

Place & Sustainability Directorate

Finance Monitoring Report – January 2023

1. Summary

1.1 Finance

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

2. Income and Expenditure

2.1 Overall Position

Forecast Variance – Outturn (Previous Month) £000	Directorate	Budget 2022/23 £000	Actual £000	Forecast Variance - Outturn (January) £000	Forecast Variance - Outturn (January) %
-700	Executive Director	609	-210	-700	-115
+234	Highways & Transport	29,044	23,723	-215	+1
+888	Planning, Growth & Environment	45,793	34,186	+890	+2
+270	Climate Change and Energy	-176	-565	+240	-136
-17	Community Safety & Regulatory	4,546	3,006	0	0
0	External Grants	-7,518	-5,289	0	0
+675	Total	72,299	54,850	+214	+1

In summary, P&S is now forecasting an overspend of £214K due to additional income from Traffic management, there are still pressures due to a shortfall in income from energy schemes because of delays, and also in Waste some rent and partnership contribution pressures. There is also a shortfall in income in parking and other services due to the residual impact of Covid but these are offset by the central budget allocated for this specific purpose.

The service level budgetary control report for January 2023 can be found in [appendix 1](#).

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

2.1.2 Covid Pressures

Budgeted Pressure £000	Pressure	Revised forecast £000
300	Parking Operations loss of income	257
150	Park & Ride loss of Income	-33
50	Planning Fee loss of Income including archaeological income	120
200	Guided Busway – operator income	186
700	Total Expenditure	530

Covid-19

Table 2.1.2 details the budget (as allocated in Business Planning) and forecasts within the service relating to the Covid-19 virus. The funding to reflect the loss of income is held on the Executive Director line with the actual shortfall shown on the respective policy lines. The budget to offset the loss of income arising from the financial impact of covid is £0.7m, and currently it is estimated that £0.53m is actually required.

2.2 Significant Issues

Budget Baseline

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

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

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

The budgets and reserves within this report reflect these changes.

3. Balance Sheet

3.1 Reserves

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

3.2 Capital Expenditure and Funding

S&P has slightly exceeded its capital programme variation estimate but with two months left there is likely to be further slippage on some schemes and so the Service is increasing its capital programme variation forecast by £3m. This is reflected in the figures in appendix 6.

The Council committed to contribute a sum of £26m towards the A14 improvements over 25 years. It was previously agreed that payments would commence in 2020/21 and amounts were reserved to fulfil this commitment. However, the Department for Transport has now advised that the first payment will be collected in this financial year. To adjust for this, Strategy and Resources Committee will be asked to approve an updated budget profile whereby £2.08m of budget is transferred from this financial year to the updated Years 24 and 25. The figures contained within this report assume this is approved by Strategy & Resources Committee.

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

Expenditure

Highways Maintenance Expenditure in a number of areas is low at present. This is due to a number of schemes being programmed for late in the year due to road space availability, as well as staff resource pressures in the service causing design and costing to be later than expected. The service remains confident of delivery with road space booked up to the full budget level and the works in the contractors' programmes. The programme is slightly over-committed versus budget to allow for some degree of slippage to take place.

