

**Capital Budget 2019/20 – main variances****Children and Family Services**

Net variance of £3.2m. The main variances are:

	<b>£000</b>
<b>Provision of Additional Primary Places</b>	<b>-3,047</b>
<p>1) Project at Blaby Thistly Meadow has slipped by £1.4m due to planning issues as the site is on a flood plain, the structure will have to be raised up to overcome the problem.</p> <p>2) A project at Thurnby Fernvale has slipped by £0.8m, due to issues with ownership of the brook which runs along the site and an easement to Severn Trent which required a full re-design of the scheme which delayed the programme. The project is now expected to complete during the Summer break in time for the new academic year.</p> <p>3) Rothley Primary Phase 1 has slipped by £0.5m due to delay in implementing a minor works contract as well as planning difficulties. In the absence of the Minor Works frameworks the scheme went to a larger contractor from the SCAPE framework which proved to be too costly due to the small scale of the project and made the scheme unviable. The site is constrained and therefore had to be re-designed to make the scheme deliverable within the budget allocation. The re-design and procurement issues have delayed the programme.</p> <p>4) Newbold Verdon has underspent by £0.5m. The original scheme was costed at £1.5m. However subsequently the project was cost effectively redesigned through more efficient use of planned spaces, reducing the overall size of the build.</p>	
<b>SEND Programme</b>	<b>511</b>
<p>In order to deliver the High Needs Recovery Plan and enable lower cost local places to be available to deliver the required revenue saving a number of schemes to create capacity in special needs units and special schools were accelerated.</p>	
<b>Early Help - Building reconfiguration and refurbishment</b>	<b>-296</b>
<p>This relates to the reconfiguration and refurbishment of three buildings to be used by Early Help. The initial absence and subsequent delay in implementing a corporate Minor Works Contract, has caused significant delays on this project. Works were expected to start early in the new financial year, although the buildings are currently being temporarily used for the LA's COVID19 response, so this may delay the start of the scheme. Only fees have been incurred in 19/20, with the remainder of the budget to be slipped into 20/21.</p>	
<b>Strategic Capital Maintenance</b>	<b>-286</b>
<p>Due to the nature of the works that fall under this heading, elements of works that were ordered were not able to be completed during term-time and had been scheduled for the Easter break. Therefore slippage due to the timing of Easter this year (falling entirely in the next financial year).</p>	
<b>Other variances</b>	<b>-74</b>
<b>TOTAL</b>	<b>-3,192</b>

**Adults & Communities**

The Department has a net slippage of £6.7m. The main variances are:

	<b>£000</b>
<b>Records Office Relocation</b>	<b>-2,989</b>
<p>A Partner workshop took place on 6 September 2019 to confirm the detailed working relationships. The business case has required a major re-write due to the number of significant changes to the design and was submitted to the Departmental Transformation Delivery Board on 15th January. There was a delay to the appointment of the design architect and issues with contracts. Therefore delaying to commencement of work, this was further exacerbated by the impact of Covid-19, this has led to slippage into 2020/21 and 2021/22. The programme is still expected to deliver within the overall approved budget.</p>	
<b>Hamilton Court/Smith Crescent - NWL Development</b>	<b>-2,451</b>
<p>Slippage due to change of programme of works and procurement route. Pre-construction works completed in January 2020 after which construction works commenced. The project is expected to complete in 2021/22.</p>	

<b>Brookfields Supported Living Scheme (refurbishment)</b>	<b>-378</b>
Programme of works schedule for late in 2019/20 leading to slippage. Work on-site was then paused at onset of Covid-19 when the lockdown started until social distancing measures could be put in place on-site, the scheme is expected to complete in 2020/21.	
<b>Hinckley, The Trees (refurbishment)</b>	<b>-339</b>
Project delayed while confirming requirements. Work then on-site paused at onset of Covid-19 when the lockdown started until social distancing measures could be put in place on-site. The works recommenced on site on 14th April with further approved welfare and social distancing measures in place.	
<b>SCIP - Sileby, Heathcotes Drive</b>	<b>-243</b>
The property purchase was going to be completed in late March but was put on hold due to the Covid-19 situation. It is anticipated that the purchase will progress in 2020/21.	
<b>HART Rostering System</b>	<b>-146</b>
The system tender value was significantly below the estimated value, £105k. The balance of £41k relates to slippage on system implementation. The implementation of the system started in mid-May and the expectation is that the system will be live by July 2020.	
<b>Mobile Library Vehicles</b>	<b>-133</b>
The final vehicle was delivered in 2019/20. No further expenditure on mobile library vehicles is anticipated. The surplus is an underspend.	
<b>Other variances</b>	<b>-65</b>
<b>TOTAL</b>	<b>-6,744</b>

