

Directorate: Place and Sustainability
Subject: Finance Monitoring Report – Outturn 2024-25

Contents

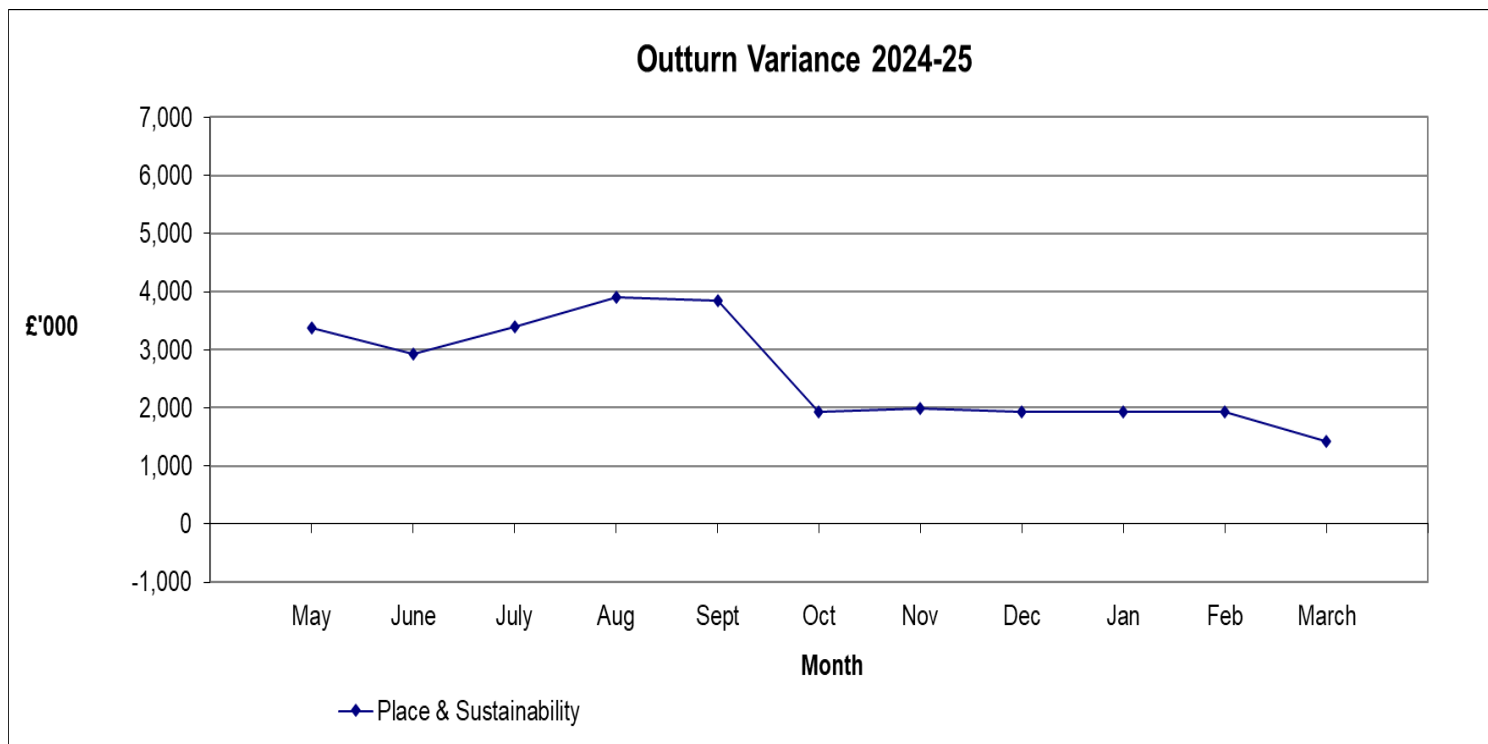
Section	Item	Description
1	Revenue Executive Summary	High level summary of information and narrative on key issues in revenue financial position
2	Capital Executive Summary	Summary of the position of the Capital programme within Place and Sustainability
3	Savings Tracker Summary	Summary of the latest 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 2024-25, Place and Sustainability is £1.43m overspent, a reduction of £0.51m on the position forecast in February.

1.2 Summary of Revenue position by Directorate



1.2.1 Place and Sustainability

Forecast Outturn Variance (Previous) £000	Service Area	Gross Budget £000	Income Budget £000	Net Budget £000	Actual £000	Outturn Variance £000	Outturn Variance %
-1,165	Executive Director	429	-645	-216	-1,419	-1,202	-555.8%
5,121	Infrastructure and Project Delivery	32,175	-9,864	22,311	26,832	4,522	20.3%
-1,635	Transport and Connectivity	17,708	-16,958	750	-290	-1,040	-138.6%
189	Environment, Planning & Economy	54,752	-5,922	48,830	48,934	103	0.2%
-249	Community Safety and Regulatory Service	5,661	-3,421	2,240	1,920	-319	-14.3%
2,260	Total	110,725	-36,810	73,914	75,978	2,063	2.8%
-324	Mitigations	0	0	0	-633	-633	0.0%
1,936	Overall Place and Sustainability Total	110,725	-36,810	73,914	75,345	1,430	1.9%

1.3 Significant Issues

The overall position for Place and Sustainability budgets to the end of 2024-25 is an overspend of £1.43m. The key issues and pressures that are highlighted in this report are as follows;

E&GI Committee

Waste Management: Following a mid-year review of waste tonnages and prevailing gate fees, the service has drawn down on reserves as planned to offset additional waste disposal costs and the year end position is a nil variance to budget.

Energy Projects: The energy schemes ended 2024-25 with an overspend of £3.50m.

The most significant project, the North Angle Solar Farm is now fully connected, is generating income and is supplying energy to the Swaffham Prior Energy Centre. The District Heating Scheme at Swaffham Prior is also complete the required number of connections to the schemes for the business plan has now been achieved.

The car park at the St Ives Smart Energy Grid Project reopened at the start of October and the solar panels at this site have been successfully energised at the end of January and are now generating energy. The Smart Energy Grid Project at Babraham Road Park and Ride works are continuing to progress.

