

Place & Sustainability Directorate

Finance Monitoring Report – October 2022

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 (October) £000	Forecast Variance - Outturn (October) %
-700	Executive Director	608	-346	-700	-115
+697	Highways & Transport	28,660	12,420	+1,185	+4
+239	Planning, Growth & Environment	45,634	21,837	+264	+1
+300	Climate Change and Energy	-185	-534	+288	-156
+18	Community Safety & Regulatory	4,315	1,513	+50	+1
0	External Grants	-7,518	-3,607	0	0
+555	Total	71,514	31,283	+1,087	+2

In summary, P&S is forecasting an overspend of £1,087K 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 October 2022 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	215
150	Park & Ride loss of Income	11
50	Planning Fee loss of Income including archaeological income	115
200	Guided Busway – operator income	96
700	Total Expenditure	437

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 £0.437m is actually required.

2.2 Significant Issues

Budget Baselineing

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

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.

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 October 2022 £000's	Forecast Outturn Variance £000's	Forecast Outturn Variance %
	Executive Director				
-0	Executive Director	-92	-346	0	0%
-700	Lost Sales, Fees & Charges Compensation	700	0	-700	-100%
-700	Executive Director Total	608	-346	-700	-115%
	Highways & Transport				
	Highways Maintenance				
-0	Asst Dir - Highways Maintenance	161	118	0	0%
-24	Highway Maintenance	10,650	2,971	40	0%
-36	Highways Asset Management	486	672	-51	-10%
0	Winter Maintenance	2,833	212	0	0%
1	Highways - Other	-616	-809	2	0%
	Project Delivery				
0	Asst Dir - Project Delivery	200	238	0	0%
-0	Project Delivery	2,638	1,504	0	0%
236	Street Lighting	11,904	5,200	234	2%
	Transport, Strategy & Development				
-0	Asst Director - Transport, Strategy & Development	164	101	0	0%
-77	Traffic Management	-158	8	-145	-92%
67	Road Safety	377	920	76	20%
1	Transport Strategy and Policy	21	123	105	497%
0	Highways Development Management	0	44	-78	0%
188	Park & Ride	0	1,455	637	0%
285	Parking Enforcement	0	-338	365	0%
640	Highways & Transport Total	28,660	12,420	1,185	4%
	Planning, Growth & Environment				
0	Asst Dir - Planning, Growth & Environment	181	102	0	0%
56	Planning and Sustainable Growth	898	635	76	8%
77	Natural and Historic Environment	960	313	35	4%
152	Waste Management	43,595	20,788	153	0%
285	Planning, Growth & Environment Total	45,634	21,837	264	1%
	Climate Change & Energy Service				
301	Energy Projects Director	-302	-619	299	99%
-0	Energy Programme Manager	117	85	-11	-9%
301	Climate Change & Energy Service Total	-185	-534	288	-156%
	Community Safety & Regulatory Service				
0	Domestic Abuse & Sexual Violence Service	2,484	865	0	0%
0	Registration & Citizenship Services	-817	-358	0	0%
18	Coroners	1,901	965	50	3%
0	Trading Standards	748	41	0	0%
18	Community Safety & Regulatory Service Total	4,315	1,513	50	1%
555	Total	79,032	34,890	1,087	2%

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 %
11,904	5,200	+234	+2

Energy inflation is expected to increase by 100% in October, funding was added to the base budget to allow for a 80% increase but it is expected there will be an additional pressure of £250k. This pressure may improve due to Central Government's Energy Bill Relief scheme announced in September and the implications of this are currently being worked on.

Traffic Management

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
-158	8	-145	-92

Income from road opening and closure fees are currently higher than forecast.

Road Safety

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
377	920	+76	+20

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 %
21	123	+105	497

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	1,455	+637	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	-338	+365	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 %
898	635	+76	+8

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 %
960	313	+35	+4

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 %
43,595	20,788	+153	0

The majority of the forecast overspend relates to increased annual rent for the Thriplow site which has been backdated to 2016 and the increased contribution to the RECAP waste partnership by all partners to prepare for the implementation of the Resources and Waste Strategy.

The waste budget has an underlying risk of both an additional £700K landfill gate fee pressure and a further £250k green waste pressure for the cost of diverting waste due to BATc changes required to the Waterbeach facilities. It is expected that these pressures will be largely offset by cost reductions from reduced energy use, reduced costs for In Vessel Compost facility oversize disposal, etc. although it will take a while to get to a conclusion with Thalia (formerly known as Amej) to agree the level of cost reductions.

