



## Revenue Monitoring Report as at Period 7, ending 14 October 2023 and updated Financial Forecast for Financial Year 2023/2024

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**Date of meeting** 24 November 2023

**Date of report** 6 November 2023

### Report by Director

#### 1. Object of report

To advise members of the net revenue position as at the end of Period 7, 14 October 2023 including an updated financial forecast for the current financial year, stating the assumptions made regarding income and expenditure levels.

#### 2. Background to report

The Partnership approved a balanced budget on 17 March 2023. This balanced budget provided for a net revenue budget of £36.976m, funded by local authority requisitions (£36.326m) and Transport Scotland revenue support grant (£0.650m).

As reported at the last committee since the beginning of 2022/2023 there have been significant cost pressures across various expenditure areas. These include the rapid increase in inflation (which while now reducing, is still at a high level), significant increases in gas and electricity prices, sustained increases in contracted bus service costs and in respect of annual wage inflation. These financial pressures are not short term in nature and will have material impacts on internal and external costs in the current and future financial years.

In developing the budget, a number of key assumptions were made. These assumptions were made in a very challenging and unpredictable environment and resulted in the implementation of measures to reduce SPT's expenditure and maximise income opportunities to ensure the provision of an achievable balanced budget for 2023/2024.

#### 3. Current Position

Since the beginning of the financial year there has been continued positive recovery in terms of Subway patronage with current passenger numbers now recovered to pre-Covid levels. In recent months this has included periods where passenger numbers have exceeded pre-Covid levels. Increases are also being seen across other areas including bus stations and supported bus services. This represents a further increase in passenger numbers across all areas compared with 2022/2023 levels which is encouraging.

At this stage in 2023/2024, there is stability in terms of the revenue expenditure being incurred relative to the assumed budget for areas directly within SPT's control. As we move into the later part of the financial year this needs to be sustained. This is particularly important given the current inflationary pressures which could have a direct impact on both expenditure and income budgets in the current and future financial years. Detailed departmental revenue monitoring reports can be found in Appendix 1.

The key projected variances and areas of risk to note at this stage of the financial year are:

- (i) The proposed pay award made on 21 September 2023, which COSLA agreed to pay at its meeting on 3 November 2023, has been incorporated into the actuals and year-end forecasts. The offer provides lower paid workers a flat rate increase from April 2023. Remaining staff will receive a 5.5% from April 2023 with a further percentage increase, dependent on grade, being applied in January 2024. This offer was accepted by two trade unions but rejected by one.

SPT prudently budgeted for a pay award of 5% for employees in the 2023/2024 budget and any increase beyond this will have to be met in year from within the overall budget envelope at this stage. However, a revised pay offer was made on 3 November 2023 following on from the COSLA meeting, which would see the salary rate applicable for all staff to be implemented in January 2024 be back dated to April 2023. The implementation of this revised pay offer, if accepted, would not have a material impact on the overall projected outturn over and above what has already been forecast.

At this stage, as a result of projected savings from vacant posts in the establishment partially offset by incorporating the 21 September 2023 pay offer from COSLA, a positive variance of £0.384m is currently forecast.

- (ii) The impact of high inflation and unit price increases in utilities is having a negative impact on SPT budgets. SPT was mostly shielded in 2022/2023 due to being part of the Scottish Procurement Framework which buys the majority of its energy up to 2.5 years ahead. However, significant increases in 2023/2024 have taken effect from April 2023 where electricity unit rates have increased by an average of 75% when compared with 2022/2023.

During the budget setting process for 2023/2024 and based on information provided by Scottish Procurement a 59% increase in electricity budgets was projected. Therefore, an overspend in electricity is projected in 2023/2024 at this stage.

Security costs associated with the new Operations Control Centre (OCC) and non-operating areas have also been factored into the current projected outturn. These are agreed shared costs between SPT and ANSTA for these areas. This agreement will continue until these assets are fully handed over to SPT as part of the Subway Modernisation programme.

Station building maintenance costs have exceeded budget projections as a result increased volume of general maintenance (door, tiles, glass and alarm repairs) and also one-off items including refurbishment works at Partick station.

Taking all of the above into account, a negative variance of £0.525m against an annual Property Cost budget of £8.424m is currently forecast.

- (iii) Increased expenditure in rolling stock supplies and under recovery of capitalised salaries is reflected in the negative variance of £0.200m shown under supplies and services. It is anticipated that expenditure in rolling stock supplies, stocks and third party repairs will reduce moving forward as the transition between the old to the new fleet begins. The phased decommissioning of the old fleet will ensure additional parts and components will be available to support the remaining fleet that will be in operation until full implementation of the new fleet in 2024.
- (iv) An underspend on bus operator payments of £0.320m was reported in the financial implications report which was tabled at the most recent Operations Committee. However, caution remains for the remainder of the financial year as

this budget is subject to the fluctuations in the bus market, with requests for SPT to fill gaps arising from changes to commercial services commonly received at short notice. For context, the net projected outturn of £13.383m for 2023/2024 represents a cost increase of approximately £1.3m (11%) when compared to 2022/2023 actual costs.

This demonstrates the significant ongoing financial challenges that SPT have experienced in the bus market since 2021/2022 which includes the impact of reduced government support to bus operators, inflationary pressures on operational costs and operator driver shortages. Given this, the projection for the financial year remains in line with the approved budget at this stage.

- (v) The projected negative variance of £0.255m shown under other third party payments relates to costs associated with subway traffic control officers who perform a safety function to control all movements within Subway non-operating areas. These are agreed shared costs between SPT and ANSTA for these areas. This agreement will continue until these assets are fully handed over to SPT. The variance also incorporates consultancy costs associated with maintenance manuals for the new rolling stock. This is partially offset by savings in corporate costs including consultancy and legal fees.
- (vi) As mentioned above Subway patronage and income in the year to date has seen further increases when compared to 2022/2023. Passenger numbers and income has also exceeded budget expectations in the year to date with a significant positive variance. Subway patronage and income varies significantly through the year and it is hoped this positive trend continues over the winter months. At this stage, based on an over recovery of income of £1.637m, as at P7, a positive variance in Subway income of £2.500m has been projected for 2023/2024. Members are reminded that the agreement for budget purposes of subway income was established in an environment of significant uncertainty following the C-19 restrictions and significant changes to working patterns.

