

Directorate: Place and Sustainability

Subject: Finance Monitoring Report – October (period 7)

Contents

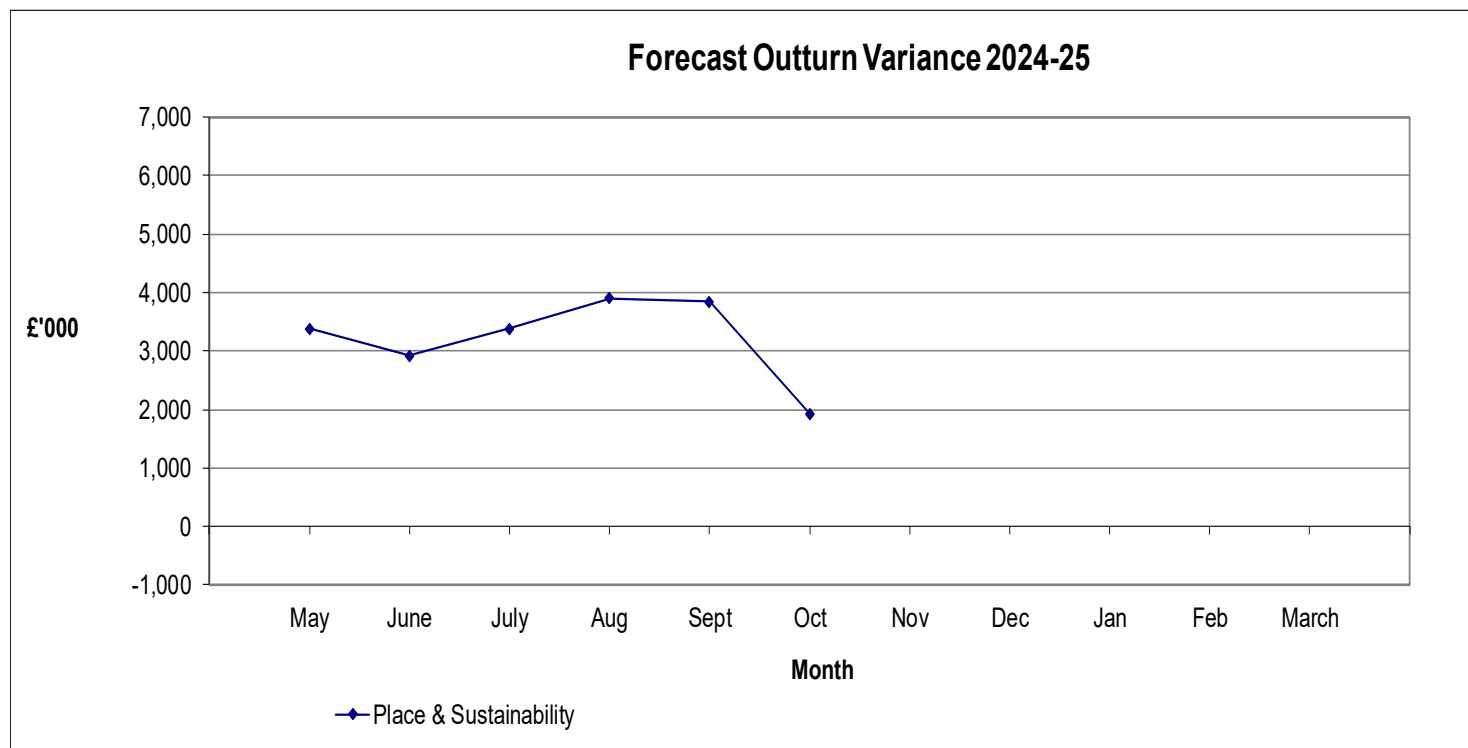
Section	Item	Description
1	Revenue Executive Summary	High level summary of information and narrative on key issues in revenue financial position
2	Capital Executive Summary	Summary of the position of the Capital programme within Place and Sustainability
3	Savings Tracker Summary	Summary of the latest 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 October 2024, Place and Sustainability is projected to be £1.93m 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 %
-200	Executive Director	254	-645	-391	-729	-584	-149.2%
-2,262	Highways & Transport	46,872	-21,447	25,424	14,144	-1,901	-7.5%
1,980	Planning, Growth & Environment	54,474	-5,874	48,600	26,278	390	0.8%
4,335	Climate Change & Energy Service	3,468	-5,423	-1,955	-373	4,377	223.9%
-15	Community Safety and Regulatory Service	5,658	-3,421	2,236	877	-29	-1.3%
3,839	Total	110,725	-36,810	73,914	40,197	2,253	3.0%
0	Mitigations	0	0	0	0	-324	0.0%
3,839	Overall Place and Sustainability Total	110,725	-36,810	73,914	40,197	1,929	2.6%

