



Money Matters

The County Council's Capital Financial Position 2020/21 December 2020 and 2020/21 Revised Programme

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Capital Programme Monitoring – December 2020

1. Introduction

In February 2020 an indicative Capital Delivery Programme of £133.842m was agreed at Full Council. Subsequently approved additions and re-profiling of the programme have increased the in-year programme to £157.979m with a forecast outturn as at December 2020 of £124.772m, a variance of -£33.207m or c21.0%.

The Delivery Programme is shown in section 2 split by block. This has been agreed by service heads as being deliverable with the caveat of the overarching risk detailed in section 3 of the report. The project and programme managers will be held accountable using the following actions:

- Detailed monitoring of the delivery programme through the remainder of 2020/21 to ensure variances are reported in a timely manner and a robust level of challenge is provided to programme and project managers to ensure delivery remains on track
- Performance reports developed to enable the Capital Board to undertake this monitoring and challenge.

2. Delivery Programme

The current delivery programme is made up of the Full Council agreed 2020/21 budget updated for subsequent Cabinet approved decisions, reprofiling and an expected delivery amount for prior year schemes. This will form the basis of the monitoring report.

With additional funding being received during the year specifically to support the delivery of projects to aid both the response and recovery from the Covid pandemic, the delivery programme has noticeably increased. These additional projects have taken priority over some of the schemes originally agreed in the delivery programme, causing large slippage variances which are detailed in the report.

The total delivery programme is £157.979m as set out in Table 1 below:

Table 1 – 2020/21 Capital delivery programme by block

Service Area	Delivery Programme agreed Feb 20	Decisions	Changes to planned delivery	Total Delivery Plan for Monitoring
	£m	£m	£m	£m
Schools (including DFC)	27.089	12.119	-12.326	26.882
Children and Young People	4.382	2.895	-5.728	1.549
Highways	40.121	38.143	-34.363	43.901
Transport	15.302	6.409	0.560	22.271
Externally Funded Schemes	6.574	1.987	1.314	9.875
Waste and Other	0.300	0.000	-0.300	0.000
Adult Social Care	16.231	0.000	0.757	16.988
Corporate	19.243	20.059	-20.852	18.450
Economic Development	0.000	0.000	9.203	9.203
Vehicles	4.600	0.000	0.324	4.924
Transforming Cities Fund	0.000	4.600	-0.664	3.936
Grand Total	133.842	86.212	-62.075	157.979

3. Risks to the Delivery Programme – Covid-19

The current delivery plan budget represents the estimated value of delivery during the financial year which the programme managers within each block have committed to delivering given a return to normal working conditions, with work then progressing as planned.

The impact of the Covid-19 pandemic on planned delivery is necessarily uncertain and therefore cannot be robustly reflected in the delivery plan budget. The figure shows the projects in line to be delivered and ones that programme managers would strive to deliver under normal working conditions. The continuing management of the pandemic provides a large risk across the capital programme with risks to resources, supply chain and delivery.

The narrative for this monitoring report has been produced based on current conditions continuing for the remainder of the year. The risks on the delivery outturn due to any

future additional restrictions or lockdown measures have been omitted from the narrative with the acknowledgement in this section that the risk encompasses the whole Capital programme.

In previous reports these risks have been reflected in the drawing up of a reduced forecast position to highlight the level of delivery that could still be achieved should Lancashire experience further service disruptions and site shutdowns linked to Covid-19 restrictions. At quarter 2 this was reported as being £95.069m but has now been updated to £105.162m reflecting progress made during quarter 3.

There remains the possibility that costs may overrun on individual schemes due to covid-19 issues affecting both supply and delivery methods which may increase processes on individual schemes. These will be monitored at a programme level using contingency budgets.

4. Variance Analysis

The forecast variance as at November 2020 is -£33.207m. A breakdown of the variance to block level is shown in Table 2 below.