Passenger numbers and projections will continue to be monitored as potential risks remain such as reduced passenger numbers due to the current cost of living crisis and/or extreme weather over the winter period with the potential risk of a reduction in leisure related events and travel which have contributed significantly to the current recovery.

It should also be noted that in line with the approved 2023/2024 budget, Subway fares will increase in January 2024. It is hoped there will be limited resistance to these fares increases given they are modest in nature and well below the current rate of inflation (average increase to fares will be just over 3%). Also this will be the first time SPT has increased fares since April 2019.

- (vii) Bus station income is performing well in relation to budget. Additional income has been achieved up to P7 due to increases in departure charges, parking fees and toilet facilities income. Additional income is also projected for supported bus services from funding from external sources and includes new contracts which are partly funded by Councils. The positive variance of £0.400m has been projected at this stage as it is unclear if income achieved at bus stations will be sustainable at the current trend due to current pressures in the bus market mentioned above which may result in bus operators reducing the frequency of bus services or removing them completely which would have a negative impact on bus station income.
- (viii) Interest received is forecast to exceed budget by £2.9m in 2023/2024. This is a result of increased interest rates received for current cash balances, due to the

knock-on effect of current UK base rates, which are expected to remain at higher rates than anticipated for longer. For context in 2021/2022 SPT achieved £0.491m in interest from cash balances. This increased to £3.919m in 2022/2023 and for 2023/2024 it is projected to be £8m. Cash balances will continue to be managed in line with SPT's treasury management strategy. This is a short-term benefit to SPT's financial position with interest rates projected to reduce down gradually in mid to late 2024.

The overall position is a forecast year end underspend of £5.202m. This is mainly as a result of close management of all expenditure lines and in year positive movements in Subway income and interest received detailed above.

Given the uncertainties that still exist around public transport provision and cost pressures, caution remains around year end projections especially given the inflationary pressures which may impact negatively on the bus market and throughout other expenditure areas within the SPT budget.

It will be clearer towards the end of the financial year whether the current positive forecast is sustainable. At that stage options will be considered to make best use of the current in year projected underspend by reviewing the current reserves position to assess the most appropriate placement of the any balances/underspend unallocated. This will be tabled for consideration at the February Committee and will take cognisance of the Proposed Revenue and Capital Budget for 2024/2025 that will also be presented at this Committee.

#### 4. Committee action

The Committee is requested to consider this report and to note:

- (i) the projected outturn position for 2023/2024 based on the information available at the end of P7;
- (ii) the financial pressures which continue to impact in the current financial year including increased inflation, rising utilities costs and increased supported service contract costs and therefore uncertainties remain in relation to the year end projection;
- (iii) subway fares will increase in January 2024 in line with the approved 2023/2024 revenue budget; and
- (iv) the projected revenue underspend position will be considered at the February committee. This will include a proposal on placement of any projected underspend across reserves held by SPT.

#### 5. Consequences

Policy consequences	<i>None.</i>
Legal consequences	<i>All legislation and regulations are adhered to.</i>
Financial consequences	<i>As detailed in the report.</i>
Personnel consequences	<i>As detailed in the report.</i>
Equalities consequences	<i>None directly.</i>
Risk consequences	<i>As detailed in the report.</i>

Climate Change, Adaptation &  
Carbon consequences

*Approved budget has been aligned to agreed priorities including related to Climate Change, Adaptation and Carbon management priorities.*

**Name** Neil Wylie  
**Title** Director

**Name** Valerie Davidson  
**Title** Chief Executive

For further information, please contact *Neil Wylie, Director on 0141 333 3380.*



## Committee Report by Division

For Year 23/24 Period 7 ending 14-Oct-2023

	Year to Date				Annual Budget			
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %
<b>Chief Executive</b>								
Policy & Strategy	382,505	372,538	(9,967)	(3%)	709,626	692,126	(17,500)	(3%)
Chief Executive Unit	567,651	560,989	(6,661)	(1%)	1,064,709	1,042,209	(22,500)	(2%)
<b>Total Chief Executive</b>	950,156	933,527	(16,629)	(2%)	1,774,334	1,734,334	(40,000)	(2%)
<b>Operations</b>								
Subway	4,833,337	5,767,228	933,891	16%	8,113,514	9,618,514	1,505,000	16%
Bus Operations	9,451,650	10,101,539	649,890	6%	18,292,005	18,767,355	475,350	3%
Projects	80,746	88,907	8,161	9%	115,195	165,195	50,000	30%
Health and Safety	94,912	104,945	10,032	10%	179,973	194,973	15,000	8%
Customer Standards	338,003	367,117	29,114	8%	665,555	682,055	16,500	2%
<b>Total Operations</b>	14,798,647	16,429,736	1,631,089	10%	27,366,242	29,428,092	2,061,850	7%
<b>Business Support</b>								
Finance	742,344	755,534	13,190	2%	1,378,953	1,403,653	24,700	2%
Digital	678,245	735,272	57,027	8%	1,291,056	1,366,056	75,000	5%
Human Resources	180,233	191,581	11,348	6%	338,432	355,932	17,500	5%
Elected Members	31,605	34,196	2,591	8%	63,531	63,531	-	0%
Contact Centre	171,508	144,859	(26,649)	(18%)	296,629	269,129	(27,500)	(10%)
Corporate	(2,946,572)	(962,305)	1,984,266	(206%)	(4,877,786)	(1,787,836)	3,089,950	(173%)
<b>Total Business Support</b>	(1,142,636)	899,136	2,041,772	227%	(1,509,185)	1,670,465	3,179,650	190%
<b>Contribution to Capital Funded from Revenue</b>	2,229,992	2,229,992	-	0%	4,143,030	4,143,030	-	0%
<b>Net Total</b>	<b>16,836,158</b>	<b>20,492,390</b>	<b>3,656,232</b>	<b>18%</b>	<b>31,774,421</b>	<b>36,975,921</b>	<b>5,201,500</b>	<b>14%</b>



