



<b>Transport &amp; Infrastructure</b>		Agenda Item
<b>13 September 2023</b>		<b>11</b>
Title:	Budget and Performance Report	
Report of:	Tim Greenwood, Finance Manager	
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee	
Public Report:	Yes	
Key Decision:	No	
Voting Arrangements:	No vote required.	

#### Recommendations:

A	Note the financial position of the Transport Division for the financial year 23/24 to July 2023.
B	Review and comment on the current Transport budgets within the Combined Authority's Medium-Term Financial Plan and Capital Programme.

#### Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

x	Achieving ambitious skills and employment opportunities
x	Achieving good growth
x	Achieving best value and high performance

#### 1. Purpose

1.1	To provide an update of the financial position for 2023/24 and to provide analysis against the 2023/24 budgets, up to the period ending July 2023.
1.2	To provide the Committee an opportunity to review the multi-year budgets within their remit and provide a steer to be considered as part of the development of the 2024-25 Medium Term Financial Plan.

#### 2. Background

2.1	This report provides an update of the performance against budget up to the period ending July 2023.
2.2	The Combined Authority annually approves a budget for the forthcoming year as part of a 4-year Medium-Term financial plan. Development of the plan occurs between September and January each year and the Thematic Committees are engaged throughout to provide the opportunity to shape the development of the budget.

### 3. Revenue Income and Expenditure

3.1 A breakdown of the Transport income for the period to 31 July 2023 is set out in Table 1 below.

**Table 1**

Transport Income	23/24 Actual YTD £k	23/24 Budget YTD £k	23/24 Variance YTD £k	23/24 Budget FY £k	23/24 FO FY £k	23/24 Variance FY £k	23/24 Deferral £k
Highways Maintenance and Pothole Fund	-27,343	-27,695	352	-27,695	-27,695	0	-
Public Transport - Bus Service Operators Grant (BSOG) CCC	-	-	-	-411	-411	0	-
Transport Levy	-4,048	-	-4048	-13,494	-13,494	-	-
<b>Total Transport Income</b>	<b>-31,391</b>	<b>-27,695</b>	<b>-3,696</b>	<b>-41,600</b>	<b>-41,600</b>	<b>0</b>	<b>0</b>

3.2 The income received in the year is £31m. The variance compared to budget to date is due to timing difference.

3.3 The forecast outturn is in line with the expected budget

3.4 A breakdown of the Transport Revenue Expenditure for the period to 31 July 2023 is set out in Table 2 below.

**Table 2**

Transport Revenue Expenditure	23/24 Actual YTD £k	23/24 Budget YTD £k	23/24 Variance YTD £k	23/24 Budget FY £k	23/24 FO FY £k	23/24 Variance FY £k	23/24 Deferral £k
"Lifebelt" city portrait to inform Cambridge's sustainable & inclusive growth & recovery	40	40	0	40	40	0	-
Active Travel 4	0	0	0	176	176	0	-
Bus Reform Programme	215	170	45	517	517	0	-
Development of Bus Franchising	0	100	-100	900	900	0	-
Public Transport - Bus Service Operators Grant (BSOG) CCC	0	0	0	411	411	0	-
Public Transport - Bus Services CCC	1248	1651	-403	5597	5597	0	-
Public Transport - Bus Services PCC	282	741	-459	1275	1275	0	-
Public Transport - Community Transport CCC	105	95	10	247	247	0	-
Public Transport - Concessionary Fares CCC	805	1909	-1104	6204	4988	-1216	-
Public Transport - Concessionary Fares PCC	639	953	-314	2711	2382	-329	-
Public Transport - Contact Centre CCC	7	155	-148	197	197	0	-
Public Transport - Contact Centre PCC	0	20	-20	95	95	0	-
Public Transport - Overheads PCC	42	162	-120	572	572	0	-
Public Transport - RTPI, Infrastructure & Information CCC	115	24	91	325	325	0	-
Public Transport - RTPI, Infrastructure & Information PCC	48	0	48	0	0	0	-
Public Transport - Supported bus costs s106 CCC	117	0	117	0	0	0	-
Public Transport - Team and Overheads CCC	0	0	0	0	0	0	-
<b>Total Transport Revenue Expenditure</b>	<b>3,663</b>	<b>6,020</b>	<b>-2,357</b>	<b>19,267</b>	<b>17,722</b>	<b>-1,545</b>	<b>-</b>

3.5	Expenditure to date is £2.3m lower than budget to date. Concessionary fares (£1.4m) mainly due to passenger numbers not returning to pre covid levels, expected to underspend at year end. Supported Bus Services (£0.8m) due to timing differences.
3.6	Forecast outturn shows an underspend to budget for the year of £1.5m. The variance is due to an estimated reduction in the cost of concessionary fares. This underspend will be held within the transport levy reserve and taken into account when setting the levy for 2024-25.