There are ongoing risks associated with the generation and selling of electricity and as such income level may fluctuate in 25/26 but this risk is currently mitigated within the directorate.

H&T Committee

Highway Development Management and Streetworks Income: The pressures above are partially offset by the level of income achieved in 24-25 in relation to Highways Development Management and Streetworks, which finished the year £1.5m and £0.9m over budget respectively. This is due to significant activity by developers and utility providers.

Capital Variation Pressure

The Capital Variation Budget is set at the beginning of a financial year and assumes that a certain proportion of the capital budget in place will not be spent, based on historic information. This reduces the overall available budget for the financial year.

The variations percentage for the directorate has been 30% for several years, based on trend analysis. It is necessarily a lagging indicator and improvements in capital spending could result in the level of expected slippage not being met.

However, in the current financial year, the programming and forecasting has improved from previous years. In 24-25 the directorate delivered £87m of a £101m capital programme, meaning that only £14.15m of the £30.6m slippage budget was used, leading to a £16.45m variance on the directorate's capital budget for 24-25.

2. Capital Executive Summary

Appendix 3 reflects the changes due to:

Total Scheme Revised Budget £000	Total Scheme Variance £000	Service Area	Original 2024-25 Budget as per BP £000	Revised Budget for 2024-25 £000	Actual Spend £000	Outturn Variance £000
545,295	0	Highways & Transport	89,779	81,271	69,590	-11,681
28,368	0	Planning, Growth & Environment	24,693	3,378	-575	-3,953
82,759	0	Climate Change & Energy Services	9,581	10,980	11,674	694
26,289	0	Connecting Cambridgeshire	5,454	4,579	5,368	789
		Capitalisation of Interest	984	984	1,230	246
682,711	0	Total	130,491	101,192	87,287	-13,905
		Capital Programme variations	-30,810	-30,605	0	30,605
		Total including Capital Programme variations	99,681	70,587	87,287	16,700

Details for all capital schemes are shown in Appendix 3.

3. Savings and Income Tracker Summary

The Savings Tracker is a reporting tool for summarising delivery of planned revenue savings. Within the Tracker, the forecast delivery of savings is shown against the original saving approved in the 2024-29 Business Plan. The Tracker is completed at the end of each quarter and reported in the next FMR going to committee. It is important to note the relationship between the reported savings projections and the overall revenue financial position reported in this report. As pressures arise in-year, further mitigation and/or additional savings will be required to deliver a balanced position. The summary savings position for the year for this directorate is:

RAG Status	Original Saving £000	Saving/ Income £000	Variance £000
Blue	-158	-704	-546
Green	-1,250	-1,240	10
Amber	-578	-74	504
Red	-5,441	-471	4,970
Black	-325	0	325
Total	-7,752	-2,489	5,263

The key issues in 24/25 relate to the delay in the delivery of income associated with energy projects as outlined above. For 25/26 the savings have now all been delivered or addressed in the 25/26 budget.

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 draw-down.

Appendix 1 – Place and Sustainability Detailed Financial Information

Forecast Outturn Variance (Previous) £000	Committee	Note	Budget Line	Gross Budget £000	Income Budget £000	Net Budget £000	Actual £000	Outturn Variance £000	Outturn Variance %
Executive Director									
-905	E&GI + H&T	1	Executive Director	188	-645	-457	-1,419	-961	-210%
-260	E&GI + H&T		Staffing Pay Inflation	241	0	241	0	-241	-100%
-1,165			Executive Director Total	429	-645	-216	-1,419	-1,202	-556%
Infrastructure and Project Delivery									
525	H&T	2	Local Highway Maintenance	11,026	-143	10,882	11,553	670	6%
44	H&T	3	Asset Strategy, Data & Mapping	1,387	-453	934	1,156	222	24%
-167	H&T	4	Winter Maintenance	3,262	0	3,262	3,294	32	1%
605	H&T	5	Project Delivery	462	0	462	606	144	31%
-243	H&T	6	Street Lighting	12,987	-4,063	8,924	8,879	-45	-1%
4,356	E&GI	7	Energy Services - Specialist Energy Projects	3,051	-5,205	-2,154	1,344	3,499	162%
5,121			Infrastructure and Project Delivery Total	32,175	-9,864	22,311	26,832	4,522	20%
Transport and Connectivity									
-578	H&T	8	Traffic Management	3,669	-3,588	81	-780	-861	-1063%
241	H&T	9	Road Safety	893	-558	335	685	350	105%
-210	H&T	10	Transport Strategy	964	-1,055	-91	-76	15	16%
-1,484	H&T	11	Highways Development Management	2,784	-2,664	120	-1,426	-1,546	-1284%
60	H&T	12	Park & Ride and Busway	1,218	-913	305	494	189	62%
335	H&T	13	Parking Enforcement	8,180	-8,180	0	814	814	0%
-1,635			Transport and Connectivity Total	17,708	-16,958	750	-290	-1,040	-139%
Environment, Planning & Economy									
115	E&GI	14	Planning	1,825	-400	1,425	1,415	-10	-1%
77	E&GI		Natural and Historic Environment	2,066	-1,064	1,002	1,047	46	5%
-0	E&GI		Waste Management	50,491	-4,240	46,250	46,250	0	0%
-2	E&GI		Economy and Climate Change	371	-218	153	221	68	44%
189			Environment, Planning & Economy Total	54,752	-5,922	48,830	48,934	103	0%

Forecast Outturn Variance (Previous) £000	Committee	Note	Budget Line	Gross Budget £000	Income Budget £000	Net Budget £000	Actual £000	Outturn Variance £000	Outturn Variance %
Regulatory Service									
7	CSMI		Registration & Citizenship Services	1,291	-2,081	-790	-857	-67	-8%
-120	CSMI	15	Coroners	3,535	-1,232	2,303	2,187	-116	-5%
-136	CSMI	16	Trading Standards	835	-108	727	590	-136	-19%
-249			Regulatory Service Total	5,661	-3,421	2,240	1,920	-319	-14%
2,260			Total	110,725	-36,810	73,914	75,978	2,063	3%
Mitigations									
-324		17	Transfer from On-Street Reserve	0	0	0	-633	-633	0%
1,936			Overall Place and Sustainability Total	110,725	-36,810	73,914	75,345	1,430	2%

