

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	14 January 2021
Title:	2021/22 Revenue Budget Report for Economy, Transport and Environment
Report From:	Director of Economy, Transport and Environment and Deputy Chief Executive and Director of Corporate Resources

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Section A: Purpose of this Report

1. The purpose of this report is to set out proposals for the 2021/22 budget for Economy, Transport and Environment in accordance with the Councils Medium Term Financial Strategy (MTFS) approved by the County Council in November 2019 and updated subsequently in July 2020 to reflect the financial impact of the Covid-19 crisis and the County Council's response.

Section B: Recommendations

To approve for submission to the Leader and the Cabinet:

2. The revised revenue budget for 2020/21 as set out in Appendix 1.
3. The summary revenue budget for 2021/22 as set out in Appendix 1

Section C: Executive Summary

4. The Medium Term Financial Strategy (MTFS) update presented to Cabinet and County Council in July 2020 sought to assess the medium term impact of Covid-19 on the financial sustainability of the County Council. It explained that we were treating the medium term impact of Covid-19 as a one off financial impact that we aimed to address through a financial response package of Council resources and further government support and concluded that further

government funding of £52.4m was required to ensure that the Council was financially sustainable in the medium term.

5. An update was presented to Cabinet in November and County Council in December which reaffirmed that a minimum level of government support of at least £50m was still required to help balance the deficit after the application of the financial response package.
6. The aim of the approach to Covid-19 was to place the County Council in the same financial position it would have otherwise been in if Covid-19 had not happened in order to ensure that the tried and tested financial strategy which the County Council operates could be protected and retained.
7. This strategy works on the basis of a two year cycle of delivering departmental savings targets to close the anticipated budget gap. This provides the time and capacity to properly deliver major savings programmes every two years, with deficits in the intervening years being met from the Budget Bridging Reserve (BBR) and with any early delivery of resources retained by departments to use for cost of change purposes or to cash flow delivery and offset service pressures. The model has served the authority well.
8. In line with this strategy, the Transformation to 2021 (Tt2021) Programme has been in place for some time to develop the £80m of savings required to balance the budget for 2021/22. Detailed savings proposals for each department were approved by the County Council in November 2019, in order to allow more time for delivery of the savings; including the requirement to undertake a second stage of service specific consultations where necessary.
9. Since the transformation programme is already in place to deliver approved departmental savings, there are no new savings proposals to be considered as part of the 2021/22 budget setting process. The anticipated delay to delivery of some aspects of the transformation programmes has been factored into our financial planning and sufficient one-off funding exists both corporately and within departments to meet any potential gap over the period.
10. The report also provides an update on the business as usual financial position for the current year and the outturn forecast for the Department for 2020/21, excluding the financial impact of Covid-19, is a saving against the budget of £4.4m.
11. The proposed budget for 2021/22 analysed by service is shown in Appendix 1.
12. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2020/21 and detailed service budgets for 2021/22 for Economy, Transport and Environment. The report has been prepared in consultation with the Executive Member and will be reviewed by the Economy, Transport and Environment Select Committee. It will be reported to the Leader and Cabinet on 9 February 2021 to make final recommendations to County Council on 25 February 2021.

