

Directorate: Place and Sustainability  
Subject: Finance Monitoring Report – August (period 5)

## Contents

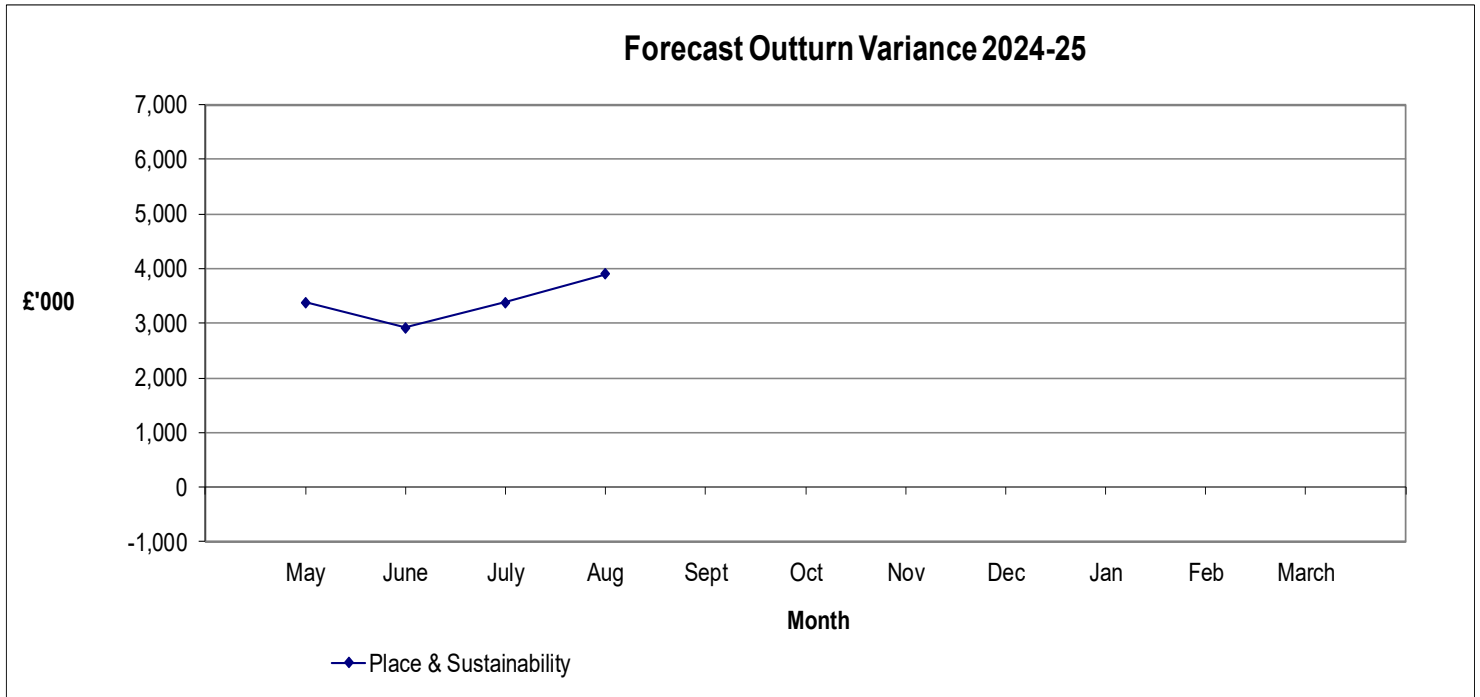
Section	Item	Description
1	Revenue Executive Summary	High level summary of information and narrative on key issues in revenue financial position
2	Capital Executive Summary	Summary of the position of the Capital programme within Place and Sustainability
3	Savings Tracker Summary	Summary of the latest 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 August 2024, Place and Sustainability is projected to be £3.9m 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	1,630	-2,216	-587	-58	-200	-34.1%
-2,032	Highways & Transport	48,830	-23,167	25,663	8,546	-1,685	-6.6%
1,844	Planning, Growth & Environment	54,742	-6,143	48,600	16,477	2,016	4.1%
3,776	Climate Change & Energy Service	3,524	-5,469	-1,946	-222	3,776	194.1%
0	Community Safety and Regulatory Service	5,574	-3,404	2,169	633	0	0.0%
<b>3,388</b>	<b>Total</b>	<b>114,300</b>	<b>-40,400</b>	<b>73,900</b>	<b>25,376</b>	<b>3,906</b>	<b>5.3%</b>

### 1.3 Significant Issues

The overall position for Place and Sustainability budgets to the end of August 2024 is a forecast overspend of £3.9m. The key issues and pressures that are highlighted in this report are as follows.

