

APPENDIX 4 - Capital Programme

Capital schemes	2021/22 Capital Programme Per Approved Budget February 2020	Changes between February 2021 and Q3	Outturn Changes		Revised Budget 2021/22	Outturn as at 31st March 2022	Variance to Budget	Over / (Under) Spends	Slippage	Accelerated Expenditure	2022/23	2023/24	2024/25	2025/26	2026/27	Total	Comments
			Virements Outturn	Grant / Finance Changes Outturn													
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	
People Directorate - Childrens																	
Prioritised Capital Maintenance Projects/Schools Maintenance	8,475	(1,334)	0	0	7,141	7,196	55			55	5,700	2,700	2,700	2,700	2,700	23,641	Financed by grant and borrowing Small outturn overspend in 2021/22, requiring acceleration of budget from 2022/23 2022/23 profiling to be reviewed. The higher than usual profile for 2022/23 is a result of COVID-19 causing delays in previous years. Much of this delayed work is already scoped and ready for delivery, meaning there is potential to deliver those alongside work initially planned for 2022/23, as these now require less input from the team, this will allow multiple schemes to be delivered on the ground at the same time to catch-up with the delayed work, there may still be a requirement to re-profiling some of this budget across future years. This will be reported as part of Q1 monitoring.
Devolved Formula Capital 14/15	0	7	0	0	7	0	(7)			(7)	0	0	0	0	0	7	Financed by grant. The programme of work is demand led by the individual school
Devolved Formula Capital 15/16	0	86	0	0	86	1	(85)			(85)	0	0	0	0	0	86	the funding is received for. The budget is drawn down once the school provides
Devolved Formula Capital 16/17	0	23	0	0	23	10	(13)			(13)	0	0	0	0	0	23	an application for qualifying capital works, of the schools choosing. Schools have
Devolved Formula Capital 17/18	0	106	0	0	106	36	(70)			(70)	0	0	0	0	0	106	yet to draw down the remaining funding which requires the budget to be slipped
Devolved Formula Capital 18/19	0	912	0	0	912	678	(234)			(234)	0	0	0	0	0	912	into futures years so that this remains available for its approved purpose
Devolved Formula Capital 19/20	0	684	0	0	684	381	(303)			(303)	0	0	0	0	0	684	The exact timing of expenditure was not know at Q3 and the forecast assumed all
Devolved Formula Capital 20/21	0	983	0	0	983	315	(668)			(668)	0	0	0	0	0	983	on-going works being undertaken by the school would be complete by the end of
Devolved Formula Capital 21/22	0	1,147	0	0	1,147	269	(878)			(878)	0	0	0	0	0	1,147	the year, this has not been the case meaning additional slippage is being reported
North Carlisle Primary School - Design	0	500	0	0	500	0	(500)			(500)	0	0	0	0	0	500	Financed by external contribution. Until discussion with the s106 developer are
																	finalised, this scheme cannot progress. Discussions are on-going and it is
																	expected that these will be finalised during 2022/23. No change since Q3
Inclusion Strategy	6,437	(2,437)	0	0	4,000	1,145	(2,855)			(2,855)	8,085	0	0	0	0	12,085	Financed by grant and borrowing. The planning process for a Carlisle based
																	scheme experienced delays that were not anticipated at Q3, combined with
																	contractors experiencing supply chain issues that had not been factored into the
																	initial programme of work. This has resulted in the scheme being 3 months behind
																	schedule but will be delivered -and the outputs realised- during 2022/23
																	2022/23 profiling to be reviewed. There is commitments against this scheme for
																	AP hub work that is underway, with the remaining budget being subject to further
																	scheme development work and may require re-profiling across future years. This
																	will be reported as part of Q1 monitoring.