Appendix 2 – Service Commentaries on Outturn Position

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

Note	Commentary vs previous month	Committee	Service Area / Budget Line	Net Budget £000	Outturn Variance £000	Outturn Variance %	Commentary
1	Updated	E&GI + H&T	Executive Director including staffing pay inflation	-216	-1,201	-555%	Vacancy savings exceed the budget set in the Business Plan which also offsets the delivery of management efficiencies in 24-25, which will now be delivered in full for 25-26. In addition, the approved inflationary uplift in staff pay was less than the amount budgeted for in the Business Plan and this creates an additional underspend for P&S. This was actively managed to assist in mitigating overspending in the directorate.
2	Updated	H&T	Local Highways Maintenance	10,882	670	6%	<p>The Highways Material Recycling Facility is not being developed and so the early feasibility costs previously charged to capital have been transferred to revenue. In addition, the budgeted revenue savings from this scheme will not be achieved. This is being mitigated through an increased level of income from highway development management.</p> <p>In addition to this, there has been a pressure of £318k which relates to the Green Team, due to overspends on weedkilling, trees and shrubs, village maintenance and grass cutting. This has been addressed in the budget setting for 25/26.</p>
3	New	H&T	Asset Strategy, Data and Mapping	934	222	24%	The pressure here relates to asset planning – there are redundancy costs in year that were not budgeted for as well as lower than expected capital recharges from revenue.
4	Updated	H&T	Winter Maintenance	3,262	32	1%	Year end position slightly overspent after salt stock adjustments have been processed.

Note	Commentary vs previous month	Committee	Service Area / Budget Line	Net Budget £000	Outturn Variance £000	Outturn Variance %	Commentary
5	Updated	H&T	Project Delivery	462	144	31%	A pressure was identified due to lower than expected recharges to capital projects, causing an increase in revenue costs which was £144k at year end due to identifying a number of staff related costs that should have been recharged to capital and has now been corrected.
6	Updated	H&T	Street Lighting	8,924	-45	-1%	<p>The forecast saving reflects reduced expected energy savings to be achieved by the delayed installation of LED lanterns starting in Autumn 2024 as part of the County Council's 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.</p> <p>In January, additional costs were identified relating to the energy tariff, which worsened the position in year by c£300k.</p> <p>There is also a one-off prior year adjustment on the PFI contract which has resulted in a small saving.</p>
7	Updated	E&GI	Energy Services – Specialist Energy Projects	-2,154	3,499	162%	<p>Across the energy schemes there is a variance shortfall of £3,499k, explanations are below:</p> <p>St Ives:- The project has an overall £131k saving to the Council this year due to the project delay. This is made up of a saving of £274k of debt charges this year minus the projected income shortfall of £143k. The scheme was energised in January 2025 and is now generating power.</p> <p>Babraham: Income generation is delayed due to some main-contractor issues. Generation is expected to start in April 2025 in-line with the current expected programme. This means no net income for 24-25. Although there are also savings on debt charges of £208k, it still leaves a net pressure of £140k on the scheme for 24-25.</p> <p>North Angle: All major construction activities are now complete. NASF is now providing an uprated power supply to the Swaffham Prior Energy Centre (SPEC). The</p>

Note	Commentary vs previous month	Committee	Service Area / Budget Line	Net Budget £000	Outturn Variance £000	Outturn Variance %	Commentary
							<p>power supply was connected to SPEC on 21 November 2024.</p> <p>The variance on North Angle is now £2,607 which has improved due to lower than forecast debt charges in year and better performance on income than expected. Debt charges are c£700k lower and income is c£250k higher.</p> <p>Swaffham Prior: The worst case scenario shortfall in May 24 was £1,009k. This had improved to £807k following a review of the income to be received from heat and the Renewable Heat Incentive (RHI) and a review of the input electricity costs. The site is now drawing electricity from North Angle, and noise mitigation has been implemented. To date 93 homes are connected and the forecast is a total of 98 homes by March 2025. Work continues to further increase the sign ups. The year end position worsened slightly to a £883k shortfall, due to higher debt charges than originally forecast.</p>
8	Updated	H&T	Traffic Management	81	-861	-1,063%	<p>Permitting realised much higher income in February and March than the monthly average. The income for section 74s and road closures did not drop from decrease of fibre company activities as much as it was expected. Sample inspections and Penalty Notices brought in higher income as well on the area of Permitting. A small proportion of the high income on the Permitting area is partly offset by an overspend on the signals budget, which is due to the timing of spend on accident damage and repayment of this cost through compensation.</p>
9	Updated	H&T	Road Safety	335	350	105%	<p>The forecast reflects a decrease in the number of Road Safety Audit requests coming in from internal and external clients. There are a number of factors that can influence this, reduced Highway Development work by contractors, contractual agreements with external competitors continuing to use other providers.</p>
10	Updated	H&T	Transport Strategy	-91	15	26%	<p>The year end position reflects savings in staff costs as a result of vacancies as well as a correction of recharges at</p>

Note	Commentary vs previous month	Committee	Service Area / Budget Line	Net Budget £000	Outturn Variance £000	Outturn Variance %	Commentary
							year end to reflect appropriate postings of individuals time between capital and revenue. The recharges corrections removed the saving being forecast as costs were correctly allocated.
11	Updated	H&T	Highways Development Management	127	-1,546	-1,284%	<p>Income for Highways Development Management (HDM) team in 2024-25 over-achieved against budget due to a combination of factors:</p> <ul style="list-style-type: none"> • 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. • More robust planning of pre-application fee recovery to take place. • More robust fee recovery for developer temporary directional signs to take place. • Potential S.184 income to facilitate new S01/S02 roles. • Gradual realisation of the commuted sum policy of April 2023 as sites come through the development pipeline. <p>February '25 update:</p> <ul style="list-style-type: none"> • Forecast surplus reduced (circa. £250k) in response to income below forecast. This is in response to a combination of 1) optimistic forecasts and 2) market uncertainty in relation to external factors e.g., rising construction costs responding to geopolitical items, planning delays, uncertainty on the run-up to Government elections and subsequent changes in planning legislation. <p>March '25 update:</p>