Table 2 – Summary Capital Delivery Programme Position as at 31 December 2020

Service Area	Total delivery programme for 2020/21	Spend to date	Total Forecast spend	Forecast Variance
	£m	£m	£m	£m
Schools (exc DFC)	24.456	12.658	18.404	-6.052
Schools DFC	2.426	2.069	3.140	0.714
Children and Young People	1.549	0.565	1.436	-0.113
Highways	43.901	31.259	43.190	-0.711
Transport	22.271	8.655	12.982	-9.289
Externally Funded	9.875	6.062	8.266	-1.609
Waste and Other	0.000	0.000	0.000	0.000
Adults Social Care	16.988	15.661	16.640	-0.348
Corporate	18.450	4.074	7.533	-10.917
Economic Development	9.203	3.474	9.181	-0.022
Vehicles	4.924	1.866	3.000	-1.924
Transforming Cities	3.936	0.422	1.000	-2.936
Totals	157.979	86.765	124.772	-33.207

The total forecast spend for 2020/21 is £124.772m, a reduction of £3.973m from the position reported at quarter 2 reflecting primarily further slippage on a number of projects. The delivery programme is funded from a combination of Borrowing

(£45.700m), Grants (£67.289m) and Developer and 3rd Party Contributions (£11.783m).

The current forecast variance is -£33.207m summarised in table 3 below and a more detailed narrative on the key items making up the variances by block can be found in the section 5 of the report.

Table 4 – Analysis of Forecast Variance

Service Area	Forecast Variance	Underspends and potential underspends	Overspends and potential overspends	Slipped Delivery	Additional delivery
	£m	£m	£m	£m	£m
Schools (exc DFC)	-6.052	-0.138	0.006	-7.003	1.083
Schools DFC	0.714	0.000	0.000	0.000	0.714
Children and Young People	-0.113	0.000	0.000	-0.114	0.001
Highways	-0.711	0.000	1.024	-3.304	1.569
Transport	-9.289	-0.266	0.000	-10.497	1.474
Externally Funded	-1.609	-0.317	0.087	-1.395	0.016
Waste and Other	0.000	0.000	0.000	0.000	0.000
Adults Social Care	-0.348	-0.011	0.000	-0.337	0.000
Corporate	-10.917	-0.501	0.036	-10.638	0.186
Economic Development	-0.022	-0.086	0.000	-1.100	1.164
Vehicles	-1.924	0.000	0.000	-1.924	0.000
Transforming Cities	-2.936	0.000	0.000	-2.936	0.000
Totals	-33.207	-1.319	1.153	-39.248	6.207

Underspends and potential underspends cover schemes that are forecast to be completed under budget. As per the capital financial regulations, these underspends can be repurposed within the same programme to allow for additional spend on other projects.

Overspends and potential overspends cover schemes that are forecast to be completed over budget. As per the capital financial regulations, these overspends can be covered through repurposed monies within the same programme.

Slipped delivery covers expenditure that was originally forecast to be incurred in 2020/21 but is now forecast to be slipped into later years.

Earlier than profiled delivery covers expenditure on schemes within the approved multi-year programme that was not originally scheduled into the current year delivery programme.

5. Detailed Narrative

Schools

The schools capital programme (including devolved formula capital (DFC)) has a 2020/21 delivery plan of £26.882m. The delivery plan (excluding DFC) has 150 schemes that will be worked on this year. The current forecast outturn is £21.544m, a variance of -£5.338m.

A summary of the main variations within the block is given below:

Basic Need Programme

The purpose of the Basic Need programme is to increase school pupil places in targeted areas via grant funded school expansions or new school build projects, the 2020/21 delivery plan for this programme is £13.530m.

There is forecast slipped delivery of -£2.723m due to work not progressing as planned on a number of schemes over the summer due to COVID and associated complications. Further uncertainties have arisen on projects originally planned to be on site in early autumn where this was contingent on other factors, such as planning approval and agreed maximum price agreements.

- The Unity College expansion project encountered a number of problems earlier in the year which has resulted in delays to the planned delivery programme. These issues are now resolved and cabinet granted permission for enabling works to commence on site and approved commencement of the building works in early December. The forecast expenditure remains under the originally planned delivery by -£1.264m but provides for successful completion of the enabling works in the financial year.
- The Tom Finney high school expansion project brief was received by the Design and Construction team in November, but it is not likely that significant delivery progress will be made this financial year causing a slipped delivery variance of -£0.390m.
- The Haven School refurbishment works project has been designed and will be taken up to tendering processes but the scheme is on temporarily on hold until consultations can be held causing a slipped delivery variance of -£0.450m.
- There is forecast additional delivery of £0.350m mainly on the Lea Community Primary School expansion project, this has progressed well and is now in defects with £0.152m of advanced delivery forecast, and the Burnley City Learning Centre Remedial work project where the project is now in final stages and has additional delivery variance of £0.105m.