Funding

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

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

Appendix 1 – Service Level Budgetary Control Report

Previous Forecast Outturn Variance £000's	Service	Budget 2022/23 £000's	Actual January 2023 £000's	Forecast Outturn Variance £000's	Forecast Outturn Variance %
Executive Director					
0	Executive Director	-91	-210	0	0%
-700	Lost Sales, Fees & Charges Compensation	700	0	-700	-100%
-700	Executive Director Total	609	-210	-700	-115%
Highways & Transport					
Highways Maintenance					
0	Asst Dir - Highways Maintenance	165	175	-2	-1%
3	Highway Maintenance	10,758	8,287	23	0%
-54	Highways Asset Management	505	514	-95	-19%
0	Winter Maintenance	2,833	1,739	39	1%
2	Highways – Other	-589	-700	-98	-17%
Project Delivery					
0	Asst Dir - Project Delivery	200	270	0	0%
-13	Project Delivery	2,633	2,701	-13	-1%
-279	Street Lighting	11,926	8,661	-240	-2%
Transport, Strategy & Development					
0	Asst Director - Transport, Strategy & Development	166	150	-2	-1%
-348	Traffic Management	-49	-575	-560	-1137%
69	Road Safety	436	792	31	7%
105	Transport Strategy and Policy	61	192	105	174%
-477	Highways Development Management	0	-551	-477	0%
780	Park & Ride	0	1,459	665	0%
446	Parking Enforcement	0	609	407	0%
234	Highways & Transport Total	29,044	23,723	-215	-1%
Planning, Growth & Environment					
0	Asst Dir - Planning, Growth & Environment	183	150	-3	-2%
88	Planning and Sustainable Growth	967	914	78	9%
13	Natural and Historic Environment	1,022	323	13	1%
787	Waste Management	43,621	32,799	802	2%
888	Planning, Growth & Environment Total	45,793	34,186	890	2%
Climate Change & Energy Service					
300	Energy Projects Director	-300	-639	300	100%
-30	Energy Programme Manager	124	73	-60	-49%
270	Climate Change & Energy Service Total	-176	-565	240	-136%
Community Safety & Regulatory Service					
0	Domestic Abuse & Sexual Violence Service	2,562	983	0	0%
-17	Registration & Citizenship Services	-751	-492	0	0%
0	Coroners	1,988	1,811	0	0%
0	Trading Standards	748	704	0	0%
-17	Community Safety & Regulatory Service Total	4,546	3,006	0	0%
675	Total	79,817	60,139	+214	0%

Appendix 2 – Commentary on Forecast Outturn Position

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

Lost Sales, Fees & Charges Compensation

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

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

Street Lighting

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
11,926	8,661	-240	-2

Forecast has been updated in line with new energy rate for October 2022. The forecast has also been adjusted to reflect the discount that is being applied to the energy rates in the period October 2022 to March 2023 in line with the application of the Governments Energy Bill relief scheme.

Traffic Management

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
-49	-575	-560	-1,137

Income from road opening and closure fees are currently forecast to be higher than the budget.

Road Safety

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
436	792	+31	+7

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

Transport Strategy and Policy

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
61	192	+105	174

There are also a number of areas of CCC work which the team are expected to deliver for which there is insufficient funding, which has to be delivered as it is part of CCC's statutory duty. Also the amount of work that was expected from the Combined authority has not yet been agreed.

Park & Ride

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	1,459	+665	0

There is a pressure on the Guided Bus Maintenance due to the installation of a temporary fence on the Southern Section of the Guided Busway, between the station and the Addenbrookes spur, and implementation of the safety measures as recommended in the Mott Macdonald safety report. An HSE investigation continues regarding the busway. Post covid busway services have still not recovered to pre covid levels. This means less access charge income coming into the busway budget. The access agreement allows increases each April to the access charges to cover full maintenance costs of the busway. This would allow for some increase in April 2023. However, unless patronage increases between now and then the capacity for the operators to absorb a large increase is questionable. Even then, the access charge increase could not be used to pay for the additional expenditure on the maintenance track (cycleway/bridleway), additional safety works required by HSE as this would be regarded by the Bus operators as non-maintenance/non-busway expenditure.

Parking Enforcement

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	+609	+407	0

Income is projected to be lower than the budget set due to changes since the pandemic. This is projected on certain assumptions and these assumptions are being closely monitored during the year. Currently income is slightly ahead of these initial assumptions. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line. An additional pressure of £150k is included which is a contribution to the District's Civil Parking implementation costs.

Planning and Sustainable Growth

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
967	914	+90	+9

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

Natural and Historic Environment

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
1,022	323	+13	+1

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

Waste

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
43,621	32,799	+802	+2

Whilst the previously reported landfill gate fee pressure of £700k remains, the forecast green waste pressure has reduced to around £240k following agreement with Thalia of an annual cap. Whilst it is expected that these pressures will be partially offset by cost reductions from reduced energy use etc, these are no longer expected to be agreed and delivered within 2022/23 financial year.

In addition to these major BATc related costs, there is also a pressure related to disposing of waste upholstered domestic seating (WUDS) containing Persistent Organic Pollutants (POPS) for the remainder of this financial year. Based on revised estimates of disposal costs, the forecast pressure has reduced to £190k.