Note	Commentary vs previous month	Committee	Service Area / Budget Line	Net Budget £000	Outturn Variance £000	Outturn Variance %	Commentary
							<ul style="list-style-type: none"> Actual income to year end ~£60k higher than forecast due to late additional S106 income that hadn't been included in the forecast.
12	New	H&T	Park & Ride and Busway	305	189	62%	Overspend due to revaluation of business rate backdated to 5 years on our Trumpington Park & Ride site. On top of this we accrued for income to be received from Govia Thameslink Rail in 24-25 but negotiation is still in progress.
13	Updated	H&T	Parking Enforcement	0	814	0%	The Business Plan assumed additional parking income and although the on-street parking income has increased this has been offset by an underachievement of Bus-lane enforcement income. The full shortfall has not been taken from the year end reserve as previously expected, due to a better position for the directorate overall. The reserve has therefore been retained for future use as needed.
14	Updated	E&GI	Planning	1,432	-10	8%	£71k overspend from County Planning and Growth & Development and Travel Plan which is mainly due to underachievement in planning fees offset by £33k savings from delaying planning database development to 25-26. - £85k underspend from DCO Schemes with programmes not meeting planned expenditure in year and being pushed forward to 25-26.
15	Unchanged	CSMI	Coroners	2,303	-116	-5%	Savings on staff related costs as lower than budgeted for payments to specialist coroner staff has been observed.
16	Unchanged	CSMI	Trading Standards	727	-136	-19%	The service provider Peterborough City Council has a reduced level of expenditure. As such, the proportion that Cambridgeshire County Council has paid in 24-25 is lower than the budgeted amount.
17	Updated	H&T	Mitigation - Transfer from On-Street Reserve	0	-633	0%	Use of additional reserves to fund the pressure in parking enforcement from row 13 above.

Appendix 3 – Capital Position

3.1 Capital Expenditure

Scheme Budget £000	Scheme Variance £000	Committee	Scheme	Original 2024-25 Budget as per Business Plan £000	Budget Changes in Year £000	Revised Budget for 2024-25 £000	Actual Spend £000	Variance Outturn £000
			Integrated Transport					
125	0	H&T	Air Quality Monitoring	25	0	25	27	2
5,164	0	H&T	Local Infrastructure Improvements	895	587	1,482	1,056	-426
77	0	H&T	Minor improvements for accessibility and Rights of Way	0	77	77	24	-53
2,800	0	H&T	Safety Schemes	600	24	624	75	-549
880	0	H&T	Safety Schemes – Swaffham Heath Crossroad	0	772	772	800	28
850	0	H&T	Safety Scheme – Puddock Road	0	517	517	130	-387
2,807	0	H&T	Strategy and Scheme Development work	545	264	809	629	-180
6,860	0	H&T	Delivering the Transport Strategy Aims	1,546	134	1,680	1,802	122
1,045	0	H&T	Bar Hill to Northstowe Cycle Route	992	-559	433	22	-411
26,000	0	H&T	Annual Contribution to A14 upgrade	1,040	0	1,040	1,040	0
			Operating the Network					
36,720	0	H&T	Carriageway & Footway Maintenance incl. Cycle Paths	7,050	104	7,154	5,349	-1,805
1,175	0	H&T	Rights of Way	235	0	235	247	12
10,690	0	H&T	Bridge Strengthening	2,347	476	2,823	3,212	389
3,545	0	H&T	Traffic Signal Replacement	778	-98	680	663	-17
835	0	H&T	Smarter Travel Management - Int Highways Man Centre	183	-9	174	162	-12
500	0	H&T	Traffic Signals Green Light Fund (GLF)	0	500	500	9	-491
124	0	H&T	Traffic Signals Obsolescence Grant TSOG)	0	124	124	51	-73
			Highways & Transport					
			Highways Maintenance					
40,985	0	H&T	Pothole Grant Funding	7,829	0	7,829	8,595	766
4,728	0	H&T	Additional Highways Maintenance (HS2 allocation)	2,364	479	2,843	3,555	712
20,000	0	H&T	Footways	4,000	430	4,430	3,446	-984
24,750	0	H&T	A14 De-trunking	4,000	4,561	8,561	4,739	-3,822
2,500	0	H&T	Highways Materials Recycling	2,200	-2,125	75	-47	-122
40,000	0	H&T	Further Highways Prioritisation	20,000	0	20,000	20,000	0
950	0	H&T	Essential Works on Guided Busway	950	0	950	103	-847
1,250	0	H&T	Step Survey and Works	250	0	250	101	-149
			Project Delivery					
49,006	0	H&T	Ely Crossing	0	47	47	90	43
145,952	0	H&T	Guided Busway	2,747	-2,747	0	167	167
4,759	0	H&T	Cambridge Cycling Infrastructure	203	283	486	-16	-502
33,500	0	H&T	King's Dyke	0	-3,348	-3,348	-2,125	1,223
1,181	0	H&T	Emergency Active Fund	0	198	198	159	-39