Section D: Contextual Information

13. The Medium Term Financial Strategy (MTFS) update presented to Cabinet and County Council in July explained that we were treating the medium term impact of Covid-19 as a one off problem that we aimed to address through a financial response package of Council resources and further government support.
14. The report concluded that further government funding of £52.4m was required to ensure that the Council was financially sustainable in the medium term and an update, presented to Cabinet in November and County Council in December, reaffirmed that a minimum level of government support of at least £50m was still required to help balance the deficit after the application of the financial response package.
15. The aim of the approach to Covid-19 was to place the County Council in the same financial position it would have otherwise been in if Covid-19 had not happened in order to ensure that it still had sufficient fire power in its reserves to address the business as usual deficits of at least £40m per annum predicted after the current Transformation to 2021 (Tt2021) Programme has been implemented and in line with the strategy being adopted to manage the financial impact of Covid-19 as a separate one off issue.
16. The current financial strategy which the County Council operates, works on the basis of a two year cycle of delivering change to release resources and close the anticipated budget gap. This provides the time and capacity to properly deliver major transformation programmes every two years, with deficits in the intervening years being met from the Budget Bridging Reserve (BBR) and with any early delivery of resources retained by departments to use for cost of change purposes or to cash flow delivery and offset service pressures. The model has served the authority well.
17. The County Council's action in tackling its forecast budget deficit and providing funding in anticipation of further reductions, placed it in a very strong position to produce a 'steady state' budget for 2020/21, giving itself the time and capacity to develop and implement the Tt2021 Programme to deliver the next phase of savings totalling £80m. This also avoids the worst effects of sudden and unplanned decisions on service delivery and the most vulnerable members of the community.
18. Consequently, the majority of the decisions in respect of major changes to the budget were taken early however, other factors will still affect the budget, such as council tax decisions and inflation.
19. Members will be aware that following previous delays in the Comprehensive Spending Review (CSR) it was hoped that a three year CSR would be announced in November this year. Following increasing rates of Covid-19 throughout October and the uncertainty over the long term economic impacts of Covid-19 the Chancellor announced that only a single year Spending Review would be put in place.

20. The Spending Review announcement took place on 25 November 2020 and the key elements were as follows:

- For salaries set by the Government (such as teachers and police) there will be a public sector pay freeze in 2021/22. The exceptions are for those earning less than £24,000 (who will receive a minimum £250 increase) and the NHS. The Government does not set pay for most council staff, although it is likely to set grant levels at amounts which assume a pay freeze.
- Councils with social care responsibilities will be allowed to increase council tax by up to 5% in 2021/22 without holding a referendum. This consists of 2% for main council tax and 3% for the adult social care precept.
- The business rates multiplier will be frozen in 2021/22 (with local authorities fully compensated for the lost income). Further Covid-19 business rates reliefs may be announced in the new year.
- The Government expects to provide local authorities with over £3bn more to help with Covid-19 pressures in 2021/22. It comprises:
 - £1.55bn to help with expenditure pressures.
 - £670m additional funding for council tax support schemes (which reduce council tax bills for households on low incomes).
 - £762m (estimate) to compensate local authorities for 75% of council tax and business rates losses resulting from 2020/21.
 - Extending the Covid-19 sales, fees and charges reimbursement scheme for three months until the end of June 2021.
- An additional £300m for adults' and children's social care (£1.2m for Hampshire) and continuation of the existing £1bn annual grant put into social care previously will be maintained, along with £2.1bn provided through the improved Better Care Fund (pooled with the NHS). Proposals for reforming adults' social care will be brought forward next year.
- The New Homes Bonus scheme will continue for a further year, with no new legacy payments. Reforms to the New Homes Bonus will be consulted on shortly, with a view to implementing changes in 2022/23.
- The Chancellor also announced how the Government would deliver the next stages of its infrastructure investment plans to drive the UK's recovery with £100bn of capital spending next year and a £4bn Levelling Up Fund.

21. The provisional Local Government Finance Settlement has not been announced at the time of writing this report but is anticipated during week commencing 14 December 2020. This will provide more clarity as to the impact of the Spending Review on Hampshire County Council and details will be provided in a separate briefing to members and within the Economy, Transport and Environment Select Committee Briefing presentation in January 2021.

22. The final grant settlement for 2021/22 is not due out until this report has been dispatched, however it is not anticipated that there will be any major changes to the figures that were released in December 2020.
23. The Economy, Transport and Environment (ETE) Department has been developing its service plans and budgets for 2021/22 and future years in keeping with the County Council's priorities and the key issues, challenges and priorities for the Department are set out below