In addition to these, we are also seeing forecasted variance in a number of different areas. There are increased costs due to backdated Thriplow rents and leases, increased RECAP partnership contributions and increased levels of ad-hoc waste. These are being offset by increased volumes of trade waste being collected and a reduction in forecast recycling credit payments to District and City Councils.

All combined, we are currently forecasting an overspend of £802k.

Energy Projects Director

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
-300	-639	+300	+100

Income and maintenance costs for the St Ives P&R Smart Energy Grid forecast for this year have been pushed back into 2023/24 This is due to the private wire connection points to the business customers requiring additional design work resulting from site/operational changes from the customers.

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

Appendix 3 – Grant Income Analysis

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

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	6,754
Adjustment re Waste PFI grant		-27
Strategic Parks and Greenspaces	National Heritage	106
Community Safety & Regulatory grants previously within P&C		562
Non-material grants (+/- £30k)	N/A	123
Total Grants 2022/23		7,518

Appendix 4 – Virements and Budget Reconciliation

Budgets and movements	£'000	Notes
Budget as per Business Plan	66,101	
Transfer of Energy Schemes	-369	
Allocation of funding for 1.75% 21/22 pay award	191	
Budget re-set Streetlighting energy inflation	1,200	
Budget re-set Waste PFI inflation uplift	1,051	
Alconbury Solar Ports	33	Transfer of income budget to Corporate Services
Just transition funded schemes	-455	Budget replaced by contributions from reserves
Areas transferred from P&C	3,798	
Allocation of funding for 22/23 pay award	790	
Non-material virements (+/- £30k)	-40	
Current Budget 2022/23	72,299	

Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2022 £'000	Movement within Year £'000	Balance at 31st January 2023 £'000	Yearend Forecast Balance £'000	Notes
Other Earmarked Funds					
Deflectograph Consortium	31	0	31	30	Partnership accounts, not solely CCC
Highways Searches	339	0	339	0	
On Street Parking	2,566	0	2,566	2,000	
Highways Maintenance	1,490	0	1,490	1,000	
Streetworks Permit scheme	44	0	44	0	
Highways Commuted Sums	1,373	57	1,430	1,200	
Streetlighting – Commuted Sums	16	0	16	0	
Flood Risk funding	20	0	20	0	
Real Time Passenger Information (RTPI)	216	0	216	216	
Waste - Recycle for Cambridge & Peterborough (RECAP)	23	0	23	0	Partnership accounts, not solely CCC Partnership accounts, not solely CCC
Travel to Work	263	0	263	180	
Steer- Travel Plan+	85	0	85	52	
Greenspaces	85	0	85	85	
Waste reserve	3,184	1,231	4,415	1,845	
Coroners - Complex inquests	375	(85)	290	310	
Registrars	325	0	325	325	
Trading Standards	100	0	100	100	
Proceed of Crime	296	0	296	296	
Other earmarked reserves under £30k	20	0	20	0	
Sub total	10,852	1,202	12,055	7,639	
Capital Reserves					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&S
Other Government Grants	861	0	861	0	
Other Capital Funding	1,804	0	1,804	0	
Sub total	2,665	0	2,665	0	
TOTAL	13,518	1,202	14,720	7,639	

