

## Appendix

Directorate: Place and Sustainability  
 Subject: Finance Monitoring Report – May (period 2)

## Contents

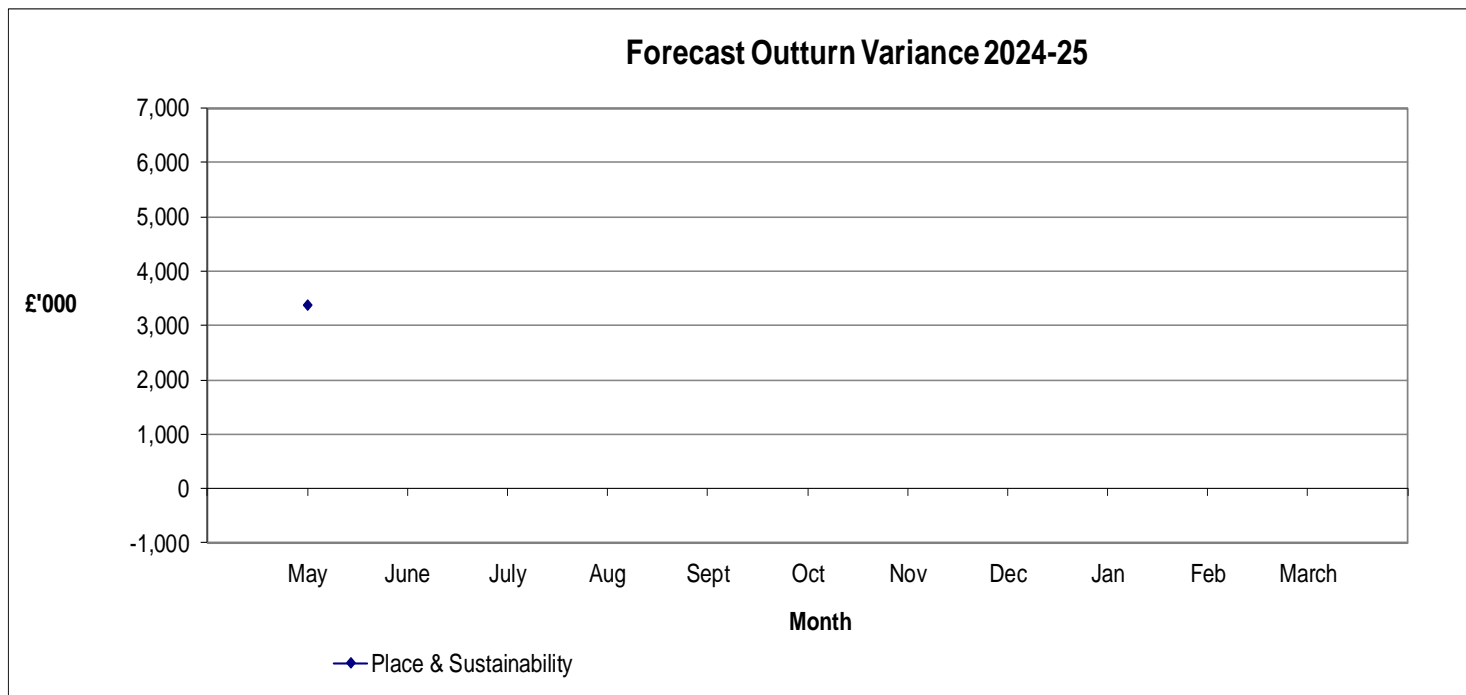
Section	Item	Description
1	Revenue Executive Summary	High level summary of information and narrative on key issues in revenue financial position
2	Capital Executive Summary	Summary of the position of the Capital programme within Place and Sustainability
3	Savings Tracker Summary	Summary of the latest position on delivery of savings
4	Technical Note	Explanation of technical items that are included in some reports
5	Key Activity Data	Performance information linking to financial position of main demand-led services
Appx 1a	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 May 2024, Place and Sustainability is projected to be £3.4m overspent.