High Needs Provision	0	253	0	0	253	5	(248)			(248)	3,172	3,665	0	0	0	7,090	Financed by grant. Profile of spend was not certain when budget was approved,
																	the budget remaining unspent will be slipped to 2022/23 to allow the works to be
																	undertaken
Basic Need schemes	1,305	(805)	0	0	500	651	151			151	2,344	934	0	0	0	3,778	Financed by grant. Profile of spend was not certain when the budget was
																	approved, the actual position has required some of the budget to be accelerated
																	from 2022/23
SEND facilities	0	0	0	0	0	0	0				650	0	0	0	0	650	N/A
Basic Need schemes - Pennine Way 3 classrooms	600	(300)	0	0	300	241	(59)			(59)	1,200	0	0	0	0	1,500	Financed by grant. The project has been delayed due to issues on site with the
																	relocation of the service mains and the availability of supplies. The work is now
																	progressing, and the main contract has commenced and work has progressed
																	ahead of the Q3 projection, resulting in a reduction of the slippage to 2022/23
Early Education for two year olds	244	(204)	0	0	40	10	(30)			(30)	203	0	0	0	0	243	Financed by Revenue Contribution. Minor slippage not reported at Q3
Residential Provision for Children & Young People	0	91	0	0	91	114	23			23	332	0	0	0	0	423	Financed by Borrowing. Small overspend requiring acceleration of budget from
																	2022/23
Campus Whitehaven	0	113	0	0	113	113	0				0	0	0	0	0	113	N/A
VA Schools Capital Projects	0	0	0	304	304	304	0			0	0	0	0	0	0	304	N/A
Rural Gigabit Connectivity Programme	0	197	0	0	197	168	(29)			(29)	0	0	0	0	0	197	Financed by grant. Minor slippage not reported at Q3. Demand led and timing is
																	dependant on claims made by individual schools. At Q3 it was assumed that all
																	claims would be settled by the 31 March 2022, however, there are some minor
																	payments remaining and it is expected that these will now be finalised during
																	2022/23
Healthy Pupil Capital Fund	0	2	0	0	2	0	(2)			(2)	0	0	0	0	0	2	Financed by grant. Only a nominal budget remains as a result of a small
																	underspend being carried over from previous years. The budget is not required
																	and will be removed from the Capital Programme. The grant will be held and
																	reviewed for any pay-back clauses, if this does not need to be returned to the
																	funder it will remain available to finance future capital programmes
TOTAL FOR PEOPLE - CHILDRENS	17,061	24	0	304	17,389	11,636	(5,753)	(2)	(5,980)	229	21,686	7,299	2,700	2,700	2,700	54,474	
People Directorate - Adults																	

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Extra Care Housing / Accommodation with Care & Support- available for new schemes	2,652	(2,119)	0	0	533	639	106			106	3,151	0	0	0	0	3,684	Financed by grant and borrowing. Small acceleration of budget required from 2022/23 2022/23 profiling to be reviewed. Some of the expenditure currently profiled to be spent in 2022/23 is subject to further scheme development work and may require re-profiling across future years. This will be reported as part of Q1 monitoring.
Reprovision of Cavendish House respite facility	495	0	0	0	495	0	(495)	(495)			0	0	0	0	0	495	Financed by borrowing. No further work is required and the remaining budget is no longer required. The approved Prudential Borrowing will be added to the existing approved, but unallocated, Prudential Borrowing balance for re-allocation to future capital programme schemes
Chronically Sick and Disabled Persons Adaptations	250	50	0	2,201	2,501	2,665	164			164	3,244	250	250	250	250	6,745	Financed by borrowing and capital receipts, the budget is for adaptations to private dwellings. Expenditure is demand led and has been higher than the approved budget due to a combination of increased demand and unit costs. This is being reviewed to identify whether this will be replicated in future years. Any impact on the future years budget will be reported as part of Q1 monitoring. Community Equipment provided by Cumbria Care's Community Equipment Service previously reported as revenue expenditure has also been added to this budget as part of the outturn. This will be financed by existing approved, but previously unallocated, Prudential Borrowing
Cumbria Care Residential	2,000	(1,000)	0	0	1,000	26	(974)	(974)			5,000	2,000	2,000	2,000	0	12,000	Financed by borrowing. The slippage reflects a delay in works at Eskdale House and Parkside care homes. Work has commenced on these schemes, but this was later than had been anticipated at Q3 due to the impact of COVID19 and the homes being in lockdown conditions, delays have been reprogrammed with the service and new completion dates agreed 2022/23 profiling is to be reviewed. Some of the budget is committed to approved scheme, but the remaining budget is subject to further scheme development work and may require re-profiling across future years. The capital programme team are supporting Cumbria Care to develop/review scheme options. The impact of this work on the budget profile will be reported as part of the Q1 monitoring.