Energy Projects Director

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
-302	-619	+299	+99

Income and maintenance costs for the St Ives P&R Smart Energy Grid forecast for this year have been pushed back into 2022/23. 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	
Non-material virements (+/- £30k)	-36	
Current Budget 2022/23	71,514	

Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2022 £'000	Movement within Year £'000	Balance at 31st October 2022 £'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	0	
Streetworks Permit scheme	44	0	44	0	
Highways Commuted Sums	1,373	22	1,395	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	1,000	
Coroners - Complex inquests	375	(65)	310	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	1,188	12,040	5,794	
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	1,188	14,705	5,794	

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 (October) £'000	Forecast Spend – Outturn (October) £'000	Forecast Variance – Outturn (October) £'000
		Integrated Transport				
0	200	Major Scheme Development & Delivery	0	24	21	21
510	311	- S106 Northstowe Bus Only Link	550	34	550	0
208	0	- Stuntney Cycleway	41	11	21	-20
1,241	1,257	Local Infrastructure Improvements	1,241	252	1,001	-240
88	75	- Minor improvements for accessibility and Rights of Way	86	7	88	2
1,480	1,494	Safety Schemes	1,480	18	483	-997
562	345	Strategy and Scheme Development work	562	535	586	24
		Delivering the Transport Strategy Aims				
2,542	1,859	- Highway schemes	2,542	239	1,800	-742
		- 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	10	50	0
1,279	819	- Bar Hill to Longstanton	40	23	40	0
1,000	115	- Gorton to Oakington	339	27	38	-301
16	0	- Arbury Road	12	0	0	-12
1,562	0	- Papworth to Cambourne	0	-22	-24	-24
1,092	1,266	- Other Cycling schemes	1,092	94	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				
9,198	9,275	Carriageway & Footway Maintenance incl Cycle Paths	9,298	2,143	8,798	-500
235	235	Rights of Way	235	54	237	2
3,366	2,477	Bridge Strengthening	3,406	1,746	3,408	2
778	778	Traffic Signal Replacement	778	113	721	-57
183	183	Smarter Travel Management - Int Highways Man Centre	183	100	183	0
118	118	Smarter Travel Management - Real Time Bus Information	118	0	118	0
		Highways & Transport				
		Highways Maintenance				
78,700	809	£90m Highways Maintenance schemes	2,365	1,633	2,499	134
4,329	4,329	Pothole grant funding	8,329	4,272	8,329	0
24,000	4,000	Footways	4,425	1,753	4,230	-195
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	-1,170	15	0
149,791	4,079	- Guided Busway	200	177	200	0
		Cambridge Cycling Infrastructure		0		
1,975	0	- Fendon Road Roundabout	189	15	15	-174
450	268	- Ring Fort Path	398	19	433	35
330	85	- Cherry Hinton Road	183	71	183	0

Total Scheme Revised Budget £'000	Original 2022/23 Budget as per BP £'000	Scheme	Revised Budget for 2022/23 £'000	Actual Spend (October) £'000	Forecast Spend – Outturn (October) £'000	Forecast Variance – Outturn (October) £'000
33,500	2,516	- King's Dyke	5,084	4,857	5,084	0
1,181	0	- Emergency Active Fund	1,181	312	1,181	0
2,589	0	- Lancaster Way	287	63	130	-157
0	0	- A14	0	0	0	0
1,883	4,481	- Wisbech Town Centre Access Study	693	-174	334	-359
158	0	- Spencer Drove, Soham	257	288	286	29
4,984	325	- March Future High St Fund	315	167	308	-7
7,770	1,601	- St Neots Future High St Fund	831	190	329	-502
2,367	0	- March Area Transport Study - Main schemes	2,367	840	2,367	0
2,300	0	- St Ives local improvements	1,000	22	275	-725
50	0	- A141 and St Ives Improvement - CPCA	50	102	50	0
		Transport Strategy and Network Development				
1,000	0	- Scheme Development for Highways Initiatives	424	1	200	-224
2,072	0	- Combined Authority Schemes	399	399	399	0
280	0	- A505	0	2	5	5
0	0	- Northstowe Transport Monitoring	0	94	0	0
6,795	0	- Wheatsheaf Crossroads	383	76	243	-140
		Planning, Growth & Environment				
6,634	1,740	- Waste Infrastructure	1,808	109	1,808	0
20,367	0	- Waterbeach Waste Treatment Facilities	1,047	558	1,047	0
680	0	- Northstowe Heritage Centre	375	54	375	0
		Climate Change & Energy Services				
0	0	- Energy Efficiency Fund	0	0	0	0
10,999	6,215	- Swaffham Prior Community Heat Scheme	6,943	2,481	6,544	-399
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	1,775	3,992	14
8,078	6,079	- Babraham Smart Energy Grid	5,630	571	3,840	-1,790
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
27,453	6,909	- North Angle Solar Farm, Soham	7,963	2,242	7,963	0
635	0	- Fordham Renewable Energy Network Demonstrator	609	0	200	-409
15,000	5,940	- Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	892	482	951	59
0	0	- Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	0	23	403	403
200	0	- Environment Fund - EV Chargepoints	194	-21	159	-35
500	435	- Environment Fund - Oil Dependency	0	0	0	0
300	300	- Environment Fund - Climate Innovation	70	0	145	75
74	0	- Treescape Fund	36	0	75	39
157	0	- Cambridge Electric Vehicle Chargepoints	139	0	139	0
3,145	0	- School Ground Source Heat Pump Projects	926	488	1,002	76
37,179	11,325	Connecting Cambridgeshire	4,628	1,797	4,628	0
	1,092	Capitalisation of Interest	1,092	0	1,092	0
588,756	90,903		89,773	27,950	81,335	-8,438
	-17,736	Capital Programme variations	-17,736	0	-9,298	8,438
	73,167	Total including Capital Programme variations	72,037	27,950	72,037	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 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 (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'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 (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,241	1,001	-240	0	-240	0	-240

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 (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,480	483	-997	0	-997	0	-997

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 (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
2,542	1,800	-742	0	-742	0	-742

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 (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'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 (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,092	591	-501	-501	0	0	-501

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 (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
9,298	8,798	-500	0	-500	0	-500

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

- Rights of Way

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
235	237	+2	+2	0	+2	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.