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

**Energy Projects:** The St Ives Smart Energy Grid Project is proceeding towards the reopening of the car park in September, subject to a number of works being complete. It is anticipated that electric vehicle charge points will be available in November. At the Smart Energy Grid Project at Babraham Road Park and Ride work is progressing and the next major milestone will be the works at the PPA customer's site scheduled for early October.

Regarding construction of the private wire to connect the North Angle Solar Farm, consultants have assisted the Council with securing the best available price for the electricity that will be exported to the grid.

On Swaffham Prior Heat Network, work is underway for the connection of the next tranche of homes to connect to the heat network. Progress has been slower than expected but it is too early to tell whether this will impact on the number of home connections made within the period.

**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 (August) £000	Forecast Outturn Variance (August) £000
541,815	0	Highways & Transport	89,779	79,756	15,579	-3,861
28,368	0	Planning, Growth & Environment	24,693	3,378	18	0
82,526	0	Climate Change & Energy Services	9,581	10,747	1,187	10
26,289	0	Connecting Cambridgeshire	5,454	4,579	1,471	0
		Capitalisation of Interest	984	984	0	0
<b>678,998</b>	<b>0</b>	<b>Total</b>	<b>130,491</b>	<b>99,444</b>	<b>18,255</b>	<b>-3,861</b>
		Capital Programme variations	-30,810	-30,605	0	3,861
		<b>Total including Capital Programme variations</b>	<b>99,681</b>	<b>68,839</b>	<b>18,255</b>	<b>0</b>

Details for all capital schemes are shown in Appendix 3.

## 3. Savings Tracker Summary

The savings trackers are produced quarterly to monitor delivery of savings against agreed plans. The first quarterly savings tracker for 2024-25 is included in Appendix 4.

## 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  %
			<b>Executive Director</b>						
-200		1	Executive Director	1,630	-2,216	-587	-58	-200	-34%
<b>-200</b>			<b>Executive Director Total</b>	<b>1,630</b>	<b>-2,216</b>	<b>-587</b>	<b>-58</b>	<b>-200</b>	<b>-34%</b>
			<b>Highways &amp; Transport</b>						
			<b>Highways Maintenance</b>						
0			Asst Dir - Highways Maintenance	122	0	122	86	0	0%
-33		2	Highway Maintenance	11,020	-143	10,877	3,482	284	3%
-107		3	Highways Asset Management	1,353	-453	900	563	-138	-15%
0			Winter Maintenance	3,262	0	3,262	96	0	0%
			<b>Project Delivery</b>						
0			Asst Dir - Project Delivery	-4	0	-4	298	0	0%
0			Project Delivery	498	-11	487	306	0	0%
-337		4	Street Lighting	13,121	-4,073	9,048	2,253	-393	-4%
			<b>Transport, Strategy &amp; Development</b>						
0			Asst Director - Transport, Strategy & Development	140	0	140	61	0	0%
-102		5	Traffic Management	4,354	-4,284	71	598	-302	-428%
129		6	Road Safety	1,242	-846	397	151	290	73%
51			Transport Strategy and Policy	881	-816	64	746	25	39%
-1,700		7	Highways Development Management	2,664	-2,664	0	-875	-1,700	0%
0		8	Park & Ride	2,638	-2,338	300	1,052	183	61%
67			Parking Enforcement	7,539	-7,539	0	-269	67	0%
<b>-2,032</b>			<b>Highways &amp; Transport Total</b>	<b>48,830</b>	<b>-23,167</b>	<b>25,663</b>	<b>8,546</b>	<b>-1,685</b>	<b>-7%</b>
			<b>Planning, Growth &amp; Environment</b>						
0			Asst Dir - Planning, Growth & Environment	189	0	189	84	13	7%
0		9	Planning and Sustainable Growth	2,013	-787	1,226	557	148	12%