Section E: Departmental Challenges and Priorities

24. The Department's underlying budget strategy continues a relentless focus on core service delivery around Highways, Waste Management, Transport, Economic Development and statutory planning services.
25. The financial impacts of Covid-19 on the County Council have been comprehensively covered in the regular update reports to Cabinet so will not be repeated here (the net financial impact on ETE, expected to be £2.8m, will be met corporately). The impacts on the Department's activities this year have been wide-ranging and include:
 - In line with Government guidance, supporting public transport in Hampshire financially by making payments based on activity in the previous financial year where budget provision exists (e.g. Concessionary Fares, subsidies to local bus) and ensuring additional Government grant support covering commercial journeys has been passed to bus operators in a timely way.
 - Suspending the enforcement of on-street parking for a period and delaying the further rollout in town centres to support the recovery of retail and other outlets in local centres.
 - Introducing a booking system for Household Waste Recycling Centre visits to manage access and therefore enable the safe use of these sites by the public and remove the impact of nuisance queuing on neighbouring businesses and in some cases on highway safety.
 - Ensuring capital and highway maintenance works were able to re-start using Covid-19 secure methods of working (but this has brought both additional costs and reduced efficiency).
26. While it might be expected that the immediate pressures from the pandemic will recede as the mass vaccination programme is rolled out the economic implications are likely to persist. As part of the overall Recovery approach the Department is leading the development of an Economic Recovery Framework for Hampshire (and may come under pressure to catalyse regeneration programmes despite limited capacity to invest directly).
27. The impact of pandemic has also contributed to further delays in bringing forward legislation to confirm the Government's recycling proposals following publication of their Resources and Waste Strategy in 2018 and subsequent

consultation responses. This continuing uncertainty has had a corresponding impact on the County Council's ability to progress and conclude discussions with District and Borough Council Waste Collection Authorities on delivering the required changes including new infrastructure. The proposed legislation could also have significant financial impacts: for example, in quarter 2 of this year, aluminium drinks cans make up just 3% of recycled materials by volume but 32% by income value. If the proposed Deposit Return Scheme were to remove this material from local authority waste streams there would be a disproportionate adverse effect on the current financial model for recycling.

28. Following the County Council's declaration of a Climate Change Emergency in July 2019 a small corporate team to lead this work was established in the Department. Since then, the County Council's Climate Change Strategy and the associated Action Plan have been endorsed, focussing on the County Council but also the wider county of Hampshire where the majority of carbon emissions are generated and the greater impact can be made. However, these activities are generating pressure from raised public expectations to act quickly on a number of fronts such as increased walking and cycling schemes and accelerated flood mitigation works. The approach remains to focus resources on developing pilot approaches and submitting bids for external funding to take these forward.
29. The increased focus on Climate Change alongside the recommendations from the 2050 Commission of Enquiry is influencing the major update of the County Council's Local Transport Plan (LTP4) the approach to which was endorsed by the Executive Member for Economy, Transport and Environment in March 2020. Work is at an early stage and is initially focussed on consulting with an extensive range of internal and external stakeholders to shape a vision for the future place and quality of life in Hampshire then establish the design principles to achieve this vision.
30. Finally, a decade of austerity and managed decline of the highway network has resulted in a visible and accelerating deterioration of the road network, which is particularly apparent on the c and unclassified roads (making up 83% of the network). The annual funding gap is now estimated at £3-5m per annum. The National Highways and Transport Network (NHT) 2020 survey showed that, against a backdrop of falling overall scores, Hampshire's score for highways condition has slipped from the top quartile last year to the second quartile this year. This position has been offset both by ongoing investment from the County Council in structural improvements through the 'Operation Resilience' programme (which benefitted from a one-off increase of £3m in 2020/21 agreed by Cabinet and the County Council in February 2020) and one-off Government grant funding such as the Pothole Fund. However, the revenue budget provision available for reactive maintenance and safety defects continues to be under pressure. It is worth noting that the issue also extends to structures with major bridges such as Redbridge and Langstone, built during a programme of expansion in the 1960s, requiring major structural works at a similar time.