1.3 Significant Issues

The overall position for Place and Sustainability budgets to the end of October 2024 is a forecast overspend of £1.93m. 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 forecast overspend has reduced to £300K. This residual overspend relates to additional advisor costs relating to the Waste PFI project, for which the service will be requesting additional funding at November SR&P.

Energy Projects: Energy Projects: Across the energy scheme there is a forecast pressure of £4.5m. At North Angle Solar Farm, the private wire and new substation were energised at end of October and the Solar Farm was energised on 13 November is now exporting.

In relation to the St Ives Smart Energy Grid Project, the car park reopened at the start of October, it is anticipated that electric vehicle charge points will be available later this year. The Smart Energy Grid Project at Babraham Road Park and Ride works are progressing well. Both projects will be completed by the end of the financial year. On Swaffham Prior Heat Network, work is continuing to connect more homes to the heat network.

H&T Committee

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.

2. Capital Executive Summary

Appendix 3 reflects the changes due to:

Total Scheme Revised Budget £000	Total Scheme Forecast Variance £000	Service Area	Original 2024-25 Budget as per BP £000	Revised Budget for 2024-25 £000	Actual Spend (Oct) £000	Forecast Outturn Variance (Oct) £000
544,819	0	Highways & Transport	89,779	81,058	25,228	-4,968
28,368	0	Planning, Growth & Environment	24,693	3,378	21	0
82,759	0	Climate Change & Energy Services	9,581	10,980	4,504	10
26,289	0	Connecting Cambridgeshire	5,454	4,579	2,575	0
		Capitalisation of Interest	984	984	0	0
682,235	0	Total	130,491	100,979	32,328	-4,958
		Capital Programme variations	-30,810	-30,605	0	4,958
		Total including Capital Programme variations	99,681	70,374	32,328	0

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. See Appendix 4 for quarter 2.

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) £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 %
Executive Director									
-200		1	Executive Director	254	-645	-391	-729	-584	-149%
-200			Executive Director Total	254	-645	-391	-729	-584	-149%
Highways & Transport									
Highways Maintenance									
0			Asst Dir - Highways Maintenance	84	0	84	88	0	0%
277		2	Highway Maintenance	11,020	-143	10,877	4,463	570	5%
-129		3	Highways Asset Management	1,353	-453	900	769	-129	-14%
0			Winter Maintenance	3,262	0	3,262	444	-0	0%
Project Delivery									
0			Asst Dir - Project Delivery	-4	0	-4	275	0	0%
0			Project Delivery	478	0	478	1,159	0	0%
-719		4	Street Lighting	13,062	-4,063	8,999	4,407	-645	-7%
Transport, Strategy & Development									
0			Asst Director - Transport, Strategy & Development	130	0	130	79	0	0%
-304		5	Traffic Management	3,658	-3,588	71	596	-644	-912%
289		6	Road Safety	959	-558	401	312	229	57%
-169		7	Transport Strategy and Policy	803	-877	-74	928	-108	-147%
-1,700		8	Highways Development Management	2,664	-2,664	0	-1,393	-1,687	0%
183		9	Park & Ride	1,221	-921	300	759	180	60%
11		10	Parking Enforcement	8,180	-8,180	0	1,257	335	0%
-2,262			Highways & Transport Total	46,872	-21,447	25,424	14,144	-1,901	-7%
Planning, Growth & Environment									
13			Asst Dir - Planning, Growth & Environment	189	0	189	111	13	7%
116			Planning and Sustainable Growth	1,796	-570	1,226	549	41	3%