Forecast Outturn Variance (Previous)  £000	Committee	Note	Budget Line	Gross Budget  £000	Income Budget  £000	Net Budget  £000	Actual to date  £000	Forecast Outturn Variance  £000	Forecast Outturn Variance  %
0			Natural and Historic Environment	2,031	-1,074	957	341	11	1%
1,844		10	Waste Management	50,509	-4,281	46,227	15,495	1,844	4%
<b>1,844</b>			<b>Planning, Growth &amp; Environment Total</b>	<b>54,742</b>	<b>-6,143</b>	<b>48,600</b>	<b>16,477</b>	<b>2,016</b>	<b>4%</b>
			<b>Climate Change &amp; Energy Service</b>						
-102		11	Climate and Energy Services	386	-263	123	130	-102	-83%
3,878		12	Energy Services	3,138	-5,207	-2,069	-352	3,878	187%
<b>3,776</b>			<b>Climate Change &amp; Energy Service Total</b>	<b>3,524</b>	<b>-5,469</b>	<b>-1,946</b>	<b>-222</b>	<b>3,776</b>	<b>194%</b>
			<b>Community Safety and Regulatory Service</b>						
0			Registration & Citizenship Services	1,271	-2,050	-780	-416	0	0%
0			Coroners	3,468	-1,232	2,237	850	0	0%
0			Trading Standards	835	-122	713	198	0	0%
<b>0</b>			<b>Community Safety and Regulatory Service Total</b>	<b>5,574</b>	<b>-3,404</b>	<b>2,169</b>	<b>633</b>	<b>0</b>	<b>0%</b>
<b>3,388</b>			<b>Overall Place and Sustainability Total</b>	<b>114,300</b>	<b>-40,400</b>	<b>73,900</b>	<b>25,376</b>	<b>3,906</b>	<b>5%</b>

## Appendix 2 – Service Commentaries on Forecast Outturn Position

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

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
1	Unchanged	Executive Director	-587	-200	-34%	Forecast vacancy savings exceed the budget set in the Business Plan.
2	Updated	Highways Maintenance	10,877	284	3%	The Business Case for the Highways Material Recycling Facility is being reviewed and updated and it is unlikely that savings will be made this financial year. This is being mitigated through increased level of income from highway development control.
3	Updated	Highways Asset Management	900	-138	-15%	Forecast underspend in safety inspection support and vehicles.
4	Updated	Street Lighting	9,048	-393	-4%	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 inflation figures, which were included in the budget for 2024-25.
5	Updated	Traffic Management	71	-302	-428%	The forecast is due to additional income from road closures and openings, and utility companies staying on highways for extended time, partly offset with the loss of income from providing Tables and Chairs licences.
6	Updated	Road Safety	397	290	73%	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	Unchanged	Highways Development Management	0	-1,700	0%	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:

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
						<ul style="list-style-type: none"> <li>• Bond rates (and by extension S.38 fees) increased (as of April 2024) by 15-20% dependent on nature of infrastructure. The increase in rates is proportionate to inflation in construction costs as benchmarked by Milestone.</li> <li>• More robust planning of pre-application fee recovery to take place.</li> <li>• More robust fee recovery for developer temporary directional signs to take place.</li> <li>• Potential S.184 income to facilitate new S01/S02 roles.</li> <li>• Gradual realisation of the commuted sum policy of April 2023 as sites come through the development pipeline.</li> <li>• Interim / consultant fees should drop by around ~£200,000 in 2024-25.</li> </ul>
8	New	Park & Ride	300	183	61%	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.
9	New	Planning and Sustainable Growth	1,226	148	12%	The forecast pressure shown relates to delayed legal fees in relation to the Envar appeal not going through as anticipated in 23/24 and a reduction of planning income from major County Council planning schemes.
10	Unchanged	Waste Management	46,227	1,844	4%	The forecast pressure is due to two main factors, (1) The waste plants will not become operational near the end of the financial year. This was previously assumed but the options assessment exercise highlights that this may not be in the best interest of the council in the long term and therefore a revised strategy is being developed for members to consider, and (2) no additional operational savings are assumed in excess of the commercial settlement and any additional operational savings will be wrapped up in the future contract costs.



Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
11	Unchanged	Climate & Energy Services	123	-102	-83%	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.
12	Unchanged	Energy Services	-2,069	3,878	187%	<p>Across the energy schemes there is a forecast variance shortfall of £3,878k, explanations are below. This is the same as the previous month:-</p> <p><b>St Ives:-</b> The project is forecasting an overall £212k 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 £129k as a result of the delay. The project delay is due to the main contractor identifying the need for remediation works. The current programme is forecast to start generating in December 24.</p> <p><b>Babraham:</b> Income generation is delayed due to similar main-contractor issues as described above. Generation should start in February 2025 in-line with their current expected programme. This means approximately £60k of net income is forecast (a forecast shortfall of £402k). Although there are also savings on debt charges of £233k, it still leaves a net pressure of £169k on the scheme for 24-25.</p> <p><b>North Angle:</b> As previously reported, the wholesale electricity price forecasts for 2024 for exporting electricity to the grid have fallen substantially. The expected UKPN connection date for the private wire is scheduled for end of August and for NASF for end of September. This will then allow electricity to be exported however the mobilisation phase is several weeks to reach full export capacity. The income reduction of £3,234k 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</p>

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
						<p>generating and exporting will now be past the peak summer months.</p> <p><b>Swaffham Prior:</b> The forecast worst case scenario shortfall in May 24 was £1,009k. This had improved to £712k in July 24 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 limitations on the ground source heat pump operations reducing RHI income as an interim position. The other reason is that whilst waiting for the private wire connection, the number of customers able to connect to the heat network has been constrained. To date 64 compared to a forecast 130 homes have been connected during 2023-24. Actual income will depend on the rate of connection sign ups, construction programme and the actual private wire connection date. Work is underway to connect further homes in 2024-25.</p>

## 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 (August) £000	Forecast Variance Outturn (August) £000
			<b>Integrated Transport</b>					
125	0	H&T	Air Quality Monitoring	25	0	25	1	0
5,048	0	H&T	Local Infrastructure Improvements	895	471	1,366	337	-213
77	0	H&T	Minor improvements for accessibility and Rights of Way	0	77	77	10	0
2,800	0	H&T	Safety Schemes	600	24	624	28	-504
880	0	H&T	Safety Schemes – Swaffham Heath Crossroad	0	772	772	53	0
850	0	H&T	Safety Scheme – Puddock Road	0	517	517	39	-226
2,725	0	H&T	Strategy and Scheme Development work	545	182	727	267	0
6,860	0	H&T	Delivering the Transport Strategy Aims	1,546	84	1,630	292	0
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
			<b>Operating the Network</b>					
36,720	0	H&T	Carriageway & Footway Maintenance incl. Cycle Paths	7,050	104	7,154	1,507	-624
1,175	0	H&T	Rights of Way	235	0	235	68	0
10,690	0	H&T	Bridge Strengthening	2,347	476	2,823	622	0
3,545	0	H&T	Traffic Signal Replacement	778	-98	680	307	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
			<b>Highways &amp; Transport</b>					
			<b>Highways Maintenance</b>					
40,985	0	H&T	Pothole Grant Funding	7,829	0	7,829	3,896	0
4,728	0	H&T	Additional Highways Maintenance (HS2 allocation)	2,364	479	2,843	-24	0
20,000	0	H&T	Footways	4,000	430	4,430	1,343	120
24,750	0	H&T	A14 De-trunking	4,000	4,561	8,561	321	-2,568
2,500	0	H&T	Highways Materials Recycling	2,200	-2,125	75	35	-75
40,000	0	H&T	Further Highways Prioritisation	20,000	0	20,000	1,748	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	0	0
			<b>Project Delivery</b>					
49,006	0	H&T	Ely Crossing	0	47	47	-720	0
145,952	0	H&T	Guided Busway	2,747	-2,747	0	22	0
4,690	0	H&T	Cambridge Cycling Infrastructure	203	214	417	17	0
33,500	0	H&T	King's Dyke	0	-3,348	-3,348	143	0
1,181	0	H&T	Emergency Active Fund	0	72	72	56	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 (August)	Forecast Variance Outturn (August)
£000	£000			£000	£000	£000	£000	£000
1,883	0	H&T	Wisbech Town Centre Access Study	0	109	109	31	0
6,795	0	H&T	Wheatsheaf Crossroads	5,020	-4,618	402	20	0
7,901	0	H&T	March Future High Street Fund and Broad Street	1,996	1,052	3,048	1,749	0
7,905	0	H&T	St Neots Future High Street Fund	5,524	-2,671	2,853	923	14
3,329	0	H&T	March Area Transport Study - Main schemes	377	-272	105	196	0
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	389	493
6,000	0	H&T	A141 and St Ives Improvement	3,072	-1,770	1,302	229	0
4,000	0	H&T	A10 Ely to A14 Improvements	1,532	-708	824	86	0
550	0	H&T	Witchford A10 Non-Motorised Users	0	230	230	61	52
2,860	0	H&T	Transforming Cities Fund	0	829	829	365	-31
2,891	0	H&T	Southern Busway Widening – widening of maintenance track	2,441	-1,740	701	614	156
1,230	0	H&T	Soham Wicken Non-Motorised Users	924	31	955	12	-455
1,192	0	H&T	Active Travel 4	0	427	427	68	-10
1,100	0	H&T	Active Travel 4 – Extension	0	1,100	1,100	0	0
13,283	0	H&T	Street Lighting LED	7,099	-2,822	4,277	10	0
			<b>Transport Strategy and Network Development</b>					
1,665	0	H&T	CaPCAM and Electric Vehicles	0	353	353	412	0
			<b>Planning, Growth &amp; Environment</b>					
8,000	0	E&GI	Waste Infrastructure	5,521	-2,143	3,378	8	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
			<b>Climate Change &amp; Energy Services</b>					
14,170	0	E&GI	Swaffham Prior Community Heat Scheme	2,730	-1,530	1,200	162	0
5,686	0	E&GI	St Ives Smart Energy Grid Demonstrator scheme	0	475	475	6	0
9,065	0	E&GI	Babraham Smart Energy Grid	1,287	1,824	3,111	355	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	649	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	0	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	15	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	45	0
			<b>Connecting Cambridgeshire</b>					
26,289	0		Connecting Cambridgeshire	5,454	-875	4,579	1,471	0
3,162	0		Capitalisation of Interest	984	0	984	0	0
<b>682,160</b>	<b>0</b>			<b>130,491</b>	<b>-31,047</b>	<b>99,444</b>	<b>18,255</b>	<b>-3,861</b>
-98,433			Capital Programme variations	-30,810	205	-30,605	0	3,861