Section F: 2020/21 Revenue Budget

31. Enhanced financial resilience reporting, which looks not only at the regular financial reporting but also at potential pressures in the system and the achievement of savings being delivered through transformation, has continued through periodic reports to the Corporate Management Team (CMT) and to Cabinet.
32. The anticipated business as usual outturn forecast for 2020/21 is a saving against the budget of £4.4m (3.5% of the cash limit). These figures exclude the net impact of Covid-19 on ETE's financial position as this has already been included in the corporate reporting of the position to Cabinet and the County Council and the net pressure will be met centrally. It should be noted however that business as usual activities have been affected by resources being diverted to deal with the Covid-19 response and recovery.
33. The Department's long-standing approach of minimising non-essential spend, seeking to develop a broader client base for sold services and adopting a prudent approach to vacancy management has a heightened importance against the backdrop of the Council's current financial position and the increased delay in delivering the Department's Tt2021 savings from the Waste budget which will need cash flow funding from Cost of Change. This approach has therefore continued to feature strongly in the Department's overall financial management.
34. The breakdown of the £4.4m 2020/21 forecast outturn saving is set out below:
 - £1.034m early achievement of Tt2021 savings.
 - Vacancy management savings and additional income and recharges totalling £2.847m across the Department.
 - Savings associated with service delivery of £504,000 including £204,000 associated with the waste prevention work currently funded through temporary Cost of Change resources. It is intended to reinvest these savings to enable a permanent programme to be established to secure current and develop future waste prevention savings.
35. This saving will be transferred to the Department's Cost of Change reserve at the end of the year in line with the County Council's financial strategy to be used to support the delivery of future savings programmes or offset service pressures.
36. The majority of the Department's Transformation to 2019 (Tt2019) savings have been fully delivered with the balance of two programmes, Waste and Parking, still to be completed. The outstanding balance of £0.9m of the Parking saving is now expected to be achieved in 2021/22 with aspects of the programme having been delayed due to the pandemic. The balance on the Tt2019 Waste saving of £1.76m is also expected to be fully achieved by 2021/22 following decisions taken by the Executive Member for Economy, Transport and Environment in October 2020. The cash flow impact of these timing shortfalls has been met from the departmental Cost of Change reserve.

37. Despite the challenges of the Covid-19 response and recovery the Department has made progress in delivering the Tt2021 target of £11.748m with early achievement of £1.034m now expected in 2020/21.
38. The budget for ETE has been updated throughout the year and the revised budget is shown in Appendix 1. The revised budget shows an increase of £15.479m made up of:
- A one-off increase to Highways Maintenance of £2.0m funded from the £595,000 2019/20 saving in Winter Maintenance and the use of corporate contingencies as agreed by Cabinet in February 2020.
 - The addition of £2.195m of one-off funding agreed by Cabinet and the County Council in February 2018 to support the revenue costs associated with feasibility, business case and funding bid development work associated with capital schemes.
 - Temporary cash flow funding from Cost of Change of £6.026m to cover the timing shortfalls against Tt2019 savings and one-off investments mainly to support the development of the Tt2021 savings programme.
 - A permanent increase to the waste disposal budget of £557,000 covering volume growth pressures.
 - £2m from the one-off funding for Operation Resilience of £3m approved by Cabinet in February 2020 moved to reactive maintenance to provide additional capacity for safety defects, emergency repairs and other actions to maintain the safety and operational integrity of the network.
 - £1.519m one-off funding from the Department for Transport being Hampshire's revenue allocation from phases one and two of the Active Travel Fund to create safe space for cycling and walking.
 - £768,000 increase for pay inflation.
 - A net increase of £414,000 from transfers between departments including funding for the transfer of the relevant HantsDirect services and funding for Ash Dieback (part of the allocation agreed by Cabinet in February 2020).

Section G: 2021/22 Revenue Budget Pressures and Initiatives

39. The revenue pressures in highways maintenance referred to in paragraph 30 have been eased in the current financial year by an additional one-off sum of £3m for the Operation Resilience programme to increase planned works and provide extra flexibility to transfer funding to the reactive maintenance programme. The November Cabinet report confirmed a commitment to reviewing the affordability of continuing this funding on a longer-term basis if this proves affordable. The additional funding together with the flexibility to use it to support essential reactive maintenance and safety defects work has already been of benefit in the current financial year with the £2m of one-off funding transferred to revenue outlined in paragraph 38.