### Environment and Transport

The Department has a net slippage of £33.3m. The main variances are:

	<b>£000</b>
<b>Melton Mowbray Eastern Distributor Road</b>	<b>224</b>
Acceleration due to pre-construction and additional ground investigation works.	
<b>Capital Maintenance - Preventative</b>	<b>197</b>
Overspend due to the demand on pre surface dressing work being higher than anticipated from increasing deterioration of the roads.	
<b>M1 Junction 23 &amp; A512</b>	<b>-8,094</b>
Slippage due to delays in the legal agreement being signed with the developers. There was also a delay in mobilisation due to issues with access to the site. The agreement has now been signed and construction works have started. Grant funding from DfT has timings attached to it and so this funding will be used first to ensure conditions are met.	
<b>National Productivity Investment Fund (NPIF) - Hinckley Hub</b>	<b>-5,316</b>
Slippage of budget due to delay in negotiating with land owners and Gas Works which restricted road works in the area. This has meant that work could only start in March 2020 and so minimal expenditure occurred this year. Careful monitoring will take place as the funding is time limited and due to expire March 2021. The project will first spend any NPIF and time sensitive money which will help to mitigate this risk.	
<b>Waste Transfer Station Development</b>	<b>-4,562</b>
Slippage due to work commencing later than anticipated while identifying a suitable site. A site has now been identified at Bardon and the scheme can now progress. However, due to the delays the project will now mostly fall in 2020/21.	
<b>Melton Depot - Replacement</b>	<b>-3,851</b>
The Winter 2019/20 service was provided out of existing depot due to one-year extension of lease being granted. Winter 2020/21 onwards there is currently no prospect of moving to the new depot site until the Melton Distributor Road is completed and contractor has moved out and so short term options are being investigated. Design work will continue on the long term option but this cannot be developed at this time.	
<b>Lutterworth East - Road</b>	<b>-2,194</b>
Slippage due to full allocation of budget in this financial year (additional budget agreed mid year) whereas some of the spend will now be in 2020/21 as per the latest information from contractor. The Council was unsuccessful with a funding bid for this project so work will be paused for now.	

<b>Zouch Bridge Replacement</b>	<b>-2,051</b>
Delays to the programme following increased cost estimates resulting in a review of the programme and a cabinet report relating to funding.	
<b>County Council Vehicle Programme</b>	<b>-1,781</b>
Slippage of budget due to a fleet management review which is now complete with actions and outcomes being considered. Whilst the outcomes are being considered there is a pause on replacing the fleet.	
<b>Advanced Design</b>	<b>-1,211</b>
Slippage due to unsuccessful bid, delaying work and study work for other projects not yet commenced.	
<b>A511 Major Road Network (MRN)</b>	<b>-613</b>
Slippage due to delays with regards to signing of contract with suppliers and planning works.	
<b>A46 Anstey Lane</b>	<b>-608</b>
Slippage due to time taken to ensure that the best value for money was being received and external funders acceptance of the overall cost of the scheme. Latest forecast based on Contractors programme of works.	
<b>Capital Maintenance - Restorative</b>	<b>-540</b>
Slippage in programme due to resources being reallocated to other safety critical works which were required to ensure the network was kept safe after high levels of rainfall.	
<b>M1 Junction 20a</b>	<b>-413</b>
Slippage due to works being progressed more slowly as there is a decision to be taken by the strategic growth board on how to progress this project in relation to Lutterworth East.	
<b>Capital Maintenance - West Lane / Victoria Road</b>	<b>-406</b>
Slippage due to remedial works still being actioned on the project which will now occur in 20/21.	
<b>Kibworth Site Redevelopment</b>	<b>-374</b>
Slippage due to progress being slower than planned as dependencies with another project required a revised delivery timeframe is now in place.	
<b>Croft Office Block Improvements</b>	<b>-361</b>
Underspend due to the project being stopped as savings identified for the scheme to go ahead were not achievable.	
<b>Flood Alleviation Schemes</b>	<b>-322</b>
Slippage due to several small programmes being delayed until next financial year and a contribution confirmed from the Local levy for which works will commence next year.	
<b>Design Fees</b>	<b>-296</b>
Slippage due to lower than anticipated design fees on projects but with bigger projects in the future MTFS these costs are expected to start to increase.	
<b>Traffic Counter Renewals and Surveys</b>	<b>-224</b>
Slippage due to trial period for new equipment which if successful will be procured next year.	
<b>Other variances</b>	<b>-470</b>
<b>TOTAL</b>	<b>-33,266</b>

### Chief Executives

The Department has a net slippage of £0.6m. The main variances are:

