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| CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY BOARD | AGENDA ITEM No: 2.1 |
| 3 JUNE 2020 | PUBLIC REPORT |

BUDGET MONITOR UPDATE

1.0 PURPOSE

- 1.1 This report provides a forecast outturn position for 2019/20 and recommends the Board to approve the carry forward of unspent budget to 2020/21 in order to complete outstanding projects.
- 1.2 This report also recommends the Board to approve changes to be made to the 2020/21 budget and Medium Term Financial Plan (MTFP) that are suggested following the recommendation made by the Board in March 2020 to review the MTFP as part of the Combined Authority's response to the COVID-19 crisis.

| <u>DECISION REQUIRED</u> | |
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| Lead Member: | Mayor James Palmer |
| Lead Officer: | Jon Alsop, Chief Finance Officer (Section 73 Officer) |
| Forward Plan Ref: KD2020/030 | Key Decision: Yes |
| The Combined Authority Board is recommended to: <ul style="list-style-type: none">a) Note the provisional outturn position against budget for the year to 31 March 2020.b) Approve the carry forward of budget underspends to increase the 2020/21 budget to deliver the outcomes identified.c) Update the 2020/21 budget and Medium Term Financial Plan in accordance with the proposed changes made following the COVID-19 MTFP response review. | Voting arrangements A simple majority of members |

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2.0 BACKGROUND

2.1. At its September 2019 meeting, the Board approved a refreshed Medium-Term Financial Plan (MTFP), including balanced revenue and capital budgets for 2019/20. This report presents the progress made against these budgets along with any changes in line with subsequent Executive Committee and Board decisions.

3.0 REVENUE BUDGET POSITION

3.1. A summary of the outturn position of the Authority, showing 'Revenue' income and expenditure is set out in the table below. A more detailed breakdown of income and expenditure for the year is shown at **Appendix 1**.

| 2019/20 Revenue | 19-20 Budget (Mar) £'000 | Forecast Outturn (Feb) £'000 | Provisional Outturn as at 31st March 2020 £000 | Variance to Forecast £'000 | Variance to Budget £'000 | Proposed Carry- Forward £'000 | Appendix 3 ref. |
|--|--------------------------------|------------------------------------|---|----------------------------------|--------------------------------|--|--------------------|
| Income | | | | | | | |
| Grant Income | (30,213.0) | (30,213.0) | (30,159.6) | 53.4 | 53.4 | - | |
| Total Income | (30,213.0) | (30,213.0) | (30,159.6) | 53.4 | 53.4 | - | |
| Expenditure | | | | | | | |
| Mayor's Office | 379.9 | 364.4 | 346.6 | (17.8) | (33.3) | - | |
| Operational Budget: | | | | | | | |
| Combined Authority Staffing | 5,122.1 | 5,360.4 | 4,921.9 | (438.5) | (200.2) | - | 1,2 |
| External Support Services | 505.0 | 337.2 | 326.0 | (11.2) | (179.0) | - | |
| Corporate Overheads | 748.7 | 779.2 | 796.1 | 16.9 | 47.4 | 28.4 | |
| Governance | 205.0 | 143.3 | 64.5 | (78.8) | (140.5) | - | |
| Election Provision | 260.0 | 260.0 | 260.0 | - | - | - | |
| Capacity Funding | 425.0 | 125.0 | 242.1 | 117.1 | (182.9) | - | 3 |
| Financing Costs/(Income) | (1,480.0) | (1,595.1) | (1,636.8) | (41.7) | (156.8) | - | |
| Workstream/Programme Budget: | | | | | | | |
| Transport | 16,502.7 | 15,020.4 | 14,922.5 | (97.9) | (1,580.2) | 1,082.5 | |
| Business and Skills | 9,736.0 | 7,786.6 | 8,037.5 | 250.9 | (1,698.5) | 1,699.9 | |
| Economic Strategy | 2,907.0 | 1,623.2 | 1,247.2 | (376.0) | (1,659.8) | 1,520.6 | 4 |
| Strategy and Performance | 498.0 | 347.1 | 276.3 | (70.8) | (221.7) | 111.4 | |
| Housing | 957.5 | 261.3 | 178.3 | (83.0) | (779.2) | 696.2 | |
| Total Expenditure | 36,766.9 | 30,813.1 | 29,982.3 | (830.8) | (6,784.6) | 5,139.0 | |
| Total (Income) less Total Expenditure | 6,553.9 | 600.1 | (177.3) | (777.4) | (6,731.2) | 5,139.0 | |

3.2. The Provisional Outturn position, as set out in the table above, shows a 'favourable variance against the budget for the year of £6.7m. Of this, £3.1m is related to ringfenced funding lines and thus must either be carried forward to 20-21 or returned to the funding body, leaving a £3.6m variance against the CPCA's revenue general funds.

3.3. The only material change to the budget since the previously reported position is the movement of the 19-20 CAM innovation company set up budget, and costs, from the capital budget to the revenue (under capacity funding) due to the incorporation of the company being delayed to 20-21.

3.4. The underspend against the budget for the year has increased by £831k since the report seen at the April Combined Authority Board; the material variances since the last report are summarised below, full details of these variances, including mitigations and responses, are included in **Appendix 3**.
(material is defined as >£100k for operational budgets and £250k for project

budgets)

- Enterprise Zone receipts: As per the agreed Memorandum of Understanding between the Combined Authority and Huntingdonshire District Council the Combined Authority has not received as share of the 2017-18 business rates from Alconbury Weald which were previously budgeted for. (+£138k)
- Combined Authority Staffing: The corporate services directorate employs a number of contracted solicitors; these costs have been included in the staffing budget resulting in an overspend on this line. There is a corresponding underspend on the external legal council budget line. (+£110k)
- Combined Authority Staffing: Staffing costs for the Energy Hub and the Community Land Trust teams have been shown in the overall staffing figures throughout the year, these have now been recharged to their project budgets resulting in a reduction in the net staffing cost. (-£431k)
- CAM promotor body: As mentioned above the budget for the CAM promotor body has moved from the Capital programme to the revenue budget in 2019-20, the original budget for this was £300k so, while an increase to revenue expenditure this represents an underspend compared to the expected costs. (+£165k)
- Rural Communities Energy Fund: The first tranche of projects in this programme have commenced, and claims are starting to be processed, however these were not agreed in time to be paid in the 2019-20 financial year resulting in no spend this financial year. (-£400k)

4.0 REVENUE CARRY FORWARD

4.1. The Combined Authority has been undertaking a broad scale review of its priorities, as set out in section 6 of this report, as part of this the default position for revenue budgets in 2019-20 is that, where there is not a ringfenced funding stream, or committed expenditure, underspends are to be taken corporately so that they can be reprioritised according to the needs of the whole organisation, rather than leaving this funding in silos.