Appendix 6 – Capital Expenditure and Funding

Capital Expenditure 2022/23

Total Scheme Revised Budget £'000	Original 2022/23 Budget as per BP £'000	Scheme	Revised Budget for 2022/23 £'000	Actual Spend (January) £'000	Forecast Spend – Outturn (January) £'000	Forecast Variance – Outturn (January) £'000
		Integrated Transport				
0	200	Major Scheme Development & Delivery	0	29	29	29
550	311	- S106 Northstowe Bus Only Link	550	335	550	0
208	0	- Stuntney Cycleway	41	11	21	-20
1,310	1,257	Local Infrastructure Improvements	1,319	633	926	-393
88	75	- Minor improvements for accessibility and Rights of Way	86	33	73	-13
1,480	1,494	Safety Schemes	1,480	70	250	-1,230
562	345	Strategy and Scheme Development work	614	560	648	34
		Delivering the Transport Strategy Aims				
2,046	1,859	- Highway schemes	2,046	507	1,232	-814
		- Cycling schemes				
0	550	- Boxworth to A14 Cycle Route	0	0	0	0
0	500	- Hilton to Fenstanton Cycle Route	0	0	0	0
0	780	- Buckden to Hinchbrook Cycle Route	0	0	0	0
0	251	- Dry Drayton to NMU	50	12	50	0
1,279	819	- Bar Hill to Longstanton	40	37	40	0
1,000	115	- Gilton to Oakington	339	52	38	-301
16	0	- Arbury Road	12	0	0	-12
1,562	0	- Papworth to Cambourne	0	51	82	82
1,092	1,266	- Other Cycling schemes	1,092	214	591	-501
25	23	Air Quality Monitoring	25	2	25	0
26,000	1,040	A14	-1,040	-2,080	-1,040	0
		Operating the Network				
9,298	9,275	Carriageway & Footway Maintenance incl Cycle Paths	9,298	5,348	8,578	-720
235	235	Rights of Way	235	132	243	8
3,366	2,477	Bridge Strengthening	3,406	2,963	3,620	214
778	778	Traffic Signal Replacement	778	243	618	-160
183	183	Smarter Travel Management - Int Highways Man Centre	183	139	189	6
0	118	Smarter Travel Management - Real Time Bus Information	0	0	0	0
		Highways & Transport				
		Highways Maintenance				
78,700	809	£90m Highways Maintenance schemes	2,365	2,644	2,805	440
4,329	4,329	Pothole grant funding	8,329	5,144	8,576	247
24,000	4,000	Footways	4,425	2,925	4,375	-50
0	0	Safer Roads Fund	0	0	0	0
6,800	800	B1050 Shelfords Road	800	0	0	-800
		Project Delivery				
49,000	3	- Ely Crossing	15	-931	15	0
149,791	4,079	- Guided Busway	200	177	200	0
		Cambridge Cycling Infrastructure	0	2	1	1
1,975	0	- Fendon Road Roundabout	189	20	19	-170
450	268	- Ring Fort Path	398	37	433	35
330	85	- Cherry Hinton Road	183	81	183	0

Total Scheme Revised Budget £'000	Original 2022/23 Budget as per BP £'000	Scheme	Revised Budget for 2022/23 £'000	Actual Spend (January) £'000	Forecast Spend – Outturn (January) £'000	Forecast Variance – Outturn (January) £'000
33,500	2,516	- King's Dyke	5,084	5,792	5,084	0
1,181	0	- Emergency Active Fund	1,181	735	1,182	1
2,589	0	- Lancaster Way	287	115	130	-157
1,883	4,481	- Wisbech Town Centre Access Study	693	-93	334	-359
158	0	- Spencer Drove, Soham	257	294	294	37
4,984	325	- March Future High St Fund	315	300	308	-7
7,770	1,601	- St Neots Future High St Fund	831	275	329	-502
2,367	0	- March Area Transport Study - Main schemes	2,367	1,425	2,069	-298
2,300	0	- St Ives local improvements	1,000	63	73	-927
5,805	0	- A141 and St Ives Improvement	1,002	202	1,002	0
3,803	0	- A10 Ely to A14 Improvements	957	188	957	0
		Transport Strategy and Network Development				
1,000	0	- Scheme Development for Highways Initiatives	424	1	50	-374
2,072	0	- Combined Authority Schemes	389	356	438	49
280	0	- A505	0	2	5	5
0	0	- Northstowe Transport Monitoring	95	95	95	0
6,795	0	- Wheatsheaf Crossroads	383	109	243	-140
		Planning, Growth & Environment				
6,634	1,740	- Waste Infrastructure	1,808	116	231	-1,577
20,367	0	- Waterbeach Waste Treatment Facilities	1,047	851	1,500	453
680	0	- Northstowe Heritage Centre	375	61	375	0
		Climate Change & Energy Services				
0	0	- Energy Efficiency Fund	0	0	0	0
10,600	6,215	- Swaffham Prior Community Heat Scheme	6,943	3,605	5,285	-1,658
928	0	- Alconbury Civic Hub Solar Car Ports	0	52	52	52
4,878	3,621	- St Ives Smart Energy Grid Demonstrator scheme	3,978	2,716	4,120	142
8,078	6,079	- Babraham Smart Energy Grid	5,630	1,124	2,888	-2,742
6,970	0	- Trumpington Smart Energy Grid	0	0	0	0
8,266	0	- Stanground Closed Landfill Energy Project	150	0	50	-100
2,526	0	- Woodston Closed Landfill Energy Project	0	0	0	0
28,867	6,909	- North Angle Solar Farm, Soham	7,963	2,269	3,982	-3,981
635	0	- Fordham Renewable Energy Network Demonstrator	609	3	70	-539
15,000	5,940	- Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	892	576	898	6
0	0	- Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	0	23	421	421
200	0	- Environment Fund - EV Chargepoints	194	91	159	-35
500	435	- Environment Fund - Oil Dependency	0	32	0	0
300	300	- Environment Fund - Climate Innovation	70	4	146	76
74	0	- Treescape Fund	36	0	88	52
157	0	- Cambridge Electric Vehicle Chargepoints	139	0	139	0
3,145	0	- School Ground Source Heat Pump Projects	926	488	937	11
37,179	11,325	Connecting Cambridgeshire	4,628	2,045	2,717	-1,911
	1,092	Capitalisation of Interest	1,092	0	1,092	0
598,924	90,903		89,203	43,305	71,113	-18,090
	-17,736	Capital Programme variations	-17,736	0	-3,000	14,736
	73,167	Total including Capital Programme variations	71,467	43,305	68,113	-3,354