## 1.2 Summary of Revenue position by Directorate



## 1.2 Place and Sustainability

Forecast Outturn Variance (Previous) £000	Service Area	Gross Budget £000	Income Budget £000	Net Budget £000	Actual to date £000	Forecast Outturn Variance £000	Forecast Outturn Variance %
0	Executive Director	1,479	-2,216	-737	-1,704	54	7.3%
0	Highways & Transport	46,276	-20,515	25,761	4,354	-1,514	-5.9%
0	Planning, Growth & Environment	54,601	-6,102	48,500	4,024	1,842	3.8%
0	Climate Change & Energy Service	2,523	-5,469	-2,947	87	2,995	101.7%
0	Community Safety and Regulatory Service	5,627	-3,404	2,222	116	0	0.0%
<b>0</b>	<b>Total</b>	<b>110,506</b>	<b>-37,707</b>	<b>72,799</b>	<b>6,877</b>	<b>3,378</b>	<b>4.6%</b>

## 1.3 Significant Issues

The overall position for Place and Sustainability budgets to the end of May 2024 is a forecast overspend of £3.4m. The key issues and pressures that are highlighted in this report are as follows.

**Waste Management:** The additional costs relate to the fact that the waste treatment facilities at Waterbeach that are managed through a PFI contract are not able to operate currently. This is because the facilities do not comply with the new Environment Agency environmental permit conditions following the introduction of the Industrial Emissions Directive and the Best Available Techniques conclusions (BATc) and waste therefore needs to be managed through separate arrangements at additional cost to the Council. Strategic options to address this issue have been assessed and an overall strategy will be recommended to members to consider during 24-25.

**Energy Projects:** There are income delays to the Smart Energy Grid Projects at St Ives and Babraham park and ride sites. This is due to the Council's contractor and their supply chain. The delay therefore impacts on the timing of the income for the Council. The Council is holding meetings with senior representatives of the contractor to seek assurance regarding the delivery and timings of these projects.

The delivery of the private wire to connect the North Angle Solar Farm is progressing well and is on track for completion in the Summer this year. However, energy market fluctuations mean that electricity prices are now lower than the forecasts used at the time the business plan was developed and subsequently approved in February 2024. The prices were set based on the market information that was available at that time. The lower electricity price reduces the level of forecast income for the project although the Council will also benefit from lower utility costs in its property portfolio and streetlighting. It is also important to note that Triangle Solar Farm has been generating since 2017 and has exceeded its original business case.

**Highway Development Control and Streetworks Income:** The pressures above are partially offset by a positive forecast in the level of income projected for 24/25 in relation to Highways Development Control and Streetworks. This is due to significant activity by developers and utility providers, so an overachievement of fee income is forecast.

### Capital

In relation to the capital programme, a thorough review of the capital programme has been undertaken. Appendix 3 outlines where schemes have been profiled based on up to date information on the deliverability and risks associated with each scheme. The tables in Appendix 3 therefore provide information on how the budget for 24/25 has been set based on this review and where adjustments have been made.

## 2. Capital Executive Summary

Following the end of the 2023-24 financial year, an annual process is carried out to review capital budgets allocated for the previous year and assess whether budget needs to be rephased to the new year or later years to reflect updated delivery timescales. At the same time as the phasing of capital schemes is reviewed the funding sources (and phasing) are also updated. The results of this process are set out in appendix 3, with proposed movement of capital budgets between years.

Appendix 3 reflects the changes due to:

- (1) carry-forwards from 23/24 due to underspends,
- (2) the re-phasing of a number of schemes, and
- (3) changes due to new funding.

Following the carry-forwards and re-phasing exercise there are no forecast variances.

## 3. Savings Tracker Summary

The savings trackers are produced quarterly to monitor delivery of savings against agreed plans.

## 4. Technical note

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

- Grants that have been received by the service, and where these have been more or less than expected.
- Budget movements (virements) into or out of the directorate from other directorates, 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 – Place and Sustainability Detailed Financial Information