Scheme Budget	Scheme Variance	Committee	Scheme	Original 2024-25 Budget as per Business Plan	Budget Changes in Year	Revised Budget for 2024-25	Actual Spend	Variance Outturn
£000	£000			£000	£000	£000	£000	£000
1,883	0	H&T	Wisbech Town Centre Access Study	0	523	523	138	-385
6,795	0	H&T	Wheatsheaf Crossroads	5,020	-4,618	402	47	-355
7,901	0	H&T	March Future High Street Fund and Broad Street	1,996	1,052	3,048	3,682	634
7,905	0	H&T	St Neots Future High Street Fund	5,524	-2,671	2,853	3,320	467
3,329	0	H&T	March Area Transport Study - Main schemes	377	201	578	357	-221
7,000	0	H&T	March Area Transport Study Phase 2	0	400	400	161	-239
2,740	0	H&T	St Ives local Improvements	1,015	-513	502	829	327
6,000	0	H&T	A141 and St Ives Improvement	3,072	-1,770	1,302	817	-485
4,000	0	H&T	A10 Ely to A14 Improvements	1,532	-708	824	543	-281
550	0	H&T	Witchford A10 Non-Motorised Users	0	230	230	290	60
2,860	0	H&T	Transforming Cities Fund	0	829	829	745	-84
2,891	0	H&T	Southern Busway Widening – widening of maintenance track	2,441	-1,740	701	620	-81
1,230	0	H&T	Soham Wicken Non-Motorised Users	924	31	955	89	-866
1,192	0	H&T	Active Travel 4	0	631	631	440	-191
1,100	0	H&T	Active Travel 4 – Extension	0	1,100	1,100	71	-1,029
13,283	0	H&T	Street Lighting LED	7,099	-2,822	4,277	2,511	-1,766
2,589	0	H&T	Lancaster Way	0	0	0	1	1
361	0	H&T	Northstowe Traffic Calming Measures	0	30	30	8	-22
			Transport Strategy and Network Development					
1,928	0	H&T	CaPCAM and Electric Vehicles	0	616	616	856	240
			Planning, Growth & Environment					
8,000	0	E&GI	Waste Infrastructure	5,521	-2,143	3,378	142	-3,236
20,367	0	E&GI	Waterbeach Waste Treatment Facilities	18,338	-18,338	0	10	10
1	0	E&GI	Reallocation and funding of cost cap for Northstowe phase 1	834	-834	0	-727	-727
			Climate Change & Energy Services					
14,170	0	E&GI	Swaffham Prior Community Heat Scheme	2,730	-1,530	1,200	1,281	81
5,686	0	E&GI	St Ives Smart Energy Grid Demonstrator scheme	0	475	475	351	-124
9,298	0	E&GI	Babraham Smart Energy Grid	1,287	2,057	3,344	3,114	-230
8,595	0	E&GI	Stanground Closed Landfill Energy Project	0	40	40	24	-16
150	0	E&GI	Woodston Closed Landfill Energy Project	0	0	0	0	0
32,649	1,409	E&GI	North Angle Solar Farm, Soham	3,478	343	3,821	5,230	1,409
635	0	E&GI	Fordham Renewable Energy Network Demonstrator	0	0	0	0	0
3,047	0	E&GI	Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	1,919	-69	1,850	1,523	-327
500	0	E&GI	Environment Fund - Oil Dependency	167	0	167	142	-25
300	0	E&GI	Treescape Fund (Natural capital)162	0	31	31	7	-24
3,145	0	E&GI	School Ground Source Heat Pump Projects	0	52	52	0	-52
157	0	E&GI	Cambridge Electric Vehicle Chargepoints - On-street	0	0	0	-8	-8
928	0	E&GI	Alconbury Civic Hub Solar Car Ports	0	0	0	10	10
3,499	0	E&GI	Environment Fund- Decarbonisation Fund - School Education Capital	0	0	0	0	0
			Connecting Cambridgeshire					
26,289	0		Connecting Cambridgeshire	5,454	-875	4,579	5,368	789
3,162	0		Capitalisation of Interest	984	0	984	1,230	0246

Scheme Budget	Scheme Variance	Committee	Scheme	Original 2024-25 Budget as per Business Plan	Budget Changes in Year	Revised Budget for 2024-25	Actual Spend	Variance Outturn
£000	£000			£000	£000	£000	£000	£000
685,873	0			130,491	-29,299	101,192	87,287	-13,905
-98,433	0		Capital Programme variations	-30,810	205	-30,605	0	30,605
587,440	1,409		Total including Capital Programme variations	99,681	-29,094	70,587	87,287	16,700

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 reprofiling, there are two schemes with significant variances (>£250k) to report.

The schemes with a significant variance (>£250k) either due to changes in phasing or changes in overall scheme costs to be reported this month can be found below.

Ref	Directorate/Committee	Commentary vs previous month	Scheme	Scheme Budget	Budget for 2024-25	Outturn Variance	Cause	Commentary
				£000	£000	£000		
A	H&T	Updated	Local Infrastructure Improvements	5,164	1,482	-426	Slippage	Slippage is due to specific schemes needing to be delivered in the school holidays, and not quite aligning with the resource available in Q4 half term, instead slipping to Easter 25/26. Delays to delivery on some projects also a result of TRO processing times. Income received against budget from third parties of c.£150k including some S106 payments and third-party contributions to projects.
B	H&T	Updated	Safety Schemes	2,800	624	-549	Slippage	The safety schemes budget has been identified as a critical fund for the International Road Assessment Programme (iRAP). The iRAP report was delayed to the March Committee Cycle with the Cluster Site report. Once the iRAP and cluster site report have been analysed and schemes identified this fund will be used to begin the programme of small works around the iRAP and Cluster Site programme thus creating safer roads and roadsides supporting our Vision Zero values.
C	H&T	Updated	Safety Scheme – Puddock Road	850	517	-387	Slippage	A new 30mph was installed along a section of Puddock Road in February 2025, with further works currently in final