Condition Programme

The Condition Programme delivers a variety of grant funded works to address priority condition issues at school buildings. The works are usually undertaken over the summer and half terms breaks to minimise disruption and includes works to replace boilers, flat roofs, windows, electrical wiring, plus legionella and asbestos remedials.

Net underspends of -£0.086m are reported. However, these variances are against what was planned to be spent in year and the overall savings made on the programme in the year to date are -£0.967m, which has been returned for reallocation to future schemes.

Slipped delivery totalling -£4.280m is reported where work was not able to progress this year as planned. The 2020/21 new starts programme of work is subsequently reporting slipped delivery of -£1.752m on projects that are now rescheduled to the next financial year.

The majority of the slipped delivery variance reported refers to the Rhyddings High school rebuild project. Delays to the programme were previously reported due to revised building regulations necessitating additional works and more structural issues were uncovered in the Sports Hall. For these reasons further costing was required delaying the agreement of the AMP with the contractor. At present the project reports a forecast variance of -£1.816m. Works have commenced and a revised programme has now been issued, with a planned completion date of July 2021.

Smaller delivery delays totalling -£0.495m across a number of condition projects from prior year programmes are reported where additional funding is now likely required to proceed.

Additional delivery of £0.733m is reported across a number of projects, £0.467m of this being on projects in the new programme that have progressed well and the remaining comprising mainly of small adjustments to settle final project costs.

Devolved Formula Capital (DFC)

The DFC programme is a grant funded programme for small to medium capital projects. It is allocated to schools on a formula basis by the Department for Education in order for schools to spend on capital projects within expenditure guidelines. While it remains difficult to estimate likely outturn expenditure as projects are not commissioned centrally, the forecast position has been increased to estimate additional delivery of £0.714m.

No negative impact of Covid has been observed on the uptake of small schemes and spending has increased steadily during autumn. It is likely schools have been utilising DFC funding to implement Covid specific health and safety measures. The current forecast remains prudent but will be reviewed in the final quarter as historically schools commission work in the latter part of the year.

Children and Young People (CYP)

The CYP capital programme has a 2020/21 delivery plan of £1.549m. The delivery plan has 2 schemes that will be worked on this year. The current forecast outturn is £1.436m, a variance of -£0.113m.

In February 2020 a proposal was approved by cabinet to develop a purpose built short break units for adults with disabilities and complex needs alongside the previously approved children's unit on the former North Cliffe special school site in Great Harwood. A budget of £2.895m was approved including a contribution of £0.300m from Hyndburn Borough council.

The demolition of the old school was successfully completed over the summer after some initial delays. An overall budget saving was achieved and has been transferred to the building project to fund the enabling works. A slipped delivery variance of -£0.014m refers to the final payment to the contractor which will now fall into the next financial year.

The construction of the children's and adult's units will be delivered together as a separate project. The AMP (agreed maximum price) was agreed with the contractor within the approved budget following value engineering and initial works began on site as planned on 26th October for a 70 week building programme. The outstanding planning consent previously reported has now been discharged thus significantly reducing the risk of delivery delays. Consequently, the previously reported slipped delivery variance is reduced to -£0.100m. A detailed programme of works has now been provided by the contractor allowing for a detailed forecast of estimated costs for the remainder of the financial year should work continue as expected.

Highways

The Highways capital programme has a 2020/21 delivery plan of £43.901m. The delivery plan has over 500 schemes that will be worked on this year. The current forecast outturn is £43.190m, a variance of -£0.711m.

The current forecast outturn is primarily due to slippage of -£3.305m, offset by additional delivery of £1.570m and a £1.000m projected overspend on Structural Defects.

The projected overspend on structural defects is due to an increase in the number of potholes being reported. If this trend continues and the current method to improve the size and the quality of repair also continues then an overspend in the region of £1.000m is forecast. There are also smaller overspends totalling £0.024m across the remainder of the Highways Block.

The additional delivery includes £0.284m on the urban unclassified pre-patching programme for 2020/21, £0.104m on the 2020/21 ABC programme, £0.095m on treatment of patched carriageways and footways and £0.059m on the 2020/21 rural unclassified programme.

There is also projected additional delivery on the bridges structural maintenance programme of £0.677m. This programme was developed when the lockdown was in force across the country but since the lockdown restrictions were eased, the bridges structural maintenance team along with the highways team have been able to deliver more work than initially anticipated this financial year.