40. In recent years, the Department has been successful in bidding for funding to deliver capital schemes across Hampshire (such as Stubbington Bypass, Whitehill Bordon Green Grid Green Loop, A30 corridor improvements in Basingstoke) with around £169m capital funding secured since 2018/19. The revenue costs associated with feasibility work and developing bids (for example to Government or Local Enterprise Partnerships) have been funded by allocations of around £1.5m approved annually. The Cabinet report in November confirmed that the affordability of future funding will be considered in February when details of the County Council's financial settlement for 2021/22 will have been confirmed.
41. There is emerging evidence of construction inflation pressures resulting from impact of HS2 (shortage of materials, higher prices), the Government's National Infrastructure Strategy and spending plans and likely impact on the market.
42. Further funding to continue a programme of inspection and works to address the health and safety risks associated with Ash Dieback in Hampshire was agreed by Cabinet in November 2020 for 2021/22. This funding is welcome as there is growing evidence that the problem may be more widespread than initially thought and the position will need to be kept under close review.

Section H: Revenue Savings Proposals

43. Savings targets for 2021/22 were approved as part of the MTFs by the County Council in September 2018. Proposals to meet these targets have been developed through the Tt2021 Programme and were approved by Executive Members, Cabinet and County Council in October and November 2019.
44. It is now expected that full year savings of £3.053m will be achieved in 2021/22 with the shortfall against the target being met from the cost of change reserve and corporate cash flow as part of the Covid-19 response where further delays have resulted from the impact of the pandemic. For ETE an overall £8.695m timing shortfall against the £11.748m target is now anticipated, an increase of £7.247m over the original expectation of a £1.448m timing shortfall to be met from Cost of Change.
45. The main reasons for the shortfall relate to:
 - £8.295m waste disposal (recycling and charging for waste wood) – this complex programme involves changing the financial relationship between the County Council as Waste Disposal Authority and the district and borough councils as Waste Collection Authorities (with legal responsibility for recycling). Progress continues to be made but has been significantly affected by further delays in the Government bringing forward legislation to implement aspects of its radical Resources and Waste Strategy together with the need for the waste service to respond to the Covid-19 pandemic.

- £0.4m Street Lighting – the complexity of reaching mutual agreement to vary the PFI contract has extended the preliminary period ahead of works commencing and the subsequent timescales for delivery agreed with the contractor for the programme of investment in LED lighting mean the full £0.5m savings from street lighting are not now expected to be fully realised until 2023/24.
46. Rigorous monitoring of the delivery of the programme will continue during 2021/22, to ensure that the Department is able to stay within its cash limited budget as set out in this report.
47. This early action in developing and implementing the savings programme for 2021/22 means that the County Council is in a strong position for setting a balanced budget in 2021/22 and that no new savings proposals will be considered as part of the budget setting process for the next financial year.

Section I: 2021/22 Revenue Budget Other Expenditure

48. The budget includes some items which are not counted against the cash limit.
49. For ETE this is:
- £692,000 relating to the Flood Protection Levies paid annually to the Environment Agency. These funds are received and distributed by the Regional Flood and Coastal Committees for flood defence works across their regions.
 - £203,000 relating to the precept paid each year to the Chichester Harbour Conservancy for the conservancy, maintenance and improvement of the Harbour and the Amenity Area for recreation and leisure, nature conservation and natural beauty.

Section J: Budget Summary 2021/22

50. The budget update report was presented to Cabinet on 24 November 2020 included provisional cash limit guidelines for each department. The cash limit for ETE in that report was £103.667m, a £5.886m decrease on the previous year. The decrease comprised:
- £11.748m reduction to the cash limit for Tt2021 savings.
 - £5.107m increase for inflation, permanent additions from the waste contingency and growth recognising the increase in highways assets to be maintained.
 - A net increase of £755,000 from internal transfers including the full year effect transfer of the Blue Badge and multi services team from HantsDirect.

