

**Capital Budget 2020/21 – main variances****Children and Family Services**

Net variance of £12.1m. The main variances are:

	<b>£000</b>
<b>Provision of Additional School Places</b>	<b>-8,006</b>
<p>1) Shepshed School Places has slipped by £2.5m. This complex scheme involves several parties and sub-projects including the refurbishment of the former Hind Leys and Shepshed High School buildings to create a single high school building and a separate primary provision.</p> <p>2) Ashby Secondary Places scheme has slipped by £1.9m, Secondary schools in the Ashby area are currently implementing age range change - the last area of Leicestershire to do so. This transition time has added a further level of complexity over where and when additional secondary places will be required.</p> <p>3) Coalville Secondary Places has slipped by £1.1m It was initially agreed that this would be used towards a new building at Newbridge High School part of the Apollo Multi-Academy Trust. However Apollo decided to enter into a lease with the developer, instead of purchasing the building outright. S106 contributions cannot be used to fund lease payments. 4) Rothley Primary School - Slippage of £1.0m as Charnwood Borough Council (CBC) has refused the planning application, citing issues with the settlement boundary, the lack of demonstration of a housing need, and being contrary to the Charnwood Local Plan amongst the various reasons for refusal. This will further impact the delivery timeline of this scheme. 5) Fleckney Primary School - Slippage of £1.0m as a Multi Academy Trust that already has a number of primary schools in the area has applied to the DfE to open a primary Free School in the area. If the DfE approve this it could affect what is needed at Fleckney. Therefore further works have been paused awaiting the DfE's decision.</p> <p>6) Oadby Secondary Places has slipped by £0.5m. This is a passported scheme, with payments to the school being made in line with scheme progress. The expected profile of payments is £250k in each of June 21 and August 21. .</p>	
<b>SEND Programme</b>	<b>-1,884</b>
<p>1) Short Stay South slipped by £0.7m due to identification of a site is under consideration.</p> <p>2) Thomas Estley Communication and Interaction Unit slipped by £0.4m due to the scheme needed a revised legal agreement which was signed on 7th April 2021.</p> <p>3) Hinckley Area SEMH Unit has slipped by £0.3m, a number of potential sites are being explored. Discussions are now underway with the Academy.</p> <p>4) Hinckley Parks SEMH Unit slipped by £0.2m. After a number of Covid related delays, the scheme is now out to tender.</p>	
<b>Strategic Capital Maintenance</b>	<b>-1,081</b>
<p>This funding will be used towards much-needed capital maintenance works to existing buildings on the Iveshead site at Shepshed. However the timeline of works is very much dependent on the timeline of the 'Shepshed Masterplan' which itself has slipped significantly.</p>	
<b>Assessment &amp; Residential Multi-Functional Properties</b>	<b>-910</b>
<p>The initial absence and subsequent delay in implementing a minor works contract caused significant delays on this project. Works were expected to start early in the new financial year, although the buildings were being temporarily used for the LA's COVID19 response, so this delayed the start of the scheme.</p>	
<b>Early Help - Building reconfiguration and refurbishment</b>	<b>-69</b>
<p>The initial absence and subsequent delay in implementing a minor works contract caused delays on this project.</p>	
<b>Other variances</b>	<b>-191</b>
<b>TOTAL</b>	<b>-12,141</b>

**Adults & Communities**

The Department has a net slippage of £1.3m. The main variances are:

	<b>£000</b>
<b>Brookfields Supported Living Scheme (refurbishment)</b>	<b>176</b>

Additional costs incurred relating to 1) internal works to meet the physical needs of a specific service user and 2) external works undertaken to facilitate the independent living environment in a safe and secure way. This will be funded from the balance of the SCIP allocation programme in 2021/22 (£1.6m).	
<b>SCIP - Loughborough, Brooklands Forest Road</b>	<b>61</b>
Additional costs incurred due to lowest tender over budget and unanticipated costs incurred during refurbishment. This will be funded from the balance of the SCIP allocation programme in 2021/22 (£1.6m).	
<b>Hamilton Court/Smith Crescent - NWL Development</b>	<b>-1,052</b>
Slippage of scheme as Department assesses future cohort requirement. The most competitive tender was £400k over budget. All work on the development of the site has stopped until the review has concluded.	
<b>SCIP - Loughborough, New Ashby Court SL scheme</b>	<b>-203</b>
Slippage of final element of works to 2021/22 - scheme expected to be completed in late July 2021.	
<b>SCIP - Specialist Dementia Facility, Coalville</b>	<b>-100</b>
The tender for the appointment of a partner was significantly delayed due to the ongoing impact of Covid-19.	
<b>SCIP - Anstey, Hollow Road Flats</b>	<b>-90</b>
The scheme is due to be completed in early 2021/22.	
<b>Other variances</b>	<b>-105</b>
<b>TOTAL</b>	<b>-1,313</b>

