

## Finance Monitoring Report – October 2024

To: Highways and Transport Committee

Meeting Date: 3 December 2024

From: Executive Director of Place and Sustainability  
Executive Director of Finance and Resources

Electoral division(s): All

Key decision: No

Executive Summary: The report is presented to provide the Committee with an opportunity to note and comment on the October 2024 position.

Recommendation: The Committee is recommended to:  
  
Review and comment on the report.

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# 1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 This regular financial monitoring report provides the consolidated management accounts of the Place and Sustainability Directorate, enabling Members to be aware of, and to scrutinise, the delivery of the business plan for 2024-25.

## 2. Background

- 2.1 This report provides the Committee with an update on the financial position of the Place and Sustainability directorate. It provides detail of the pressures and underspends across the different services and an explanation for any variances.
- 2.2 The Finance Monitoring Report (FMR) attached at Appendix 1 provides the financial position for the whole of the Place and Sustainability directorate, and as such, not all of the budgets contained within it are the responsibility of this Committee. Members are requested to restrict their questions to the lines for which this Committee is responsible.

## 3. Main Issues

- 3.1 Revenue: There is a forecast pressure across the energy schemes of £4.5m, but this is partly offset by the forecast over-achievement of income of £1.7m in Highways Development Management and £0.6m in Streetworks. Parking enforcement is forecasting a £335k pressure due to reduced income from bus lane enforcement, but this is offset by a transfer from On-Street reserves. The bottom-line position for Place and Sustainability is a forecast overspend of £1.9m.
- 3.2 Appendix 2 of the FMR provides the service explanation for the revenue variances (both over- and under-spends).
- 3.3 Capital: Across Place and Sustainability as a whole, there is a forecast slippage of £5m compared to the budgeted capital programme variation of £30.6m. Of this forecast slippage, £2,366k relates to the A14 de-trunking, where schemes are being developed for implementation during 2025/26, while the other in-year forecast variances (Safety schemes, Carriageway and Footway Maintenance, Additional Highways Maintenance, March Future High Street Fund, Soham Wicken NMU, Active Travel 4-Extension) are detailed in Appendix 3.
- 3.4 The Savings Tracker and Technical Appendices as at the end of Quarter 2 are included as Appendices 4 and 5 to the FMR respectively.

## 4. Significant Implications

- 4.1 Finance Implications  
This report details the financial position across Place and Sustainability.

- 4.2 Legal Implications  
There are no significant implications within this category.
- 4.3 Risk Implications  
There are no significant implications within this category.
- 4.4 Equality and Diversity Implications  
There are no significant implications within this category.

## 5. Source Documents

- 5.1 None