked to contributions to other projects in the Active Travel 4 programme and the Soham – Wicken NMU route, see 1v &amp; 1w.</li> <li>• All underspends due to projects being withdrawn and funded by the CPCA has been reallocated to new projects which are now in the 24/25 programme.</li> <li>• A risk pot held at programme level for 23/24 was not required (-£165k) this will remain in place going forward as schemes progress to construction.</li> </ul>

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Outturn Variance £000	Cause	Commentary
1d	H&T	Updated	Bar Hill to Northstowe Cycle Route	1,279	1,042	-1,042	Reprofiling	Following legal and land purchasing issues it is now planned for most of the work (and spend) to take place in Q2 of 24-25 if the issues can be overcome. This funding is all Section 106, still with the developers and reliant on certain legal requirements being met / not guaranteed.
1e	H&T	New	Carriageway & Footway Maintenance incl Cycle Paths	37,650	10,200	-434	Reprofiling	There is a £434K in-year underspend which reflects several schemes which have slipped by a few days into the new financial year and the residual scheme costs will transfer over to 2024/25.
1f	H&T	New	Bridge Strengthening	11,735	2,347	-785	Reprofiling	<p>There are delays in 4 schemes which have contributed to the in-year underspend of £785K. The unused budget will be carried forward to support the completion of the schemes in the new financial year.</p> <ul style="list-style-type: none"> <li>Milton Road Culvert Cambridge had site access issues for the sheet piling and lead in time to move a lamp column and isolate supply.</li> <li>Coldhams Lane cycleway bridge required Geotech investigation to determine subsidence but access was not agreed and talks are ongoing with the tenant and landowner to resolve.</li> <li>Barnwell Railway bridge went out to tender with supply chain partners but there was no response so will re-tender to find 3 new companies wishing to price.</li> <li>St Ives Flood Arches was still under water when due to commence in March so waiting for the ground to dry to enable scaffold working platforms to be built for the brick repairs.</li> </ul>
1g	H&T	New	£90m Highways maintenance Schemes	78,700	492	-512	Reprofiling	This budget is the residual amount remaining once the identified schemes have been completed and will be rolled forward into 2024/25 and added to the new investment funds.
1h	H&T	New	Pothole grant funding	36,656	10,544	-1,492	Reprofiling	The pothole grant capital budgets should be considered together - the Pothole Grant Funding and the Additional Highways Maintenance (HS2 allocation). There is a £3m in-year underspend across the two which is due to the late announcement (in November 2023) by the Department of Transport of the new HS2 reallocated funds. The unused budget will be carried forward to 2024/25.
1i	H&T	Updated	Additional Highways Maintenance (HS2 allocation)	4,728	2,364	-1,489	Reprofiling	

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Outturn Variance £000	Cause	Commentary
1j	H&T	New	Footways	28,000	4,165	-430	Reprofiling	The footway slurry seal schemes spent to budget but there was £434K slippage in other footway works. There was an underspend of -£180k on the structural footway programme due to projected staff costs being less than anticipated and some smaller scheme savings (-£140k), and one project (-£40k) slipping into 24/25 due to roadspace issues. The money will roll into 24/25.
1k	H&T	Updated	A14 De-trunking	24,750	4,750	-4,683	Reprofiling	Responsibility for the road transferred to the Council on 7 <sup>th</sup> Feb 2024 and due to adoption of the road happening so late in the year, minimal work has taken place in 23-24.
1l	H&T	Updated	Highways Materials Recycling	2,500	500	-453	Reprofiling	The project is being reviewed to test the viability of the business case and the potential risks and practical site issues.
1m	H&T	Updated	Guided Busway	149,791	3,890	-3,861	Reprofiling	This budget had been forecasting the underspend during the year and will be reviewed as part of the carry-forward process to identify the profile of any retention still outstanding and its inter-relationship with the other Guided Busway capital schemes.
1n	H&T	Updated	Cambridge Cycling Infrastructure	487	487	-417	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 subject to securing the necessary land agreements.
1o	H&T	Updated	King's Dyke	33,500	-2,550	3,348	Reprofiling	The final account for the scheme is now expected to be settled in 2024-25 following completion of the works and ongoing discussion with the contractor, this is not expected to affect the overall scheme cost.
1p	H&T	Updated	March Future High Street	6,853	5,116	-1,480	Reprofiling	The in-year underspend was due to a number of factors including reprofiling of work following the appointment of the construction contractor, internal staff costs substantially lower than budgeted and lower than expected inflation costs due to early procurement of some materials. Work was reprofiled across 2023-24 and 2024-25 and is continuing onsite, with completion expected October 2024.
1q	H&T	Updated	St Ives Local Improvement	2,300	1,920	-1,358	Reprofiling	Following the detailed assessment of the schemes, two packages of work were withdrawn from the St Ives Local Improvements programme following further detailed assessment which demonstrated they would not deliver the anticipated benefits. Alternative schemes were proposed to utilise the available