4.2. The proposed material carry forwards are detailed below and a line by line breakdown can be seen in **Appendix 1**.

- CAM (£391k) – The CAM has been identified as one of the key priorities of the Combined Authority which will contribute to post COVID recovery. As such it is recommended that this budget be carried forward to contribute to the larger funding package detailed later in this report.
- Garden Villages (£696.2k) – The garden villages programme makes up a key element in the funding model of the CAM arms, as such this is considered vital to the delivery of the CAM as a whole and thus roll forward of funding for this programme is recommended.
- Bus Review Implementation – This underspend is due to a delay in appointing a permanent programme manager, which has now been completed. Public transport is a key area for the Combined Authority and, while investing in the development of the CAM provides for a long term

solution to the area's public transport needs, there is still a need to shape the provision of local bus services in the interim. As such it is recommended that this budget be carried forward to meet this need.

- AEB Devolution Programme (£673k) – 50% of this underspend was approved for investment into the AEB Innovation Fund, the balance is requested to be carried forward to be made available to meet the CPCA's contracted commitments to its AEB providers to the end of the 19-20 academic year.

The following budget lines are funded from ringfenced grants and thus any underspends must be allocated to the same programmes in 2020-21:

- Heath and Care Sector Work Academy (£1,068k)
- Energy Hub (£124.8k)
- Rural Communities Energy Fund (£1,053k)
- LEP Capacity Funding (£188k)

4.3. The Combined Authority's provisional underspend for the year is £6.7m. Were all the proposed carry forwards to be approved this would result in £5.1m of this being included in the 20-21 budget leaving a net underspend of £1.6m against the approved budget.

The approved net underspend will be reflected in an increase in the Authority's reserves going forward, allowing the Board more flexibility to make the optimal use of the resources at its disposal.

5.0 CAPITAL BUDGET

5.1. The draft outturn 'Capital' position of the Combined Authority is shown at **Appendix 2**.

5.2. The net underspend against the budget for the year has increased by £1.3m relative to the forecast presented to the April Combined Authority Board however this is made up of several offsetting material variances as set out below. Full details of these variances, including relevant mitigations and responses, are included in **Appendix 3**

- Cambridge City Housing Programme: £17m of the £70m funding for this programme was paid directly to Cambridge City Council in April 2020. As such the Q4 2019-20 payment, and the following payments up to £17m, will not be paid by the Combined Authority resulting in lower expenditure than forecast which offsets the lower income. (-£9.01m)
- Cambridgeshire and Peterborough Affordable Housing Programme: The majority of this is due to a new loan being agreed, and the first tranche drawn, at the end of the year. (+5.74m)
- A47 Junction 18 improvements: This project has now completed having only spent £2.93m this year. (-0.92m)
- Project Living Cell: This project has completed to budget but ahead of schedule, resulting in an overspend in 2019-20 that will be reflected by no budget being required in 2020-21. (+£2.69m)

- **Aerotron Relocation:** This LGF project has entered delivery a month earlier than expected, and thus drew down their first funding in March 2019-20 rather than April 2020-21, there is no change to the total project budget. (+£0.55m)

5.3. As the majority of the variances on capital budgets are a result of the expenditure profiles of budgets changing, rather than representing a true underspend due to scope-change, or new savings coming to light, those projects which have a material variance to the budget and are not requesting a carry forward due to timing are detailed below:

- **St Neots River Crossing Cycle Bridge:** This project has ceased in line with the Combined Authority Board decision in April. (-£0.60k)
- **Wisbech Garden Town:** This project has been put on hold until the A47 dualling has been progressed further and thus this funding allocation is no longer needed. (-£1.73m)
- **Digital Connectivity Infrastructure:** As was reported in the April budget update this project is underspending and thus is not requesting that it's 19-20 underspend be carried forward. (-£0.58m)
- **A141 Capacity Enhancement:** This project is being merged with Huntingdon Third River Crossing and is requesting a partial carry forward to contribute to the extended scope for that project. (£0.48m carry forward request leaving a -£0.60m saving)
- **Cambridge City Housing Programme:** As detailed in Appendix 3 table 5, grant funding for this programme has been provided directly to Cambridge City from Government therefore there will be a reduced budget from the Combined Authority for 2020-21. (-£10.72m)
- **A605 Stanground East:** an alternative option is being investigated which would result in a lower overall project cost thus only a partial carry-forward is being requested. (£1.11m carry forward request leaving a -£0.67m saving).

6.0 **COVID-19 MTFP/Priorities review**

6.1. At the meeting held on 25th March, the Board received an urgent report setting out how the Combined Authority planned to support recovery to the area through an immediate, short term and medium-term response to COVID-19.

6.2. The response included an undertaking to review all key priorities to identify risks to delivery, and to consider all priorities to focus on those which will best support economic recovery.

6.3. A review of all the key and non-key priority projects included within the MTFP has now been carried out with Directors to identify:

- Short term risks or opportunities to the current plan, and
- Opportunities to reduce the list of projects with committed funding in the Medium Term to enable funding to be re-purposed to priorities which will contribute towards the economic improvement of our area.