Ref	Directorate/ Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2024-25 £000	Outturn Variance £000	Cause	Commentary
								design stage for the trial of an edge strengthening to prevent further rutting of the verge. This is now planned to be implemented in 2025-26, along with a potential access restriction subject to consultation.
D	H&T	Updated	Barhill to Northstowe Cycle Route	1,045	433	-411	Slippage	Delivery planned for mid-March onwards with resultant spend now mostly falling in 25-26 due to road space and resource constraints for delivery.
E	H&T	Updated	Carriageway & Footway Maintenance incl. Cycle Paths	36,720	7,154	-1,805	Slippage	Underspends related to specific projects delivered for lower than budgeted with the amount of funding related to this to be reviewed at year end of promote further projects for delivery. Some project slippages into early 25-26 due to road space or other similar constraints. Some projects needing to move to 25-26 to allow more time to develop design proposals before delivery in Q1/2 of 25-26 (drainage schemes).
F	H&T	Updated	Bridge Strengthening	10,690	2,823	389	Overspend	The overspend on Bridge Strengthening relates to the A505 Duxford VRS scheme, this was a historical project started before VRS moved over to Bridges. In FY 24/25, there was additional scope/damage that could not be recovered hence a pressure was created.
G	H&T	Updated	Traffic Signals Green Light Fund (GLF)	500	500	-491	Slippage	This funding is across roughly 2 years with an end date of 31/03/26. Works are currently programmed in a way that we expect the £500k to be fully spent by year end 25-26
H	H&T	Updated	Pothole grant funding	40,985	7,829	766	Overspend	The demand for repairs to potholes greatly increased during the winter period due freezing temperatures and localised significant rainfall which caused an increase in demand
I	H&T	Updated	Additional Highways Maintenance (HS2)	4,728	2,843	712	Ahead of profile	50% of this budget was originally profiled for spend in 25-26, however due to network condition and site-specific safety issues further work has been undertaken in 24-25 to mitigate safety and other risks to the authority of delaying work until 25-26. This has allowed us to deliver more work in year under existing traffic management / road closures delivering better value for money.
J	H&T	Updated	Footways	20,000	4,430	-984	Slippage	An underspend is showing and projected against this budget as the work has been delivered in packages generating significant efficiency savings. Any funding underspent will be used to introduce new projects in 25-26.

Ref	Directorate/ Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2024-25 £000	Outturn Variance £000	Cause	Commentary
K	H&T	Updated	A14 De-trunking	24,750	8,561	-3,822	Slippage	<p>The 24-25 budget included an allowance of 30% for risk and optimism bias due to CCC not knowing what state the asset would be in when handover from National Highways was completed. This had not yet been applied to the figure in the FMR, which has now been adjusted to account for this.</p> <p>A further -£400k flagged in Dec 24 as underspend linked to the £500k discretionary ad-hoc maintenance allocation which will not all be spent in year.</p> <p>The re-profiling of several schemes due to road space and resource constraints has resulted in a high value lighting and safety barrier scheme starting later than originally intended and spanning 24-25 and 25-26.</p>
L	H&T	New	Essential Works on Guided Busway	950	950	-847	Slippage	Due to operational pressures, work on this programme has been delayed. The programme is due to continue into FY 25/26.
M	H&T	New	Cambridge Cycling Infrastructure	4,759	486	-502	Slippage	Schemes delivered under the Cambridge Cycling Infrastructure programme will continue into 25-26, notably Ring Fort Path where construction is commencing in April 2025.
N	H&T	New	King's Dyke	33,500	-3,348	1,223	Phasing	The final account for the scheme is now expected to be settled in 2025-26 following completion of the works and ongoing discussion with the contractor, this is not expected to affect the overall scheme cost.
O	H&T	Updated	Wisbech Town Centre Access Study	1,883	523	-385	Slippage	Work is continuing to progress to finalise the Outline Business Case and conclude land purchases for three schemes in the Wisbech Access Strategy (Town Centre Access Study). Works are planned for the demolition of one building acquired by the County Council, which is expected to commence in early 2025-26.
P	H&T	Updated	Wheatsheaf Crossroads	6,795	402	-355	Slippage	Planned advanced utilities work now delayed pending land acquisition, works expected to commence in 25-26.
Q	H&T	Updated	March Future High Street Fund and Broad Street	7,901	3,048	634	Ahead of profile	Main works on site have been completed. Construction budget underspend was used to bring forward additional ancillary improvements as part of the scheme in 24-25.
R	H&T	Updated	St Neots Future High Street Fund	7,905	2,853	467	Ahead of profile	Work on the St Neots Market Square is continuing, with a number of Compensation Events agreed with the project funder as part of the construction contract. Spend is in line with the grant funding agreement and brought forward from

Ref	Directorate/ Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2024-25 £000	Outturn Variance £000	Cause	Commentary
								25-26 to support planned opening of the Market Square by May 2026.
S	H&T	New	St Ives local improvements	2,740	502	327	Ahead of Profile	Works undertaken as part of the St Ives Local Improvements scheme included additional work carried out on Broad Way, with agreement from CPCA and DfT to utilise remaining budget. Additional work will continue into 2025/26 to deliver improvements to an Active Travel route.
T	H&T	Updated	A141 and St Ives Improvement	6,000	1,302	-485	Slippage	Overall programme has been extended into 25-26, consequently invoicing in 2024-25 was lower than initially forecast.
U	H&T	Updated	A10 Ely to A14 Improvements	4,000	824	-281	Slippage	Reduction in spend for 24-25 due to scheme governance and CPCA gateway review.
V	H&T	Updated	Soham Wicken Non-Motorised Users	1,230	955	-866	Slippage	Planned construction start date has been delayed pending further survey work and licencing requirements for protected species along the route. Work is anticipated to commence in 25-26.
W	H&T	Updated	Active Travel 4 - Extension	1,100	1,100	-1,029	Slippage	Additional time required to conclude design detail and consultation; construction for the main scheme, Duxford Rd Whittlesford, has now been programmed to commence in early 25-26.
X	H&T	Updated	Street lighting - LED	13,283	4,277	-1,766	Slippage	Slippage in project budget spend due to delay to the start of the LED lantern replacement programme. The project installation commenced in January 2025 with completion planned for Summer 2026.
Y	E&GI	Updated	Waste Infrastructure	8,000	3,378	-3,236	Slippage	The actual construction is scheduled to start May 2025 with completion in Dec 2025. The costs for this financial year relate to professional fees, design confirmation, project management costs and preliminaries.
Z	E&GI	New	Reallocation and funding of cost cap for Northstowe Phase 1	1	0	-727	Delay to project design	The additional funding for infrastructure above the cost cap of £33M as part of the Section 106 for Northstowe Phase 1 falls to be funded by Cambridgeshire County Council and South Cambridgeshire District Council on an 80/20 split. This funding has been allocated to go towards the design and implementation of the Northstowe to Bar Hill Cycleway (which is split into three parts). The project design has already taken place for parts 1 and 2 and implementation of the first two parts has already commenced (with part 1 due to be completed in May 2025 and part 2 already completed by Homes England). As such, this funding is for the design