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 (August)	Forecast Variance Outturn (August)
£000	£000			£000	£000	£000	£000	£000
583,727	0		Total including Capital Programme variations	99,681	-30,842	68,839	18,255	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	New	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 aspirations of creating safer roads and roads side supporting our Vision Zero values.
b	H&T	Updated	Carriageway & Footway Maintenance incl. Cycle Paths	36,720	7,154	-624	Slippage	This slippage relates to two projects c.£550k is linked to a surfacing project which can't commence until a GCP funded scheme has been completed. This scheme has now moved into delivery in 25/26, so this funding has been moved accordingly, c.£60k is linked to a footway project which upon further investigation requires significantly more funding than has been allocated, this will be reprofiled for delivery in 25/26 also, with further funding assigned.
c	H&T	Unchanged	A14 De-trunking	24,750	8,561	-2,568	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.

								<p>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 &amp; 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.</p> <p>To mitigate underspend against previous forecast as much as possible the team are actively working to identify further projects which could be designed and delivered before the end of 24-25.</p>
d	H&T	New	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.
e	H&T	New	Soham Wicken Non-Motorised Users	1,230	955	-455	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 24-25, with completion early in 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 (August)  £000	Forecast Variance - Outturn (August)  £000
13,672	Local Transport Plan	4,552	-2,065	16,159	15,377	-782
14,693	Other DfT Grant Funding	2,602	921	18,216	15,768	-2,448
10,435	Other Grants	952	-5,954	5,433	5,433	0
5,149	Developer Contributions	276	-974	4,451	4,451	0
73,097	Prudential Borrowing	5,515	-39,047	39,545	38,880	-665
13,465	Other Contributions	3,637	-1,462	15,640	15,674	34
-30,810	Capital Programme Variations	0	205	-30,605	-26,744	3,861
<b>99,681</b>	<b>Total including Capital Programme Variations</b>	<b>17,534</b>	<b>-48,376</b>	<b>68,839</b>	<b>68,839</b>	<b>0</b>

