

Planning & Transportation Committee**Comparison of 2022/23 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	(3,018)	(3,047)	(1,608)	1,439	1
City Property Advisory Team	(495)	(466)	(451)	15	
Planning Obligations	0	0	0	0	
Transportation Planning Directorate	(622)	(1,381)	(1,364)	17	
Road Safety	(1,253)	(2,227)	(1,760)	467	2
Street Scene	(290)	(295)	(253)	42	
Building Control	(70)	(70)	(270)	(200)	3
Structural Mtce/Inspections	(680)	(959)	(462)	497	4
Highways	(619)	(690)	(406)	284	5
Traffic Management	(2,871)	(3,481)	(3,920)	(439)	6
Off-Street Parking	1,010	1,013	1,540	527	7
On-Street Parking	465	443	331	(112)	8
Drains & Sewers	(3,660)	(3,594)	(3,016)	578	9
Committee Contingency	(372)	(362)	(232)	130	10
Total City Fund	1,940	2,424	0	(2,424)	11
	(10,535)	(12,692)	(11,871)	821	
Total Executive Director Environment	(10,535)	(12,692)	(11,871)	821	
The City Surveyor*					
Town Planning	(10)	(10)	11	21	
Highways	(147)	(147)	(101)	46	
Off-Street Parking	(110)	(115)	(167)	(52)	12
Total City Surveyor	(267)	(272)	(257)	15	
TOTAL LOCAL RISK	(10,802)	(12,964)	(12,128)	836	

(*excludes the Cyclical Works Programme)

Reasons for significant Local Risk variations

- Town Planning** – underspend due to reduced salary costs as a result of vacancies £750,000, additional income from Planning fees, Planning Performance Agreements and Thames Tideway SLA income £692,000. This has been partly offset by increase in supplies and services costs (£3,000).
- Directorate** – underspend due to reduced salary costs as a result of TOM vacancies £386,000 and spend not required for professional fees £42,000 and other running expenses £39,000.

3. **Street Scene** – overspend due to not being able to secure sufficient third-party contributions for the Sculpture in the City Artwork (year 11).
4. **Building Control** – underspend due to reduced salary costs as a result of vacancies £377,000, increase in income from Building Regulation fees £94,000 and other running cost savings £26,000.
5. **Structural Maintenance** – underspend due to additional Thames Tideway SLA income for works £137,000, highway structures breakdown maintenance works not required £78,000, reduced salary costs £37,000, reduced inspection contract costs £29,000 and other running cost savings £3,000.
6. **Highways** – overspend due to:
 - Increase in electricity costs (£279,000).
 - Increase in new repairs & maintenance FM Conway contract costs (£135,000).
 - Shortfall in staff cost recovery from capital projects due to vacancies (£109,000).
 - Additional works required to Highways Management System to provide in interfaces with new repairs & maintenance contractor (£42,000) and increase in other running costs (£20,000).
 - Partly offset by reduced salary costs due to vacancies £146,000.
7. **Traffic Management** – underspend due to:
 - Increase in road closure fees, hoarding & scaffolding fees, road permitting fees and Thames Tideway SLA income £516,000.
 - Reduced salary costs due to vacancies £33,000.
 - Partly offset by shortfall in inspection fees and funding for Bank Capacity upgrade project support (£13,000) and increase in advertising costs (£9,000).
8. **Off Street Parking** – overspend due to shortfall in car parking fees (£330,000) and increase in electricity costs (£71,000), partly offset by reduction in new contract management costs £273,000 and other running cost savings £16,000.
9. **On Street Parking** – underspend due to:
 - Reduction in the new parking enforcement contract £248,000
 - Reduced salary costs due to vacancies £238,000.
 - Reduced printing and postage costs £76,000.
 - Other running cost savings £16,000.
10. **Drains & Sewers** – underspend due to increase in pipe subways openings and admin fee income £84,000, reduced Thames Water Utilities contract works £43,000 and other running expense savings £3,000.
11. **Contingency** – overspend of (£2,424,000) 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 (£2,269,000), plus a vacancy factor held for the Department (£155,000).
12. **City Surveyor** - overspend of (£52,000) due to increase in volume of reactive call outs during the year which led to higher costs and signage costs at Tower Hill car park.

Planning & Transportation Committee**Comparison of 2022/23 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	748	401	324	(77)	13
Transportation Planning	0	773	474	(299)	14
Street Scene	0	(74)	(74)	0	
Highways	1,955	2,351	2,258	(93)	15
Drains & Sewers	0	(6)	(6)	0	
Off-Street Parking	(5)	134	245	111	16
On-Street Parking	4,001	3,906	3,382	(524)	17
Structural Maintenance	60	60	77	17	
Committee Contingency	(15)	(15)	0	15	
TOTAL CENTRAL RISK	6,744	7,530	6,680	(850)	

Reasons for significant Central Risk variations

13. **Town Planning** – overspend due to reduced Planning fee income (£251,000) which was partly offset by increased Planning Performance Agreement fees, pre-application fees and land charges fees £174,000.
14. **Transportation Planning** – overspend due to shortfall in staff cost recharges to capital projects as a result of staff vacancies and allocation of officer's time to projects (£299,000).
15. **Highways** – overspend due to shortfall in staff cost recharges to capital projects as a result of staff vacancies and allocation of officer's time to projects (£182,000), which was partly offset by increased funding transfer from the Parking Reserve Account for additional Highways repairs and maintenance costs £89,000.
16. **Off-Street Parking** – underspend due to an increased transfer of funding required from the Parking Reserve Account as a result of an overall increase in local risk operating costs caused mainly by reduced car parking income and increased energy costs, plus additional overall increases in central support charges.
17. **On-Street Parking** – overspend due to an increase in transfer funding to the Parking Reserve Account (£1,508,000) and increase in bad debt provision (£158,000). These are partly offset by net additional income achieved for the year £522,000, plus reduced contractor costs relating to Beech Street not progressing, reduced net local risk operating costs and other central risk underspends £620,000.