More progress has been made completing some of the outstanding previous years drainage schemes combined with delivery of schemes which have recently been awarded funding from the additional grant has resulted in advance delivery of £0.131m.

The contract for vehicle replacement barriers has yet to be awarded and as a result it is likely that the majority of the works will slip into 2021/22, causing a forecast variance of -£0.544m.

Across the Street Lighting programme the forecast slippage of -£0.735m is mainly due to the possibility that some of the Salix replacement lanterns will now be installed in April/May 2021 rather than the current financial year. Although we are working to complete by the end of March 2021, COVID delays, supply issues with Heritage Lanterns and replacement of more subway fittings than originally anticipated could result in the extension of this programme of works into the next financial year.

Across the Highways block further forecast slippage of -£0.299m is due to a sub-contractor cancelling two road schemes, another scheme -£0.131m has been delayed because tar bound materials have been found in the surface and there have been delays to a scheme in Morecambe due to needing to obtain consent from British Heritage causing slippage of -£0.043m. An ABC roads scheme in Lancaster has been delayed to allow for a nearby 2021/22 programmed scheme to be completed at the same time causing a slippage variance of -£0.226m.

It is unlikely that repairs at Walmsley Bridge Lane and West Bradford Bridge will be carried out this year due to legal and design delays resulting in slippage of -£0.344m and a change of priority to the traffic signal programme has caused slippage in the region of -£0.347m.

Transport

The Transport capital programme has a 2020/21 delivery plan of £22.271m. The delivery plan has 157 schemes that will be worked on this year. The current forecast outturn is £12.982m, a variance of -£9.289m.

A summary of the main variations within the block is given below:

Lancashire Safer Travel Restart

Lancashire was awarded £3.501m for Covid recovery. This is to be utilised for instant schemes reallocating road space for pop-up bike lanes, wider pavements, cycle and

bus-only streets alongside interventions to support schools, signing and messaging and communication. Of this award £0.782m has been received and will be spent in full in 2020/21 with the possibility that this figure will increase depending of the timing of the remaining Grant receipts.

Safer Roads Scheme

The process was held up by the Government lockdown and the subsequent delays mean that tenders are only now been assessed and there is remaining risk of not finding suitable contractors. The expectation is that the majority of the work will be done in summer 2021 causing slipped delivery of -£0.611m.

Road safety

Progress on a number of schemes have been reviewed, lowering the forecast to £0.431m with forecast underspends of -£0.065m. As demand for temporary changes has increased there may be a risk that resources in both demand and operational functions may not have the capacity to complete this planned work.

EBARM

Four of the 'Evidence Based Accident Reduction Measures' projects have currently been placed on hold reducing the forecast to £0.028m The remaining work, all from previous slipped delivery includes Signing and Lining enhancements at various sites and completion of safety work on Chain Lane, Staining.

Skelmersdale Rail Link

Initial studies have been completed and Network Rail have completed a higher level design, costing and impact assessments. The final costs of these investigations have been completed causing additional delivery of £0.768m from previous slippage. In addition the purchase of the Skelmersdale College has been completed and a budget of £1.967m has been established for Demolition of Newcastle Colleges Group buildings and its sports facility, though -£1.196m of this has slipped into 2021/22 with work forecast to finish June 2021. Differing Central Government priorities could now put such a large Capital project at risk.

East Lancs Strategic Cycleway

Work had been put on hold due to resources being directed elsewhere but since restarted in June. Delays that affected larger sections of the programme have been overcome and Hud Hey Road and Hill End Lane are forecast to be completed. The quarter one delay is expected to push some of the work into early 2021/22 causing slipped delivery of -£0.921m. With specialised surfacing approved for some projects, supply chain issues may create a risk to completion.

NPIF

The remaining unallocated budget of the NPIF has been utilised to pay for the Transforming Cities Work and of the residual funding a delivery budget of £1.319m has been agreed. This reflects the 6 outstanding projects with the majority of the work expected on the larger North Valley Way and Riversway Corridor but in line with the

current actuals and anticipated further delays it is forecast that -£0.866m of the work will slip to 2021/22.

Keeping Traffic Moving

The refurbishment of Ormskirk bus station has seen delays and although it now passed to the design stage it is not anticipated that work will begin prior to 2021/22. It is forecast however that Smart bus ticket machine procurement will spend the remaining £0.063m as contactless machines become a priority. Electronic Information displays at Chorley and Nelson have been delayed over a dispute over the ownership of the sites and this causes forecast slipped delivery of -£0.020m.