Changing Places	53	(53)	0	0	0	0	0				0	0	0	0	0	0	N/A
TOTAL FOR PEOPLE - ADULTS	5,450	(3,122)	0	2,201	4,529	3,330	(1,199)	(495)	(974)	270	11,395	2,250	2,250	2,250	250	22,924	
Economy and Infrastructure																	
Highways																	
Engineering Safety Studies and implementation measures	300	150	0	0	450	364	(86)	(86)			300	300	300	300	300	1,950	Financed by grant. It was noted at Q3 that the forecast Q4 expenditure related to speed camera systems. The procurement of these systems is underway but was not complete by 31 March 2022. This has resulted in budget slippage into 2022/23, when delivery is now expected. This scheme can be delivered alongside work currently scheduled for 2022/23 and will therefore have no impact on the 2022/23 profile
Infrastructure Deficit Support to District Councils	385	26	0	75	486	593	107	(0)		107	0	0	0	0	0	486	Financed by grant. A number of schemes have progressed ahead of the schedule forecast at Q3, resulting in acceleration of budget that had been allocated to these schemes in 22/23. Additional funding has also been received from Barrow Town Deal for expenditure incurred during 2021/22 in relation to the Barrow cycling and walking project, this has now been added to the budget as part of the outturn. As per the budget report presented to Council in February 2022, future years IDS schemes will be reported as part of the Major Projects line.
Countryside Access Improvements	100	70	0	40	210	210	0				100	100	100	100	100	710	Financed by external grant/contribution and internal revenue contributions. Additional expenditure was incurred during 2021/22, but additional external financing has been applied to fully off-set this expenditure, meaning there is no impact on Council resources
Traffic signals and Network traffic systems	190	(9)	0	0	181	181	0	0			190	190	190	190	190	1,131	N/A
Total ITB schemes	975	237	0	115	1,327	1,348	21	(0)	(86)	107	590	590	590	590	590	4,277	
Highways & Transport - Principal Road Network (PRN) Schemes	7,261	763	0	0	8,024	7,120	(904)	(904)			7,261	7,261	7,261	4,165	4,165	38,137	Financed by grant. The Q3 report noted potential for further slippage on internal schemes if the team needed to respond to severe weather / storm works during Q4, as emergency situations such as this requires resources to be deployed as a priority instead of delivering previously programmed works. This was the case and is the reason for most of the increased slippage being reported. The delayed work will be completed early in 2022/23 with some of that work having already been completed in April. The impact of this on the delivery of already scheduled work for 2022/23 will be reviewed and reported as part of the Q1 budget monitoring report.

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Highways & Transport - Bridges & Structures	4,006	776	0	0	4,782	3,796	(986)		(986)		4,006	4,006	4,006	2,293	2,293	21,386	Financed by grant. The Q3 report noted potential for further slippage on internal schemes if the team needed to respond to severe weather / storm works during Q4, as emergency situations such as this requires resources to be deployed as a priority instead of delivering previously programmed works. This was the case and is the reason for most of the increased the slippage being reported. The delayed work will be completed early in 2022/23 with some of that work having already been completed in April The impact of this on the delivery of already scheduled work for 2022/23 will be reviewed and reported as part of the Q1 budget monitoring report
Local Committee Schemes:																	
Devolved to Local Committees - Non-Principal Road Network (NPRN)	13,918	1,382	0	0	15,300	14,892	(408)		(408)		13,918	13,918	13,918	13,918	13,918	84,890	Financed by grant. The Q3 report noted potential for further slippage on internal schemes if the team needed to respond to severe weather / storm works during Q4, as emergency situations such as this requires resources to be deployed as a priority instead of delivering previously programmed works. This was the case and is the reason for most of the increased the slippage being reported. The delayed work will be completed early in 2022/23 with some of that work having already been completed in April. The impact of this on the delivery of already scheduled work for 2022/23 will be reviewed and reported as part of the Q1 budget monitoring report.