## Revenue Monitoring Report

For Year 23/24 Period 7 ending 14-Oct-2023

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
<b>EXPENDITURE</b>									
<b>Employee Costs</b>									
Salaries	10,269,401	10,442,664	173,263	2%	19,131,092	19,401,092	270,000	1%	1
Overtime	366,657	348,272	(18,385)	(5%)	647,043	647,043	-	0%	
Other Employee Costs	3,433,408	3,467,353	33,946	1%	6,327,885	6,441,885	114,000	2%	1
<b>Sub Total Employee Costs</b>	<b>14,069,466</b>	<b>14,258,290</b>	<b>188,824</b>	<b>1%</b>	<b>26,106,020</b>	<b>26,490,020</b>	<b>384,000</b>	<b>1%</b>	
<b>Property Costs</b>									
Electricity	1,839,404	1,881,467	42,063	2%	3,570,518	3,495,518	(75,000)	(2%)	2
Repairs and Maintenance	107,550	216,915	109,365	50%	403,000	403,000	-	0%	3
Property Insurance	216,039	213,686	(2,353)	(1%)	397,000	397,000	-	0%	3
Other Property Costs	2,538,358	2,222,421	(315,937)	(14%)	4,578,965	4,128,965	(450,000)	(11%)	4
<b>Sub Total Property Costs</b>	<b>4,701,351</b>	<b>4,534,489</b>	<b>(166,862)</b>	<b>(4%)</b>	<b>8,949,483</b>	<b>8,424,483</b>	<b>(525,000)</b>	<b>(6%)</b>	
<b>Supplies &amp; Services</b>	<b>912,660</b>	<b>787,956</b>	<b>(124,704)</b>	<b>(16%)</b>	<b>1,663,919</b>	<b>1,463,919</b>	<b>(200,000)</b>	<b>(14%)</b>	5
<b>Transport &amp; Plant Costs</b>	<b>44,700</b>	<b>72,045</b>	<b>27,345</b>	<b>38%</b>	<b>133,849</b>	<b>133,849</b>	<b>-</b>	<b>0%</b>	3
<b>Third Party Payments</b>									
Bus Operator Payments	7,875,267	7,987,866	112,598	1%	14,840,400	14,840,400	-	0%	6
Communications	324,041	196,462	(127,579)	(65%)	367,500	365,000	(2,500)	(1%)	3
Other Third Party Payments	4,866,497	5,040,190	173,693	3%	9,619,007	9,364,007	(255,000)	(3%)	7
<b>Sub Total Third Party Payments</b>	<b>13,065,805</b>	<b>13,224,517</b>	<b>158,712</b>	<b>1%</b>	<b>24,826,907</b>	<b>24,569,407</b>	<b>(257,500)</b>	<b>(1%)</b>	
<b>Financing Costs</b>									
Contribution to Capital Funded from Revenue	2,229,992	2,229,992	-	0%	4,143,030	4,143,030	-	0%	8
<b>Sub Total Financing Costs</b>	<b>2,229,992</b>	<b>2,229,992</b>	<b>-</b>	<b>0%</b>	<b>4,143,030</b>	<b>4,143,030</b>	<b>-</b>	<b>0%</b>	
<b>TOTAL EXPENDITURE</b>	<b>35,023,974</b>	<b>35,107,288</b>	<b>83,315</b>	<b>0%</b>	<b>65,823,208</b>	<b>65,224,708</b>	<b>(598,500)</b>	<b>(1%)</b>	
<b>INCOME</b>									
Subway Income	(11,232,110)	(9,594,706)	1,637,404	(17%)	(21,421,932)	(18,921,932)	2,500,000	(13%)	9
Bus Operations Income	(1,494,153)	(1,183,413)	310,740	(26%)	(2,598,625)	(2,198,625)	400,000	(18%)	10
Agency Fee Income - Councils	(861,090)	(867,246)	(6,156)	1%	(1,611,229)	(1,611,229)	-	0%	
Interest Received	(4,375,006)	(2,745,082)	1,629,924	(59%)	(8,000,000)	(5,100,000)	2,900,000	(57%)	11
Other Income	(225,456)	(224,451)	1,006	(0%)	(417,000)	(417,000)	-	0%	
<b>TOTAL INCOME</b>	<b>(18,187,816)</b>	<b>(14,614,898)</b>	<b>3,572,918</b>	<b>(24%)</b>	<b>(34,048,787)</b>	<b>(28,248,787)</b>	<b>5,800,000</b>	<b>(21%)</b>	
<b>Net Total</b>	<b>16,836,158</b>	<b>20,492,390</b>	<b>3,656,232</b>	<b>18%</b>	<b>31,774,421</b>	<b>36,975,921</b>	<b>5,201,500</b>	<b>14%</b>	

### Notes

- Current position due to vacant posts in the establishment. This is partially offset by additional costs under corporate in respect of displaced staff. Outturn reflects vacant posts run rate partially offset by adjustment for estimated cost of the current COSLA pay award offer which may be subject to change.
- Due to increases in unit rates for electricity. Increased costs for the Subway partially offset by reduced costs under Bus Operations due to new meters installed at BBS. This means tenants are now billed directly.
- Current position due to timing issues in respect of expenditure/budget phasing.
- Increased costs in relation to security costs associated with the new OCC and non operating areas at the Subway, station maintenance costs and costs in relation to property rates for vacant rental properties.
- Current position due to timing issues in respect of expenditure/budget phasing particularly in relation to rolling stock and capitalisation. It is anticipated costs will exceed budget for the financial year.
- Current position due to timing issues in respect of expenditure/budget phasing particularly in relation to community transport costs. In line with the Financial Implications paper at the last Operations Committee it is likely that this budget will be under pressure given the current issues facing bus operators and the market in general.
- Current position due to timing issues in respect of expenditure/budget phasing. Outturn adjusted to reflect costs in relation to traffic control officer costs at the Subway and consultancy costs associated with maintenance manuals for new rolling stock. This is partially offset by projected savings in corporate costs.
- Includes proposed contributions to General Capital and also Subway Modernisation.
- Income generated from Subway ticket sales is exceeding budget projections in the first 7 periods of the financial year. Based on this current trend a prudent year end projection has been estimated.
- Departure charge income and other bus station facilities income performing well against budget. Also includes additional income to fund supported services from external sources. Based on this current trend a prudent year end projection has been estimated.
- Increased income anticipated due to current rates and cash balances.