Ref	Directorate/ Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2024-25 £000	Outturn Variance £000	Cause	Commentary
								and implementation of part 3, where the design work is due to commence later this year with a view to construct in FY2026/27 or 2027/28 dependant on the scope and risks identified this year. The delay for part 3 of the Cycleway has led to the outturn variance and officers will be reviewing the phasing of this funding to avoid a similar issue occurring.
AA	E&GI	New	North Angle Solar Farm, Soham	32,649	3,821	1,409	Overspend	The North Angle Solar Farm was energized in November 2024 with construction substantively complete and final accounts expected to be completed in 2025-26. The pressure in FY 24/25 specifically relates to variations on the contract exceeding expected costs with a lower than expected budget due to historical transfers.
AB	E&GI	Updated	Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	3,047	1,850	-327	Slippage	Slippage due to six schools not proceeding with decarbonisation projects as planned in year, mainly due to construction cost issues which meant projects were not viable. One school declined to proceed.
AC	E&GI	New	Connecting Cambridgeshire	26,289	4,579	789	Ahead of profile	Work ahead of profile – fully funded by CPCA and DSIT grants, no impact to council of more spend than originally profiled.

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.

The total capital budget for financial year 24-25 started at £130m with a variation expected of £30m, a net budget of £100m. In quarter 1 of the financial year, a number of projects were removed and reviewed to ensure a deliverable budget was set. The total capital budget was realigned to £100m in total.

The capital variation budget however remained in place at £30m, creating a total capital budget of £70m for Place & Sustainability. This meant that the overall budget available was less than the deliverable budget of £100m.

In the current financial year, the forecast underspends have not been at a sufficient level to use the entirety of the Capital Variations Budget of £30m. As there has not been enough underspend on the projects after the review in quarter 1 of the year, there is a pressure being reported of £16.4m which is reflected in the capital tables presented. This indicates a capital spend above the overall budget, after taking into consideration the assumed Capital Variations for the year.

We have committed to meet the capital spend programme in year, with no spend advanced or deferred from future years. As a result, the Capital Variation budget is not being met, as confirmed with CLT.

3.3 Capital Funding

Original 2024-25 Funding Allocation as per Business Plan £000	Source of Funding	Budget Carried- forward 2024-25 £000	Budget Revisions 2024-25 £000	Revised Budget for 2024-25 £000	Spend – Outturn £000	Variance – Outturn £000
13,672	Local Transport Plan	4,552	-1,858	16,366	16,499	133
14,693	Other DfT Grant Funding	2,602	921	18,216	14,138	-4,078
10,435	Other Grants	952	-5,954	5,433	5,634	201
5,149	Developer Contributions	276	-771	4,654	3,804	-850
73,077	Prudential Borrowing	5,515	-38,814	39,778	33,613	-6,165
13,465	Other Contributions	3,637	-357	16,745	13,353	-3,392
-30,810	Capital Programme Variations	0	205	-30,605	0	30,605
99,681	Total including Capital Programme Variations	17,534	-46,628	70,587	87,041	16,454

Appendix 4 – Savings Tracker

4.1 Place & Sustainability Savings Tracker 2024-25 Quarter 4

Directorate	Committee	Type	Business Plan Reference	Title	Planned Savings 2024-25 £000	Forecast Savings £000	Variance from Plan £000	% Variance	RAG	Forecast Commentary
P&S	H&T	2024-25 saving	C/R.6.221	Street lighting energy savings	-977	-86	891	91%	Red	The Deed of Variation to the PFI is now signed and the programme is now being implemented, the savings are being delivered through a combination of LED replacements and reduced energy costs in 24/25
P&S	H&T, E&GI, CSMI	2024-25 saving	C/R.6.231	Management efficiencies	-75	0	75	100%	Black	Savings from the revised senior management structure will be met on a recurrent basis from 25/26 onwards of £250k but not in 24/25. However this is offset by savings in relation reductions in staffing costs owing to vacancies
P&S	H&T	2024-25 income	C/R.7.102	Review and re-baselining of P&S income	-400	-400	0	0%	Green	
P&S	E&GI	2023-24 cfwd	C/R.7.106 (2023-24)	St Ives Smart Energy Grid - Income Generation	-116	-5	111	96%	Amber	The project was energized in January 2025 following some delays in completion of construction work. The scheme is now exporting energy to the grid until the private wire is connected. Wholesale electricity prices have reduced since last year reflecting market changes which has contributed to income reductions.
P&S	E&GI	2023-24 cfwd	C/R.7.107 (2023-24)	Babraham Smart Energy Grid - Income Generation	-462	0	462	100%	Black	The main construction works for the smart energy grid are now completed but due to delays during construction and connection of the private wire, the scheme is not expected to be energised until May 2025.

Directorate	Committee	Type	Business Plan Reference	Title	Planned Savings 2024-25 £000	Forecast Savings £000	Variance from Plan £000	% Variance	RAG	Forecast Commentary
P&S	E&GI	2023-24 cfwd	C/R.7.109 (2023-24)	North Angle Solar Farm, Soham - Income Generation	-3,943	-378	3,565	90%	Red	The wholesale electricity price forecasts for exporting electricity to the grid reduced at the end of 2023 impacting income forecasts by almost 50%. In addition, there was an initial delay connecting the private wire and NASF to the distribution network, which impacted the overall income forecasts for 24/25. This is the mobilisation of a significant solar array. The solar farm was energised and started exporting to the grid in November 2024 and is now performing.
P&S	E&GI	2023-24 cfwd	C/R.7.110 (2023-24)	Swaffham Prior Community Heat Scheme - Income Generation	-521	-239	282	54%	Red	97 homes were connected to the heat network by the end of March 2024. Overall, connections forecasts were reduced due to slower progress with sign-ups and connections but the revised target was met for 24/25. The energy centre is now being supplied with electricity from North Angle Solar Farm.
P&S	CSMI	2024-25 income	C/R.7.140	Recharge for shared regulatory services with Peterborough City Council	-68	-68	0	0%	Green	On track
P&S	CSMI	2024-25 income	C/R.7.143	Increased income from registration services	-125	-125	0	0%	Green	Savings Met.
P&S	E&GI	2024-25 income	C/R.7.147	Connecting Cambridgeshire - additional funding	-16	-16	0	0%	Green	On track