	<b>£000</b>
<b>Rural Broadband Scheme - Phase 3</b>	<b>-610</b>
Phase 3 contract let for West Leicestershire. East Leicestershire programme had to be re-tendered as no credible bids were received and the previous main contractor did not submit a bid. The new procurement process is now underway.	
<b>Other variances</b>	<b>-4</b>
<b>TOTAL</b>	<b>-614</b>

**Corporate Resources**

The Department has a net slippage of £6.4m. The main variances are:

	<b>£000</b>
<b>Workplace Strategy - End User Device (PC, laptop)</b>	<b>173</b>
Acceleration of agreed budget for 2020/21 to forward fund work to procure laptops for A&C to support the Target Operating Model initiative.	
<b>Watermead Park Footbridge and Cycleway</b>	<b>-1,836</b>
The scheme is now on hold as one of the landowners on which the bridge will be located is reconsidering their involvement in the project. Conversations are continuing between County Council, Leicester City Council and the land owners on the potential viability of this scheme.	
<b>Snibston &amp; Country Park Future Strategy - Land Remediation works</b>	<b>-1,824</b>
Works to remediate the land have been put on hold, while the site is investigated for potential use by the Social Care Investment Programme (SCIP).	
<b>Snibston &amp; Country Park Future Strategy - Masterplan</b>	<b>-1,683</b>
The anticipated budget has not been spent as originally profiled as there was a delay in signing the S106 agreement, leading to a delay in the planning decision being issued. The work and budget will slip into 2020/21 to be completed.	
<b>Workplace Strategy (WPS)</b>	<b>-497</b>
Budget was built in for Workplace Strategy related schemes which would derive savings related to CR3. Workplace Strategy Business Case was been approved by CMT and work will now begin to progress. Funding will be slipped into 20/21 when roll out of the WPS was due to begin but may be reconsidered in light of the current Covid-19 pandemic.	
<b>ICT - LAN Edge Refresh (Remote Sites)</b>	<b>-450</b>
Equipment orders placed on 3rd March, but delivery has been delayed due to Covid-19. The latest estimate is delivery after June 2020.	
<b>ICT - Marval Replacement Programme</b>	<b>-120</b>
Two year programme is due to begin in 2020/21 as other priorities and calls on resources have taken precedence.	
<b>Firewall Replacement</b>	<b>-100</b>
Programme is due to begin in 2020/21 as other priorities and calls on resources have taken precedence.	
<b>Other variances</b>	<b>-18</b>
<b>TOTAL</b>	<b>-6,355</b>

**Corporate Programme**

The programme has a net slippage of £7.6m. The main variances are:

	<b>£000</b>
<b>CAIF - Loughborough University Science &amp; Enterprise Park (LUSEP)</b>	<b>5,399</b>
The scheme was accelerated to enable the tenant to complete possession in summer 2020. There are some additional snagging works to be undertaken, including the fit out of the second floor, for which £510k additional budget was agreed by Cabinet (171219) and added to the 20/21 Capital Programme.	
<b>CAIF - Lutterworth East Development (Phase 2)</b>	<b>436</b>
Further work is being undertaken in relation to the initial delivery stage of the project. This includes costs associated with the delivery options appraisal, alongside designing the first phase development platforms, establishing the design code and providing a utilities strategy. Acceleration of £1.1m in 2020/21	
<b>CAIF - Quorn Barrow Road Industrial Units</b>	<b>108</b>
The scheme was accelerated in advance of works in 2020/21.	
<b>CAIF - Sysonby Farm site preparation</b>	<b>105</b>
Initial site preparation in advance of works in 2020/21. Funding will be accelerated from 20/21.	
<b>CAIF - East of Lutterworth SDA</b>	<b>-9,689</b>

The completion of the purchase of the final two parcels of land associated with this scheme was completed just after year end, at the beginning of April 2020.	
<b>Energy Strategy</b>	<b>-1,922</b>
Schemes progressing, but often takes significant time for schemes to be approved and progress to operational stage. As such, majority of budget has slipped into next financial year, but should be required as a number of schools are in conversation with the LCC Energy team to progress. Slippage also due to a changeover in staff within the Energy team, alongside additional work required to support reducing Carbon emissions which has deflected staff time elsewhere.	
<b>CAIF - Airfield Business Park Phase 1</b>	<b>-1,785</b>
Build now complete, although with a few snagging issues to be resolved. Includes £1m underspend in part due to procuring a lower cost construction package through the OJEU process alongside some changes to the scheme	
<b>Industrial Properties General Improvements</b>	<b>-233</b>
Reduced spend in 2019/20 as schemes started later than planned and then delays due to Covid 19.	
<b>CAIF - Leaders Farm Site Infrastructure</b>	<b>-146</b>
Scheme now completed. Underspend as a result of works to top road off and ground works being lower cost than anticipated.	
<b>Other variances</b>	<b>135</b>
<b>TOTAL</b>	<b>-7,592</b>

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