51. Appendix 1 sets out a summary of the proposed budgets for the service activities provided by ETE for 2021/22 and show that these are within the cash limit set out above.
52. In addition to these cash limited items there are further budgets which fall under the responsibility of ETE, which are shown in the table below:

	2021/22	
	£'000	£'000
Cash Limited Expenditure	151,722	
Less Income (Other than Government Grants)	(48,055)	
Net Cash Limited Expenditure		103,667
Flood Protection Levy		692
Chichester Harbour Conservancy		203
Less Government Grants:		
• Bikeability	(316)	
• Bus Service Operators Grant	(1,068)	
Total Government Grants		<u>(1,384)</u>
Total Net Expenditure		<u>103,178</u>

**REQUIRED CORPORATE AND LEGAL INFORMATION:
Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes / No
People in Hampshire live safe, healthy and independent lives:	Yes / No
People in Hampshire enjoy a rich and diverse environment:	Yes / No
People in Hampshire enjoy being part of strong, inclusive communities:	Yes / No

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Transformation to 2021 – Revenue Savings Proposals (Executive Member for Economy, Transport and Environment) http://democracy.hants.gov.uk/documents/s38269/Report.pdf	17 September 2019
Medium Term Financial Strategy Update and Transformation to 2021 Savings Proposals http://democracy.hants.gov.uk/ieIssueDetails.aspx?Ild=22267&PlanId=0&Opt=3#AI22852	Cabinet – 15 October 2019 / County Council – 7 November 2019
Medium Term Financial Strategy Update https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&MId=6499&Ver=4	Cabinet – 14 July 2020 / County Council – 16 July 2020
Budget Setting and Provisional Cash Limits 2021/22 https://democracy.hants.gov.uk/documents/s60700/Nov%202020%20Financial%20Update%20Budget%20Setting%20-%20Cabinet%20FINAL.pdf	Cabinet – 24 November 2020 / County Council – 3 December 2020
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

The budget setting process for 2021/22 does not contain any proposals for major service changes which may have an equalities impact. Proposals for budget and service changes which are part of the Transformation to 2021 Programme were considered in detail as part of the approval process carried out in October and November 2019 and full details of the Equalities Impact Assessments relating to those changes can be found in Appendices 5 to 8 in the October Cabinet report linked below:

<http://democracy.hants.gov.uk/mgAi.aspx?ID=21194#mgDocuments>

Budget Summary 2021/22 – Economy, Transport and Environment

Service Activity	Original Budget 2020/21 £'000	Revised Budget 2020/21 £'000	Proposed Budget 2021/22 £'000
Highways Maintenance ⁽¹⁾	17,075	21,895	18,006
Street Lighting	10,651	10,898	10,739
Winter Maintenance	5,677	5,677	5,820
Concessionary Fares	13,212	13,212	13,142
Other Public Transport ⁽²⁾	4,092	4,329	4,378
Traffic Management and Road Safety ⁽³⁾	2,268	3,167	2,573
Strategic Transport ⁽²⁾	1,780	5,205	1,480
Highways, Traffic and Transport	54,755	64,383	56,138
Waste Disposal ⁽⁴⁾	48,699	51,710	41,656
Environment	619	539	554
Strategic Planning	932	1,095	997
Waste, Planning and Environment	50,250	53,344	43,207
Economic Development	879	1,029	1,027
Departmental and Corporate Support	3,319	5,242	3,295
Early Achievement of Savings	350	1,034	0
Net Cash Limited Expenditure	109,553	125,032	103,667

⁽¹⁾ The Highways Maintenance revised budget includes £2m additional funding for maintenance, which each year is met from any underspend against the Winter Maintenance budget in the previous financial year topped up from corporate contingencies as necessary. The proposed budget for 2021/22 does not yet include this £2m as the amount of funding from each source will not be clear until the year end. The revised budget also includes £2m additional one-off funding transferred from Operation Resilience.

⁽²⁾ The revised and forward budgets for these two areas reflect the transfer of a team from Strategic Transport to Other Public Transport. The revised budget for Strategic Transport also includes one-off budget provision of £2.195m major schemes development funding and £1.519m Active Travel funding. ⁽³⁾ Revised budget includes one-off cash flow support covering the delayed Tt2019 parking saving, and both the revised and forward budget now include funding for the HantsDirect Blue Badge Team transferred across to ETE.

⁽⁴⁾ Revised budget includes one-off cash flow support to cover the delayed Tt2019 waste savings and transformation projects required to achieve the Tt2021 savings.