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 %
7			Natural and Historic Environment	2,021	-1,064	957	438	-5	0%
1,844		11	Waste Management	50,468	-4,240	46,227	25,179	341	1%
1,980			Planning, Growth & Environment Total	54,474	-5,874	48,600	26,278	390	1%
			Climate Change & Energy Service						
-102		12	Climate and Energy Services	332	-218	114	96	-102	-90%
4,437		13	Energy Services	3,136	-5,205	-2,069	-469	4,479	217%
4,335			Climate Change & Energy Service Total	3,468	-5,423	-1,955	-373	4,377	224%
			Community Safety and Regulatory Service						
25			Registration & Citizenship Services	1,345	-2,081	-736	-450	25	3%
-40			Coroners	3,478	-1,232	2,246	1,036	-40	-2%
0			Trading Standards	835	-108	727	291	-14	-2%
-15			Community Safety and Regulatory Service Total	5,658	-3,421	2,236	877	-29	-1%
3,839			Total	110,725	-36,810	73,914	40,197	2,253	3%
			Mitigations						
0		14	Transfer from On-Street Reserve	0	0	0	0	-324	0%
			Overall Place and Sustainability Total	110,725	-36,810	73,914	40,197	1,929	3%

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	Updated	Executive Director	-391	-584	-149%	Forecast 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 is less than the amount budgeted for in the Business Plan and this creates an additional underspend for P&S.
2	Updated	Highways Maintenance	10,877	570	5%	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 increased level of income from highway development control.
3	Unchanged	Highways Asset Management	900	-129	-14%	Forecast underspend due to staffing costs and income
4	Updated	Street Lighting	8,999	-645	-7%	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 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

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
						inflation figures, which were included in the budget for 2024-25.
5	Updated	Traffic Management	71	-644	-912%	The forecast is due to additional income from road closures and openings, and utility companies staying on highways for extended time. This has improved following a review of the TTRO orders forecast. This is partly offset with the loss of income from providing Tables and Chairs licences.
6	Updated	Road Safety	401	229	57%	The forecast reflects a decrease in the number of Road Safety Audit requests coming in from 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.
7	Updated	Transport Strategy and Policy	-74	-108	-147%	The forecast reflects savings in staff costs as a result of vacancies. Recharges are being monitored which may impact this saving going forward.
8	Updated	Highways Development Management	0	-1,687	0%	<p>Forecast income for Highways Development Management (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"> • 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. • Interim / consultant fees should drop by around ~£200,000 in 2024-25.

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
9	Updated	Park & Ride	300	180	60%	The Business Rates liability for the Trumpington Park and Ride site has grown due to the expansion of the site in 2019. Around £150k of the variance shown reflects this year's additional liability and backdating of previous years liability to 2019. The remainder of the variance is due to the increase in Business Rates from last year.
10	New	Parking Enforcement	0	335	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. This shortfall will be taken from the On-Street Reserve.
11	Updated	Waste Management	46,227	341	1%	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 forecast overspend has reduced to £300K. This residual overspend relates to additional advisor costs relating to the Waste PFI project, for which the service will be requesting additional funding at November SR&P.
12	Unchanged	Climate & Energy Services	114	-102	-90%	The forecast saving is due to the removal of an agency staff requirement from the Climate Change and Energy Service staff budget and charging this directly to a funded project.
13	Updated	Energy Services	-2,069	4,479	217%	<p>Across the energy schemes there is a forecast variance shortfall of £4,479k, explanations are below:</p> <p>St Ives:- The project is forecasting an overall £183k saving to the Council this year due to the project delay. This is made up of a saving of £341k of debt charges this year minus the projected income shortfall of £158k. The project delay is due to the main contractor identifying the need for remediation works, which are progressing well.</p>

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
						<p>Babraham: Income generation is delayed due to similar main-contractor issues as described above.</p> <p>Generation should start in February 2025 in-line with their current expected programme. This means approximately £38k of net income is forecast (a forecast shortfall of £384k). Although there are also savings on debt charges of £233k, it still leaves a net pressure of £151k on the scheme for 24-25.</p> <p>North Angle: Successful energisation of the private wire and new sub-station occurred end of October and Solar Farm is now exporting to the Grid.</p> <p>As per last month's reporting, the income reduction of £3,793k is a combination of factors including the market price reduction per Kwh of electricity and longer timescales for connecting to the grid for both the private wire and NASF largely due to third party issues. This has a significant impact on income due to the fact that generating and exporting will now be past the peak summer months and past the 'shoulder' period in the Autumn.</p> <p>Swaffham Prior: The current forecast worst case scenario shortfall in May 24 was £1,009k. This has improved to £712k following a review of the forecast income to be received from heat and the Renewable Heat Incentive (RHI) and a review of the input electricity costs. The input electricity costs have been high during 2023 and 2024 as the heat network is drawing electricity from the grid plus unexpected noise limitations on the ground source heat pump operations reduced RHI income as an interim position. By end of November these issues will be resolved preventing limitations on the ground source heat operations and the use of grid electricity. To date 68 homes are</p>