### Environment and Transport

The Department has a net slippage of £16.9m. The main variances are:

	<b>£000</b>
<b>Capital Maintenance - Preventative</b>	<b>297</b>
Acceleration due to a lot more deterioration found than expected when completing the surface dressing patching works.	
<b>Highways Capital Maintenance - Bridges Schemes</b>	<b>238</b>
Acceleration due to jobs that required more specialised works than anticipated and delays in start date triggered a compensation event.	
<b>M1 Junction 23 &amp; A512</b>	<b>-3,643</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.	
<b>Highways Capital Maintenance Schemes</b>	<b>-2,716</b>
Slippage due to challenge fund being provided mid-year and whilst all efforts were made to complete these schemes before the year end they will not be done until early 2021/22. In addition due to traffic concerns at the East Midlands Airport from the effects of Brexit, a programme near this area had to be postponed and some slippage relating to less work design work being completed for major schemes this year but schemes are still progressing and this will be needed in the future.	
<b>A511 Major Road Network (MRN)</b>	<b>-1,999</b>
Slippage due to delays with surveys which delayed the planning process this then impacted on engaging with contractors and the procurement of works taking longer than anticipated	
<b>County Council Vehicle Programme</b>	<b>-1,495</b>
Slippage due to a process being reviewed with consultants under Fleet Management Review project, therefore the only spend was on replacing essential vehicles.	
<b>National Productivity Investment Fund (NPIF) - Hinckley Hub</b>	<b>-1,313</b>
Slippage due to delays, due to Covid 19 restriction, with completing trial holes which are needed to be undertaken before construction work and finalising land purchase. In addition there was a delay in obtaining the licence to access third party land to complete the trial holes and also due to disputes on potential contaminated materials and liability which delayed the land purchase.	

<b>Safety Schemes</b>	<b>-1,218</b>
Slippage due to Covid 19 restrictions stopping work. In addition Parish Council bidded to do general safety works and are yet to claim this and some money is to be used for community speed initiatives. After identifying appropriate schemes there was not enough time to complete these in 20/21 and has slipped to 21/22.	
<b>Advanced Design</b>	<b>-726</b>
Slippage due to reprioritisation of works and when monies will be spent this has meant some money is now not be required this year but will be needed in future years.	
<b>Waste Transfer Station Development</b>	<b>-625</b>
Slippage due to construction not starting until 2021/22 so that detailed pre construction works can be completed in 2020/21, therefore the spend profile has been revised in line with the commencement of the construction works.	
<b>Kibworth Site Redevelopment</b>	<b>-536</b>
Slippage due to construction not due to start until 2021/22 so that detailed pre construction works can be completed in 2020/21, therefore the spend profile has been revised in line with the commencement of the construction works.	
<b>M1 Junction 20A - Advanced Design</b>	<b>-438</b>
Slippage relates to the works with District Council taking longer than anticipated .	
<b>A46 Anstey Lane</b>	<b>-411</b>
Works completed in July 2020. Slippage due to remedial works that will need completing over the next 12 months.	
<b>Zouch Bridge Replacement</b>	<b>-373</b>
Slippage due to revaluation of the best outcomes for the programme and best value for money options which will lead to a tender process.	
<b>Lutterworth East Development - Infrastructure</b>	<b>-358</b>
Slippage due to project being on hold whilst investigating further funding options for the scheme.	
<b>Melton Mowbray Distributor Road - North and East Section</b>	<b>-281</b>
Slippage due to design works did not progress as quickly as anticipated and survey works were delayed due to weather conditions.	
<b>Recycling House Waste Sites - Drainage</b>	<b>-280</b>
Slippage due to additional surveys were required on site which has delayed the commencement of the project.	
<b>Transport Asset Management - Restorative Maintenance</b>	<b>-278</b>
Slippage due to additional DFT funding which funded larger scale maintenance works instead of smaller repair works meaning that some on the roadmender repair works have been delayed until next financial year.	
<b>Transport Asset Management - Network Performance &amp; Reliability</b>	<b>-236</b>
Slippage due to a new cycling and walking strategy being prepared in which there will be a requirement for traffic Counters and therefore the money will be spent in accordance with the strategy that is being prepared	
<b>Coalville Ashby Rd Highway Improvements</b>	<b>-187</b>
Slippage due to restrictions from Covid 19 that delayed the start date of this project.	
<b>Transport Asset Management - Flood Alleviation</b>	<b>-169</b>
Slippage due to revaluation of a large programme which may need additional works such as a pumping station but options are still being explored and some smaller schemes were delayed due to Covid restrictions and resourcing levels.	
<b>Other variances</b>	<b>-160</b>
<b>TOTAL</b>	<b>-16,907</b>