## Appendix 4 – Savings Tracker

### 4.1 Place & Sustainability Savings Tracker 2024-25 Quarter 1

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. 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	<p>Savings from the restructure will not be met through staffing changes due to the related one-off costs, and instead the savings will be met in year by vacancy savings for the teams. Savings will be fully achieved in future years.</p>
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	<p>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 have reduced since last year reflecting market changes and hence the income reductions.</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	E&GI	2023-24 cfwd	C/R.7.107 (2023-24)	Babraham Smart Energy Grid - Income Generation	-462	-60	402	87%	Amber	Two thirds of the smart energy grid is complete and the last third under construction. The timeline for energisation has shifted to February 2025 due to the private wire connection final works at CUH, being shifted back to October 2024. Electricity not used on the park and ride for EV charging and lighting will be sold directly by private wire to CUH to supplement their requirements.
P&S	E&GI	2023-24 cfwd	C/R.7.109 (2023-24)	North Angle Solar Farm, Soham - Income Generation	-3,943	-709	3,234	82%	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, a short delay connecting the private wire and NASF to the distribution network and a ramping up of generation export from 20%-100% over time, impacts the overall income forecasts for 24/25. This is the mobilisation of a significant power station.
P&S	E&GI	2023-24 cfwd	C/R.7.110 (2023-24)	Swaffham Prior Community Heat Scheme - Income Generation	-521	-181	340	65%	Red	64 homes are connected and further connections will be made ahead of and during the heating season supported by the private wire which is due to energise August/Sept. The private wire provides the additional electrical capacity for further home connections. The project is behind its forecast connection programme in part due to the connection of the additional electrical capacity.
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.

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	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	-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	-158	0	0%	Green	Income predicted to roll forward on same basis as in 2023/24 with current high levels of applications for street works / TTROs.

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"> <li>- 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.</li> <li>- 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).</li> <li>- 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.</li> <li>- 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.</li> </ul>

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"> <li>- 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.</li> <li>- 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).</li> <li>- 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.</li> <li>- The aspirations on both options was to have a super depot which had enough space for permanent facilities.</li> </ul>

### Key to RAG ratings

Total Savings	Over 500k	100-500k	Below 100k
<b>Black</b>	100% non-achieving	100% non-achieving	100% non-achieving
<b>Red</b>	% variance more than 19%	-	-
<b>Amber</b>	Underachieving by 14% to 19%	% variance more than 19%	% variance more than 19%
<b>Green</b>	% variance less than 14%	% variance less than 19%	% variance less than 19%
<b>Blue</b>	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
<b>Grants as per Business Plan</b>		
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	166
<b>Total Non-Baselined Grants 24-25</b>		<b>7,449</b>

### 5.2 Virements and Budget Reconciliation

Virements between Place and Sustainability and other service blocks

	£'000	Notes
<b>Budget as per Business Plan (BP)</b>	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
<b>Current Budget 2024-25</b>	<b>73,900</b>	

## 5.3 Reserves Schedule

### 5.3.1 Place and Sustainability Earmarked Reserve Schedule

Fund Description / Budget Heading	Opening Balance 2024-25	Movemen t2024-25	Balance at 30 <sup>th</sup> June 2024	Yearend Forecast Balance	Notes
	£000	£000	£000	£000	
<b>Other Earmarked Funds</b>					
<b>Strategic Framework Priorities Reserves:</b>					
Directorate priorities	1,469	0	1,469	1,156	Funding highways apprenticeships for 3 years and directorate led priorities
<b>Corporate risk reserves relating to services in this directorate:</b>					
Waste risks	1,000	0	1,000	0	To cover landfill tax costs
Coroners risks	255	0	255	0	Reserve specifically held for complex cases.
Other risk reserves	68	0	68	38	
<b>Ringfenced Reserves:</b>					
Developer commuted sums	5,769	-3,491	2,278	2,196	Amount for future maintenance held as agreed with developers
Ringfenced account	2,854	0	2,854	2,089	Surpluses for on-street parking to be used on Highways related work
Proceeds of crime	184	0	184	0	
Connecting Cambridgeshire	65	0	65	0	
Other ringfenced contributions	110	412	522	472	
<b>TOTAL EARMARKED RESERVES</b>	<b>11,775</b>	<b>-3,079</b>	<b>8,696</b>	<b>5,951</b>	

### 5.3.2 Place and Sustainability Capital Reserve Schedule

Fund Description / Budget Heading	Opening Balance 2024-25  £000	Movemen t2024-25  £000	Balance at 30 <sup>th</sup> June 2024  £000	Yearend Forecast Balance  £000	Notes
<b>Capital Reserves</b>					
Capital Grants	25,445	0	25,445	18,736	
Capital Contributions	749	-412	337	321	
<b>TOTAL CAPITAL RESERVES</b>	<b>26,194</b>	<b>-412</b>	<b>25,782</b>	<b>19,057</b>	