Cycling schemes

Larger projects at Golden Hill Way and Ribbleson Avenue Quiet Way bypass have been affected by Covid related delays and slipped delivery of -£0.460m is forecast. Resourcing issues for different priorities may affect the current plan.

Burnley Pendle Growth Corridor

It has been forecast that eight of the remaining projects will be worked on in this financial year. The agreements with partner Councils have been signed and invoices for appropriate funding have now been issued. The updated forecast shows the work to be finalised by March 2021 and therefore at risk of any further lockdown restrictions.

Burnley Town Centre Improvements

As works on the Pioneer Place project will only be undertaken on completion of the work on Lower St James Street project the full £1.000m forecast spend for Pioneer Place has now been forecast to slip into 2020/21 as Lower St James is now forecasting -£0.333m of works slipping to 2021/22.

Heysham

A delivery budget of £1.670m was originally set to cover mopping up work and settling injurious affection disputes, this forecast has been revised to £1.000m due to the length of time tribunals are taking to agree.

Externally Funded Schemes

The Externally Funded schemes capital programme has a 2020/21 delivery plan of £9.875m. The delivery plan has 21 schemes that will be worked on this year. The current forecast outturn is £8.266m, a variance of -£1.609m.

The largest scheme within the delivery plan is UCLan Masterplan, which is £5.500m of the overall total. There has been year to date spend of £4.022m, with the remainder of the delivery plan figure expected to be spent by March 2021. The overall project is expected to be completed in September 2021.

There is a potential overspend variance of £0.087m. This is notably on the Skippool Road, Skippool (£0.075m) and Bispham Road, Thornton Cleveleys (£0.009m) schemes, both funded by Highways England. To cover the overspend on these

projects, approval is being sought to utilise funding from an additional Department for Transport grant, currently included within the highways capital programme.

There is forecast additional delivery of £0.016m from the S278 Bowland View, Great Eccleston scheme which has been handed back to the developer and LCC is no longer delivering as originally planned. It is being requested for this project to be amended to a Model 1 S278.

There is forecast slippage of -£1.395m across a number of schemes, most notably on the Whalley King Street zebra crossing and footways (-£0.118m) and Whalley town centre footway and bus stop improvement (-£0.107m) schemes where expenditure is now anticipated to be incurred in the first half of 2021/22. S278 Padiham THI is also expected to have slippage of -£0.935m due to a change in programme meaning the work will continue into May/June 2022. The traffic calming at Lightfoot Lane and Hoyles Lane scheme has expected slippage of -£0.090m as it is unlikely that consultation will be finalised in the current financial year and therefore it delays works going out to construction.

There is an underspend on the Heyhouses scheme of -£0.317m. The project has now moved to the Transport block.

There is a risk that delivery of the Eastway project will slip into 2021/22, however the scheme is in defects and the developer is due to be refunded in February.

Waste and Others

Due to the minimal number of projects within the block it has been agreed that the block will be disbanded and the ongoing projects reported in other blocks within the Capital programme.

Adult Social Care

The Adult Social Care (ACS) capital programme has a 2020/21 delivery plan of £16.988m. The delivery plan has 8 schemes that will be worked on this year. The current forecast outturn is £16.640m, a variance of -£0.348m.

The Disabled Facilities Grant money (£14.731m), which makes up the majority of the delivery plan, has now been fully passported to district councils.

The Extra Care Grant was separated out into 3 projects covering Preston, Chorley and Fleetwood. The Scheme at Chorley has previously been completed and it is forecast the this year will see the completion of the Preston project, an enhanced sheltered housing project of 60 flats which will see a contribution of £0.540m paid in 2020/21, a forecast underspend of -£0.010m.

For the Libraries ICT project it is now anticipated the entire remainder of this budget will be used in 2020/21 with actuals of £0.858m already incurred. Further disputes in the delay chain or compatibility issues with the new software are potential causes of

concern. The on-going Liquid Logic improvements for the 'Lancashire Person Record Exchange Service' has a forecast variance of -£0.162m due to costs now expected to slip into 2021/22.

There is forecast slippage of -£0.125m on the Burnley adults short breaks unit project due to the completion of the project now expected to slip into 2021/22. This project is currently at the detailed design stage but possibly at most risk within the block as it will require work to be completed on site and could therefore be affected by any further lockdown instructions.