#### 4. Capital Expenditure

4.1 A breakdown of the Transport Capital Expenditure for the period to 31 July 2023 is set out in the table below.

**Table 3**

Transport Capital Expenditure	23/24 Actual YTD £k	23/24 Budget YTD £k	23/24 Variance YTD £k	23/24 Budget FY £k	23/24 FO FY £k	23/24 Variance FY £k	23/24 Deferral £k
A10 Upgrade Capital	54	951	-897	3,577	3,064	-513	513
A1260 Nene Parkway J15	0	1419	-1419	1,628	1,628	0	-
A1260 Nene Parkway Junction 32-3	0	2393	-2393	9492	9492	0	-
A141 SOBC	228	1330	-1102	7001	7001	0	-
A16 Norwood Dualling	0	325	-325	2421	2421	0	-
A505 Corridor	2	0	2	135	135	0	-
A603 Barton Road	0	0	0	400	400	0	-
Active Travel 4	0	0	0	3720	3720	0	-
Addenbrookes Roundabout	0	0	0	200	200	0	-
Brook Crossing - Sutton	0	0	0	225	225	0	-
Centre For Green Technology	0	0	0	2500	2500	0	-
Countywide Speed Reduction	0	0	0	800	800	0	-
East Park Street Crossings	0	0	0	260	260	0	-
Ely Area Capacity Enhancements	0	0	0	124	124	0	-
Fengate Access Phase 1	6	2161	-2155	7563	7563	0	-
Fletton Quays Footbridge	0	116	-116	1407	465	-942	942
Highways Maintenance and Pothole Fund	27557	27557	0	27557	27557	0	-
March junction improvements	441	535	-94	1604	1604	0	-
Northstow P&R Link	0	0	0	500	500	0	-
Peterborough Green Wheel	0	129	-129	631	631	0	-
School Streets	0	0	0	10	10	0	-
Smaller Road Safety Measures	0	0	0	100	100	0	-
Snailwell Loop	0	30	-30	150	150	0	-
Soham Station	0	31	-31	153	153	0	-
Thorpe Wood Cycle Way	0	0	0	625	625	0	-
University Access - Fengate Phase 2	0	363	-363	821	821	0	-
Wisbech Access Strategy	6	0	6	523	523	0	-
Wisbech Rail	0	0	0	310	310	0	-
ZEBRA (buses)	0	3264	-3264	6,258	6,258	0	-
<b>Total Transport Capital Expenditure</b>	<b>28,294</b>	<b>40,604</b>	<b>-12,310</b>	<b>80,695</b>	<b>79,240</b>	<b>-1,455</b>	<b>1455</b>

4.2	Expenditure to date is significantly lower than budget, £12.3m. This is mainly due to billing issues, first quarter invoices have yet to be received for some projects.
4.3	Forecast outturn shows an underspend against budget of £1.5m. This is due to delays in 2 schemes, the A10 and Flettons Quays Footbridge, which are expected to slip into 2024/25.

## 5. Development of the Medium-Term Financial Plan

5.1	The Combined Authority annually approves a budget for the forthcoming year as part of a 4-year Medium-Term Financial Plan (MTFP). Development of the plan occurs between September and January each year, and the Thematic Committees are encouraged to engage throughout to provide the opportunity to shape the development of the budget.
5.2	The first stage in the update of the MTFP is for officers to review the existing MTFP and highlight areas where there are unavoidable changes which need to be updated to reflect current market conditions – items such as inflation in contracts which need to be updated for current forecasts. Alongside this Members are engaged to highlight areas where there may be investment or saving opportunities within service or thematic areas.
5.3	Appendix 1 sets out the current revenue and capital budgets within the Committee's remit for 2023-24 to 2026-27, as approved by the CPCA Board in January 2023, and updated for subsequent Board decisions and funding announcements.
5.4	The Committee are asked to review their current programme and provide a view on whether they are content that this will enable the delivery of their strategic objectives over the medium-term and if there are any areas of concern or opportunity which should be considered by Officers and the CPCA Board during the development of the 24-25 budget and MTFP.

## 6. Appendices

6.1	Appendix 1 – Current budget and MTFP.
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## 7. Implications

### Financial Implications

7.1	There are no financial implications other than those included in the main body of the report.
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### Legal Implications

8.1	The Combined Authority is required to prepare a balanced budget in accordance with statutory requirements.
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### Public Health Implications

9.1	N/A
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### Environmental & Climate Change Implications

10.1	N/A
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### Other Significant Implications

11.1	N/A
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### Background Papers

12.1	None
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