Forecast Outturn Variance (Previous)	Committee	Note	Budget Line	Gross Budget	Income Budget	Net Budget	Actual to date	Forecast Outturn Variance	Forecast Outturn Variance
£000				£000	£000	£000	£000	£000	%
			<b>Executive Director</b>						
0			Executive Director	1,479	-2,216	-737	-1,704	54	7%
<b>0</b>			<b>Executive Director Total</b>	<b>1,479</b>	<b>-2,216</b>	<b>-737</b>	<b>-1,704</b>	<b>54</b>	<b>7%</b>
			<b>Highways &amp; Transport</b>						
0			<b>Highways Maintenance</b>						
0			Asst Dir - Highways Maintenance	122	0	122	53	0	0%
0	1		Highway Maintenance	11,029	-143	10,886	2,300	250	2%
0			Highways Asset Management	1,353	-453	900	183	0	0%
0			Winter Maintenance	3,262	0	3,262	-0	0	0%
0			<b>Project Delivery</b>						
0			Asst Dir - Project Delivery	-4	0	-4	82	0	0%
0			Project Delivery	593	-79	514	536	0	0%
0	2		Street Lighting	13,121	-4,073	9,048	820	-326	-4%
0			<b>Transport, Strategy &amp; Development</b>						
0			Asst Director - Transport, Strategy & Development	144	0	144	35	0	0%
0			Traffic Management	3,808	-3,738	71	142	-38	-54%
0			Road Safety	1,371	-918	453	244	0	0%
0			Transport Strategy and Policy	118	-51	66	531	0	0%
0	3		Highways Development Management	1,833	-1,833	0	-363	-1,400	0%
0			Park & Ride	1,987	-1,687	300	546	0	0%
0			Parking Enforcement	7,539	-7,539	0	-754	0	0%
<b>0</b>			<b>Highways &amp; Transport Total</b>	<b>46,276</b>	<b>-20,515</b>	<b>25,761</b>	<b>4,354</b>	<b>-1,514</b>	<b>-6%</b>
			<b>Planning, Growth &amp; Environment</b>						
0			Asst Dir - Planning, Growth & Environment	189	0	189	34	0	0%
0			Planning and Sustainable Growth	2,013	-787	1,226	330	-0	0%

Forecast Outturn Variance (Previous)  £000	Committee	Note	Budget Line	Gross Budget  £000	Income Budget  £000	Net Budget  £000	Actual to date  £000	Forecast Outturn Variance  £000	Forecast Outturn Variance  %
0			Natural and Historic Environment	2,031	-1,074	957	-81	0	0%
0		4	Waste Management	50,368	-4,240	46,127	3,742	1,842	4%
<b>0</b>			<b>Planning, Growth &amp; Environment Total</b>	<b>54,601</b>	<b>-6,102</b>	<b>48,500</b>	<b>4,024</b>	<b>1,842</b>	<b>4%</b>
			<b>Climate Change &amp; Energy Service</b>						
0			Climate and Energy Services	386	-263	123	82	0	0%
0		5	Energy Services	2,137	-5,207	-3,070	4	2,995	98%
<b>0</b>			<b>Climate Change &amp; Energy Service Total</b>	<b>2,523</b>	<b>-5,469</b>	<b>-2,947</b>	<b>87</b>	<b>2,995</b>	<b>102%</b>
			<b>Community Safety and Regulatory Service</b>						
0			Domestic Abuse and Sexual Violence Service	0	0	0	0	0	0%
0			Registration & Citizenship Services	1,323	-2,050	-727	-175	0	0%
0			Coroners	3,468	-1,232	2,237	298	0	0%
0			Trading Standards	835	-122	713	-7	0	0%
<b>0</b>			<b>Community Safety and Regulatory Service Total</b>	<b>5,627</b>	<b>-3,404</b>	<b>2,222</b>	<b>116</b>	<b>0</b>	<b>0%</b>
<b>0</b>			<b>Overall Place and Sustainability Total</b>	<b>110,506</b>	<b>-37,707</b>	<b>72,799</b>	<b>6,877</b>	<b>3,378</b>	<b>5%</b>

## Appendix 2 – Service Commentaries on Forecast Outturn Position

Narrative is given below where there is a forecast variance greater than 2% of net budget or £100,000 whichever is greater for a service area.

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
1	New	Highways Maintenance	10,886	250	2%	The Business Case for the Highways Material Recycling Facility is being reviewed and updated and it is unlikely that savings will be made this financial year. This is being mitigated through increased level of income from highway development control.
2	New	Street Lighting	9,048	-326	-4%	The forecast saving reflects expected energy savings to be achieved by the installation of LED lanterns starting in Summer 2024 as part of the County Councils LED lantern replacement project. This budget forecast has also been reduced to reflect the forecasted reduction in expenditure due to lower than expected energy inflation figures, which were included in the budget for 2024-25.
3	New	Highways Development Management	0	-1,400	0%	<p>Forecast income for HDM team in 2024/25 is assessed based on income generated in 2023/24 and in first three months of 2024/25. Further:</p> <ul style="list-style-type: none"> <li>• Bond rates (and by extension S.38 fees) increased (as of April 2024) by 15-20% dependent on nature of infrastructure. The increase in rates is proportionate to inflation in construction costs as benchmarked by Milestone.</li> <li>• More robust planning of pre-application fee recovery to take place.</li> <li>• More robust fee recovery for developer temporary directional signs to take place.</li> <li>• Potential S.184 income to facilitate new S01/S02 roles.</li> <li>• Gradual realisation of the commuted sum policy of April 2023 as sites come through the development pipeline.</li> <li>• Interim / consultant fees should drop by around ~£200,000 in 2024/25.</li> </ul>
4	New	Waste Management	46,127	1,842	4%	The forecast pressure is due to two main factors, (1) The waste plants will not become operational near the end of