## Committee Report by Directorate - Policy & Strategy

For Year 23/24 Period 7 ending 14-Oct-2023

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
<b>EXPENDITURE</b>									
<b>Employee Costs</b>									
Salaries	284,394	280,424	(3,970)	(1%)	530,991	520,991	(10,000)	(2%)	1
Other Employee Costs	86,521	85,385	(1,136)	(1%)	163,634	158,634	(5,000)	(3%)	1
<b>Sub Total Employee Costs</b>	<b>370,915</b>	<b>365,809</b>	<b>(5,106)</b>	<b>(1%)</b>	<b>694,626</b>	<b>679,626</b>	<b>(15,000)</b>	<b>(2%)</b>	
<b>Supplies &amp; Services</b>	<b>33</b>	<b>538</b>	<b>506</b>	<b>94%</b>	<b>1,000</b>	<b>1,000</b>	<b>-</b>	<b>0%</b>	
<b>Transport &amp; Plant Costs</b>	<b>595</b>	<b>807</b>	<b>212</b>	<b>26%</b>	<b>1,500</b>	<b>1,500</b>	<b>-</b>	<b>0%</b>	
<b>Third Party Payments</b>									
Communications	10,962	5,383	(5,579)	(104%)	12,500	10,000	(2,500)	(25%)	2
<b>Sub Total Third Party Payments</b>	<b>10,962</b>	<b>5,383</b>	<b>(5,579)</b>	<b>(104%)</b>	<b>12,500</b>	<b>10,000</b>	<b>(2,500)</b>	<b>(25%)</b>	
<b>TOTAL EXPENDITURE</b>	<b>382,505</b>	<b>372,538</b>	<b>(9,967)</b>	<b>(3%)</b>	<b>709,626</b>	<b>692,126</b>	<b>(17,500)</b>	<b>(3%)</b>	
<b>Net Total</b>	<b>382,505</b>	<b>372,538</b>	<b>(9,967)</b>	<b>(3%)</b>	<b>709,626</b>	<b>692,126</b>	<b>(17,500)</b>	<b>(3%)</b>	

### Notes

1. Outturn reflects current position run rate and includes adjustment for estimated cost of the current COSLA pay award offer which may be subject to change.
2. Increased costs as a result of further promotion of car sharing and cycling to work.





## Committee Report by Directorate - Chief Executive Unit

For Year 23/24 Period 7 ending 14-Oct-2023

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
<b>EXPENDITURE</b>									
<b>Employee Costs</b>									
Salaries	429,655	417,799	(11,856)	(3%)	796,192	776,192	(20,000)	(3%)	1
Other Employee Costs	133,875	133,313	(561)	(0%)	250,167	247,667	(2,500)	(1%)	1
<b>Sub Total Employee Costs</b>	<b>563,529</b>	<b>551,112</b>	<b>(12,417)</b>	<b>(2%)</b>	<b>1,046,359</b>	<b>1,023,859</b>	<b>(22,500)</b>	<b>(2%)</b>	
<b>Supplies &amp; Services</b>	<b>2,606</b>	<b>7,536</b>	<b>4,929</b>	<b>65%</b>	<b>14,000</b>	<b>14,000</b>	<b>-</b>	<b>0%</b>	
<b>Transport &amp; Plant Costs</b>	<b>1,515</b>	<b>2,341</b>	<b>826</b>	<b>35%</b>	<b>4,350</b>	<b>4,350</b>	<b>-</b>	<b>0%</b>	
<b>TOTAL EXPENDITURE</b>	<b>567,651</b>	<b>560,989</b>	<b>(6,661)</b>	<b>(1%)</b>	<b>1,064,709</b>	<b>1,042,209</b>	<b>(22,500)</b>	<b>(2%)</b>	
<b>Net Total</b>	<b>567,651</b>	<b>560,989</b>	<b>(6,661)</b>	<b>(1%)</b>	<b>1,064,709</b>	<b>1,042,209</b>	<b>(22,500)</b>	<b>(2%)</b>	

### Notes

1. Outturn reflects current position run rate and includes adjustment for estimated cost of the current COSLA pay award offer which may be subject to change.



## Committee Report by Directorate - Subway

For Year 23/24 Period 7 ending 14-Oct-2023

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
<b>EXPENDITURE</b>									
<b>Employee Costs</b>									
Salaries	5,950,723	6,087,414	136,691	2%	11,084,611	11,309,611	225,000	2%	1
Overtime	344,736	313,017	(31,719)	(10%)	581,543	581,543	-	0%	1
Other Employee Costs	1,768,336	1,806,627	38,291	2%	3,291,475	3,356,475	65,000	2%	1
<b>Sub Total Employee Costs</b>	<b>8,063,795</b>	<b>8,207,057</b>	<b>143,262</b>	<b>2%</b>	<b>14,957,630</b>	<b>15,247,630</b>	<b>290,000</b>	<b>2%</b>	
<b>Property Costs</b>									
Electricity	1,670,575	1,593,617	(76,958)	(5%)	3,135,730	2,960,730	(175,000)	(6%)	2
Property Insurance	202,794	196,462	(6,332)	(3%)	365,000	365,000	-	0%	
Other Property Costs	1,523,058	1,261,323	(261,735)	(21%)	2,743,371	2,343,371	(400,000)	(17%)	3
<b>Sub Total Property Costs</b>	<b>3,396,427</b>	<b>3,051,402</b>	<b>(345,025)</b>	<b>(11%)</b>	<b>6,244,101</b>	<b>5,669,101</b>	<b>(575,000)</b>	<b>(10%)</b>	
<b>Supplies &amp; Services</b>	<b>816,570</b>	<b>665,494</b>	<b>(151,076)</b>	<b>(23%)</b>	<b>1,386,400</b>	<b>1,236,400</b>	<b>(150,000)</b>	<b>(12%)</b>	4
<b>Transport &amp; Plant Costs</b>	<b>4,883</b>	<b>4,844</b>	<b>(39)</b>	<b>(1%)</b>	<b>9,000</b>	<b>9,000</b>	<b>-</b>	<b>0%</b>	
<b>Third Party Payments</b>									
Bus Operator Payments	20,006	13,672	(6,334)	(46%)	35,400	25,400	(10,000)	(39%)	5
Other Third Party Payments	3,763,766	3,419,465	(344,301)	(10%)	6,902,915	6,352,915	(550,000)	(9%)	6
<b>Sub Total Third Party Payments</b>	<b>3,783,772</b>	<b>3,433,137</b>	<b>(350,635)</b>	<b>(10%)</b>	<b>6,938,315</b>	<b>6,378,315</b>	<b>(560,000)</b>	<b>(9%)</b>	
<b>TOTAL EXPENDITURE</b>	<b>16,065,447</b>	<b>15,361,934</b>	<b>(703,513)</b>	<b>(5%)</b>	<b>29,535,446</b>	<b>28,540,446</b>	<b>(995,000)</b>	<b>(3%)</b>	
<b>INCOME</b>									
Subway Income	(11,232,110)	(9,594,706)	1,637,404	(17%)	(21,421,932)	(18,921,932)	2,500,000	(13%)	7
<b>TOTAL INCOME</b>	<b>(11,232,110)</b>	<b>(9,594,706)</b>	<b>1,637,404</b>	<b>(17%)</b>	<b>(21,421,932)</b>	<b>(18,921,932)</b>	<b>2,500,000</b>	<b>(13%)</b>	
<b>Net Total</b>	<b>4,833,337</b>	<b>5,767,228</b>	<b>933,891</b>	<b>16%</b>	<b>8,113,514</b>	<b>9,618,514</b>	<b>1,505,000</b>	<b>16%</b>	