Additional Pot Hole Action funding	10,219	1,561	0	0	11,780	11,470	(310)		(310)		10,219	10,219	10,219	0	0	42,437	Financed by grant. The Q3 report noted potential for further slippage on internal schemes if the team needed to respond to severe weather / storm works during Q4, as emergency situations such as this requires resources to be deployed as a priority instead of delivering previously programmed works. This was the case and is the reason for most of the increased the slippage being reported. The delayed work will be completed early in 2022/23 with some of that work having already been completed in April The impact of this on the delivery of already scheduled work for 2022/23 will be reviewed and reported as part of the Q1 budget monitoring report
Highways Incentive Fund - Strategic Asset Maintenance Fund	155	725	0	0	880	772	(108)		(108)		0	0	0	0	0	880	Financed by grant. Slippage was reported at Q3. The final position shows some recovery of the budgeted profile of expenditure since Q3 but still requires some slippage to 2022/23 to allow the on-going defects process to be finalised.
Other																	
DfT funded Flood Recovery Scheme - Challenge Fund	2,165	2,385	0	0	4,550	2,608	(1,942)		(1,942)		0	0	0	0	0	4,550	Financed by a grant. Slippage was reported at Q3. Final position shows some recovery of the profiled budget position, but still requires some slippage. Schemes are planned for delivery in 2022/23.
Total Transport Block funding	38,699	7,829	0	115	46,643	42,005	(4,638)	(0)	(4,744)	107	35,994	35,994	35,994	20,966	20,966	196,557	
Other Highways Schemes																	
Carlisle Southern Link Road (CSLR)	20,804	(8,619)	0	0	12,185	10,643	(1,542)		(1,542)		67,020	51,381	5,978	984	0	137,548	Financed by grant and borrowing. Slippage is the result of statutory diversion works being re-schedule to 2022/23, to allow additional time to undertake the required processes with landowners which has taken longer than originally anticipated at Q3 2022/23 profiling is to be reviewed and will be reported as part of Q1 monitoring.
Penrith Junction Improvements	150	(30)	0	0	120	92	(28)		(28)		30	0	0	0	0	150	Financed by external Contribution. Minor slippage not reported at Q3, works are substantially complete and slippage relates to some small final elements only
Active Travel Fund Barrow	638	(11)	0	0	627	182	(445)		(445)		4,752	0	0	0	0	5,379	Financed by grant. Slippage was not reported at Q3 and is the result of contractor resource delays which were only identified in January 22. Works now scheduled for in 2022/23
Barrow Town Deal - Cycling and Walking	0	0	0	0	0	0	0		0		3,700	0	0	0	0	3,700	N/A
Barrow Levelling Up Fund (LUF)	0	0	0	0	0	0	0		0		200	0	0	0	0	200	N/A
National Productivity Investment Fund	0	26	0	0	26	7	(19)		(19)		0	0	0	0	0	26	Financed by grant. Slippage was reported at Q3 due to finalisation of snagging and defects for Siddick Bridge requiring a response from Network Rail before progressing, that had taken longer than anticipated when the budgeted profile was approved
DfT funded Flood Recovery Scheme	5,628	(1,128)	0	0	4,500	2,800	(1,700)		(1,700)		1,657	0	0	0	0	6,157	Financed by grant. Slippage was reported at Q3, when the position in relation to Gooseholme footbridge in Kendal was reported. This scheme was delayed as a result of a statutory utility provider encountering supply issues delaying ability to progress on site. This situation has continued to delay the scheme through Q4 and has resulted in an increase to the slippage previous reported.

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Whitehaven North Shore Access (NPIF/BEC)	0	55	0	(13)	42	42	0	0			0	0	0	0	0	42	Financed by grant. Forecast underspend due to construction works being completed under budget. This has resulted in a reduction to the external funding for the scheme and the budget has been adjusted to reflect this.
Live Labs Project	662	182	0	0	844	678	(166)	(166)			100	0	0	0	0	944	Financed by grant. Works have now been complete as expected. This has been delivered slightly underbudget and slightly under what was projected at Q3. The external grant funding provider has approved the use of the remaining budget for future years testing/monitoring of the trial sites, to strengthen the final outcomes of this trial.