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
						<p>the financial year. This was previously assumed but the options assessment exercise highlights that this may not be in the best interest of the council in the long term and therefore a revised strategy is being developed for members to consider, and (2) no additional operational savings are assumed in excess of the commercial settlement and any additional operational savings will be wrapped up in the future contract costs.</p>
5	New	Energy Services	-3,070	2,995	98%	<p>Across the energy schemes there is a forecast shortfall of £2,995k, and the explanations are below:-</p> <p><b>St Ives:-</b> The project is forecasting an overall £181k saving to the Council this year due to the project delay. This is made up of a saving of £294k of debt charges this year minus the projected income shortfall of £113k as a result of the delay. The project delay is due to the main contractor undertaking site inspections and identifying the need for them to undertake remediation works. The contractor's worst case programme is to start generating in mid January . If delays are less severe than expected, then some income will be generated but this will be low due to the time of year (autumn/winter).</p> <p><b>Babraham:</b> Income generation is delayed due to similar main-contractor issues as described above. Generation should start in February 2025 in-line with their current expected programme. This means approximately £55k of income is forecast (a forecast shortfall of £407k). Although there are also savings on debt charges of £233k, it still leaves a net pressure of £174k on the scheme for 24/25.</p> <p><b>North Angle:</b> The wholesale electricity price forecasts for 2024 for exporting electricity to the grid have fallen substantially and became evident end of Q3 2023-24. The forecast savings reflect scenario analysis undertaken on the potential value of the Power Purchase Agreement for Summer 24 and is a forecast shortfall of £1,971k. Importantly, this needs to be viewed in the</p>



Note	Commentary vs previous month	Service Area / Budget Line	Net Budget  £000	Forecast Outturn Variance  £000	Forecast Outturn Variance  %	Commentary
						<p>context that import tariffs for the Council's electricity bill will also reduce costs across our property and street lighting portfolios.</p> <p><b>Swaffham Prior:</b> The forecast worst case scenario shortfall in May 24 is £1,009k but this position is expected to improve in June using the detailed forecasting on actuals for both heat and Renewable Heat Incentive (RHI). The input electricity costs have been high during 2023 and 2024 as the heat network is drawing electricity from the grid and waits for the private wire connection to energise. The other reason is that whilst waiting for the private wire connection, the number of customers able to connect to the heat network has been constrained due to grid constraints. To date 64/130 homes have been connected during 2023-24 and work is underway to connect further homes in 2024. Current expectation is that additional RHI income will come forward in 24/25, increased income from heat sales and electricity costs will reduce when the private wire is in place.</p>



Original 2024-25 Budget as per Business Plan  £000	Committee	Scheme Category	Total Scheme Revised Budget  £000	Total Scheme Forecast Variance  £000	Budget Carried- forward 2024-25  £000	Budget Re- phasing 2024-25  £000	Addi- tional/ Redu- ction in Fundi- ng 2024- 25  £000	Revised Budget for 2024-25  £000	Actual Spend (May)  £000	Forecast Outturn Variance (May)  £000
7,050	H&T	Carriageway & Footway Maintenance incl Cycle Paths	36,720	0	434	-434	294	7,344	1,480	0
235	H&T	Rights of Way	1,175	0	0	0	0	235	27	0
2,347	H&T	Bridge Strengthening	10,690	0	685	0	-209	2,823	-12	0
778	H&T	Traffic Signal Replacement	3,545	0	-29	0	-69	680	-52	0
183	H&T	Smarter Travel Management - Int Highways Man Centre	835	0	7	0	-16	174	-11	0
		<b>Highways</b>								
7,829	H&T	Pothole Funding	40,985	0	0	0	0	7,829	-60	0
2,364	H&T	Additional Highways Maintenance (HS2 Allocation)	4,728	0	1,489	-1,200	0	2,653	-307	0
4,000	H&T	Footways	20,000	0	430	0	0	4,430	106	0
4,000	H&T	A14 De-trunking	24,750	0	683	3,878	0	8,561	50	0
2,200	H&T	Highways Material Recycling	2,500	0	253	-2,378	0	75	0	0
20,000	H&T	Further Highways Prioritisation	40,000	0	0	0	0	20,000	0	0
950	H&T	Essential Works on Guided Busway	950	0	0	0	0	950	0	0
250	H&T	Step Survey and Works	1,250	0	0	0	0	250	0	0
		<b>Project Delivery</b>								
0	H&T	Ely Crossing	49,006	0	47	0	0	47	-723	0
2,747	H&T	Guided Busway	145,952	0	1,114	0	-3,861	0	545	0