- 6.4. The review also involved updating the assumptions made in the MTFP on the funding of projects to which central government and its agencies have now made a clear public commitment. This highlights the 'promoter' role of the Combined Authority and its success in obtaining future funding commitments from central government which has enabled us to release funds previously earmarked funds, for example for Cambridge South Station.
- 6.5. We have modelled the impacts of these suggested repurposing of budgets on the forecast available revenue and capital balances across the lifetime of the MTFP.
- 6.6. The figures in the 'remodelled' MTFP (as shown in tables below) confirm that the current mayoral priorities are still affordable within the existing MTFP, that the refresh has refocused funds towards the immediate COVID-19 response and has enabled the release of some resources to support economic recovery, including an increased commitment to market towns and funding to support the development of the CAM up to the delivery of the OBC stage, and towards some initial costs of the FBC.
- 6.7. Investment in the CAM is an investment in recovery and we have had indications from the OxCam Arc that they are keen to support transformational infrastructure projects such as this in the area.
- 6.8. The review reflects the refocusing of c£6m of resources to support small businesses and microbusiness with COVID capital grants. An initiative that has been acknowledged by Simon Clarke, Minister of State at MHCLG in a recent LEP round table discussion.
- 6.9. Further funds are recommended to be invested into Market Towns. A paper on this will be brought to the Board in July.
- 6.10. The proposed changes leave the revenue and capital budgets balanced and affordable across the MTFP, but with limited additional available revenue and capital balances to use for any other emerging priorities without reprioritising existing plans. We do maintain a £1m Contingency reserve, which is approximately 12.5% of our annual core revenue funding.
- 6.11. This highlights the importance of sound budgetary control and financial management and the need to highlight budgetary pressures early to enable decisions to be made to minimise their impact.
- 6.12. The suggested updates to the 20/21 budget and Medium Term Financial Plan are as follows:
- 6.13. Please note that the 'proposed' new investments will be included as 'subject to approval' in the MTFP and are included as estimated costs. As set out in the MTFP as approved by the Board in January 2020 overall affordability is a key principle in creating a lawful budget and for ensuring financial control over the lifetime of the MTFP.

6.14. **Subject to Approval** budget lines are noted within the overall budget affordability envelope, but further approval will be required from the CA Board to approve the spending.

Revenue – Proposed Savings from MTFP

Cambridge South Station: The updated assumption is that this project will now be funded by Network Rail – *would release £1,500,000*

Huntingdon Third River Crossing – Project to be merged with that of the A141 – *would release £96,500*

Non-transport feasibility fund – repurpose unallocated balance in 20/21. Retain £917k balance in 21/22 – *would release £749,600*

Provision for interest on borrowing – Updated assumption is that there is no service requirement for borrowing in 20/21. 21/22 estimates have also been revised down to reflect current Public Works Loans Board (PWLB) interest rates - *would release £5,400,000 over 4 years.*

2019/20 underspend on legal costs: *This is estimated to be c£130,000*

Revenue – Proposed new ‘investments’ in MTFP

Garden Villages: Investment in legal, surveys, planning costs etc – *additional provision of £3,000,000*

Staffing Costs: Additional support required in the Business and Skills team to cope with significant increased demands on existing resources - *additional cost would be £120,000 for 6 months support.*

CAM revenue Costs:

Post Tunnel OBC Stages (SPV): *Current estimate requires £2,500,000*

Innovation Company Programme Development Costs: *Current estimate requires £4,415,214.*

Additional Revenue Commitments/Potential Liabilities

Staffing and Change Management: Additional funding is required to cover anticipated increases in the nationally negotiated National Joint Council (NJC) cost of living award, pension contributions. It is also considered prudent to provide for potential future change management costs: – *additional commitment estimated at £400,000 per year over the lifetime of the MTFP = £1,600,000.*

The net impact on ‘revenue’ reserves of these proposals would be as per the table below:

| Source of Funding | 2020/21 | | | | 2021/22 | | | | 2022/23 | | | | 2023/24 | | | |
|---|-----------------|----------------------|-----------------|---------------------|-----------------|----------------------|-----------------|---------------------|-----------------|----------------------|-----------------|---------------------|-----------------|----------------------|-----------------|---------------------|
| | Available Funds | Approved Expenditure | STA Expenditure | Balance at Year End | Available Funds | Approved Expenditure | STA Expenditure | Balance at Year End | Available Funds | Approved Expenditure | STA Expenditure | Balance at Year End | Available Funds | Approved Expenditure | STA Expenditure | Balance at Year End |
| REVENUE FUNDING SUMMAR | £,000 | £,000 | £,000 | £,000 | £,000 | £,000 | £,000 | £,000 | £,000 | £,000 | £,000 | £,000 | £,000 | £,000 | £,000 | £,000 |
| Revenue Single Pot | (18,220.7) | 9,060.3 | 3,192.9 | (5,967.5) | (13,967.5) | 8,022.2 | 200.0 | (5,745.3) | (13,485.3) | 7,607.2 | 136.0 | (5,742.1) | (13,482.1) | 8,475.4 | 70.0 | (4,936.7) |
| Proposed changes | | | | | | | | | | | | | | | | |
| Cambridge South Station | | | (1,500.0) | (1,500.0) | | | | (1,500.0) | | | | (1,500.0) | | | | (1,500.0) |
| Huntingdon 3rd River crossing | | (96.5) | | (96.5) | | | | (96.5) | | | | (96.5) | | | | (96.5) |
| Non-transport feasibility | | (749.6) | | (749.6) | | | | (749.6) | | | | (749.6) | | | | (749.6) |
| Interest on borrowing | | | (2,400.0) | (2,400.0) | | | (1,000.0) | (3,400.0) | | | (1,000.0) | (4,400.0) | | (1,000.0) | (5,400.0) | |
| Legal costs underspend 2019/20 | | | (130.0) | (130.0) | | | | (130.0) | | | | (130.0) | | | | (130.0) |
| Garden Villages | | | 3,000.0 | 3,000.0 | | | | 3,000.0 | | | | 3,000.0 | | | | 3,000.0 |
| Staffing costs | | 120.0 | | 120.0 | | | | 120.0 | | | | 120.0 | | | | 120.0 |
| CAM SPV - Post OBC Tunnel stage | | | 2,500.0 | 2,500.0 | | | | 2,500.0 | | | | 2,500.0 | | | | 2,500.0 |
| CAM - innovation co | | | 4,415.2 | 4,415.2 | | | | 4,415.2 | | | | 4,415.2 | | | | 4,415.2 |
| Additional revenue risk e.g. staffing/change management | | | 400.0 | 400.0 | | | 400.0 | 800.0 | | | 400.0 | 1,200.0 | | | 400.0 | 1,600.0 |
| Adjusted Total | (18,220.7) | 8,334.2 | 9,478.1 | (408.4) | (13,967.5) | 8,022.2 | (400.0) | (786.2) | (13,485.3) | 7,607.2 | (464.0) | (1,383.0) | (13,482.1) | 8,475.4 | (530.0) | (1,177.6) |