Windermere Ferry re-fit	0	3	0	0	3	0	(3)	(3)			0	0	0	0	0	3	Financed by borrowing. Only a nominal budget remains as a result of a small underspend being carried over from previous years. The budget is not required and will be removed from the Capital Programme. The approved Prudential Borrowing will be added to the existing approved, but unallocated, Prudential Borrowing balance for re-allocation to future capital programme schemes
Windermere Ferry replacement	0	100	0	0	100	73	(27)	(27)			5,007	1,000	0	0	0	6,107	2021/22 financed by revenue contribution, with future years financed from borrowing. Minor slippage not reported at Q3. The exact profiling of spend was not certain at Q3, but the remaining budget is still required to continue with the procurement, design and build of the replacement ferry.
Street Lighting	0	201	0	0	201	201	(0)	(0)			0	0	0	0	0	201	N/A
Lead Local Flood Authority	500	2,672	0	0	3,172	1,254	(1,918)	(1,918)			300	0	0	0	0	3,472	Financed by grant. As reported at Q3, there was potential for delay on some large schemes. This is due to the complex nature of the permissions needed from landowners impacted by the improvement works. This process can take a significant amount of time and it is difficult to predict exactly how long it will take, there is therefore always an element of uncertainty regarding the profile of spend. Although this process has taken longer than anticipated at Q3, resulting in additional slippage, a conclusion is being reached and work is expected to progress in Q1/Q2 2022/23
Highways Fleet Replacement	0	2,075	0	0	2,075	602	(1,473)	(1,473)			0	875	0	0	0	2,950	Mainly financed by borrowing (with some revenue contribution). Slippage was reported at Q3. The current fleet within Highways consists of aging stock, which in the main is over 10 years old. The intention has been to replace these vehicles over a number of years. Orders have been placed (in some cases over a year ago) but due to the various challenges, Covid, relay production and now wiring loom production issues due to the war in the Ukraine, delivery of these vehicles continues to be effected. Some major manufacturers in this field have already indicated that their order books are now closed until 2025. Every attempt is being made to resolve these issues and secure delivery of our much needed new fleet. The impact on service delivery and revenue budgets can be managed over this short-term period.
SEND Fleet Vehicles	1,036	184	0	0	1,220	0	(1,220)	(1,220)			0	0	0	0	0	1,220	Financed by revenue contribution. Slippage was reported at Q3. The delay is due to supply chain issues outside the Councils control. Alternative provision has been made available over the short-term, which has ensured the service continues to be delivered. This position will continue to be monitored and managed until the additional vehicles are received. Procurement will continue in to 2022/23 alongside spot purchase of appropriate SEND vehicles as they become available in the supply chain (following market research and visits to confirm suitability)
A592/A684 Road Safety Foundation Schemes	4,526	(2,090)	0	0	2,436	841	(1,595)	(1,595)			6,147	0	0	0	0	8,583	Financed by a grant. Slippage was reported at Q3, but the final slippage is higher than was anticipated at that time. Several A684 work packages were delayed and were not complete by year end and design work was delayed on the A592 road safety barriers package which will result in budget slippage into 2022/23 2022/23 profiling is to be reviewed in conjunction with the design work being finalised for the A592. Works on this road is impacted by a working window restriction caused by winter weather and school holiday periods, as well as some of the work potentially being labour intensive due to the heritage nature of the landscape setting. Once this review has been undertaken, any impact of the budgeted expenditure profile will be reported as part of the Q1 monitoring.
A595 Bothel	4,550	(3,350)	0	0	1,200	1,581	381		381		4,001	0	0	0	0	5,201	Financed by grant. There is a small overspend not reported at Q3. This is due to delivery of the Torpenhow junction 'design' being accelerated into Q4., This has been approved as part of a change control with the grant funder. This has resulted in budget being accelerated from 2022/23
A595 Grizebeck	831	64	0	0	895	1,063	168		168		2,628	0	0	0	0	3,523	Financed by grant. There is a small overspend not reported at Q3. This is as a result of additional work being undertaken during Q4 to prepare scheme for planning submission and design / build tender. 2022/23 budget to be accelerated to finance this overspend.