Original 2024-25 Budget as per Business Plan  £000	Committee	Scheme Category	Total Scheme Revised Budget  £000	Total Scheme Forecast Variance  £000	Budget Carried- forward 2024-25  £000	Budget Re- phasing 2024-25  £000	Additional/ Reduction in Funding 2024- 25  £000	Revised Budget for 2024-25  £000	Actual Spend (May)  £000	Forecast Outturn Variance (May)  £000
203	H&T	Cambridge Cycling Infrastructure	4,690	0	214	0	0	417	2	0
0	H&T	King's Dyke	33,500	0	-3,348	0	0	-3,348	108	0
0	H&T	Emergency Active Travel	1,181	0	72	0	0	72	24	0
0	H&T	Wisbech Town Centre Access Study	1,883	0	109	0	0	109	4	0
5,020	H&T	Wheatsheaf Crossroads	6,795	0	1,028	-5,646	0	402	3	0
1,996	H&T	March Future High Street Fund and March Area Transport Study Broad Street	7,901	0	820	-816	1,048	3,048	366	0
5,524	H&T	St Neots Future High Street Fund	7,905	0	169	-2,840	0	2,853	150	0
377	H&T	March Area Transport Study – Main Schemes	3,329	0	-58	-214	0	105	67	0
1,015	H&T	St Ives Local Improvement	2,740	0	602	-1,243	440	814	68	0
3,072	H&T	A141 and St Ives Improvement	5,805	0	1,517	-3,482	195	1,302	28	0
1,532	H&T	A10 Ely to A14 Improvements	3,803	0	337	-1,242	197	824	-126	0
0	H&T	Witchford A10 Non-Motorised Users	550	0	0	0	230	230	0	0
0	H&T	Transforming Cities Fund	2,860	0	829	0	0	829	163	0
2,441	H&T	Southern Busway Widening	2,891	0	-91	-1,649	0	701	6	0
924	H&T	Soham Wicken Non-Motorised Users	1,230	0	234	-203	0	955	0	0
0	H&T	Active Travel 4	1,192	0	531	-104	0	427	16	0

Original 2024-25 Budget as per Business Plan  £000	Committee	Scheme Category	Total Scheme Revised Budget  £000	Total Scheme Forecast Variance  £000	Budget Carried- forward 2024-25  £000	Budget Re- phasing 2024-25  £000	Addi- onal/ Redu- ction in Fundi- ng 2024- 25  £000	Revised Budget for 2024-25  £000	Actual Spend (May)  £000	Forecast Outturn Variance (May)  £000
0	H&T	Active Travel 4 - Extension	1,100	0	0	0	1,100	1,100	0	0
7,099	H&T	Street Lighting LED	13,283	0	47	-2,869	0	4,277	10	0
		<b>Transport Strategy and Network Development</b>								
0	H&T	CaPCAM and Electric Vehicles	1,665	0	353	0	0	353	117	0
		<b>Planning, Growth and Environment</b>								
5,521	E&G I	Waste Infrastructure	8,000	0	303	-3,022	576	3,378	-6	0
18,338	E&G I	Waterbeach Waste Treatment Facility	20,367	0	1,578	-19,916	0	0	0	0
834	E&G I	Reallocation and funding of cost cap for Northstowe phase 1	1	0	-1	0	-833	0	0	0
		<b>Climate Change and Energy Services</b>								
2,730	E&G I	Swaffham Prior Community Heat Scheme	14,170	0	1,676	-3,206	0	1,200	19	0
0	E&G I	St Ives Smart Energy Grid Demonstrator scheme – Park and Ride	5,686	0	383	-108	200	475	-374	0
1,287	E&G I	Babraham Smart Energy Grid Demonstrator scheme	9,065	0	1,635	-280	469	3,111	-11	0
0	E&G I	Stanground Closed Landfill Energy Project	8,595	0	449	-409	0	40	-15	0
0	E&G I	Woodston Closed Landfill Energy Project	150	0	135	-135	0	0	0	0