### Notes

1. Current position due to vacant posts in the establishment. Outturn reflects vacant posts run rate partially offset by adjustment for estimated cost of the current COSLA pay award offer which may be subject to change.
2. Due to increases in unit rates for electricity. Outturn reflects current run rate.
3. Increased costs in relation to security costs associated with the new OCC and non operating areas. Also increased costs associated with station maintenance.
4. Current position due to timing issues in respect of expenditure/budget phasing particularly in relation to rolling stock. It is anticipated costs will exceed budget for the financial year.
5. Based on increased contract costs.
6. Current position due to timing issues in respect of expenditure/budget phasing. Outturn adjusted to reflect costs in relation to traffic control officer costs and consultancy costs associated with maintenance manuals for new rolling stock from Stadler.
7. Income generated from Subway ticket sales is exceeding budget projections in the first 7 periods of the financial year. Based on this current trend a prudent year end projection has been estimated.



## Committee Report by Directorate - Bus Operations

For Year 23/24 Period 7 ending 14-Oct-2023

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
<b>EXPENDITURE</b>									
<b>Employee Costs</b>									
Salaries	1,533,461	1,519,518	(13,943)	(1%)	2,853,086	2,823,086	(30,000)	(1%)	1
Overtime	13,828	25,836	12,008	46%	48,000	48,000	-	0%	
Other Employee Costs	443,459	444,356	898	0%	830,562	825,562	(5,000)	(1%)	1
<b>Sub Total Employee Costs</b>	<b>1,990,747</b>	<b>1,989,710</b>	<b>(1,037)</b>	<b>(0%)</b>	<b>3,731,648</b>	<b>3,696,648</b>	<b>(35,000)</b>	<b>(1%)</b>	
<b>Property Costs</b>									
Electricity	119,077	213,608	94,531	44%	296,855	396,855	100,000	25%	2
Repairs and Maintenance	93,266	203,459	110,193	54%	378,000	378,000	-	0%	3
Property Insurance	7,883	10,765	2,882	27%	20,000	20,000	-	0%	
Other Property Costs	763,263	758,600	(4,663)	(1%)	1,409,379	1,409,379	-	0%	
<b>Sub Total Property Costs</b>	<b>983,489</b>	<b>1,186,432</b>	<b>202,943</b>	<b>17%</b>	<b>2,104,233</b>	<b>2,204,233</b>	<b>100,000</b>	<b>5%</b>	
<b>Supplies &amp; Services</b>	<b>26,096</b>	<b>23,145</b>	<b>(2,951)</b>	<b>(13%)</b>	<b>43,000</b>	<b>43,000</b>	<b>-</b>	<b>0%</b>	
<b>Transport &amp; Plant Costs</b>	<b>35,887</b>	<b>58,185</b>	<b>22,298</b>	<b>38%</b>	<b>107,750</b>	<b>108,100</b>	<b>350</b>	<b>0%</b>	
<b>Third Party Payments</b>									
Bus Operator Payments	7,855,261	7,974,194	118,933	1%	14,805,000	14,815,000	10,000	0%	4
Other Third Party Payments	153,965	155,555	1,590	1%	289,000	289,000	-	0%	
<b>Sub Total Third Party Payments</b>	<b>8,009,226</b>	<b>8,129,749</b>	<b>120,522</b>	<b>1%</b>	<b>15,094,000</b>	<b>15,104,000</b>	<b>10,000</b>	<b>0%</b>	
<b>TOTAL EXPENDITURE</b>	<b>11,045,445</b>	<b>11,387,220</b>	<b>341,776</b>	<b>3%</b>	<b>21,080,631</b>	<b>21,155,981</b>	<b>75,350</b>	<b>0%</b>	
<b>INCOME</b>									
Bus Operations Income	(1,494,153)	(1,183,413)	310,740	(26%)	(2,598,625)	(2,198,625)	400,000	(18%)	5
Agency Fee Income - Councils	(99,642)	(102,268)	(2,626)	3%	(190,000)	(190,000)	-	0%	
<b>TOTAL INCOME</b>	<b>(1,593,795)</b>	<b>(1,285,681)</b>	<b>308,114</b>	<b>(24%)</b>	<b>(2,788,625)</b>	<b>(2,388,625)</b>	<b>400,000</b>	<b>(17%)</b>	
<b>Net Total</b>	<b>9,451,650</b>	<b>10,101,539</b>	<b>649,890</b>	<b>6%</b>	<b>18,292,005</b>	<b>18,767,355</b>	<b>475,350</b>	<b>3%</b>	

### Notes

1. Outturn reflects current position run rate and includes adjustment for estimated cost of the current COSLA pay award offer which may be subject to change.
2. Outturn reduced based on current run rate at P7. New meters installed at BBS mean that all tenants are billed directly moving forward.
3. Current position due to timing issues in respect of expenditure/budget phasing.
4. Current position due to timing issues in respect of expenditure/budget phasing particularly in relation to community transport costs. In line with the Financial Implications paper at the last Operations Committee it is likely that this budget will be under pressure given the current issues facing bus operators and the market in general.
5. Departure charge income and other bus station facilities income performing well against budget. Also includes additional income to fund supported services from external sources. Based on this current trend a prudent year end projection has been estimated.