Capital – Proposed Savings from MTFP

A47: The updated assumption is that Highways England will fund this scheme going forward - *would release £1,734,000*

Cambridge South Station: The updated assumption is that Network Rail will fund this scheme going forward - *would release £15,750,000*

Regeneration of Fenland Railway Station: Descoping of platforms to repurpose to support investment in ‘Market Town Masterplans’ - *would release £4,500,000*

Digital Connectivity: Technological developments have enabled savings to be made against original estimates. Forecast underspend in 2019/20 plus savings in 20/21 - - *would release £1,242,000*

Wisbech Garden Town: Includes forecast underspend in 2019/20 - *would release £3,200,000*

Capital growth grant scheme: £5,400,000 has already been repurposed to create the COVID-19 small grants fund.

Capital – Proposed new ‘investments’ in MTFP

Market Towns Masterplans: Repurposed existing ‘MTFP’ fund of £4.5m to be more COVID-19 relevant - *plus an additional £5,000,000.*

A10: Towards the procurement of the Outline Business Case (OBC) stage (assumed one third of the cost with the other two thirds to be funded by DfT) – *additional provision required of £2,000,000*

A141 Capacity Enhancements: To fund the Strategic Outline Business Case (SOBC) and the OBC to follow the current study, linked to the relief road north of Huntingdon - *additional provision required would be £8,000,000*

Capital grant scheme for micro-businesses: From capital gainshare - *£500,000 already confirmed*

CAM Innovation company set-up: Match funding towards the setting up of an innovation company - *£2,000,000 required over two years.*

CAM Special Purpose Vehicle Delivery: Estimate of costs required to deliver the CAM OBC – *Additional provision required of £15,000,000*

CAM Full Business Case (FBC): Estimate of funds required during the lifetime of this MTFP to prepare for the development of the FBC – **Additional provision required of £3,000,000**

Investment in ‘own’ Finance system: CPCA currently uses Peterborough City Council (PCC)’s finance system. PCC are currently reviewing their own system options and with the likelihood of increased levels of remote working and the need for enhanced functionality that will assist budget holders is managing budgets, investment in a dedicated finance system is becoming a necessity. – additional provision requested is £150,000.

Additional Capital Commitments/Potential Liabilities

Lancaster Way A142/A10 Roundabout Improvements: Additional funding to reflect current cost estimate including £500k COVID-19 provision – **additional commitment already confirmed of £1,890,770**

Kings Dyke: Additional potential contribution of 60% of identified additional costs on the Kings Dyke project including COVID-19 contingency – **additional provision required of £2,100,000**

The net impact on ‘capital’ reserves of these proposals would be as per the table below:

| Source of Funding | 2020/21 | | | | 2021/22 | | | | 2022/23 | | | | 2023/24 | | | |
|---|--------------------------|-------------------------------|--------------------------|------------------------------|--------------------------|-------------------------------|--------------------------|------------------------------|--------------------------|-------------------------------|--------------------------|------------------------------|--------------------------|-------------------------------|--------------------------|------------------------------|
| | Available Funds £,000 | Approved Expenditure £,000 | STA Expenditure £,000 | Balance at Year End £,000 | Available Funds £,000 | Approved Expenditure £,000 | STA Expenditure £,000 | Balance at Year End £,000 | Available Funds £,000 | Approved Expenditure £,000 | STA Expenditure £,000 | Balance at Year End £,000 | Available Funds £,000 | Approved Expenditure £,000 | STA Expenditure £,000 | Balance at Year End £,000 |
| CAPITAL FUNDING SUMMARY | | | | | | | | | | | | | | | | |
| Capital Gainshare | (52,979.9) | 18,717.9 | 10,467.6 | (23,794.4) | (35,794.4) | 9,837.0 | 25,745.5 | (211.9) | (12,211.9) | - | 4,753.5 | (7,458.4) | (19,458.4) | - | 5,720.9 | (13,737.5) |
| Proposed changes | | | | | | | | | | | | | | | | |
| A47 | | | (218.5) | (218.5) | | | (218.5) | (436.9) | | | (576.7) | (1,013.6) | | | (720.9) | (1,734.5) |
| Cambridge South Station | | (750.0) | | (750.0) | | | (7,000.0) | (7,750.0) | | | (8,000.0) | (15,750.0) | | | | (15,750.0) |
| Regen of Fenland Railway Stn | | | | - | | | (4,500.0) | (4,500.0) | | | | (4,500.0) | | | | (4,500.0) |
| Digital Connectivity | (500.0) | | (742.0) | (1,242.0) | | | | (1,242.0) | | | | (1,242.0) | | | | (1,242.0) |
| Wisbech Garden Town | (1,700.0) | | (750.0) | (2,450.0) | | | | (3,200.0) | | | | (3,200.0) | | | | (3,200.0) |
| Market Towns master plan | | | 1,500.0 | 1,500.0 | | | 1,500.0 | 3,000.0 | | | 2,000.0 | 5,000.0 | | | | 5,000.0 |
| A10 Dualling | | | 1,000.0 | 1,000.0 | | | 1,000.0 | 2,000.0 | | | | 2,000.0 | | | | 2,000.0 |
| A141 Cap Enhance & St Ives | | | | - | | | | - | | | 5,000.0 | 5,000.0 | | | 3,000.0 | 8,000.0 |
| Capital Gain grants for indivs | | | 500.0 | 500.0 | | | | 500.0 | | | | 500.0 | | | | 500.0 |
| CAM innovation company set up | | | 1,000.0 | 1,000.0 | | | 1,000.0 | 2,000.0 | | | | 2,000.0 | | | | 2,000.0 |
| CAM Delivery to OBC - (3x £5m per year) | | | | - | | | 5,000.0 | 5,000.0 | | | 5,000.0 | 10,000.0 | | | 5,000.0 | 15,000.0 |
| CAM FBC prep - (2x £1.5m per year) | | | | - | | | | - | | | 1,500.0 | 1,500.0 | | | 1,500.0 | 3,000.0 |
| Investment in Finance System | | | 150.0 | 150.0 | | | | 150.0 | | | | 150.0 | | | | 150.0 |
| Lancaster Way - Board approved | | 1,168.2 | | 1,168.2 | | | | 1,168.2 | | | | 1,168.2 | | | | 1,168.2 |
| Lancaster Way Additional risk | | 722.5 | | 722.5 | | | | 722.5 | | | | 722.5 | | | | 722.5 |
| Kings Dyke | | | 2,100.0 | 2,100.0 | | | | 2,100.0 | | | | 2,100.0 | | | | 2,100.0 |
| Adjusted Total | (55,179.9) | 19,858.7 | 15,007.1 | (20,314.1) | (35,794.4) | 9,837.0 | 21,777.0 | (700.0) | (12,211.9) | - | 9,676.8 | (3,023.3) | (19,458.4) | - | 14,500.0 | (523.3) |