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

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

Appendix 7 – Commentary on Capital expenditure

- S106 Northstowe Bus Only Link

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
550	550	0	0	0	0	0

Although expenditure is low at present, work is now underway and it is expected that expenditure will be in line with the budget.

- Local Infrastructure Improvements

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,310	926	-393	-340	-53	0	-393

The majority of the work for these schemes has been committed but the very nature of these schemes, it is expected that a certain amount of expenditure will fall into next financial year.

- Safety Schemes

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,480	250	-1,230	-1,230	0	0	-1,230

The majority of the budget relate to 2 schemes, Puddock Road Ramsey and Swaffham Heath Crossroads. For both of these schemes it is expected that the majority of construction work will take place next financial year. For Swaffham Heath, discussions are currently being held with the landowner and should be clearer in December.

- DTSA – Highway Schemes

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
2,046	1,232	-814	-575	-239	0	-814

Although expenditure is low at present, detailed design work is currently ongoing, and it is expected that delivery will begin across several projects in Q4. However the following projects in the programme will be delayed due to a mixture of legal and landownership issues (A605 Elton NMU, Merivale Way Ely), roadspace requirements and having to work over the easter holidays (Maids Causeway, A603 Barton Road, Ely City 20mph, PROW improvements in Brampton) or delays caused by third parties (20mph Quick Win projects).

- **Girton to Oakington cycling scheme**

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

Completion of Phase 2 detailed design and acquisition of 3rd party land to be undertaken during 22/23. The remaining budget will not be adequate to complete construction, so other funding sources are being investigated. There may be additional funding which would move the project forward in 22/23.

- **Other cycling schemes**

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,092	396	-696	-696	0	0	-696

The variance relates to 3 schemes, B1049 A14 Histon junction, Eddington to Girton and Ditton Lane, Fen Ditton. For each of these schemes, feasibility and preliminary design work will be undertaken this financial year to establish likely construction costs. Any construction will take place in 2023/24 and the funding will be rolled forward for this.

Other cycling schemes are expected to spend to budget.

- **Carriageway & Footway Maintenance incl Cycle Paths**

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
9,298	8,578	-720	-500	-220	0	-720

Although expenditure is low at present, work is committed (£6.8mil) or underway and it is expected that expenditure will be in line with the budget. A robust and realistically resourced forward delivery programme is in place and agreed with our contractor and their suppliers which takes us up to the end of this financial year. Due to network constraints a number of high value surfacing schemes had to be delivered in Q4, whilst others in the drainage programme are

currently going through detailed design to end of November before being priced and delivered in February / March 23. Network constraints also mean the A505 VRS budget (£950k) will likely only be around 50% spent in year, with work starting in February and running through to May 23, so £500k projected to carry into Q1 23/24. A number of smaller schemes have been delayed from March to June 2023 (£200k).

