

**Department of Built Environment Local Risk Revenue Budget - 1st April to 31st December 2021**  
**(Expenditure and unfavourable variances are shown in brackets)**

Appendix B

	Latest Approved Budget 2021/22 £'000	Budget to Date (Apr-Dec)			Actual to Date (Apr-Dec)			Variance Apr-Dec £'000	Forecast for the Year 2021/22			Notes
		Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000		LAB £'000	Forecast Outturn £'000	Better / (Worse) £'000	
<b>Planning &amp; Transportation (City Fund)</b>												
Building Control	(668)	(1,267)	668	(599)	(1,136)	906	(230)	369	(668)	(437)	231	1
Structural Maintenance & Inspection	(614)	(403)	16	(387)	(339)	74	(265)	122	(614)	(510)	104	2
Highways	(2,870)	(3,010)	915	(2,095)	(2,707)	744	(1,963)	132	(2,870)	(2,808)	62	3
Traffic Management	987	(731)	1,494	763	(724)	1,737	1,013	250	987	1,121	134	4
Off Street Parking	466	(1,932)	2,160	228	(1,937)	1,848	(89)	(317)	466	49	(417)	5
On Street Parking	(3,669)	(2,598)	3	(2,595)	(2,384)	5	(2,379)	216	(3,669)	(3,502)	167	6
Drains & Sewers	(362)	(458)	192	(266)	(502)	261	(241)	25	(362)	(345)	17	
Recoverable Works	0	(600)	600	0	(720)	720	0	0	0	0	0	
Contingency	1,511	0	0	0	0	0	0	0	1,511	0	(1,511)	7
Town Planning	(3,085)	(2,908)	618	(2,290)	(2,489)	1,579	(910)	1,380	(3,085)	(2,082)	1,003	8
Planning Obligations Monitoring	0	(118)	0	(118)	(141)	0	(141)	(23)	0	0	0	
Transportation Planning	(611)	(2,035)	1,626	(409)	(1,775)	1,324	(451)	(42)	(611)	(667)	(56)	9
Road Safety	(315)	(300)	30	(270)	(324)	30	(294)	(24)	(315)	(344)	(29)	
Street Scene	(70)	(354)	387	33	(503)	416	(87)	(120)	(70)	(70)	0	
Director & Support	(1,267)	(882)	0	(882)	(704)	0	(704)	178	(1,267)	(1,027)	240	10
	<b>(10,567)</b>	<b>(17,596)</b>	<b>8,709</b>	<b>(8,887)</b>	<b>(16,385)</b>	<b>9,644</b>	<b>(6,741)</b>	<b>2,146</b>	<b>(10,567)</b>	<b>(10,622)</b>	<b>(55)</b>	
<b>Planning &amp; Transportation (BHE)</b>												
London Bridge	(87)	(62)	0	(62)	(46)	0	(46)	16	(87)	(69)	18	
Blackfriars Bridge	(60)	(36)	0	(36)	(30)	0	(30)	6	(60)	(54)	6	
Southwark Bridge	(52)	(38)	0	(38)	(33)	0	(33)	5	(52)	(47)	5	
Millennium Bridge	(82)	(60)	0	(60)	(61)	0	(61)	(1)	(82)	(82)	0	
Bridges General	0	0	0	0	(5)	0	(5)	(5)	0	(8)	(8)	
	<b>(281)</b>	<b>(196)</b>	<b>0</b>	<b>(196)</b>	<b>(175)</b>	<b>0</b>	<b>(175)</b>	<b>21</b>	<b>(281)</b>	<b>(260)</b>	<b>21</b>	
<b>TOTAL PLANNING &amp; TRANSPORTATION CTTEE</b>	<b>(10,848)</b>	<b>(17,792)</b>	<b>8,709</b>	<b>(9,083)</b>	<b>(16,560)</b>	<b>9,644</b>	<b>(6,916)</b>	<b>2,167</b>	<b>(10,848)</b>	<b>(10,882)</b>	<b>(34)</b>	

**Notes:**

- Building Control** - projected underspend due to salary underspends and additional Building Regulation Fees.
- Structural Maintenance** - projected underspend due to income from Thames Tideway SLA.
- Highways** - the projected year end underspend is mainly due to salary underspends due to staff vacancies and energy cost savings. This is partly offset by a shortfall in capital project fees as a result of staff vacancies and planned income from advertising on City subsoil which will now not be achieved due to COVID-19.
- Traffic Management** - the projected year end underspend is mainly due to additional income from Hoarding & Scaffolding Licences, Road Closures and Thames Tideway SLA, together with staff vacancies.
- Off Street Parking** - projected overspend due to effects of COVID-19 on car park income, together with increased management contract costs. This has been partly offset by premises savings.
- On Street Parking** - projected underspend due to staff vacancies and reductions on a wide range of running costs, partly offset by an increase in variable contract costs.
- Contingency** - projected overspend relates to P&T DBE TOM 12% savings £1.365m and vacancy factor to be achieved for 2021/22.
- Town Planning** - projected underspend mainly due to staff vacancies and additional income from Planning Application Fees/Planning Performance Agreements from large planning applications in the pipeline, plus further large additional income from the Thames Tideway Tunnel SLA. This is partly offset by increased advertising costs and savings to be applied as part of the TOM.
- Transportation Planning** - projected overspend is mainly due to under recovery of staff costs from capital projects due to staff vacancies, maternity leave and incomplete timesheets. This is partly offset with salary savings due to vacant posts.