## Committee Report by Directorate - Projects

For Year 23/24 Period 7 ending 14-Oct-2023

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
<b>EXPENDITURE</b>									
<b>Employee Costs</b>									
Salaries	241,286	278,430	37,144	13%	442,297	517,297	75,000	14%	1
Other Employee Costs	73,758	87,211	13,453	15%	137,033	162,033	25,000	15%	1
<b>Sub Total Employee Costs</b>	<b>315,045</b>	<b>365,641</b>	<b>50,597</b>	<b>14%</b>	<b>579,330</b>	<b>679,330</b>	<b>100,000</b>	<b>15%</b>	
<b>Supplies &amp; Services</b>	<b>(234,925)</b>	<b>(279,425)</b>	<b>(44,500)</b>	<b>16%</b>	<b>(469,135)</b>	<b>(519,135)</b>	<b>(50,000)</b>	<b>10%</b>	1
<b>Transport &amp; Plant Costs</b>	<b>626</b>	<b>2,691</b>	<b>2,065</b>	<b>77%</b>	<b>5,000</b>	<b>5,000</b>	<b>-</b>	<b>0%</b>	
<b>TOTAL EXPENDITURE</b>	<b>80,746</b>	<b>88,907</b>	<b>8,161</b>	<b>9%</b>	<b>115,195</b>	<b>165,195</b>	<b>50,000</b>	<b>30%</b>	
<b>Net Total</b>	<b>80,746</b>	<b>88,907</b>	<b>8,161</b>	<b>9%</b>	<b>115,195</b>	<b>165,195</b>	<b>50,000</b>	<b>30%</b>	

### Notes

1. Current position due to vacant posts in the establishment. Outturn reflects vacant posts run rate partially offset by adjustment for estimated cost of the current COSLA pay award offer which may be subject to change.



## Committee Report by Directorate - Health and Safety

For Year 23/24 Period 7 ending 14-Oct-2023

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
<b>EXPENDITURE</b>									
<b>Employee Costs</b>									
Salaries	72,825	80,046	7,221	9%	138,716	148,716	10,000	7%	1
Other Employee Costs	21,940	24,468	2,527	10%	40,457	45,457	5,000	11%	1
<b>Sub Total Employee Costs</b>	<b>94,765</b>	<b>104,514</b>	<b>9,749</b>	<b>9%</b>	<b>179,173</b>	<b>194,173</b>	<b>15,000</b>	<b>8%</b>	
<b>Supplies &amp; Services</b>	<b>147</b>	<b>323</b>	<b>176</b>	<b>54%</b>	<b>600</b>	<b>600</b>	<b>-</b>	<b>0%</b>	
<b>Transport &amp; Plant Costs</b>	<b>-</b>	<b>108</b>	<b>108</b>	<b>100%</b>	<b>200</b>	<b>200</b>	<b>-</b>	<b>0%</b>	
<b>TOTAL EXPENDITURE</b>	<b>94,912</b>	<b>104,945</b>	<b>10,032</b>	<b>10%</b>	<b>179,973</b>	<b>194,973</b>	<b>15,000</b>	<b>8%</b>	
<b>Net Total</b>	<b>94,912</b>	<b>104,945</b>	<b>10,032</b>	<b>10%</b>	<b>179,973</b>	<b>194,973</b>	<b>15,000</b>	<b>8%</b>	

### Notes

1. Outturn reflects current position run rate and includes adjustment for estimated cost of the current COSLA pay award offer which may be subject to change.



## Committee Report by Directorate - Customer Standards

For Year 23/24 Period 7 ending 14-Oct-2023

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
<b>EXPENDITURE</b>									
<b>Employee Costs</b>									
Salaries	245,508	255,649	10,141	4%	464,962	474,962	10,000	2%	1
Overtime	6,667	5,383	(1,284)	(24%)	10,000	10,000	-	0%	
Other Employee Costs	73,801	79,711	5,910	7%	141,593	148,093	6,500	4%	1
<b>Sub Total Employee Costs</b>	<b>325,975</b>	<b>340,743</b>	<b>14,767</b>	<b>4%</b>	<b>616,555</b>	<b>633,055</b>	<b>16,500</b>	<b>3%</b>	
<b>Supplies &amp; Services</b>	<b>11,994</b>	<b>25,836</b>	<b>13,842</b>	<b>54%</b>	<b>48,000</b>	<b>48,000</b>	<b>-</b>	<b>0%</b>	2
<b>Transport &amp; Plant Costs</b>	<b>33</b>	<b>538</b>	<b>505</b>	<b>94%</b>	<b>1,000</b>	<b>1,000</b>	<b>-</b>	<b>0%</b>	
<b>TOTAL EXPENDITURE</b>	<b>338,003</b>	<b>367,117</b>	<b>29,114</b>	<b>8%</b>	<b>665,555</b>	<b>682,055</b>	<b>16,500</b>	<b>2%</b>	
<b>Net Total</b>	<b>338,003</b>	<b>367,117</b>	<b>29,114</b>	<b>8%</b>	<b>665,555</b>	<b>682,055</b>	<b>16,500</b>	<b>2%</b>	

### Notes

1. Outturn reflects current position run rate and includes adjustment for estimated cost of the current COSLA pay award offer which may be subject to change.
2. Current position due to timing issues in respect of expenditure/budget phasing.