- Rights of Way

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
235	243	+8	+11	-3	+8	0

Although expenditure is low at present, work is committed or underway and it is expected that expenditure will be in line with the budget.

- Bridge Strengthening

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
3,406	3,620	+214	0	+214	+214	0

Barrington Footbridge cost increases due to unforeseen issues on site requiring more extensive works. Alconbury Service Road Viaduct significant increase in materials costs plus increased extent of scheme.

- Traffic Signal Replacement

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
778	618	-160	0	-160	0	-160

Scheme at High street Willingham delayed until 2023/24 due to a clash with Cambridge Water works.

- £90m Highways Maintenance schemes

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
2,365	2,805	+440	+313	+127	+440	0

Projected overspend due to scheme at Cromwell Road, Wisbech carriageway resurfacing. There was an extended duration on site due to unearthing further drainage issues & delays due to unidentified utilities including BT cables which had to be worked around. Cold and wet weather also caused several shifts on site to be cancelled which then delayed overall delivery, (the work was all being delivered overnight due to location).

Mildenhall Road, Littleport, extra defective areas identified which has increased costs above the original budget.

- Pothole Grant funding

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
8,329	8,576	+247	+313	-127	+247	0

Inflationary costs in programme primarily bitumen prices rises early in year driven by Ukraine war.

- Footways

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,425	4,375	-50	-179	+129	0	-50

The majority of the budget has now been committed, (£3.8mil). St Mary's St Ely is the only project projected to carry over into 23/24 due to network constraints, this will start on site on 08/04/23. The rest of the programme is resourced, and suppliers are in place to deliver before the end of this financial year, work will be on site through to end of March 23.

- B1050 Shelfords Road

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

This project is currently going through detailed design. Indications are the £6.8million budget identified for works will be inadequate to carry out the works required. Current estimate is £10m with low confidence in the longevity of the solution. This project is being put on hold pending a review of all soil damaged roads across the network to ascertain the scale of the issue and to seek alternative cost effective options. User Safety will be maintained through regular safety maintenance interventions.

- Fendon Road Roundabout

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
189	19	-170	-170	0	-170	0

There will be an underspend on the years budget. The budget reflected what was left within the S106 South Area Corridor funds for this project. Projected remedial works did not come to fruition and actual spend reflects staff time in dealing with queries/local authority site visits and monitoring.

- Emergency Active Fund

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,181	1,182	+1	0	+1	+1	0

Although expenditure is low at present, work is committed or underway and it is expected that expenditure will be in line with the budget.

- Kings Dyke

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
5,084	5,084	0	0	0	0	0

Whilst we are fulfilling our payment obligations under contract and the final account is forecast to be within the scheme budget following application of the final account process, payments are ahead of profile but within overall scheme costs.

- Lancaster Way

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
287	130	-157	-157	0	-157	0

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

- Wisbech Town Centre Access Study

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

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

- St Neots Future High Street Fund

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
831	329	-502	-502	0	0	-502

The district council governance/approval process required has been accommodated and construction is now programmed to commence in May 2023 therefore no construction expenditure is expected during current financial year, resulting in reduced forecast figures.

- March Area Transport Study

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
2,367	2,069	-298	0	-298	0	-298

Underspend due to utility costs not being due until commencement of work and this will be in next financial year.

- St Ives local Improvements

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,000	73	-927	-725	-202	0	-927

Design work is currently being undertaken and it is not expected that any construction will take place until next financial year.

- Scheme Development for Highways Initiatives

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
424	50	-374	-274	-100	0	-374

Funding was allocated to enable scheme development for new schemes, however this year limited new schemes have been identified that require scheme development work. It is therefore expected that the balance of funding will roll forward into next year.

- Wightsheaf Crossroads

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
383	243	-140	-140	0	0	-140

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

- Waste Infrastructure

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,808	231	-1,577	-1,537	-40	0	-1,577

It was originally planned to carry out some of the early design and construction work for Milton HRC in this financial year, but this has now been delayed for a period of 15 months and the decision supported by Capital Programme Board. Some of the design work for March HRC is still planned, with a more detailed forecast to be available in the new year. The BATc forecast reflects invoices to date and current estimates for progress on the FEED study and Thalia's additional staffing costs incurred in this financial year.