- Traffic Signal Replacement

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
778	721	-57	-45	-12	0	-57

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

- £90m Highways Maintenance schemes

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
2,365	2,499	+134	+152	-18	+134	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).

- Footways

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,425	4,230	-195	+10	-205	0	-205

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 (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'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 (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
189	15	-174	-176	+2	-174	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 (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,181	1,181	0	0	0	0	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.

- Lancaster Way

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
287	130	-157	-197	+40	-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 (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'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 (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
831	329	-502	-483	-19	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.

- St Ives local Improvements

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,000	275	-725	0	-725	0	-725

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 (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
424	200	-224	0	-224	0	-224

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.

- Wheatsheaf Crossroads

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
383	243	-140	-144	+4	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.

- Waterbeach Waste Treatment Facilities

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

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.

- Swaffham Prior Community Heat Scheme

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
6,943	6,544	-399	0	-399	0	6,544

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.

- Babraham Smart Energy Grid

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
5,630	3,840	-1,790	+336	-2,126	0	-1,790

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 (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
150	50	-100	0	-100	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.

- Fordham Renewable Energy Network Demonstrator

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
609	200	-409	-304	-105	0	-409

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 (October) £'000	Forecast Variance (October) £'000	Variance Last Month (September) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
0	403	+403	+428	-25	0	+403

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.

Capital Funding

Original 2022/23 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2022/23 £'000	Actual Spend (October) £'000	Actual Variance (October) £'000
18,570	Local Transport Plan	13,626	13,626	0
8,329	Other DfT Grant funding	8,529	8,529	0
11,996	Other Grants	7,114	4,526	-2,588
7,256	Developer Contributions	3,058	3,849	791
46,961	Prudential Borrowing	45,221	41,009	-4,212
11,241	Other Contributions	12,225	9,796	-2,429
104,353		89,773	81,335	-8,438
-18,970	Capital Programme variations	-17,736	-9,298	8,438
85,383	Total including Capital Programme variations	72,037	72,037	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). 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)

Summary of Place & Sustainability establishment (P&S) – Data compiled 30th September 2022

The table below shows:

- Number of FTE employed in P&S
- Total number FTE on the establishment
- The number of “true vacancies” on the establishment. We are now only reporting the vacancies from our establishment, which means there is a single source.

Notes on data:

- We can report that the percentage of “true vacancies” in P&S as of 30th September 2022 was 28.1% of the overall establishment of posts. This is higher than the previous month which stood at 25.1%. Work is ongoing with the Heads of Service to review their establishments and to delete any posts which are not actively being recruited to.

		Sum of FTE employed	Sum of true vacancies	Total FTE on establishment	Percentage of vacancies
Grand Total		306.66	119.90	426.56	28.1%
Planning, Growth and Environment	Assistant Director	2.00	0.00	2.00	0.0%
	Natural & Historic Env	26.03	10.51	36.54	28.8%
	Planning and Sus Growth	25.54	11.00	36.54	30.1%
	Waste Disposal incl PFI	6.73	3.00	9.73	30.8%
Planning, Growth and Environment		60.30	24.51	84.81	28.9%
Climate Change and Energy Service	Climate and Energy Services	10.35	4.00	14.35	27.9%
Climate Change and Energy Service Total		10.35	4.00	14.35	27.9%
H&T, Highways Maintenance	Asst Dir - Highways	3.00	1.00	4.00	25.0%
	Highways Other	9.00	2.00	11.00	18.2%
	Highways Maintenance	38.00	10.00	48.00	20.8%
	Asset Management	11.80	5.00	16.80	29.8%
H&T, Highways Project Delivery	Asst Dir - Project Delivery	1.00	1.00	2.00	0.0%
	Project Delivery	31.32	34.00	65.32	52.1%
H&T, Transport, Strategy and Development	Asst Dir - Transport, Strategy and Development	2.00	0.00	2.00	0.0%
	Highways Development Management	19.60	0.00	19.60	0.0%
	Park & Ride	15.00	0.00	15.00	0.0%
	Parking Enforcement	15.80	2.42	18.22	13.3%
	Road Safety	22.18	12.08	34.26	35.3%
	Traffic Management	37.66	11.89	49.55	24.0%
	Transport & Infrastructure Policy & Funding	13.15	3.00	16.15	18.6%
Highways	Street Lighting	5.00	6.00	11.00	54.5%
Highways and Transport Total		224.51	88.39	312.90	28.2%
Exec Dir	Executive Director (Including Connecting Cambridgeshire)	11.50	3.00	14.50	26.1%
Exec Dir Total		11.50	3.00	14.50	20.7%