## Committee Report by Directorate - Finance

For Year 23/24 Period 7 ending 14-Oct-2023

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
<b>EXPENDITURE</b>									
<b>Employee Costs</b>									
Salaries	564,538	580,016	15,478	3%	1,057,571	1,077,571	20,000	2%	1
Other Employee Costs	166,079	170,297	4,217	2%	306,382	316,382	10,000	3%	1
<b>Sub Total Employee Costs</b>	<b>730,617</b>	<b>750,313</b>	<b>19,696</b>	<b>3%</b>	<b>1,363,954</b>	<b>1,393,954</b>	<b>30,000</b>	<b>2%</b>	
<b>Supplies &amp; Services</b>	<b>3,843</b>	<b>2,422</b>	<b>(1,421)</b>	<b>(59%)</b>	<b>4,500</b>	<b>4,500</b>	<b>-</b>	<b>0%</b>	
<b>Transport &amp; Plant Costs</b>	<b>260</b>	<b>108</b>	<b>(153)</b>	<b>(142%)</b>	<b>500</b>	<b>200</b>	<b>(300)</b>	<b>(150%)</b>	
<b>Third Party Payments</b>									
Other Third Party Payments	7,624	2,691	(4,933)	(183%)	10,000	5,000	(5,000)	(100%)	2
<b>Sub Total Third Party Payments</b>	<b>7,624</b>	<b>2,691</b>	<b>(4,933)</b>	<b>(183%)</b>	<b>10,000</b>	<b>5,000</b>	<b>(5,000)</b>	<b>(100%)</b>	
<b>TOTAL EXPENDITURE</b>	<b>742,344</b>	<b>755,534</b>	<b>13,190</b>	<b>2%</b>	<b>1,378,953</b>	<b>1,403,653</b>	<b>24,700</b>	<b>2%</b>	
<b>Net Total</b>	<b>742,344</b>	<b>755,534</b>	<b>13,190</b>	<b>2%</b>	<b>1,378,953</b>	<b>1,403,653</b>	<b>24,700</b>	<b>2%</b>	

### Notes

1. Current position due to vacant posts in the establishment. Outturn reflects vacant posts run rate partially offset by adjustment for estimated cost of the current COSLA pay award offer which may be subject to change.
2. Includes costs in relation to Smart Zonecard.



## Committee Report by Directorate - Digital

For Year 23/24 Period 7 ending 14-Oct-2023

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
<b>EXPENDITURE</b>									
<b>Employee Costs</b>									
Salaries	524,731	563,272	38,541	7%	991,498	1,046,498	55,000	5%	1
Overtime	-	2,691	2,691	100%	5,000	5,000	-	0%	
Other Employee Costs	153,487	166,617	13,130	8%	289,558	309,558	20,000	6%	1
<b>Sub Total Employee Costs</b>	<b>678,218</b>	<b>732,581</b>	<b>54,363</b>	<b>7%</b>	<b>1,286,056</b>	<b>1,361,056</b>	<b>75,000</b>	<b>6%</b>	
<b>Supplies &amp; Services</b>	<b>27</b>	<b>1,615</b>	<b>1,588</b>	<b>98%</b>	<b>3,000</b>	<b>3,000</b>	<b>-</b>	<b>0%</b>	
<b>Transport &amp; Plant Costs</b>	<b>-</b>	<b>1,076</b>	<b>1,076</b>	<b>100%</b>	<b>2,000</b>	<b>2,000</b>	<b>-</b>	<b>0%</b>	
<b>TOTAL EXPENDITURE</b>	<b>678,245</b>	<b>735,272</b>	<b>57,027</b>	<b>8%</b>	<b>1,291,056</b>	<b>1,366,056</b>	<b>75,000</b>	<b>5%</b>	
<b>Net Total</b>	<b>678,245</b>	<b>735,272</b>	<b>57,027</b>	<b>8%</b>	<b>1,291,056</b>	<b>1,366,056</b>	<b>75,000</b>	<b>5%</b>	

### Notes

1. Current position due to vacant posts in the establishment. Outturn reflects vacant posts run rate partially offset by adjustment for estimated cost of the current COSLA pay award offer which may be subject to change.





# Committee Report by Directorate - Human Resources

For Year 23/24 Period 7 ending 14-Oct-2023

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
<b>EXPENDITURE</b>									
<b>Employee Costs</b>									
Salaries	134,374	145,475	11,100	8%	255,272	270,272	15,000	6%	1
Other Employee Costs	40,741	42,339	1,598	4%	76,159	78,659	2,500	3%	1
<b>Sub Total Employee Costs</b>	<b>175,115</b>	<b>187,813</b>	<b>12,698</b>	<b>7%</b>	<b>331,432</b>	<b>348,932</b>	<b>17,500</b>	<b>5%</b>	
<b>Supplies &amp; Services</b>	<b>5,118</b>	<b>3,768</b>	<b>(1,350)</b>	<b>(36%)</b>	<b>7,000</b>	<b>7,000</b>	<b>-</b>	<b>0%</b>	
<b>TOTAL EXPENDITURE</b>	<b>180,233</b>	<b>191,581</b>	<b>11,348</b>	<b>6%</b>	<b>338,432</b>	<b>355,932</b>	<b>17,500</b>	<b>5%</b>	
<b>Net Total</b>	<b>180,233</b>	<b>191,581</b>	<b>11,348</b>	<b>6%</b>	<b>338,432</b>	<b>355,932</b>	<b>17,500</b>	<b>5%</b>	

**Notes**

1. Current position due to vacant post in the establishment. Outturn reflects vacant posts run rate partially offset by adjustment for estimated cost of the current COSLA pay award offer which may be subject to change.



# Committee Report by Directorate - Elected Members

For Year 23/24 Period 7 ending 14-Oct-2023

	Year to Date				Annual Budget			
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %
<b>EXPENDITURE</b>								
Supplies & Services	30,755	33,119	2,365	7%	61,531	61,531	-	0%
Transport & Plant Costs	850	1,076	226	21%	2,000	2,000	-	0%
<b>TOTAL EXPENDITURE</b>	<b>31,605</b>	<b>34,196</b>	<b>2,591</b>	<b>8%</b>	<b>63,531</b>	<b>63,531</b>	<b>-</b>	<b>0%</b>
<b>Net Total</b>	<b>31,605</b>	<b>34,196</b>	<b>2,591</b>	<b>8%</b>	<b>63,531</b>	<b>63,531</b>	<b>-</b>	<b>0%</b>