7.0 FINANCIAL IMPLICATIONS

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

8.0 LEGAL IMPLICATIONS

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

9.0 Significant Implications

9.1. There are no other significant implications.

APPENDICES

Appendix 1 - Breakdown of the 2019/20 draft Revenue Outturn position.

Appendix 2 – Breakdown of the 2019/20 draft Capital Outturn position.

Appendix 3 – Detailed explanations of material variances.

| <u>Source Documents</u> | <u>Location</u> |
|--------------------------------|------------------------|
| None | n/a |



Appendix 1: Breakdown of the 2019/20 draft Revenue Outturn position

| | <u>19-20 Budget (Mar)</u> | <u>Forecast Outturn (Feb)</u> | <u>Provisional Outturn as at 31st March</u> | <u>Variance to Forecast</u> | <u>Variance to Budget</u> | <u>Proposed Carry Forward</u> |
|--|-------------------------------|-----------------------------------|---|---------------------------------|-------------------------------|---------------------------------------|
| | <u>£'000</u> | <u>£'000</u> | <u>£'000</u> | <u>£'000</u> | <u>£'000</u> | <u>£'000</u> |
| Income | | | | | | |
| Gain Share Revenue | (8,000.0) | (8,000.0) | (8,000.0) | - | - | - |
| Mayoral Capacity Building Fund | (1,000.0) | (1,000.0) | (1,000.0) | - | - | - |
| Transport Levy (Passported to PCC and CCC) | (12,369.0) | (12,369.0) | (12,369.0) | - | - | - |
| Enterprise Zone Receipts | (138.0) | (138.0) | - | 138.0 | 138.0 | - |
| Growth Hub - BEIS | (246.0) | (246.0) | (246.0) | - | - | - |
| LEP Core Funding from BEIS | (500.0) | (500.0) | (500.0) | - | - | - |
| EZ contribution to LEP activity | (250.0) | (250.0) | (238.3) | 11.7 | 11.7 | - |
| CPCA LIS Implementation (LEP Capacity Funding) | (200.0) | (200.0) | (200.0) | - | - | - |
| AEB implementation Grant | (40.6) | (40.6) | (40.6) | - | - | - |
| AEB Devolved Funding | (7,253.5) | (7,253.5) | (7,253.5) | - | - | - |
| EU Exit Funding | (90.9) | (181.8) | (181.8) | - | (90.9) | - |
| Careers and Enterprise Company (CEC) Funding | (125.0) | (125.0) | (130.3) | (5.3) | (5.3) | - |
| Total Income | (30,213.0) | (30,303.9) | (30,159.6) | 144.3 | 53.4 | - |
| Expenditure | | | | | | |
| Mayor's Office | | | | | | |
| Mayor's Allowance | 85.0 | 85.0 | 83.9 | (1.1) | (1.1) | - |
| Mayor's Office Expenses | 25.0 | 25.0 | 23.3 | (1.7) | (1.7) | - |
| Mayor's Office Accommodation | 52.4 | 52.4 | 52.0 | (0.4) | (0.4) | - |
| Mayor's Office Staff | 217.5 | 202.0 | 187.4 | (14.6) | (30.1) | - |
| Total Mayoral Costs | 379.9 | 364.4 | 346.6 | (17.8) | (33.3) | - |
| Combined Authority Staffing Costs | | | | | | |
| Salaries | | | | | | |
| Chief Executive | 269.0 | 272.1 | 277.0 | 4.9 | 8.0 | - |
| Business and Skills | 1,655.2 | 1,617.9 | 1,536.7 | (81.2) | (118.5) | - |
| Delivery and Strategy | 1,217.6 | 1,178.6 | 1,186.4 | 7.8 | (31.2) | - |
| Housing | 362.0 | 392.2 | 350.1 | (42.1) | (11.9) | - |
| Corporate Services | 1,408.3 | 1,515.6 | 1,626.0 | 110.4 | 217.7 | - |
| Staffing Recharges | 0.0 | - | (431.2) | (431.2) | (431.2) | - |
| Travel | 100.0 | 100.0 | 131.1 | 31.1 | 31.1 | - |
| Restructure Costs | 0.0 | 184.0 | 184.0 | 0.0 | 184.0 | - |
| Apprenticeship Levy | 10.0 | - | 0.0 | 0.0 | (10.0) | - |
| Training, Conferences & Seminars | 100.0 | 100.0 | 61.8 | (38.2) | (38.2) | - |
| Total Combined Authority Staffing Costs | 5,122.1 | 5,360.4 | 4,921.9 | (438.5) | (200.2) | 0.0 |

