

**Planning & Transportation Committee****Comparison of 2023/24 Revenue Outturn with Final Budget – Local Risk**

	<b>Original Budget £'000</b>	<b>Final Budget £'000</b>	<b>Revenue Outturn £'000</b>	<b>Variation Better/ (Worse) £'000</b>	<b>Notes</b>
<b>LOCAL RISK</b>					
<b>Interim Executive Director Environment</b>					
City Fund					
Town Planning	(2,648)	(2,197)	(1,331)	866	1
City Property Advisory Team	(542)	(564)	(464)	100	2
Planning Obligations	0	0	0	0	
Transportation Planning Directorate	(1,474)	(1,627)	(1,299)	328	3
Road Safety	(2,089)	(2,096)	(2,119)	(23)	
Street Scene	(297)	(302)	(288)	14	
Building Control	(70)	(70)	(70)	0	
Structural Mtce/Inspections	(915)	(874)	(312)	562	4
Highways	(720)	(663)	(528)	135	5
Traffic Management	(3,311)	(3,358)	(3,954)	(596)	6
Off-Street Parking	1,207	1,177	1,957	780	7
On-Street Parking	480	708	708	0	8
Drains & Sewers	(3,622)	(3,686)	(3,686)	0	9
Committee Contingency	(381)	(402)	(306)	96	10
Total City Fund	1,883	155	0	(155)	11
	(12,499)	(13,799)	(11,692)	2,107	
<b>Total Interim Executive Director Environment</b>	<b>(12,499)</b>	<b>(13,799)</b>	<b>(11,692)</b>	<b>2,107</b>	
<b>The City Surveyor*</b>					
Town Planning	(10)	(5)	0	5	
Highways	(148)	(134)	(89)	45	
Off-Street Parking	(115)	(102)	(51)	51	
<b>Total City Surveyor</b>	<b>(273)</b>	<b>(241)</b>	<b>(140)</b>	<b>101</b>	12
<b>TOTAL LOCAL RISK</b>	<b>(12,772)</b>	<b>(14,040)</b>	<b>(11,832)</b>	<b>2,208</b>	

(\*excludes the Cyclical Works Programme)

**Reasons for significant Local Risk variations**

- Town Planning** – underspend due to additional income from Planning fees, Planning Performance Agreements and other contributions £958,000, and reduced salary costs as a result of vacancies £395,000. This has been partly offset by increased fees and services costs relating to Local Plan consultant costs and Statement of Historic England SLA (£487,000).
- City Property Advisory Team** – underspend due to reduced salary costs as a result of vacancies £71,000 and spend not required for other running expenses £29,000.

3. **Transportation Planning** – underspend due to reduced salary costs as a result of vacancies £361,000, reduced spend on professional and internal legal fees £106,000 and other running expenses £32,000. This has been partly offset by shortfall in staff cost recovery from capital projects due to vacancies (£171,000).
4. **Building Control** – underspend due to reduced salary costs as a result of vacancies £453,000, increased income from Building Regulation fees £105,000 and other running cost savings £40,000. This has been partly offset by shortfall in Approvals in Principle income (£36,000).
5. **Structural Maintenance** – underspend due to reduced inspection contract costs £62,000, highway structures breakdown maintenance works not required £59,000, and other charges for services provided £14,000.
6. **Highways** – overspend due to:
  - Increase in repairs & maintenance FM Conway contract costs (£600,000).
  - Increase in other running costs (£21,000).
  - Shortfall in admin fee income (£20,000).
  - Partly offset by reduced electricity costs due to Power Purchase Agreement credits £45,000.
7. **Traffic Management** – underspend due to:
  - Increase in road closure fees, hoarding & scaffolding fees, road permitting fees and Thames Tideway SLA income £737,000.
  - Reduced salary costs due to vacancies £43,000.
8. **Off Street Parking** – whilst the overall variance was nil, there were a number of significant offsetting variances:
  - shortfall in rental income (£350,000) and car parking fees (£126,000).
  - reduction in rates costs £224,000, car parks contract management costs £93,000 and other running cost savings £18,000.
  - Deficit balance transferred from the Parking Reserve Account £141,000.
9. **On Street Parking** – whilst the overall variance was nil, there were a number of significant offsetting variances:
  - salary underspends £308,000.
  - reductions in enforcement contract costs £244,000.
  - reduced printing costs £66,000, and other running expenses £41,000.
  - Surplus balance transferred to the Parking Reserve Account (£659,000).
10. **Drains & Sewers** – underspend due to reduction in drainage works £46,000, salary underspends £30,000 and increase in pipe subways openings and admin fee income £20,000.
11. **Contingency** – overspend of (£155,000) due to a vacancy factor held for the Department.
12. **City Surveyor** - underspend of £101,000 for reduction in breakdown repairs maintenance works was due to reduction in reactive call outs and reduced costs for the new planned preventative maintenance contract.

**Planning & Transportation Committee****Comparison of 2023/24 Revenue Outturn with Final Budget – Central Risk**

	<b>Original Budget £'000</b>	<b>Final Budget £'000</b>	<b>Revenue Outturn £'000</b>	<b>Variation Better/ (Worse) £'000</b>	<b>Notes</b>
<b>CENTRAL RISK</b>					
<b>Interim Executive Director Environment</b>					
City Fund					
Town Planning	748	733	1,031	298	13
Transportation Planning	773	773	364	(409)	14
Street Scene	0	(74)	(74)	0	
Highways	2,399	2,377	2,209	(168)	15
Off-Street Parking	146	(215)	(354)	(139)	16
On-Street Parking	3,920	3,971	4,042	71	17
Structural Maintenance	60	60	68	8	
Committee Contingency	(15)	0	0	0	
<b>TOTAL CENTRAL RISK</b>	<b>8,031</b>	<b>7,625</b>	<b>7,286</b>	<b>(339)</b>	

**Reasons for significant Central Risk variations**

13. **Town Planning** – underspend due to increased income for pre-application fees and land charges fees £298,000.
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 (£409,000).
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 (£168,000).
16. **Off-Street Parking** – overspend due to lower local risk operating costs and lower central support recharges, resulting in an increased transfer of funding to the Parking Reserve Account.
17. **On-Street Parking** – underspend due to increase in suspension and pay & display income £903,000 and reduction in bad debt provision £800,000. These were largely offset by reduced PCN income for the year (£619,000) and an increased transfer of funding to the Parking Reserve Account (£1,013,000).