Original 2024-25 Budget as per Business Plan  £000	Committee	Scheme Category	Total Scheme Revised Budget  £000	Total Scheme Forecast Variance  £000	Budget Carried- forward 2024-25  £000	Budget Re- phasing 2024-25  £000	Addi- onal/ Redu- ction in Fundi- ng 2024- 25  £000	Revised Budget for 2024-25  £000	Actual Spend (May)  £000	Forecast Outturn Variance (May)  £000
3,478	E&G I	North Angle Solar Farm	32,649	0	-641	-816	1,800	3,821	-500	0
0	E&G I	Fordham Renewable Energy Network Demonstrator	635	0	450	-450	0	0	0	0
495	E&G I	Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	11,664	0	521	-111	0	905	-52	0
1,919	E&G I	Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	3,047	0	-69	0	0	1,850	0	0
167	E&G I	Environment Fund - Oil Dependency	500	0	148	-148	0	167	0	0
0	E&G I	Treescape Fund (Natural Capital)	300	0	31	0	0	31	7	0
0	E&G I	School Ground Source Heat Pump Project	3,145	0	52	0	0	52	-23	0
0	E&G I	Cambridge Electric Vehicle Chargepoints - On-street	157	0	0	0	0	0	-61	0
		<b>Connecting Cambridgeshire</b>								
5,454		Connecting Cambridgeshire	26,289	0	-875	0	0	4,579	-395	0
984		Capitalisation of Interest	3,162	0	0	0	0	984	0	0
<b>130,986</b>		<b>Total</b>	<b>688,773</b>	<b>0</b>	<b>18,031</b>	<b>-51,032</b>	<b>1,340</b>	<b>99,725</b>	<b>813</b>	<b>0</b>

Original 2024-25 Budget as per Business Plan  £000	Committee	Scheme Category	Total Scheme Revised Budget  £000	Total Scheme Forecast Variance  £000	Budget Carried- forward 2024-25  £000	Budget Re- phasing 2024-25  £000	Addi- tional/ Redu- ction in Fundi- ng 2024- 25  £000	Revised Budget for 2024-25  £000	Actual Spend (May)  £000	Forecast Outturn Variance (May)  £000
-30,810		Capital Programme Variations	-98,155	0	0	205	0	-30,605	0	0
<b>100,176</b>		<b>Total including Capital Programme Variations</b>	<b>590,618</b>	<b>0</b>	<b>18,031</b>	<b>-50,827</b>	<b>1,340</b>	<b>69,120</b>	<b>813</b>	<b>0</b>

The table above outlines the results of a thorough review that has been undertaken for each scheme to provide a profile that is based on an assessment of risk and deliverability. Based on this on this reprofiling, there are no schemes with significant variances (>£250k) to report.

### 3.2 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.

### 3.3 Capital Funding

<b>Original 2024-25 Funding Allocation as per Business Plan</b>	<b>Source of Funding</b>	<b>Budget Carried- forward 2024-25</b>	<b>Budget Revisions 2024-25</b>	<b>Revised Budget for 2024-25</b>	<b>Forecast Spend - Outturn (May)</b>	<b>Forecast Variance - Outturn (May)</b>
<b>£000</b>		<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
13,672	Local Transport Plan	4,552	-2,065	16,159	16,159	0
14,693	Other DfT Grant Funding	2,602	921	18,216	18,216	0
10,911	Other Grants	952	-6,578	5,285	5,285	0
5,149	Developer Contributions	276	-974	4,451	4,451	0
73,096	Prudential Borrowing	6,036	-39,158	39,974	39,974	0
13,465	Other Contributions	3,637	-1,462	15,640	15,640	0
-30,810	Capital Programme Variations	0	254	-30,605	-30,605	0
<b>100,176</b>	<b>Total including Capital Programme Variations</b>	<b>18,055</b>	<b>-49,062</b>	<b>69,120</b>	<b>69,120</b>	<b>0</b>



### 3.4 Capital Roll Forward

The Capital Plan relating to P&S for 2024-25 has reduced since the Business Plan was published, resulting in a revised budget of £72,281k. This reduction is due the combination of schemes being delayed into future years and changes to carry forward positions from 2023-24. The schemes with variations of £250k or greater are listed below.