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
						connected, a further 11 are underway to be connected by December and the forecast is a total of 95 homes by March 2025. The home connections are not yet on track as the business case forecast was 130 but all efforts are underway to increase sign ups now some key issues are close to resolution.
14	New	Mitigation - Transfer from On-Street Reserve	0	-324	0%	Use of additional reserves to fund the pressure in parking enforcement from row 10 above.

Appendix 3 – Capital Position

3.1 Capital Expenditure

Scheme Budget £000	Scheme Forecast 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 (Oct) £000	Forecast Variance Outturn (Oct) £000
			Integrated Transport					
125	0	H&T	Air Quality Monitoring	25	0	25	1	0
5,048	0	H&T	Local Infrastructure Improvements	895	471	1,366	406	-114
77	0	H&T	Minor improvements for accessibility and Rights of Way	0	77	77	11	-60
2,800	0	H&T	Safety Schemes	600	24	624	53	-504
880	0	H&T	Safety Schemes – Swaffham Heath Crossroad	0	772	772	80	0
850	0	H&T	Safety Scheme – Puddock Road	0	517	517	79	-87
2,807	0	H&T	Strategy and Scheme Development work	545	264	809	337	13
6,860	0	H&T	Delivering the Transport Strategy Aims	1,546	-120	1,426	583	-62
1,045	0	H&T	Bar Hill to Northstowe Cycle Route	992	-559	433	11	0
26,000	0	H&T	Annual Contribution to A14 upgrade	1,040	0	1,040	0	0
			Operating the Network					
36,720	0	H&T	Carriageway & Footway Maintenance incl. Cycle Paths	7,050	104	7,154	1,909	-917
1,175	0	H&T	Rights of Way	235	0	235	95	3
10,690	0	H&T	Bridge Strengthening	2,347	476	2,823	746	-485
3,545	0	H&T	Traffic Signal Replacement	778	-98	680	344	0
835	0	H&T	Smarter Travel Management - Int Highways Man Centre	183	-9	174	35	0
500	0	H&T	Traffic Signals Green Light Fund (GLF)	0	500	500	0	0
124	0	H&T	Traffic Signals Obsolescence Grant TSOG)	0	124	124	0	0
			Highways & Transport					
			Highways Maintenance					
40,985	0	H&T	Pothole Grant Funding	7,829	0	7,829	5,588	-27
4,728	0	H&T	Additional Highways Maintenance (HS2 allocation)	2,364	479	2,843	166	570
20,000	0	H&T	Footways	4,000	430	4,430	2,235	23
24,750	0	H&T	A14 De-trunking	4,000	4,561	8,561	1,036	-2,366
2,500	0	H&T	Highways Materials Recycling	2,200	-2,125	75	-47	-75
40,000	0	H&T	Further Highways Prioritisation	20,000	0	20,000	2,260	0
950	0	H&T	Essential Works on Guided Busway	950	0	950	0	0
1,250	0	H&T	Step Survey and Works	250	0	250	34	0
			Project Delivery					
49,006	0	H&T	Ely Crossing	0	47	47	52	350
145,952	0	H&T	Guided Busway	2,747	-2,747	0	45	0
4,760	0	H&T	Cambridge Cycling Infrastructure	203	284	487	25	0
33,500	0	H&T	King's Dyke	0	-3,348	-3,348	172	0
1,181	0	H&T	Emergency Active Fund	0	72	72	115	0