Directorate	Committee	Type	Business Plan Reference	Title	Planned Savings 2024-25 £000	Forecast Savings £000	Variance from Plan £000	% Variance	RAG	Forecast Commentary
P&S	H&T	2024-25 income	C/R.7.150	Application of Parking Surplus	-512	-512	0	0%	Green	Changes to be implemented in March 24
P&S	H&T	2024-25 income	C/R.7.203	Surplus income other parking fees and permits	-129	-129	0	0%	Green	Changes to be implemented in April 24
P&S	H&T	2024-25 income	C/R.7.204	Street works permitting fees	-158	-704	-546	-346%	Blue	Income predicted to roll forward on same basis as in 2023/24 with current high levels of applications for street works / TTROs. Based on income up to end of Sept 2024.

Directorate	Committee	Type	Business Plan Reference	Title	Planned Savings 2024-25 £000	Forecast Savings £000	Variance from Plan £000	% Variance	RAG	Forecast Commentary
P&S	H&T	2023-24 cfwd	B/R.6.220 (2023-24)	Highways Materials Recycling	-100	0	100	100%	Black	<p>This package of work has been taken on by Project Delivery from February 24 and we are working up a detailed business case with the supply chain to validate assumptions made in business planning.</p> <p>Key risk to this projected saving:</p> <ul style="list-style-type: none"> - We are talking about a temporary facility in March at this time which is restricted by planning and licencing, in particular impacting productivity due to constraints on scale. - An operational facility should the business case stack up will not be in place until August at the earliest. We would then need a programme of revenue funded work which would align to the material being produced, (note this could be difficult as the majority of this work is to some extent reactive with specific timescales for completion). - The rest of the work where this material would be used is capially funded, so any savings allocated to the use of this recycled material would result in more work being done on site, rather than a revenue saving. - Any revenue subsidised by making use of income through selling of the material to third parties only comes should we have plans for a larger scale operation and is dependent on a full business case being produced which provides certainty around the market for the product given the upfront investment required. <p>Business case from provider received and not viable at current time. Briefing note sent to FJ and signed off. No further works at current time. Scheme closed down.</p>

Directorate	Committee	Type	Business Plan Reference	Title	Planned Savings 2024-25 £000	Forecast Savings £000	Variance from Plan £000	% Variance	RAG	Forecast Commentary
P&S	H&T	2024-25 saving	C/R.6.220	Highways recycling of waste to reduce waste disposal costs	-150	0	150	100%	Black	<p>This package of work has been taken on by Project Delivery from February 24 and we are working up a detailed business case with the supply chain to validate assumptions made in business planning.</p> <p>Key risk to this projected saving:</p> <ul style="list-style-type: none"> - We cannot proceed presently with dewatering at the current time as there is a need for a permanent setup which drains into a third parties system. - There is not enough space within the depot footprint for this facility in March plus room to store road plannings for recycling (on a scale needed to make cold recycling process more viable commercially). - There would be a saving in the cost of disposal of non-hazardous waste as opposed to hazardous should a solution come online at a later date. - The aspirations on both options was to have a super depot which had enough space for permanent facilities. <p>Business case from provider received and not viable at current time. Briefing note sent to FJ and signed off. No further works at current time. Scheme closed down.</p>

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 Appendix

5.1 Grant Income Analysis

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

Grant	Awarding Body	Amount £000
Grants as per Business Plan		
Street Lighting PFI credits	DLUHC	3,944
Waste PFI grant	DLUHC	2,570
Bikeability	DFT	413
Public Health	Other	205
Woodland Creation	DEFRA	0
Non-material grants (+/- £60k)	Various	283
Total Non-Baselined Grants 24-25		7,416

5.2 Virements and Budget Reconciliation

Virements between Place and Sustainability and other service blocks

	£'000	Notes
Budget as per Business Plan (BP)	72,799	
Waste Disposal including PFI	100	Adjust Legal budget P&S with Waste
Energy Services	1,001	North Angle and Swaffham Prior debt charges budget correction
Trading Standards	14	Reduce Public Health MoU funding for Trading Standards in line with agreed substitutions 24-25
Current Budget 2024-25	73,914	

5.3 Reserves Schedule

5.3.1 Place and Sustainability Earmarked Reserve Schedule

Fund Description / Budget Heading	Opening Balance 2024-25	Movement 2024-25	Year-end Balance	Notes
	£000	£000	£000	
Other Earmarked Funds				
Strategic Framework Priorities Reserves:				
Directorate priorities	1,469	-168	1,300	Funding directorate led priorities including apprenticeships
Corporate risk reserves relating to services in this directorate:				
Waste risks	1,000	-1,000	0	To cover landfill tax costs
Coroners risks	255	-51	204	Reserve specifically held for complex cases.
Other risk reserves	68	-6	63	
Ringfenced Reserves:				
Developer commuted sums	5,769	-2,353	3,417	Amount for future maintenance held as agreed with developers
Ringfenced account	2,854	-683	2,171	Surpluses for on-street parking to be used on Highways related work
Proceeds of crime	184	7	191	
Connecting Cambridgeshire	65	0	0	
Other ringfenced contributions	110	412	522	Rolling fund for P&S related expenditure.
TOTAL EARMARKED RESERVES	11,775	-3,842	7,933	

5.3.2 Place and Sustainability Capital Reserve Schedule

Fund Description / Budget Heading	Opening Balance 2024-25 £000	Movement 2024-25 £000	Year-end Balance £000	Notes
Capital Reserves				
Capital Grants	7,975	-6,406	1,569	A14 de-trunking and Connecting Cambridgeshire
Capital Contributions	749	123	872	Horizons funding for A14, CPCA contributions
TOTAL CAPITAL RESERVES	8,724	-6,283	2,441	