Committee	Scheme Ref.	Scheme Name	EXPENDITURE BUDGET CHANGES								FUNDING BUDGET CHANGES					Remarks
			Up to 2023-24 (£k)	2024-25 (£k)	2025-26 (£k)	2026-27 (£k)	2027-28 (£k)	2028-29 (£k)	Later Years (£k)	TOTAL (£k)	Grants (£k)	Devel. Contr. (£k)	Other Contr. (£k)	Capital Receipts (£k)	Borrowing (£k)	
H&T	C/C. 1.011	Local Infrastructure improvements	-351	548	106	90	90	90	-	573	-	-	573	-	-	Carry forward and rephasing
H&T	C/C. 1.012	Safety Schemes	-224	24	-	-	-	-	-	-200	-200	-	-	-	-	Carry forward and rephasing. 200k of new funding to Puddock Road.
H&T	C/C. 1.019	Delivering the Transport Strategy Aims	-1,573	273	1,120	-	-	-	-	-180	-180	-	-	-	-	Carry forward and rephasing. Transfer of funding to other lines
H&T	C/C. 1.020	Bar Hill to Northstowe cycle route	-75	-559	400	-	-	-	-	-234	47	-1,175	25	-	869	Rephasing, review of funding allocation, and review of overall cost
H&T	C/C. 2.001	Carriageway & Footway Maintenance including Cycle Paths	-434	294	728	294	294	294	-	1,470	1,470	-	-	-	-	Rephased and balance of the pothole grant moved around between the Operating the Network lines (references C/C.2....)
H&T	C/C. 2.004	Bridge strengthening	-685	476	-209	-209	-209	-209	-	-1,045	-1,045	-	-	-	-	Rephased and balance of the pothole grant moved around between the Operating the Network lines (references C/C.2....)
H&T	C/C. 2.005	Traffic Signal Replacement	29	-98	-69	-69	-69	-69	-	-345	-345	-	-	-	-	Rephased and balance of the pothole grant moved around between the Operating the Network lines (references C/C.2....)
H&T	C/C. 2.006	Smarter Travel Management - Integrated	-7	-9	-16	-16	-16	-16	-	-80	-80	-	-	-	-	Rephased and balance of the pothole grant moved around between

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		Highways Management Centre														the Operating the Network lines (references C/C.2....)
H&T	C/C. 3.002	Footpaths and Pavements	-430	430	-	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
H&T	C/C. 3.006	Guided Busway	-1,114	-2,747	-	-	-	-	-	-	-3,861	-	-	-	-3,861	Funding removed as original construction now completed (this line had historically been retained because final s106 funding still to be received, but that will be captured separately, removing the need for this legacy line to remain)
H&T	C/C. 3.009	Wheatsheaf Crossroads	-1,028	-4,618	5,646	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
H&T	C/C. 3.010	St Neots Future High Street Fund	-169	-2,671	2,840	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
H&T	C/C. 3.011	March Future High Street Fund	-820	1,052	816	-	-	-	-	-	1,048	-	-	1,048	-	Carr-forward and review of scheme cost, to match level of funding agreed.
H&T	C/C. 3.014	St Ives local improvements	-602	-201	1,243	-	-	-	-	-	440	150	170	120	-	Carry forward and rephasing. Scheme budget proposed for increase due to s106 contributions linked.
H&T	C/C. 3.015	A141 and St Ives Improvements Scheme	-1,517	-1,770	3,482	-	-	-	-	-	195	-5,805	-	6,000	-	Carry forward and rephasing. Scheme budget corrected by 195k to reflect the business case.
H&T	C/C. 3.016	A10 Ely to A14 Improvement Scheme	-337	-708	1,242	-	-	-	-	-	197	-3,803	-	4,000	-	Carry forward and rephasing. Scheme budget corrected by 197k to reflect the business case.
H&T	C/C. 3.017	A14 De-trunking	-683	4,561	122	-	-	-	-	-4,000	-	-	-	-	-	Carry forward and rephasing