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Carlisle Future High Streets Fund (FHSF)	0	100	0	0	100	12	(88)	(88)			1,860	1,303	0	0	0	3,263	Financed by grant. Slippage was reported at Q3 to reflect the delay in securing a Grant Funding Agreement (GFA) with Carlisle City Council. This was delayed due to resources availability. Scheme delivery is now programmed to commence in 2022/23 and will delay completion by approximately 3 months. There is sufficient float within the programme to accommodate these changes
Kendal Northern Access Route (KNAR)	0	209	0	0	209	80	(129)	(129)			300	0	0	0	0	509	Financed by grant. Slippage was reported at Q3 due to delay in project commencement. The revised programme demonstrates that key programme deadlines can still be achieved and some of the spend profile has been recovered since Q3, but some slippage is still required
Environment Fund	0	379	0	0	379	0	(379)	(379)			0	0	0	0	0	379	Financed by grant and revenue contribution. Slippage is in-line with Q3 report. Tree planting in Barrow is currently out to tender for contractors. The time scale for completion of work was not known when the budget was set and so this was all budgeted for 21/22, it is now expected that a realistic time for work to be complete is May 2022. The budget will be slipped to 22/23 to reflect this
Carlisle Station Gateway	800	(450)	0	0	350	343	(7)	(7)			3,506	4,200	2,501	2,715	0	13,272	Financed by grant and borrowing. Very minor slippage in spend profile not reported at Q3
Major Projects Match Funding	0	0	0	0	0	0	0				2,194	2,385	2,385	2,385	2,385	11,734	N/A
Strategic Highways Match Funding	2,000	1,659	0	0	3,659	1,864	(1,795)	(1,795)			0	0	0	0	0	3,659	Financed by borrowing. Request to reprofile remaining budget into future years to reflect timing of scheme delivery. These schemes include Carlisle Station Gateway. Very slight change from Q3
Storm Damage	0	0	0	0	0	0	0				1,000	0	0	0	0	1,000	N/A
TOTAL FOR HIGHWAYS	80,824	60	0	102	80,986	64,364	(16,622)	(3)	(17,275)	656	140,396	97,138	46,858	27,050	23,351	415,779	
Economic Development (non LEP)																	
Citadels Borderlands	0	10	0	17	27	27	(0)	(0)			0	0	0	0	0	27	N/A
Carlisle Southern Gateway	0	100	0	0	100	118	18		18		30	0	0	0	0	130	Financed by grant and borrowing. Spend for 2021/22 slightly higher than forecast are Q3 to reflect acceleration of design work to ensure the project is aligned with other projects progressing in the area.
Maryport Future High Street Fund	0	0	0	0	0	0	0	0			192	784	0	0	0	976	N/A
Bowness Promenade	0	414	0	0	414	361	(53)	(53)			114	0	0	0	0	528	Financed by grant. Q2 reported forecast slippage to reflect latest programme that projects completion in Spring 2022. The final date is has not moved, but, works have progressed quicker than anticipated at Q3 to ensure that the impact on the school holiday period is minimised. This has resulted in lower slippage than expected to Q3, but some slippage is still required
Total for Economic Development (non LEP)	0	524	0	17	541	506	(35)	(0)	(53)	18	336	784	0	0	0	1,661	
Economic Development - LEP schemes																	
LEP - South Ulverston	0	25	0	0	25	22	(3)	(3)			0	0	0	0	0	25	Financed by grant. Minor slippage not forecast at Q3 to carry forward into 2022/23 to conclude final scheme handover activity
Marina Village	0	600	0	0	600	234	(366)	(366)			4,900	0	0	0	0	5,500	Financed by grant. Slippage was not forecast at Q3 and reflects an unanticipated delay to monitoring works, which will now commence in June 2022. Overall milestones from funder is still achievable.
Barrow Community Hubs	0	166	0	0	166	114	(52)	(52)			29	0	0	0	0	195	Financed by grant. Minor slippage not forecast at Q3 to carry forward into 2022/23 to conclude final scheme handover activity due to the delay in receiving the grant funding approvals.