Corporate

The Corporate capital programme has a 2020/21 delivery plan of £18.450m. The delivery plan has 84 schemes that will be worked on this year. The current forecast outturn is £7.533m, a variance of -£10.917m.

Within the Central systems and ICT programme there is an underspend on the ISSIS replacement scheme of -£0.161m. The Oracle Cloud System project has forecast slippage of -£5.500m as design work is now all that is expected to be delivered this financial year although the implementation timeline remains unchanged. Further work on the upgrade/replacement of the electronic and document records management systems and the improvement to council chamber webcasting are still on target for completion in 2020/21 and have not been slowed by social distancing, although compatibility issues with current ICT systems poses potential risks. The combined slipped delivery of the programme stands at -£6.164m with a further -£0.191m of savings.

The budget for the programme of Building Condition has been set at £4.518m with 73 active projects. It has been agreed that due to the current covid restrictions, six of the current projects have been put on hold with delivery likely in 2021/22, the total slipped delivery caused by these projects is -£0.498m but a further -£2.712m in slipped delivery across the other projects due to covid access issues and supply chain problems, brings the total forecasted slipped delivery to -£3.210m.

Works to operational premises has a delivery budget for the year of £2.237m over 30 active projects. Nine projects have now been completed and have resulted in underspends of -£0.197m but operational delays across the programme have caused forecast slipped delivery of -£0.917m. There has been some work on projects that were not in the delivery plan and £0.036m of additional delivery from previously slipped budget has been incurred, totalling £0.075m of additional delivery. Work at White Cross Mill 14 is near completion and currently forecasting an underspend of -£0.046m.

The remaining projects in the service challenge programme are the replacement parking services computer system which has its 2020/21 funding of £0.320m included as the delivery budget and remains on target. However Highways charges for extra work at County Hall and Arthur Street car park has added £0.026m of additional delivery.

Due to the rising value of projects within the Economic Development programme they have been moved out of the Corporate block and are being monitored separately.

Economic Development

The Economic Development capital programme has a 2020/21 delivery plan of £9.203m. The delivery plan has 13 schemes that will be worked on this year. The current forecast outturn is £9.181m, a variance of -£0.022m.

The Economic Development programme has a revised budget of £9.203m following the split from within the Corporate block.

There is a forecast variance of -£1.100m on the groundworks at Samlesbury project which is a prudent forecast based on year to date spend though work is progressing on site. If work picks up in the next couple of months then there is the possibility the delivery plan figure of £4.100m could be achieved.

The Eden North project, support from the business case preparation, has been added and £0.300m of additional delivery has been forecast which will cover the submission of the Business Case. The additional £0.200m for planning will now be utilised in 2021/22.

A payment to BT for the Superfast Broadband programme has seen additional delivery on the project of £0.412m.

Vehicles

The Vehicles capital programme has a 2020/21 delivery plan of £4.924m. The delivery plan has over 20 vehicles to be delivered this year. The current forecast outturn is £3.000m, a variance of -£1.924m.

The most significant items being procured this year include 9 salt spreading vehicles, 3 mobile libraries, 15 travelcare minibuses, 3 excavators and ancillary equipment for Waste and 2 tailored vehicles and a trailer for trading standards. This is in addition to a number of vans and other specialised vehicles for Highways and other services.

To date a wheeled paving machine, all of the travelcare minibuses, 16 combo vans and 6 Mercedes sprinter van conversions have been delivered at a cost of £1.866m. Due to the uncertainties around the impact of Brexit and the possibility of further lockdowns in the UK and Europe the forecast has been reduced to £3.000m, causing forecast slipped delivery of -£1.924m. However, if all orders that have been placed are fulfilled by the end of the financial year there is still a possibility of spend in the region of £4.200m.

Transforming Cities Fund (TCF)

The TCF capital programme has a 2020/21 delivery plan of £3.936m. The delivery plan has 3 schemes that will be worked on this year. The current forecast outturn is £1.000m, a variance of -£2.936m.

Lancashire County Council had their revised proposal for TCF investment in the Preston city region approved late on in June 2020. Work is currently underway and it is expected that £1.000m of grant funded elements of delivery scheduled for 2020/21 will be completed this financial year, causing a slipped delivery variance of -£2.936m.