

OneSource Havering non-shared Financial Position at Summary Level

	REVISED CONTROLLABLE BUDGET						
SERVICE	NET	OUTTURN ACTUALS	Outturn Variance	P11 Forecast	Swing	REASON FOR SWING	REASON FOR FY OUTTURN VARIANCE
Exchequer & Transactional Services (Housing Benefits, court fee income and pensions)	(1,213,560)	(1,814,267)	(600,707)	(600,311)	(396)	Minor variance <£100k	Pressure attributable to rent rebate subsidy loss more than offset by housing benefit overpayment recovery and strong court fee collection performance.
Legal & Governance (Members costs and Elections)	1,529,283	1,392,760	(136,523)	(172,236)	35,714	Minor variance <£100k	Staffing vacancies account for underspend.
Asset Management Services (Transport, Commercial Property, Schools, Premises Management)	(1,131,577)	(1,664,619)	(533,042)	(295,561)	(237,482)	Overall variance movement at service level is due to a cumulative effect of smaller variances at activity level including slightly improved property income generation, improved management of facilities spend and a reduction in outturn pressure for transport services as compared to P11 forecast due to forecast not incorporating impact of fleet maintenance smoothing reserve movement.	Overall variance due to strong performance of commercial property income generation and efficient management of facilities spend.
Strategic & Operational HR (Unions, Apprentices)	442,934	518,990	76,056	113,103	(37,047)	Minor variance <£100k	Minor variance <£100k
ICT (1Oracle budget)	844,430	730,432	(113,998)	(61,430)	(52,568)	Minor variance <£100k	Transfer from reserves re Cloud exceeded costs. 1Oracle budgets greater than spend.
Business Services	0	5,093	5,093	(48,639)	53,732	Minor variance <£100k	Minor variance <£100k
TOTAL	471,510	(831,611)	(1,303,121)	(1,065,074)	(238,047)	Improvement in outturn v P11 forecast mainly attributable to Asset Management. In particular, commercial property income was slightly better than forecasted, facilities spend was less than predicted and the P11 forecast didn't account for the transfer from fleet smoothing reserve within the transport forecast.	Underspend due to income generation within commercial property and housing benefit overpayment recovery.

NOTES

The non-shared position has been included for information. The budgets and spend are not part of the cost sharing arrangement, however, they are managed by oneSource.