| | <u>19-20 Budget</u> <u>(Mar)</u> | <u>Forecast</u> <u>Outturn (Feb)</u> | <u>Provisional</u> <u>Outturn as at</u> <u>31st March</u> | <u>Variance to</u> <u>Forecast</u> | <u>Variance to</u> <u>Budget</u> | <u>Proposed</u> <u>Carry</u> <u>Forward</u> |
|---|-------------------------------------|---|---|---------------------------------------|-------------------------------------|---|
| | £'000 | £'000 | £'000 | £'000 | £'000 | |
| Externally Commissioned Support Services | | | | | | |
| External Legal Counsel | 200.0 | 60.0 | 69.9 | 9.9 | (130.1) | - |
| Finance Service | 90.0 | 90.0 | 83.6 | (6.4) | (6.4) | - |
| Democratic Services | 90.0 | 91.5 | 93.1 | 1.6 | 3.1 | - |
| Payroll | 10.0 | 3.0 | 2.6 | (0.4) | (7.4) | - |
| HR | 25.0 | 2.0 | 1.2 | (0.8) | (23.8) | - |
| Procurement | 25.0 | 25.0 | 25.7 | 0.7 | 0.7 | - |
| Finance System | 15.0 | 15.7 | - | (15.7) | (15.0) | - |
| ICT external support | 50.0 | 50.0 | 49.9 | (0.1) | (0.1) | - |
| Total Externally Commissioned Support Services | 505.0 | 337.2 | 326.0 | (11.2) | (179.0) | 0.0 |
| Corporate Overheads | | | | | | |
| Accommodation Costs | 339.2 | 339.2 | 369.1 | 29.9 | 29.9 | - |
| Software Licences, Mobile Phones cost etc. | 20.0 | 20.0 | 22.1 | 2.1 | 2.1 | - |
| Communications | 50.0 | 50.0 | 40.3 | (9.7) | (9.7) | - |
| Website Development | 29.5 | - | 1.1 | 1.1 | (28.4) | 28.4 |
| Recruitment Costs | 160.0 | 185.0 | 196.6 | 11.6 | 36.6 | - |
| Insurance | 30.0 | 30.0 | 30.8 | 0.8 | 0.8 | - |
| Audit Costs | 85.0 | 85.0 | 59.6 | (25.4) | (25.4) | - |
| Office running costs | 25.0 | 30.0 | 33.8 | 3.8 | 8.8 | - |
| Corporate Subscriptions | 10.0 | 40.0 | 42.6 | 2.6 | 32.6 | - |
| Total Corporate Overheads | 748.7 | 779.2 | 796.1 | 16.9 | 47.4 | 28.4 |
| Governance Costs | | | | | | |
| Committee/Business Board Allowances | 185.0 | 123.3 | 64.5 | (58.8) | (120.5) | - |
| Meeting Costs | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - |
| Governance Projects | 20.0 | 20.0 | - | (20.0) | (20.0) | - |
| Total Governance Costs | 205.0 | 143.3 | 64.5 | (78.8) | (140.5) | 0.0 |
| Election Costs | | | | | | |
| Election costs | 260.0 | 260.0 | 260.0 | - | - | - |
| Total Election Costs | 260.0 | 260.0 | 260.0 | 0.0 | 0.0 | 0.0 |
| Capacity Funding | | | | | | |
| Capacity Funding | 125.0 | 125.0 | 76.6 | (48.4) | (48.4) | - |
| CAM promoter body development | 300.0 | - | 165.5 | 165.5 | (134.5) | - |
| Total Capacity Funding | 425.0 | 125.0 | 242.1 | 117.1 | (182.9) | 0.0 |
| Financing Costs | | | | | | |
| Interest Receivable on Investments | (1,480.0) | (1,595.1) | (1,636.8) | (41.7) | (156.8) | - |
| Total Financing Costs | (1,480.0) | (1,595.1) | (1,636.8) | (41.7) | (156.8) | 0.0 |
| Total Operational Expenditure | 5,785.8 | 5,410.0 | 4,973.8 | 436.2 | (812.0) | 28.4 |

| | <u>19-20 Budget</u> <u>(Mar)</u> | <u>Forecast</u> <u>Outturn (Feb)</u> | <u>Provisional</u> <u>Outturn as at</u> <u>31st March</u> | <u>Variance to</u> <u>Forecast</u> | <u>Variance to</u> <u>Budget</u> | <u>Proposed</u> <u>Carry</u> <u>Forward</u> |
|--|-------------------------------------|---|---|---------------------------------------|-------------------------------------|---|
| | £'000 | £'000 | £'000 | £'000 | £'000 | £'000 |
| Workstream Revenue Budgets | | | | | | |
| Transport | | | | | | |
| CAM | 1,907 | 1,530 | 1,515.6 | (14.4) | (391.4) | 391.4 |
| A10 SOBC | 250 | 250 | 203 | (47.1) | (47.1) | 47.1 |
| A14 Revenue Feasibility | 150 | 0 | 0 | - | (150.0) | - |
| Huntingdon 3rd River Crossing | 300 | 19 | 22 | 2.9 | (277.7) | - |
| Bus Review Implementation | 800 | 150 | 156 | 6.0 | (644.0) | 644.0 |
| Cambridge South - Interim Concept | 100 | 97 | 43 | (54.2) | (57.2) | - |
| Transport Levy PCC | 3,631 | 3,631 | 3,631 | - | - | - |
| Transport Levy CCC | 8,738 | 8,738 | 8,738 | - | - | - |
| Local Transport Plan | 377 | 355 | 362 | 6.9 | (14.8) | - |
| Sustainable Travel | 150 | 150 | 152 | 2.5 | 2.5 | - |
| Schemes, Studies and Monitoring | 100 | 100 | 100 | (0.5) | (0.5) | - |
| Total Transport | 16,503 | 15,020 | 14,923 | (97.9) | (1,580.2) | 1,082.5 |
| Business and Skills | | | | | | |
| Work Readiness Programme (Hamptons) | 110.0 | 109.6 | 109.7 | 0.1 | (0.3) | 0.3 |
| Skills Brokerage | 344.2 | 306.0 | 318.1 | 12.1 | (26.1) | 9.0 |
| University of Peterborough Taught Degree Awarding Powers | 201.9 | 190.8 | 182.9 | (7.9) | (19.0) | - |
| University of Peterborough | 235.0 | 265.0 | 230.8 | (34.2) | (4.2) | 4.2 |
| University of Peterborough Legal Costs | 67.0 | - | 66.6 | 66.6 | (0.4) | - |
| Skills Strategy Programme Delivery | 150.0 | 148.0 | 154.5 | 6.5 | 4.5 | (4.5) |
| AEB Devolution programme - Grant | 5,576.3 | 5,576.3 | 5,576.3 | - | - | - |
| AEB Devolution programme - ITP | 1,282.3 | 450.0 | 608.9 | 158.9 | (673.4) | 673.4 |
| AEB Programme Costs | 115.4 | 87.0 | 154.1 | 67.1 | 38.7 | - |
| Health and Care Sector Work Academy | 1,500.0 | 500.0 | 432.2 | (67.8) | (1,067.8) | 1,067.8 |
| EU Exit Funding | 90.9 | 90.9 | 141.2 | 50.3 | 50.3 | (50.3) |
| Growth Company Development | 63.0 | 63.0 | 62.3 | (0.7) | (0.7) | - |
| Total Business and Skills | 9,736.0 | 7,786.6 | 8,037.5 | 250.9 | (1,698.5) | 1,699.9 |
| Economic Strategy | | | | | | |
| Growth Hub | 92.2 | 92.2 | 83.4 | (8.8) | (8.8) | - |
| Market Town Strategy Implementation | 200.0 | 75.0 | 152.1 | 77.1 | (47.9) | 47.9 |
| Energy Hub | 615.4 | 420.0 | 490.6 | 70.6 | (124.8) | 124.8 |
| Rural Communities Energy Fund | 1,052.5 | 400.0 | - | (400.0) | (1,052.5) | 1,052.5 |
| St Neots Masterplan Revenue | 171.9 | 150.0 | 84.8 | (65.2) | (87.1) | 87.1 |
| Trade and Investment Programme | 100.0 | 77.0 | 49.8 | (27.2) | (50.2) | - |
| CPCA LIS Implementation | 200.0 | 189.0 | 218.7 | 29.7 | 18.7 | (18.7) |
| LEP Capacity Funding | 320.0 | 145.0 | 132.0 | (13.0) | (188.0) | 188.0 |
| Skills Advisory Panel (SAP) | 75.0 | 75.0 | 36.0 | (39.0) | (39.0) | 39.0 |
| Total Economic Strategy | 2,827.0 | 1,623.2 | 1,247.2 | (376.0) | (1,579.8) | 1,520.6 |