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Outturn Variance £000	Cause	Commentary
								funding which are expected to be delivered in 2024-25 subject to DfT approval for an extension to the funding deadline.
1r	H&T	Updated	A141 and St Ives Improvement	5,805	1,754	-1,068	Reprofiling	The delivery programme for 2023-24 was amended to allow time to further develop options considering the balance of active travel and public travel improvements alongside a road-based scheme, project was reprofiled with further work to continue in 2024-25.
1s	H&T	Updated	A10 Ely to A14 improvements	3,803	2,378	-1,086	Reprofiling	The programme for the Strategic Outline Business Case was extended into 2023-24, which delayed the start of the Outline Business Case (OBC) Programme. The OBC programme has been further developed to consider the consultation period and discussions on governance, leading to the scheme programme being reprofiled with further work to continue in 2024-25.
1t	H&T	Updated	Transforming Cities Fund	2,860	2,347	-829	Reprofiling	The programme has been reprofiled with some schemes within the programme expected to be completed in 2024-25 for a variety of reasons including additional consultation on 20mph schemes, availability of road space and an ongoing court hearing for Mill Road.
1u	H&T	Updated	Guided Busway – Widening of footpath	2,891	2,891	-2,350	Reprofiling	The scheme is in the design stage and works is expected to commence in 2024 and the budget will be rolled forward to 2024/25. A proportion of the budget has been used to fund installation of safety fencing along a section of the route, which has now been completed. Further work is ongoing to test the deliverability of widening the footpath.
1v	H&T	Updated	Soham Wicken Non Motorised Users (NMU)	1,230	430	-377	Reprofiling	The funding allocation was tested against the programme and adjusted to allow for an extended period of consultation and completion of the grant funding agreement in 2023-24, with the construction period to commence in 2024-25 following discussion with funders.
1w	H&T	Updated	Active Travel 4	1,192	1192	-531	Reprofiling	Elements of the programme were reprofiled to allow completion and grant of required planning approval for the Eddington to Girton Scheme, completion is expected in 2024-25 following discussion and agreement with the funders.
1x	H&T	Unchanged	Scheme Development	1,000	424	-424	Ended	There were no new planned financial obligations from this fund as scheme development is now picked up within the cost of individual projects.