- Waterbeach Waste Treatment Facilities

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,047	1,500	+453	+453	0	0	+453

The Strategy & Resources Committee approved a capital virement for the Waste BATc works to move £11.8m of existing capital budget from 2022/23 to 2023/24 to reflect the updated timelines. Spend is now ahead of expected budget profile.

- Swaffham Prior Community Heat Scheme

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
6,943	5,285	-1,658	-2,399	+741	0	-1,658

The split of costs for the Private Wire has been adjusted between the two projects (North Angle Solar Farm and Swaffham Prior Community Heat Project) to better reflect where the main benefits of the private wire will accrue and therefore how the costs should be apportioned. The North Angle Solar Farm as the generator of clean electricity will benefit more from energy sales as a result of the private wire.

- St Ives Smart Energy Grid Demonstrator scheme

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
3,978	4,120	+142	-294	+436	0	+142

There is an in-year overspend on the project of an estimated £0.142m due to an incorrect forecast provided by contractors at the end of 2021-22. It was anticipated that a higher proportion of works would be completed within 2021-22 than what was actually achieved and invoiced for. Evidence of forecast has been provided.

- Babraham Smart Energy Grid

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
5,630	2,888	-2,742	-3,037	+295	0	-2,742

The construction of this project is now being delivered in three phases. This has directly impacted on the timescales for delivery, extending the programme by 14 weeks. In addition, the complexities associated with altering the programme for construction delayed the start date of the works by 16 weeks.

- Stanground Closed Landfill Energy Project

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
150	50	-100	-100	0	0	-100

CCC and BYES are in the process of understanding and agreeing the programme of works as well as the budget required. This will involve a contract variation before work are commissioned. It is foreseen that works will start in January, and therefore, spend will be triggered towards March or April 2023. The only costs that are foreseen to be incurred in Q4 2022 are the staff costs which are around £50K.

- North Angle Solar Farm, Soham

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
7,963	3,982	-3,981	-3,981	0	0	-3,981

The North Angle Solar Farm project budget also includes the majority of the budget (£7.3m) for the Cambridgeshire Private Electricity Network, the cable connecting North Angle Solar Farm to Burwell Local and Swaffham Prior Community Energy Centre. It was anticipated that most of this budget would be spent in 2022-23, however, due to various delays in securing easements and planning there has been a slippage in spend of approximately £4m.

- Fordham Renewable Energy Network Demonstrator

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
609	70	-539	-509	-30	0	-539

Capacity constraints within the team meant that this project was unable to be progressed as quickly as had been intended. The forecast reflects the associated delay in expenditure on the development of this project.

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

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
0	421	+421	+431	-10	0	+421

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

- Connecting Cambridgeshire

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,628	2,717	-1,911	-1,911	0	0	-1,911

The in-year forecast underspend relates to the profile of spend on the CPCA programme plus the GCP funding and SFBB BT payments

Capital Funding

Original 2022/23 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2022/23 £'000	Actual Spend (January) £'000	Actual Variance (January) £'000
18,570	Local Transport Plan	13,508	13,508	0
8,329	Other DfT Grant funding	8,529	8,529	0
11,996	Other Grants	7,114	5,410	-1,704
7,256	Developer Contributions	2,657	2,272	-385
46,961	Prudential Borrowing	43,221	31,815	-11,406
11,241	Other Contributions	14,174	9,579	-4,595
104,353		89,203	71,113	-18,090
-18,970	Capital Programme variations	-17,736	354	18,090
85,383	Total including Capital Programme variations	71,467	71,467	0

