

Planning & Transportation Committee**Comparison of 2021/22 Revenue Outturn with Final Budget – Local Risk**

	Original Budget £'000	Final Budget £'000	Revenue Outturn £'000	Variation Better/ (Worse) £'000	Notes
LOCAL RISK					
Executive Director Environment					
City Fund					
Town Planning	(2,992)	(3,094)	(2,082)	1,012	1
Planning Obligations	0	0	0	0	
Transportation Planning	(628)	(611)	(542)	69	2
Directorate	(1,242)	(1,276)	(956)	320	3
Road Safety	(330)	(315)	(332)	(17)	
Street Scene	(70)	(70)	(70)	0	
Building Control	(646)	(668)	(361)	307	4
Structural Mtce/Inspections	(621)	(614)	(393)	221	5
Highways	(2,818)	(2,870)	(2,732)	138	6
Traffic Management	974	987	1,187	200	7
Off-Street Parking	465	466	(119)	(585)	8
On-Street Parking	(3,685)	(3,669)	(3,381)	288	9
Drains & Sewers	(370)	(362)	(232)	130	10
Committee Contingency	1,710	1,511	0	(1,511)	11
Total City Fund	(10,253)	(10,585)	(10,013)	572	
Total Executive Director Environment	(10,253)	(10,585)	(10,013)	572	
The City Surveyor*					
Town Planning	(12)	(10)	0	10	
Highways	(152)	(147)	(80)	67	12
Off-Street Parking	(114)	(110)	(139)	(29)	
Total City Surveyor	(278)	(267)	(219)	48	
TOTAL LOCAL RISK	(10,531)	(10,852)	(10,232)	620	

(*excludes the Cyclical Works Programme)

Reasons for significant Local Risk variations

1. **Town Planning** – underspend due to reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £641,000, additional income from Planning Fees, Planning Performance Agreements and Thames Tideway SLA income £318,000, reduced internal legal fee costs £102,000, reduced consultant's fees

£61,000. This has been offset by increase in advertising costs due to change in supplier as result of the pandemic £110,000.

2. **Transportation Planning** – underspend due to reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £220,000, reduced internal legal fee costs £65,000 and other running cost savings £19,000. This was largely offset by decrease in staff cost recovery income from capital projects £235,000 due to vacancies.
3. **Directorate** – underspend due to reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £162,000 and spend not required for professional fees £55,000 communication and computing costs £55,000, conference/subscription expenses £28,000 and other running expenses £20,000.
4. **Building Control** – underspend due to reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £180,000, increase in income from Building Regulation fees and Approvals in Principle income £95,000 and other running cost savings £32,000.
5. **Structural Maintenance** – underspend due to Thames Tideway SLA income for works £128,000, highway structures breakdown maintenance works not required £46,000 and reduced inspection contract costs due to access issues £44,000.
6. **Highways** – underspend due to:
 - Reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £201,000.
 - Reduced electricity costs due to credit notes received relating to the previous financial year £103,000.
 - Reduced repairs & maintenance works required £27,000.
 - This was partly offset by shortfall in staff cost recovery from capital projects due to vacancies £166,000 and implementation of consultancy and on-boarding new contract costs for Highways Management system £27,000.
7. **Traffic Management** – underspend due to:
 - Increase in road closure fees, road permitting fees and Thames Tideway SLA income £237,000.
 - Reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £79,000.
 - This was offset by increase in advertising costs due to change in supplier as result of the pandemic £50,000 and shortfall in Hoarding and Scaffolding fees £66,000.
8. **Off Street Parking** – overspend due to shortfall in car parking fees £551,000 due to the impact of the pandemic and contract management variation costs £41,000, which was offset by reduction in running costs £7,000.
9. **On Street Parking** – underspend due to:
 - Reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £247,000.
 - A drop in printing and postage costs £109,000.
 - Other running cost savings £54,000.
 - This was offset by increase in enforcement variation contract costs £122,000.

10. **Drains & Sewers** – underspend as a result of increase in pipe subways openings and admin fee income due to demand going up post lockdown £130,000.
11. **Contingency** - overspend of £1,511,000 due to the Committee's share of the Department's unidentified savings, which was held as a contingency and not allocated to individual services across the Department during the ongoing TOM implementation.
12. **City Surveyor** - underspend of £67,000 due to reduced fixed cost works on Highways Structures.

Planning & Transportation Committee**Comparison of 2021/22 Revenue Outturn with Final Budget – Central Risk**

	Original Budget £'000	Final Budget £'000	Revenue Outturn £'000	Variation Better/ (Worse) £'000	Notes
CENTRAL RISK					
Director of Built Environment					
City Fund					
Town Planning	580	497	522	25	
Transportation Planning	0	(32)	(32)	0	
Street Scene	0	46	46	0	
Highways	2,050	1,975	1,957	(18)	
Traffic Management	0	(50)	(50)	0	
Off-Street Parking	483	100	744	644	13
On-Street Parking	4,030	4,109	3,772	(337)	14
Structural Maintenance	60	60	61	1	
Committee Contingency	(15)	(15)	0	15	
TOTAL CENTRAL RISK	7,188	6,690	7,020	330	

Reasons for significant Central Risk variations

13. **Off-Street Parking** – underspend due to increase in funding transfer required from the Parking Reserve Account mainly as a result of shortfall in local risk car park income.
14. **On-Street Parking** – overspend due to decrease PCN income £3,209,00. This has been off-set by reduced transfer of funding to the Parking Reserve Account £1,161,000, increase in dispensation, suspension and parking meter income, £882,000, decrease in bad debt provision £489,000, reduced net local risk operating costs and other central risk underspends £340,000.