### Chief Executives

The Department has a net slippage of £0.3m. The main variances are:

	<b>£000</b>
<b>Rural Broadband Scheme - Phase 3</b>	<b>-387</b>

There was a 3 to 4 month delay in the programme, mainly due to the impact of Covid-19. The scheme is progressing with the delivery of the contract milestones, some of which will be delivered in 2021/22 instead of this financial year.	
<b>Other variances</b>	<b>48</b>
<b>TOTAL</b>	<b>-339</b>

### Corporate Resources

The Department has a net slippage of £2.9m. The main variances are:

	<b>£000</b>
<b>Workplace Strategy - End User Device (PC, laptop)</b>	<b>1,513</b>
Overspend relates to additional costs incurred in year to provide laptops and Smartphones to enable staff to work from home safely during Covid restrictions.	
<b>Melton, Sysonby Farm Development</b>	<b>366</b>
Decision taken requiring the developer to be responsible for completing enabling works at their cost therefore not going ahead with the Homes England Grant due to the conditions of the agreement.	
<b>Snibston &amp; Country Park Future Strategy - Land Remediation works</b>	<b>-1,630</b>
Remediation works will now be carried out by the end user and not form part of the scheme resulting in an underspend.	
<b>Workplace Strategy (WPS)</b>	<b>-689</b>
Slippage arising due to delays in the works starting at Pennine House and Parkside as a result of COVID-19.	
<b>Watermead Park Footbridge and Cycleway</b>	<b>-496</b>
Delays to securing necessary planning and other agreements has extended project timelines with a deferral of work start date to 2021/22.	
<b>Ways of Working - Office Infrastructure</b>	<b>-349</b>
As part of the capital refresh funding provision was made to divert funding to cover the revenue cost of the working from home allowance. This included acceleration from later years provision. The underspend represents the return of accelerated funding from 2021/22 and 2022/23.	
<b>Score + (Schools Energy Efficiency Scheme)</b>	<b>-315</b>
Covid restrictions on access to schools visits, alongside indirect impact to staff resourcing as a result of Covid has delayed project progress, as activities scheduled for 2020/21 did not proceed as planned.	
<b>County Hall Solar Panels (additional)</b>	<b>-309</b>
Government funding as part of the Decarbonisation Scheme has substituted this funding requirement, resulting in an underspend.	
<b>ICT - Marval Replacement Programme</b>	<b>-240</b>
Reassessment of future operational model has lead to a pause in the replacement of Marval.	
<b>Energy Efficiency Measures</b>	<b>-150</b>
Project investigations were delayed due to Covid-19 which impacted progress on the planned activities for 2021. Works are expected to resume in 2021/22.	
<b>ICT - Corporate Programme</b>	<b>-138</b>
Focus during 2020/21 was diverted to the response to evolving cyber security threat. This resulted in some elements of the strategic activities outlined within the ICT programme for 2020/21 to be reprioritised.	
<b>County Hall Lift Replacement Scheme</b>	<b>-110</b>
Focus on climate impact and overall re-assessment of strategic priorities led to a delay in the implementation. Project to be realigned along with other County Hall projects relating to recovery and workplace strategies.	
<b>Snibston Electric Vehicle Car Charge Points</b>	<b>-93</b>
Slippage arose as a result of awaiting planning permission for the Solar car port element of this project.	
<b>Other variances</b>	<b>-245</b>
<b>TOTAL</b>	<b>-2,885</b>

**Corporate Programme**

The programme has a net slippage of £6.9m. The main variances are:

	<b>£000</b>
<b>CAIF - Asset Acquisitions/New Investments</b>	<b>709</b>
Acceleration of funds - £0.6m to East of Lutterworth SDA and £0.1m for Airfield Business Park Phase 3-4 which have been through the approval process and agreed.	
<b>Future Developments</b>	<b>-6,545</b>
Slippage as schemes were not suitably advanced to require funding.	
<b>CAIF - Airfield Business Park Phase 1/2</b>	<b>-592</b>
Framework tender completed which resulted in only two contractors tendering significantly in excess of the budget and a further procurement exercise will need to take place.	
<b>CAIF - Lutterworth East - Planning and Pre-Highway construction Works</b>	<b>-251</b>
Slippage is Highways part of scheme, contribution and works to be agreed in 21/22.	
<b>Industrial Properties General Improvements</b>	<b>-207</b>
Slippage due to Covid which hampered decisions relating to works and letting of properties.	
<b>CAIF - Leaders Farm, Phase 2 - Ind Units and x2 Drive Thru Restaurants</b>	<b>-184</b>
Slippage due to delays in obtaining planning permission.	
<b>Other variances</b>	<b>97</b>
<b>TOTAL</b>	<b>-6,973</b>

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