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Outturn Variance £000	Cause	Commentary
			for Highways Initiatives					
1y	H&T	Updated	CaPCAM and Electric Vehicles	1,665	1,665	-353	Reprofiling	The scheme has been reprofiled to reflect that the final elements of the work will now take place 24-25.
1z	H&T	Updated	Wheatsheaf Crossroads	6,795	1,535	-1,028	Reprofiling	The start of construction for the Wheatsheaf Crossroads has been delayed pending the conclusion of the required land acquisition. The land acquisition has been impacted by unforeseen circumstances beyond the control of the County Council.
1aa	EG&I	Updated	Waste Infrastructure	7,424	1,500	-1,478	Reprofiling	As forecast during the financial year, a minimal amount of spend occurred against the £1.5m budget for March HRC as procurement is just starting using the education service Construction Consultancy framework contract. The budget will be re-profiled in 2024/25 to reflect the updated timeline.
1ab	EG&I	New	Waterbeach Waste Treatment Facilities	20,367	500	-1,578	Reprofiling	As detailed in the revenue section of the outturn report, a review of expenditures was undertaken resulting in £1.2m of capital expenditure being transferred to revenue, creating an in-year variance on the capital budget. It is anticipated that in May 2024, when all the capital budgets are reviewed and re-profiled as part of the 2023/24 carry-forward process, the remaining scheme budget will be transferred into 2025/26 pending the outcome of the decision over the new operational model.
1ac	EG&I	Unchanged	Reallocation and funding of cost cap Northstowe phase 1	834	834	-833	Reprofiling	The expenditure will now take place in 2024/25 and the funding will be rolled forward to address the costs as confirmed in the Business Plan.
1ad	EG&I	New	Swaffham Prior Community Heat Scheme	14,170	3,395	-1,676	Reprofiling	During the course of 2023/24, 64 homes were connected to the heat network during the first major phase of connections. The costs for connecting each home were higher than had been anticipated so additional capital borrowing for the project was sought and approved. It is anticipated this will be spent over the remaining 4 years of the anticipated construction programme and the unused capital allocation will be reprofiled into 2024/25.

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Outturn Variance £000	Cause	Commentary
1ae	EG&I	Updated	St Ives Smart Energy Grid Demonstrator scheme	5,486	1,277	-248	Reprofiling	This scheme had been due to be completed by September but this was delayed due to issues with a key sub-contractor for the project and reviews of the installation by the main contractor needing to be undertaken.
1af	EG&I	Updated	Babraham Smart EnergyGrid	8,595	5,040	-2,621	Reprofiling	The scheme was delayed due to very similar issues to St Ives Smart Energy Grid with the same key sub-contractor. In addition to this, issues were identified with the existing infrastructure on the site that were needing further investigation.
1ag	EG&I	Updated	Stanground Closed Landfill Energy Project	8,267	550	-449	Reprofiling	The scheme was put on hold in 2023/24 due to grid connection issues that arose in September, due to transmission capacity constraints. Expenditure on the project was therefore paused, with the exception of necessary, minor works to retain the planning permission
1ah	EG&I	Unchanged	Fordham Renewable Energy Network Demonstrator	635	450	-450	Reprofiling	The scheme remained on hold during 2023/24 pending completion of some of the existing portfolio of projects to have capacity to develop it further.
1ai	EG&I	Updated	Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	10,518	2,463	-1,364	Reprofiling	Phase 4 project development costs were removed from the project as the aim was to do this work mostly in-house. Also, there was a slight rephasing as the work for phase 4 is now planned for 2024-25.
1aj	EG&I	New	Connecting Cambridgeshire	20,072	2,353	875	Reprofiling	The in-year overspend reflects the fact that the estimated profiling of spend across years will be updated and adjusted in the carry-forward process.

## 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 £24,489K and was 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	Spend – Outturn £000	Variance – Outturn £000
13,626	Local Transport Plan	13,771	13,590	-181
15,545	Other DfT Grant funding	21,205	13,974	-7,231
8,875	Other Grants	11,588	16,057	4,469
5,113	Developer Contributions	5,578	175	-5,403
39,699	Prudential Borrowing	33,798	11,015	-22,860
12,308	Other Contributions	15,910	9,435	-6,475
-19,129	Capital Programme variations	-24,489	13,192	24,489
<b>76,037</b>	<b>Total including Capital Programme variations</b>	<b>77,361</b>	<b>77,361</b>	<b>-13,192</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). Addition from CPCA for Strategy and Scheme Development (£0.279m)
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	Outturn Saving 23-24	Variance from Plan £000	% Variance	Commentary
Green	P&S	H&T	23-24 New	Saving	B/R.6 .215	Recycle asphalt, aggregate and gully waste	-20	-20	0	0%	Savings target has been met.
Blue	P&S	H&T	23-24 New	Saving	B/R.6 .217	Vacancy factor	-112	-646	534	-477%	There have been higher levels of vacancy than originally anticipated.
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%	The saving has not been achieved as the project is being reviewed to test the viability of the business case and the potential risks and practical site issues.
Black	P&S	EG&I	23-24 New & C/F 22-23	Income	C/R.7 .106	St Ives Smart Energy Grid - Income Generation	-177	0	177	0%	The project is not live for the end of FY 23/24. As such, forecasting saving is nil.
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	0%	The project is not live for the end of FY 23/24. As such, forecasting saving is nil.