Scheme Budget	Scheme Forecast Variance	Committee	Scheme	Original 2024-25 Budget as per Business Plan	Budget Changes in Year	Revised Budget for 2024-25	Actual Spend (Oct)	Forecast Variance Outturn (Oct)
£000	£000			£000	£000	£000	£000	£000
1,883	0	H&T	Wisbech Town Centre Access Study	0	523	523	83	-83
6,795	0	H&T	Wheatsheaf Crossroads	5,020	-4,618	402	25	-238
7,901	0	H&T	March Future High Street Fund and Broad Street	1,996	1,052	3,048	1,894	802
7,905	0	H&T	St Neots Future High Street Fund	5,524	-2,671	2,853	2,075	14
3,329	0	H&T	March Area Transport Study - Main schemes	377	201	578	346	-295
7,000	0	H&T	March Area Transport Study Phase 2	0	400	400	0	0
2,740	0	H&T	St Ives local Improvements	1,015	-201	814	663	493
6,000	0	H&T	A141 and St Ives Improvement	3,072	-1,770	1,302	436	-302
4,000	0	H&T	A10 Ely to A14 Improvements	1,532	-708	824	350	-286
550	0	H&T	Witchford A10 Non-Motorised Users	0	230	230	106	52
2,860	0	H&T	Transforming Cities Fund	0	829	829	506	-28
2,891	0	H&T	Southern Busway Widening – widening of maintenance track	2,441	-1,740	701	616	46
1,230	0	H&T	Soham Wicken Non-Motorised Users	924	31	955	39	-660
1,192	0	H&T	Active Travel 4	0	631	631	102	-214
1,100	0	H&T	Active Travel 4 – Extension	0	1,100	1,100	3	-520
13,283	0	H&T	Street Lighting LED	7,099	-2,822	4,277	1,158	0
2,589	0	H&T	Lancaster Way		0	0	1	0
			Transport Strategy and Network Development					
1,928	0	H&T	CaPCAM and Electric Vehicles	0	616	616	454	-11
			Planning, Growth & Environment					
8,000	0	E&GI	Waste Infrastructure	5,521	-2,143	3,378	11	0
20,367	0	E&GI	Waterbeach Waste Treatment Facilities	18,338	-18,338	0	10	0
1	0	E&GI	Reallocation and funding of cost cap for Northstowe phase 1	834	-834	0	0	0
			Climate Change & Energy Services					
14,170	0	E&GI	Swaffham Prior Community Heat Scheme	2,730	-1,530	1,200	215	0
5,686	0	E&GI	St Ives Smart Energy Grid Demonstrator scheme	0	475	475	159	0
9,298	0	E&GI	Babraham Smart Energy Grid	1,287	2,057	3,344	999	0
8,595	0	E&GI	Stanground Closed Landfill Energy Project	0	40	40	-15	0
150	0	E&GI	Woodston Closed Landfill Energy Project	0	0	0	0	0
32,649	0	E&GI	North Angle Solar Farm, Soham	3,478	343	3,821	2,785	0
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	0	0
500	0	E&GI	Environment Fund - Oil Dependency	167	0	167	38	0
300	0	E&GI	Treescape Fund (Natural capital)	0	31	31	7	0
3,145	0	E&GI	School Ground Source Heat Pump Projects	0	52	52	229	0
157	0	E&GI	Cambridge Electric Vehicle Chargepoints - On-street	0	0	0	-47	0
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	124	0
			Connecting Cambridgeshire					
26,289	0		Connecting Cambridgeshire	5,454	-875	4,579	2,575	0
3,162	0		Capitalisation of Interest	984	0	984	0	0
685,397	0			130,491	-29,512	100,979	32,328	-4,958

Scheme Budget	Scheme Forecast Variance	Committee	Scheme	Original 2024-25 Budget as per Business Plan	Budget Changes in Year	Revised Budget for 2024-25	Actual Spend (Oct)	Forecast Variance Outturn (Oct)
£000	£000			£000	£000	£000	£000	£000
-98,433			Capital Programme variations	-30,810	205	-30,605	0	4,958
586,964	0		Total including Capital Programme variations	99,681	-29,307	70,374	32,328	0

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	Forecast Outturn Variance	Cause	Commentary
				£000	£000	£000		
a	H&T	Unchanged	Safety Schemes	2,800	600	-504	Slippage	The safety schemes budget has been identified as a critical fund for the International Road Assessment Programme (iRAP). The iRAP report has been delayed and is now due to be published for the December Committee Cycle. Once the iRAP report has been analysed and schemes identified this fund will be used to begin the programme of small works around the iRAP programme of creating safer roads and roads side supporting our Vision Zero values.
b	H&T	New	Carriageway & Footway Maintenance incl. Cycle Paths	36,720	7,154	-917	Slippage	Underspends related to specific projects delivered for lower than budgeted and other projects needing to move to 25/26 to allow more time to develop design proposals.
c	H&T	New	Bridge Strengthening	10,690	2,823	-485	Slippage	This slippage is due to a delayed start to Jesus Green project because of access negotiations with Cam Conservators. In addition, Coldhams Lane work is on hold due to delays in obtaining third party consents. It is likely that this underspend will instead be spent on emergency repairs to several structures around the county
d	H&T	New	Additional Highways Maintenance (HS2)	4,728	2,843	570	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