| | 19-20 Budget (Mar) | Forecast Outturn (Feb) | Provisional Outturn as at 31st March | Variance to Forecast | Variance to Budget | Proposed Carry Forward |
|---|-------------------------------|-----------------------------------|---|---------------------------------|-------------------------------|---------------------------------------|
| | £'000 | £'000 | £'000 | £'000 | £'000 | |
| Strategy, Planning and Performance | | | | | | |
| Monitoring and Evaluation Framework | 163.0 | 163.0 | 89.5 | (73.5) | (73.5) | - |
| Public Service Reform | 100.0 | 100.0 | 98.1 | (1.9) | (1.9) | - |
| Non-Statutory Spatial Framework (Phase 2) | 130.0 | 54.1 | 58.7 | 4.6 | (71.4) | 71.4 |
| Cambridgeshire and Peterborough Land Commission | 105.0 | 30.0 | 30.0 | - | (75.0) | 40.0 |
| Total Strategy and Performance | 498.0 | 347.1 | 276.3 | (70.8) | (221.7) | 111.4 |
| Housing | | | | | | |
| War Veterans Homelessness Support Grant | 90.9 | 90.9 | 90.9 | 0.0 | 0.0 | - |
| CLT / £100k Housing | 166.6 | 166.6 | 83.6 | (83.0) | (83.0) | - |
| Garden Villages | 700.0 | 3.8 | 3.8 | - | (696.2) | 696.2 |
| Total Housing | 957.5 | 261.3 | 178.3 | (83.0) | (779.2) | 696.2 |
| Total Workstream expenditure | 30,521.2 | 25,038.7 | 24,483.5 | (555.2) | (6,037.7) | 4,414.3 |
| Total Revenue Expenditure | 36,686.9 | 30,813.1 | 29,982.3 | (830.8) | (6,704.6) | 5,139.0 |



Appendix 2: Breakdown of the 2019/20 draft Capital Outturn position

| <u>Capital</u> | <u>19-20 Budget (Mar)</u> | <u>Forecast Outturn (Feb)</u> | <u>Provisional Outturn as at 31 Mar 2020</u> | <u>Variance to Forecast</u> | <u>Variance to Budget</u> | <u>Proposed Carry Forward</u> |
|--|-------------------------------|-----------------------------------|--|---------------------------------|-------------------------------|-----------------------------------|
| | £m | £m | £m | £m | £m | £m |
| Kings Dyke CPCA Contribution | 2.50 | - | - | - | (2.50) | 2.50 |
| Cambridge South Station | 0.75 | 0.36 | 0.36 | 0.00 | (0.39) | 0.39 |
| Peterborough University - Business case | 1.52 | 0.30 | 0.36 | 0.06 | (1.15) | 1.15 |
| Soham Station | 0.95 | 0.95 | 1.21 | 0.26 | 0.26 | (0.26) |
| St Neots River Crossing Cycle Bridge | 0.60 | - | - | - | (0.60) | - |
| St Neots Masterplan Capital | 0.33 | 0.33 | 0.07 | (0.26) | (0.26) | 0.26 |
| Wisbech Garden Town | 1.75 | 0.05 | 0.02 | (0.02) | (1.73) | - |
| Wisbech Rail | 1.48 | 1.17 | 1.14 | (0.03) | (0.34) | 0.34 |
| Wisbech Access Strategy | 0.30 | - | 0.30 | 0.30 | - | - |
| Digital Connectivity Infrastructure | 0.84 | 0.34 | 0.26 | (0.07) | (0.58) | - |
| A47 Dualling | 0.41 | 0.17 | 0.18 | 0.01 | (0.23) | 0.04 |
| Total Committed Direct Control Expenditure | 11.42 | 3.66 | 3.91 | 0.25 | (7.51) | 4.41 |
| Costed but not Committed | | | | | | |
| Ely Rail Capacity next stage | 1.00 | - | - | - | (1.00) | 1.00 |
| Market Town pump priming | 0.50 | - | - | - | (0.50) | 0.50 |
| Coldhams Lane roundabout improvements | 0.53 | 0.08 | 0.12 | 0.04 | (0.41) | 0.41 |
| Eastern Industries Access - Phase 1 | 0.43 | 0.06 | 0.09 | 0.02 | (0.34) | 0.34 |
| University Access | 0.10 | 0.05 | 0.05 | 0.00 | (0.05) | 0.05 |
| March junction improvements | 1.08 | 0.55 | 0.46 | (0.10) | (0.62) | 0.62 |
| Investment into CAM innovation company | 0.00 | 0.30 | - | (0.30) | - | - |
| Regeneration of Fenland Railway Stations | 0.09 | - | - | - | (0.09) | 0.09 |
| Regeneration of Fenland Railway Stations - Non Platforms | 0.61 | 0.18 | 0.49 | 0.31 | (0.12) | 0.12 |
| A1260 Nene Parkway Junction 15 | 0.36 | 0.23 | 0.17 | (0.05) | (0.18) | 0.18 |
| A1260 Nene Parkway Junction 32-3 | 0.32 | 0.25 | 0.30 | 0.05 | (0.02) | 0.02 |
| A141 Capacity enhancements | 1.27 | 0.29 | 0.19 | (0.09) | (1.08) | 0.48 |
| A16 Norwood Dualling | 0.06 | 0.05 | 0.07 | 0.01 | 0.01 | (0.01) |
| A505 Corridor | 1.00 | 0.10 | 0.15 | 0.05 | (0.85) | 0.42 |
| A605 Oundle Rd Widening - Alwalton-Lynch Wood | 0.51 | 0.54 | 0.51 | (0.03) | 0.00 | (0.00) |
| Schemes Previously Identified and Costed Total | 7.86 | 2.69 | 2.61 | (0.08) | (5.25) | 4.22 |