## Committee Report by Directorate - Contact Centre

For Year 23/24 Period 7 ending 14-Oct-2023

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
<b>EXPENDITURE</b>									
<b>Employee Costs</b>									
Salaries	248,535	234,621	(13,913)	(6%)	455,896	435,896	(20,000)	(5%)	1
Overtime	1,427	1,346	(81)	(6%)	2,500	2,500	-	0%	
Other Employee Costs	66,788	62,632	(4,156)	(7%)	123,863	116,363	(7,500)	(6%)	1
<b>Sub Total Employee Costs</b>	<b>316,750</b>	<b>298,599</b>	<b>(18,150)</b>	<b>(6%)</b>	<b>582,258</b>	<b>554,758</b>	<b>(27,500)</b>	<b>(5%)</b>	
<b>Supplies &amp; Services</b>	<b>34,108</b>	<b>35,578</b>	<b>1,470</b>	<b>4%</b>	<b>66,100</b>	<b>66,100</b>	<b>-</b>	<b>0%</b>	
<b>Transport &amp; Plant Costs</b>	<b>-</b>	<b>269</b>	<b>269</b>	<b>100%</b>	<b>500</b>	<b>500</b>	<b>-</b>	<b>0%</b>	
<b>Third Party Payments</b>									
Other Third Party Payments	20,736	25,298	4,562	18%	47,000	47,000	-	0%	
<b>Sub Total Third Party Payments</b>	<b>20,736</b>	<b>25,298</b>	<b>4,562</b>	<b>18%</b>	<b>47,000</b>	<b>47,000</b>	<b>-</b>	<b>0%</b>	
<b>TOTAL EXPENDITURE</b>	<b>371,594</b>	<b>359,745</b>	<b>(11,849)</b>	<b>(3%)</b>	<b>695,858</b>	<b>668,358</b>	<b>(27,500)</b>	<b>(4%)</b>	
<b>INCOME</b>									
Agency Fee Income - Councils	(200,086)	(209,503)	(9,418)	4%	(389,229)	(389,229)	-	0%	
Other Income	-	(5,383)	(5,383)	100%	(10,000)	(10,000)	-	0%	
<b>TOTAL INCOME</b>	<b>(200,086)</b>	<b>(214,886)</b>	<b>(14,800)</b>	<b>7%</b>	<b>(399,229)</b>	<b>(399,229)</b>	<b>-</b>	<b>0%</b>	
<b>Net Total</b>	<b>171,508</b>	<b>144,859</b>	<b>(26,649)</b>	<b>(18%)</b>	<b>296,629</b>	<b>269,129</b>	<b>(27,500)</b>	<b>(10%)</b>	

### Notes

1. Outturn reflects current position run rate and includes adjustment for estimated cost of the current COSLA pay award offer which may be subject to change.



## Committee Report by Directorate - Corporate

For Year 23/24 Period 7 ending 14-Oct-2023

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
<b>EXPENDITURE</b>									
<b>Employee Costs</b>									
Salaries	39,278	-	(39,278)		60,000	-	(60,000)		1
Other Employee Costs	404,716	364,396	(40,320)	(11%)	677,000	677,000	-	0%	2
<b>Sub Total Employee Costs</b>	<b>443,994</b>	<b>364,396</b>	<b>(79,598)</b>	<b>(22%)</b>	<b>737,000</b>	<b>677,000</b>	<b>(60,000)</b>	<b>(9%)</b>	
<b>Property Costs</b>									
Electricity	49,752	74,242	24,490	33%	137,933	137,933	-	0%	2
Repairs and Maintenance	14,284	13,456	(828)	(6%)	25,000	25,000	-	0%	2
Property Insurance	5,362	6,459	1,097	17%	12,000	12,000	-	0%	2
Other Property Costs	252,037	202,498	(49,539)	(24%)	426,215	376,215	(50,000)	(13%)	3
<b>Sub Total Property Costs</b>	<b>321,435</b>	<b>296,656</b>	<b>(24,779)</b>	<b>(8%)</b>	<b>601,148</b>	<b>551,148</b>	<b>(50,000)</b>	<b>(9%)</b>	
<b>Supplies &amp; Services</b>	<b>216,289</b>	<b>268,008</b>	<b>51,719</b>	<b>19%</b>	<b>497,924</b>	<b>497,924</b>	<b>-</b>	<b>0%</b>	2
<b>Transport &amp; Plant Costs</b>	<b>50</b>	<b>-</b>	<b>(50)</b>		<b>50</b>	<b>-</b>	<b>(50)</b>		
<b>Third Party Payments</b>									
Communications	313,079	191,079	(122,000)	(64%)	355,000	355,000	-	0%	2
Other Third Party Payments	920,406	1,437,181	516,775	36%	2,370,092	2,670,092	300,000	11%	4
<b>Sub Total Third Party Payments</b>	<b>1,233,485</b>	<b>1,628,260</b>	<b>394,775</b>	<b>24%</b>	<b>2,725,092</b>	<b>3,025,092</b>	<b>300,000</b>	<b>10%</b>	
<b>Financing Costs</b>									
Contribution to Capital Funded from Revenue	2,229,992	2,229,992	-	0%	4,143,030	4,143,030	-	0%	
<b>Sub Total Financing Costs</b>	<b>2,229,992</b>	<b>2,229,992</b>	<b>-</b>	<b>0%</b>	<b>4,143,030</b>	<b>4,143,030</b>	<b>-</b>	<b>0%</b>	
<b>TOTAL EXPENDITURE</b>	<b>4,445,245</b>	<b>4,787,312</b>	<b>342,067</b>	<b>7%</b>	<b>8,704,244</b>	<b>8,894,194</b>	<b>189,950</b>	<b>2%</b>	
<b>INCOME</b>									
Agency Fee Income - Councils	(561,363)	(555,475)	5,887	(1%)	(1,032,000)	(1,032,000)	-	0%	
Interest Received	(4,375,006)	(2,745,082)	1,629,924	(59%)	(8,000,000)	(5,100,000)	2,900,000	(57%)	5
Other Income	(225,456)	(219,068)	6,388	(3%)	(407,000)	(407,000)	-	0%	
<b>TOTAL INCOME</b>	<b>(5,161,825)</b>	<b>(3,519,626)</b>	<b>1,642,199</b>	<b>(47%)</b>	<b>(9,439,000)</b>	<b>(6,539,000)</b>	<b>2,900,000</b>	<b>(44%)</b>	
<b>Net Total</b>	<b>(716,580)</b>	<b>1,267,686</b>	<b>1,984,266</b>	<b>157%</b>	<b>(734,756)</b>	<b>2,355,194</b>	<b>3,089,950</b>	<b>131%</b>	

### Notes

1. Costs associated with displaced staff.
2. Current position due to timing issues in respect of expenditure/budget phasing.
3. Includes costs in relation to property rates for vacant rental properties.
4. Based on expenditure at P7, savings have been projected across corporate costs including consultancy and legal fees.
5. Increased income anticipated due to current rates and cash balances.