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H&T	C/C. 3.018	Street Lighting LED	-47	-2,822	-100	2,969	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
H&T	C/C. 3.019	Highways materials recycling	-253	-2,125	2,378	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
H&T	C/C. 3.021	March Area Transport Study	58	-272	214	-	-	-	-	-	-3,329	-	3,329	-	-	Carry forward and rephasing
H&T	C/C. 3.023	Southern Busway Widening	91	-1,740	1,649	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
H&T	C/C. 3.026	Additional highways maintenance allocation	-1,489	289	1,200	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
EGI	C/C. 4.002	Waste – Household Recycling Centre (HRC) Improvements	-303	-2,143	3,022	-	-	-	-	576	-	-	-	-	576	Carry forward, re-phasing and anticipated increased cost.
EGI	C/C. 4.003	Waterbeach Waste Treatment Facilities	-1,578	-	19,916	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
EGI	C/C. 4.004	Reallocation and funding of cost cap for Northstowe Phase 1	1	-834	-	-	-	-	-	-833	-	-	-	-	-833	This is a funding line, rather than spend. The funding has been allocated, removing the need for this line.
EGI	C/C. 5.013	Swaffham Prior Community Heat Scheme	-1,676	-1,530	1,803	1,403	-	-	-	-	-	-	-	-	-	Scheme costs spread across the next 3 years to reflect delayed customer connection profile.
EGI	C/C. 5.015	Babraham Smart Energy Grid	-1,635	1,824	280	-	-	-	-	469	6	-	-	-	463	Roll-forward, rephasing and increased costs
EGI	C/C. 5.019	North Angle Solar Farm	-	-816	816	-	-	-	-	-	-	-	-	-	-	Rephasing
EGI	C/C. 5.021	Decarbonisation Fund	-521	410	-177	288	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
EGI	C/C. 6.002	Investment in Connecting Cambridgeshire - Fixed Connectivity	475	-475	-	-	-	-	-	-	-	-	-	-	-	Rephasing of budget to match earlier spend
EGI	C/C. 6.006	Investment in Connecting	400	-400	-	-	-	-	-	-	-	-	-	-	-	Rephasing of budget to match earlier spend

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		Cambridgeshire - Programme Delivery															
H&T/ EGI	C/C. 7.001	Variation Budget	-	205	-	-1,646	-	-	-	-	22,328	7,720	-2,190	10,156	-	17,702	Recalculation of capital variations budget in line with this rephasing exercise.
	C/C. 5.014	St Ives Smart Energy Grid Demonstrator scheme - P&R	-383	475	54	54	-	-	-	-	200	-4	-	-	-	204	Roll-forward, rephasing and increased costs
EGI	C/C. 5.017	Stanground Closed Landfill Energy Project	-449	40	409	-	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
EGI	C/C. 5.020	Fordham Renewable Energy Network Demonstrator	-450	-	18	432	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
H&T	C/C. 1.012b	Safety Schemes - Swaffham Heath Crossroads	-772	772	-	-	-	-	-	-	-	-	-	-	-	-	Roll-forward
H&T	C/C. 1.012c	Safety Schemes - Puddock Road	-601	517	284	-	-	-	-	-	200	200	-	-	-	-	Roll-forward and addition of further grant funded spend
H&T	C/C. 3.007	King's Dyke	3,348	-3,348	-	-	-	-	-	-	-	-	-	-	-	-	Budget is for cost recoupment; this line phases that recoupment back to 2024-25
EGI	N/A	CaPCAM and Electric Vehicles	-353	353	-	-	-	-	-	-	-	-	-	-	-	-	Roll-forward
H&T	N/A	Transforming Cities Fund	-829	829	-	-	-	-	-	-	-	-	-	-	-	-	Carry forward and rephase
H&T	N/A	Active Travel 4	-531	427	104	-	-	-	-	-	-	-	-	-	-	-	Carry forward and rephase
			<b>-17,517</b>	<b>-34,425</b>	<b>28,434</b>	<b>3,590</b>	<b>90</b>	<b>90</b>	<b>-4,000</b>	<b>-23,738</b>	<b>-5,198</b>	<b>-3,195</b>	<b>4,939</b>	<b>-</b>	<b>-20,284</b>		