Total for LEP schemes	0	791	0	0	791	370	(421)	0	(421)	0	4,929	0	0	0	0	5,720	
TOTAL FOR ECONOMIC DEVELOPMENT	0	1,315	0	17	1,332	876	(456)	(0)	(473)	18	5,265	784	0	0	0	7,381	
Leachate Management - various closed landfill sites	54	(14)	0	0	40	27	(13)	(13)			62	0	0	0	0	102	Financed by borrowing. Minor slippage not forecast at Q3 to carry forward into 2022/23 to conclude closed landfill sites work.
Land/Port/Waste Statutory Standards	3,255	(2,045)	0	0	1,210	915	(295)	(295)			4,660	1,800	1,800	1,000	1,000	11,470	Financed by borrowing, grant and revenue contribution. Some slippage was reported at Q3 as a result of resource availability. This position was based on an estimate as the exact spend was not known. The outturn slippage is higher than had been forecast due to a delay in the delivery programme. The exact spend achievable in 21/22 was estimated at Q3 with the final position being slightly different resulting in slippage into 2022/23.
TOTAL FOR ENVIRONMENT OTHER	3,309	(2,059)	0	0	1,250	942	(308)	0	(308)	0	4,722	1,800	1,800	1,000	1,000	11,572	
Property																	
Corporate Property Planned Maintenance and improvement	5,500	(500)	0	0	5,000	3,468	(1,532)	(1,532)			4,575	3,000	3,000	3,000	3,000	21,575	Financed by borrowing. Slippage was reported at Q3, but the final position shows an increase in that slippage. This is due to care homes being in and out of outbreak lockdown procedure, which means the Council has been unable to progress with any significant internal work, such as re-wiring and re-heating programmes.

APPENDIX 4 - Capital Programme

Capital schemes	2021/22 Capital Programme Per Approved Budget February 2020	Changes between February 2021 and Q3	Outturn Changes		Revised Budget 2021/22	Outturn as at 31st March 2022	Variance to Budget	Over / (Under) Spends	Slippage	Accelerated Expenditure	2022/23	2023/24	2024/25	2025/26	2026/27	Total	Comments
			Virements Outturn	Grant / Finance Changes Outturn													
Fire Vehicle replacement	1,710	2,145	0	0	3,855	1,601	(2,254)		(2,254)	0	1,165	1,330	0	350	0	6,700	Financed by borrowing. Slippage was reported at Q3 due to delay in global supply chain for vehicle parts. The slippage has increase since that position was reported. The change since Q3 is due to the spend profile still being uncertain at Q3 and being based on best judgement and estimates. The increased delay will have no impact on the current service being delivered and has had no adverse revenue impact.
TOTAL FOR FIRE & RESCUE SERVICE	1,710	2,145	0	0	3,855	1,601	(2,254)	0	(2,254)	0	1,165	1,330	0	350	0	6,700	
Total County Council Capital Programme Schemes	122,396	(2,867)	0	2,624	122,153	88,645	(33,508)	(500)	(34,180)	1,172	205,297	117,601	60,608	39,350	33,301	578,310	
Accountable Bodies Programme																	
LEP schemes																	
North Cultural Regeneration Fund	0	546	0	0	546	50	(496)		(496)	0	0	0	0	0	0	546	Project Grant Agreement not yet executed so payment of grant has slipped into 2022/23
Lillyhall North	0	358	0	0	358	0	(358)		(358)	0	0	0	0	0	0	358	A late decision was made to retain the payment until project amendments were approved. The grant won't be paid out until 2022/23
Non-LEP schemes																	
Cumbria Coastal Community Forest	0	0	0	0	0	0	0		0	0	895	850	850	0	0	2,595	Cumbria County Council will be Accountable Body for this scheme, which is to be delivered by Cumbria Woodlands. The scheme is expected to be delivered over the next three years and has both revenue and capital elements. These forests not only contribute to climate change adaption and mitigation but have direct benefits for the people living in these areas.
Total Accountable Bodies	0	904	0	0	904	50	(854)	0	(854)	0	895	850	850	0	0	3,499	
TOTAL CAPITAL PROGRAMME WITH ACCOUNTABLE BODIES	122,396	(1,963)	0	2,624	123,057	88,695	(34,362)	(500)	(35,034)	1,172	206,192	118,451	61,458	39,350	33,301	581,809	