Ref	Directorate/ Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2024-25 £000	Forecast Outturn Variance £000	Cause	Commentary
								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.
e	H&T	Updated	A14 De-trunking	24,750	8,561	-2,366	Slippage	The 24-25 contained 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 hasn't yet been applied to the figure in the FMR, which has now been adjusted to account for this. Of the total amount Structures have been assigned c.£3.2m for spend in 24-25 of the £8.5m, following a check and challenge of this budget, it has emerged that most schemes will be in development & design through 24-25 and will not be ready for delivery until 25-26 FY. £750k identified for spend in 24-25 from this budget.
f	H&T	Unchanged	Ely Crossing	49,006	47	350	Final bill higher than original forecast	Increase in spend required to conclude land acquisition and associated fees, which were higher than originally forecast.
g	H&T	Unchanged	March Future High Street Fund and Broad Street	7,901	3,048	802	Ahead of profile	Work on site progressing well with scheme anticipated for completion in October 2024. Construction budget underspend being used to bring forward additional ancillary improvements as part of the scheme in 24-25.
h	H&T	New	March Area Transport Study – Main schemes	3,329	578	-295	Value for money factors	March Area Transport Study Full Business Case 2, and March Walking and Cycling Schemes are substantially completed with scheme underspend due to lower than forecast delivery costs.
i	H&T	Unchanged	St Ives Local Improvement	2,740	814	493	Ahead of profile	Additional schemes are being delivered in FY24-25 following discussion with the scheme funder due to available funding and resource.
j	H&T	New	A141 and St Ives Improvement	6,000	1,302	-302	Slippage	Overall programme has been extended into FY25-26, consequently invoicing to date has been lower than anticipated.
k	H&T	New	A10 Ely to A14 Improvements	4,000	824	-286	Slippage	Reduction in forecast spend for FY24-25 due to scheme governance and CPCA gateway review.
l	H&T	Updated	Soham Wicken Non-Motorised Users	1,230	955	-660	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 later in 24-25, with completion early in 25.26.

Ref	Directorate/ Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2024-25 £000	Forecast Outturn Variance £000	Cause	Commentary
m	H&T	Updated	Active Travel 4 - Extension	1,100	1,100	-520	Slippage	Additional time required to conclude design detail and consultation; construction anticipated to extend into FY 25-26.

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

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	Forecast Spend – Outturn (Oct) £000	Forecast Variance – Outturn (Oct) £000
13,672	Local Transport Plan	4,552	-1,995	16,229	15,207	-1,022
14,693	Other DfT Grant Funding	2,602	921	18,216	16,462	-1,754
10,435	Other Grants	952	-5,954	5,433	5,433	0
5,149	Developer Contributions	276	-974	4,451	4,338	-113
73,077	Prudential Borrowing	5,515	-38,814	39,778	38,583	-1,195
13,465	Other Contributions	3,637	-230	16,872	15,998	-874
-30,810	Capital Programme Variations	0	-1,995	-30,605	-25,647	4,958
99,681	Total including Capital Programme Variations	17,534	-46,841	70,374	70,374	0

Appendix 4 – Savings Tracker

4.1 Place & Sustainability Savings Tracker 2024-25 Quarter 2

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	-166	811	83%	Red	<p>The energy calculation in the previous forecast was based upon has been updated taking account of the rates on the new energy framework. The current projections are that the energy costs will reduce by c.40% hence the reduction in return on investment. This risk has always been key to business case in relation to payback, clearly this can fluctuate throughout the year, but this is the latest information available to CCC.</p> <p>Delay to LED programme now due to start in September due to slow DoV sign of by PFI provider.</p> <p>Although the LEDs will not make the whole saving, the reduction in electricity costs means that there is not actually an overall pressure this year.</p>
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 in 24/25.
P&S	H&T	2024-25 income	C/R.7.102	Review and re-baselining of P&S income	-400	-400	0	0%	Green	On track
P&S	E&GI	2023-24 cfwd	C/R.7.106 (2023-24)	St Ives Smart Energy Grid - Income Generation	-116	-34	82	71%	Amber	The project is due to energise end of November 2024 to export electricity to the grid until on-site demands are connected and supplied. This project will supply wholesale electricity to the grid and retail electricity to customers on site via EV charging and direct supply. Wholesale electricity prices