RAG	Directorate	Committee	Category Type	Type of Proposal	BP Ref	Title	Planned Saving	Outturn Saving 23-24	Variance from Plan £000	% Variance	Commentary
Black	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	0%	The project is not live for the end of FY 23/24. As such, forecasting saving is nil.
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	-45	527	92%	Renewable Heat Incentive income is due in FY 24/25 to cover the period 22/23 and 23/24. Smaller numbers of customer connections than originally forecast have also contributed to the reduction in income achieved.
Green	P&S	H&T	23-24 New	Income	B/R.7 .134	Light blue fibre income	-11	-11	0	0%	Savings target has been met
Black	P&S	CSMI	22-23 CFWD	Income	A/R.6 .213	Registrars	-200	0	200	0%	The budgeted additional income has not been achieved and this pressure has been addressed in the 24/25 Business Plan.
							-6,629	- 1,403	5,226		

#### 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 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	3,944
Waste PFI credits	Department for Environment, Food and Rural Affairs	2,570
Bikeability	Department of Transport	215
Public Health Grant	Department of Health and Social Care	209
Woodland Creation	Department for Environment, Food and Rural Affairs	150
Flood Risk, Cambridgeshire Programme Development	Environment Agency	80
Non-material grants (+/- £50k)	Various	50
<b>Total Non-Baselined Grants 23-24</b>		<b>7,138</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> March 2024	Notes
	£'000	£'000	£'000	
<b>Other Earmarked Funds</b>				
H&T Deflectograph Consortium	31	0	31	Partnership accounts, not solely CCC
H&T Highways Searches	365	0	365	
H&T On Street Parking	2,222	177	2,398	
H&T Highways Maintenance	394	406	800	Funding agreed by S&R Committee
H&T Central Winter Maintenance	0	600	600	
H&T Streetworks Permit scheme	224	(133)	91	
H&T Highways Commuted Sums	1,505	905	2,410	
H&T Streetlighting - Commuted Sum	16	0	16	
H&T Busway safety improvements	2,891	0	2,891	
H&T Apprentices	0	623	623	
H&T Real Time Passenger Information (RTPI)	216	(216)	0	Funding to be transferred to CPCA
E&GI Flood Risk funding	20	0	20	
E&GI Travel to Work	114	(65)	48	Partnership accounts, not solely CCC
E&GI Steer- Travel Plan+	55	(55)	0	
E&GI Greenspaces	85	(60)	26	
E&GI Waste - RECAP	2,845	(1,845)	1,000	Partnership accounts, not solely CCC
E&GI Waste reserve	170	66	236	
E&GI Coroners - Complex inquests	279	(24)	255	
E&GI Registrars	194	(194)	0	
E&GI Trading Standards	100	(100)	0	
E&GI Proceed of Crime	296	(112)	184	
H&T Other earmarked reserves under £30k	20	0	20	
<b>Total</b>	<b>12,040</b>	<b>(25)</b>	<b>12,015</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> March 2024  £'000	Notes
<b>Capital Reserves</b>				
H&T Other Government Grants	21,751	184	21,935	
H&T Other Capital Funding	1,085	(160)	925	
<b>TOTAL</b>	<b>22,836</b>	<b>24</b>	<b>22,860</b>	