

## Major GF & HRA Slippage & Rephasing Since Last Reported Position

	<b>Finance &amp; Change</b>
1.	<p><u>Materials Recycling Facility (Slippage of £0.58M from 2022/23 into 2023/24)</u>  This project is still awaiting planning approval before works can start. SCC is only making a contribution towards the project and the timescales and management are outside of SCC's control.</p>
2.	<p><u>Corporate Assets Decarbonisation Scheme (CADS) (Slippage of £2.58M from 2022/23 into 2023/24)</u>  It was previously envisaged to be the bulk of streetlighting spend during the 22/23 financial year, but there is an ongoing protracted / delayed contractual process with our Street Lighting Services provider. Therefore, approval of the Final Business Case and implementation of the project will not be possible until at least late summer 2022. This means the bulk of the ordering of materials and delivery on the ground will not commence until the latter part of 22/23.</p>
	<b>Health, Adults &amp; Leisure</b>
3.	<p><u>Outdoor Sports Centre Improvements (Slippage of £10.55M from 2022/23 into 2023/24 and 2024/25)</u>  The Outdoor Sports Centre is included as part of the Council's Levelling Up Fund Grant bid. The development of the full business case has been pushed back to align with the deadlines associated with the bid. Previously the full business case was expected to be presented to Council for approval in July, this will now be moved back until the outcome of the LUF bid is known.</p>
	<b>Housing &amp; the Green Environment</b>
4.	<p><u>RIFAS River Itchen Flood Alleviation Scheme (Slippage of £4.20M from 2022/23, 2023/24 and 2024/25 into 2025/26 and 2026/27)</u>  The budget for this scheme has been realigned to match proposed delivery of works and expenditure set out in the full business case for funding to be submitted to the Environment Agency. This has resulted in the scheme costs being delayed by a year.</p>
5.	<p><u>Purchase of Vehicles (Slippage of £2.85M from 2022/23 into 2023/24)</u>  There is currently a long lead time for vehicle purchases due to global supply issues on components in the motor industry. It is expected that only vehicles that are part of existing orders will be delivered this financial year.</p>
6.	<p><u>Depot Improvements (Slippage of £0.41M from 2022/23 into 2023/24)</u>  The budget for improving depots may not be required depending on service developments. The budget has been slipped in quarter 1 as it will not be spent this year in any case and could be future surplus depending on the result of the review of service requirements and the capital programme.</p>
	<b>Leader</b>

	<p><u>Restoring and Promoting Heritage Assets (Slippage of £4.09M from 2022/23 into 2023/24)</u></p> <p>Based on an updated project plan, the budget has been aligned to reflect the phasing of the works, as it currently stands. As the plan and delivery model is still being developed there is a possibility that the project will be phased over a longer period, to enable the Council to procure the specialist contractors needed for these works.</p>
	<p><b>Transport &amp; District Regeneration</b></p>
7.	<p><u>S106 - Highways (Slippage of £0.34M from 2022/23 to 2023/24)</u></p> <p>This budget represents S106 allocations which have not been linked to a specific project. A review of these contributions is being carried out which will lead to works in 2023/24.</p>
8.	<p><u>Transforming Cities Fund (Slippage of £5.48M from 2022/23 to 2023/24)</u></p> <p>The change in administration in May 2021 resulted in a review of the whole TCF programme from June to September 2021, during which some changes to schemes were requested that triggered DfT Change Control – the outcome of two of the three change control submissions are now known. The programme and spend profile was reviewed in June based on current position, and delays associated with the review and subsequent change control have been incorporated, resulting in a slippage across all the TCF schemes.</p>
	<p><u>Future Transport Zone (Slippage of £3.19M from 2022/23 and £0.02M from 2024/25 into 2023/24)</u></p> <p>The Solent Future Transport Zone programme had an indicative funding profile that was developed as part of the funding bid process and has been refined as the programme and projects within it have been specified, approved and progressed. Given the nature of such a large scale programme of activity this will be an ongoing, iterative process.</p> <p>The budget changes from those currently approved (previously forecast) to the reprofiled ones proposed for 2022/23 are as a result of a number of different factors:</p> <ul style="list-style-type: none"> <li>- Programme timeframe impacts: <ul style="list-style-type: none"> <li>o COVID has had a significant impact on project delivery and has created knock-on timescales impacts that have resulted in a need to reprofile a number of the project deliverables into the next financial qtr/year.</li> <li>o Resourcing – the FTZ has been under resourced for the past year which has slowed project delivery and therefore spend; this has now been largely rectified and the reprofiled spend reflects this.</li> <li>o Delivery processes – constraints across the sector (external factors) have on a number of occasions impacted our ability to meet internal timeframes which has subsequently impacted in year spend projections.</li> </ul> </li> <li>- Programme scoping/definition: <ul style="list-style-type: none"> <li>o The original budget allocations were indicative and based on high level assumptions. With additional resource the FTZ have been able to fully scope out the project requirements to provide more</li> </ul> </li> </ul>

	<p>certainty on required activity, deliverables, cost estimates and related spend profile projections.</p> <ul style="list-style-type: none"> <li>○ A number of the Programme areas have been broken down into more detailed work streams with distinct sub-divided budget allocations identified for those sub tasks.</li> </ul>
	<b>HRA</b>
9.	<p><u>Renew Warden Alarm (Slippage of £0.52M from 2022/23 into 2023/24)</u>  Anticipating an expenditure of £30,000 due to lack of resources and recruitment of staff. Which had a knock-on effect on the works needed to be carried out. Therefore, the delay has caused a slippage into 23/24.</p>
10.	<p><u>Townhill Park Regeneration (Slippage of £0.38M from 2022/23 into 2023/24)</u>  The de-commissioning programme is currently being reviewed and may be paused for this financial year. However, a demolition contract is in the pipeline for this financial year dependant on the success of purchasing of 2 leaseholder's properties. Therefore, it is anticipated that the decommissioning and demolition cost will be £1.8m and the project will incur a slippage into 23/24.</p>
11.	<p><u>Albion Towers Heating (Slippage of £0.60M from 2022/23 into 2023/24)</u>  Due to the global shortage of resources and labour this project will be incurring a surplus due. However, the Housing Operations are in the process of recruitment and obtaining resources.</p>
12.	<p><u>GN New Homes (Slippage of £5.43M from 2022/23 into 2023/24)</u>  The workers will not be on site as planned in Oct 2022. Start on Site is now estimated for June 2023. This project is now anticipating a spend of £1.5m. Therefore, this project will be slipped into 23/24.</p>