Directorate	Committee	Type	Business Plan Reference	Title	Planned Savings 2024-25 £000	Forecast Savings £000	Variance from Plan £000	% Variance	RAG	Forecast Commentary
										have reduced since last year reflecting market changes and hence the income reductions.
P&S	E&GI	2023-24 cfwd	C/R.7.107 (2023-24)	Babraham Smart Energy Grid - Income Generation	-462	-40	422	91%	Amber	Two thirds of the smart energy grid is complete and the final third is under construction. The timeline for energisation is delayed by c3 weeks to late February 2025 due to long lead items needing to be reordered following a spate of thefts. A major project milestone in connecting the private wire customer was substantively completed in early October.
P&S	E&GI	2023-24 cfwd	C/R.7.109 (2023-24)	North Angle Solar Farm, Soham - Income Generation	-3,943	-150	3,793	96%	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 has impacted the overall income forecasts for 24/25. This is the mobilisation of a significant solar array. The contractor has since had 2 further delays to commissioning the asset, which have reduced forecast income further.
P&S	E&GI	2023-24 cfwd	C/R.7.110 (2023-24)	Swaffham Prior Community Heat Scheme - Income Generation	-521	-235	286	55%	Red	69 homes are now connected and further connections will be made this financial year, which is projected to be a total of 94 homes in total. Progress by contractors has been slower than anticipated but is still anticipated to meet the year end target, if later in the year than forecast originally.

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	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	-94	31	25%	Amber	Additional revenue from new bespoke ceremonies, and statutory fee increases is on track to meet saving target. Reporting as Amber as ceremony revenue from Approved Venues is down as they are experiencing a downturn in the market, this outside the control of the council.
P&S	E&GI	2024-25 income	C/R.7.147	Connecting Cambridgeshire - additional funding	-16	-16	0	0%	Green	On track
P&S	H&T	2024-25 income	C/R.7.150	Application of Parking Surplus	-512	-188	324	63%	Red	Underachievement of income for FY 24/25, as a result requiring a use of reserves to cover a pressure.
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 capitally 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.

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.

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	150
Non-material grants (+/- £60k)	Various	124
Total Non-Baselined Grants 24-25		7,407

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	Balance at 30 th Sept 2024	Yearend Forecast Balance	Notes
	£000	£000	£000	£000	
Other Earmarked Funds					
Strategic Framework Priorities Reserves:					
Directorate priorities	1,469	-38	1,431	1,189	Funding directorate led priorities including apprenticeships
Corporate risk reserves relating to services in this directorate:					
Waste risks	1,000	0	1,000	0	To cover landfill tax costs
Coroners risks	255	-6	249	0	Reserve specifically held for complex cases.
Other risk reserves	68	0	68	38	
Ringfenced Reserves:					
Developer commuted sums	5,769	-3,522	2,248	2,165	Amount for future maintenance held as agreed with developers
Ringfenced account	2,854	0	2,854	1,917	Surpluses for on-street parking to be used on Highways related work
Proceeds of crime	184	7	191	0	
Connecting Cambridgeshire	65	0	65	0	
Other ringfenced contributions	110	412	522	472	
TOTAL EARMARKED RESERVES	11,775	-3,146	8,629	5,727	

5.3.2 Place and Sustainability Capital Reserve Schedule

Fund Description / Budget Heading	Opening Balance 2024-25 £000	Movement 2024-25 £000	Balance at 30 th Sept 2024 £000	Yearend Forecast Balance £000	Notes
Capital Reserves					
Capital Grants	7,975	0	7,975	0	A14 de-trunking and Connecting Cambridgeshire
Capital Contributions	749	-412	337	150	Horizons funding for A14, CPCA contributions
TOTAL CAPITAL RESERVES	8,724	-412	8,312	150	