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

Funding	Amount (£m)	Reason for Change
Rephasing (DfT Grants)	-4.94	Schemes funded by DfT grants rolled forward into 22/23. DfT grant used to fund schemes that were earmarked to be funded by borrowing in 21/22. Rolled forward schemes will be funded by borrowing.
New funding/Rephasing (Specific Grants)	-3.56	Carry forward of Northstowe Heritage centre (£0.375m) Reduction in funding and rephasing for Wisbech Town Centre Access Study due to change of scope of CPCA funded scheme (-£3.788m). Reduction in funding and rephasing for Connecting Cambridgeshire (-£4.925m). New funding for March Area Transport Study (£2.367m) Additional DfT funding (£2.5m)
Additional Funding / Revised Phasing (Section 106 & CIL)	-4.20	Developer contributions to be used for a number of schemes. Rephasing Bar Hill to Longstanton cycleway (-£0.727m). Rephasing Girton to Oakington cycleway (£0.124m). Rephasing of Guided Busway (-£3.979m). Rephasing of Fendon Road Roundabout (£0.189m). Rephasing of Ring Fort path (£0.020m). Rephasing of Cherry Hinton Road cycleway (£0.098m).
Additional funding / Revised Phasing (Other Contributions)	0.59	Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). Rephasing King's Dyke (£0.385m). Rephasing Lancaster Way (£0.287m). Spencer Drove, Soham (£0.097m). Rephasing and adjustment to overall funding Future High St Funds (£1.905m). Rephasing Connecting Cambridgeshire (£1.772m). A141 and St Ives Improvements (£1.0m). A10 Ely to A14 Improvements (£0.957m). Pothole funding – use of revenue budget (£4.0m).
Additional Funding / Revised Phasing (Prudential borrowing)	10.02	Borrowing in advance of S106 receipts – Northstowe Busway link (£0.240m) Deletion of A14 cycling schemes which are part of phase 2 bid (-£0.125m). Rephasing of Highways Maintenance funding (£8.200m). Rephasing of Footway schemes (£0.425m) Rephasing of Waste schemes (£0.068m). Rephasing of Energy schemes (-£2.975m). Rephasing King's Dyke (£2.183m). Rephasing Scheme development for Highway Initiatives (£0.424m). Rephasing Connecting Cambridgeshire (£1.40m)

Appendix 8 – Savings Tracker

RAG	BP Ref	Title	Service	Committee	Original Saving £000	Forecast Saving £000	Variance from Plan £000	% Variance	Direction of travel	Commentary
Green	A/R.6.213	Registrars	Place & Sustainability	H&T	-200	-200	0	0%	↔	On track for 2022-23
Green	B/R.6.215	Recycle asphalt, aggregates and gully waste	Place & Sustainability	H&T	-15	-15	0	0%	↔	On track
Green	B/R.6.216	Review Street Lighting Service requirements	Place & Sustainability	H&T	-10	-10	0	0%	↑	On track
Green	B/R.6.220	Highway Services Contract Efficiencies	Place & Sustainability	H&T	-110	-110	0	0%	↔	On track
Black	B/R.7.128	St Ives Smart Energy Grid - Income Generation	Place & Sustainability	E&GI	-44	0	44	100%	↔	Income and maintenance costs for the St Ives P&R Smart Energy Grid forecast for this year have been pushed back into 2023/24. This is due to the private wire connection points to the business customers requiring additional design work resulting from site/operational changes from the customers.
Black	B/R.7.129	Babraham Smart Energy Grid - Income Generation	Place & Sustainability	E&GI	-48	0	48	100%	↔	Babraham Road P&R smart energy grid has added an additional phase to its construction programme to address the number of available parking concerns during the construction programme. This has added an additional 14 weeks to the construction programme pushing back income generation and maintenance costs to start by October 2023.
Black	B/R.7.132	North Angle Solar Farm, Soham - Income Generation	Place & Sustainability	E&GI	-678	0	678	100%	↔	The North Angle Solar Farm project will be energised by July 2023 and not December 2022 as originally forecast. This is due to the private wire not being in place by December 2022 as a result of extended third party easement negotiations. This has resulted in an income and maintenance cost delay.
Amber	B/R.7.133	Swaffham Prior Community Heat Scheme - Income Generation	Place & Sustainability	E&GI	-298	-30	268	90%	↑	<p>The customer connections to the Swaffham Prior Community Heat Project are just now starting. 5 homes have been connected but progress is slow with only 2/3 new connections being made every week.</p> <p>As customers connect, income will come forward from the Renewable Heat Incentive and from the heat charges to customers. Some income will come forward during 2022/23 and this will grow as customers are connected over the next five years.</p>
					-1,203	-165	1,038			