| <u>Passported</u> | <u>19-20 Budget (Mar)</u> | <u>Forecast Outturn (Feb)</u> | <u>Provisional Outturn as at 31 Mar 2020</u> | <u>Variance to Forecast</u> | <u>Variance to Budget</u> | |
|---|-------------------------------|-----------------------------------|--|---------------------------------|-------------------------------|--------------|
| | £m | £m | £m | £m | £m | |
| <u>Passported</u> | | | | | | |
| Cambridge City Housing Programme | 20.61 | 18.90 | 9.89 | (9.01) | (10.72) | - |
| Cambs and P'boro Affordable Housing Programme | 41.18 | 31.40 | 37.14 | 5.74 | (4.04) | 4.04 |
| Highways Maintenance Capital Grants | 23.08 | 23.54 | 23.54 | - | 0.46 | - |
| A47 J18 improvements | 3.85 | 3.85 | 2.93 | (0.92) | (0.92) | - |
| A605 Stanground East (whittlesea Access) | 2.80 | 0.91 | 1.01 | 0.10 | (1.79) | 1.11 |
| Passported/Ringfenced Total | 91.52 | 78.60 | 74.51 | (4.09) | (17.01) | 11.29 |
| <u>Growth Funds</u> | | | | | | |
| King's Dyke Crossing (Growth Fund) | 0.78 | 0.64 | 0.58 | (0.05) | (0.20) | 0.20 |
| A428 Cambourne to Cambridge | - | - | - | - | - | - |
| Ely Area Capacity Enhancements | 2.32 | 1.16 | 1.16 | (0.00) | (1.16) | 1.16 |
| In Collusion | 0.02 | 0.02 | 0.02 | (0.01) | (0.01) | - |
| Wisbech Access Strategy - Delivery Phase | 1.00 | 0.88 | 0.51 | (0.37) | (0.49) | 0.49 |
| Agri-tech | 1.00 | 0.70 | 0.68 | (0.02) | (0.32) | 0.32 |
| M11 Junction 8 | - | - | - | - | - | - |
| Soham Station Feasibility | 1.00 | 1.00 | 1.00 | - | - | - |
| Haverhill Innovation Centre | 1.35 | 1.54 | 1.54 | (0.00) | 0.19 | (0.19) |
| Small Grants Programme | 0.10 | 0.06 | 0.09 | 0.03 | (0.01) | 0.01 |
| Whittlesea and Manea Railway Stations | 0.03 | 0.03 | - | (0.03) | (0.03) | - |
| iMET Phase 3 | 0.30 | - | - | - | (0.30) | - |
| Lancaster Way Phase 2 | 0.15 | 0.15 | 0.12 | (0.03) | (0.03) | 0.03 |
| TeraView Loan | 0.12 | 0.11 | 0.12 | 0.01 | - | - |
| Project Living Cell | 1.35 | - | 2.69 | 2.69 | 1.34 | - |
| Capital Growth Grant Scheme | 0.20 | 0.20 | 0.00 | (0.20) | (0.20) | 0.20 |
| Sci-Tech Container Village (Loan) | - | - | - | - | - | - |
| Aerotron Relocation | 0.55 | - | 0.55 | 0.55 | - | - |
| NIAB R&D | 0.04 | - | 0.04 | 0.04 | - | - |
| Illumina Accelerator Global Expansion | 1.00 | - | - | - | (1.00) | 1.00 |
| Growth Funds Total | 11.31 | 6.48 | 9.10 | 2.62 | (2.21) | 3.22 |
| Total | 122.11 | 91.43 | 90.13 | (1.30) | (31.98) | 23.15 |



Appendix 3: Detailed explanations of material variances

Operational Revenue Variances >£100k

| | | | |
|---|----------------|----------------------------------|----------------|
| 1. Corporate Services Staffing | | Variance to forecast expenditure | £110k |
| 2019-20 Budget | £1,408k | Provisional Outturn | £1,626k |
| <p>Throughout the 2019-20 financial year there have been two consultant solicitors working in-house for the Combined Authority which are charged to the Corporate Services Staffing line above the original budget. The existence of these posts has meant significant sections of work has not needed to be outsourced to large firms, which has resulted in an underspend on the external legal counsel budget line of £130k.</p> | | | |

| | | | |
|---|------------|----------------------------------|---------------|
| 2. Staffing Recharges | | Variance to forecast expenditure | -£431k |
| 2019-20 Budget | £0k | Provisional Outturn | -£431k |
| <p>The staffing costs for the Energy Hub team and the Community Land Trust team were included in the 2019-20 budgets for the Business and Skills and Housing Directorates respectively. This line recognises the recharge from the Combined Authority staffing section to the relevant project lines.</p> | | | |

| | | | |
|--|--------------|----------------------------------|--------------|
| 3. CAM promoter body | | Variance to forecast expenditure | £166k |
| 2019-20 Budget | £300k | Provisional Outturn | £166k |
| <p>The CAM promoter body budget was set up with the intention that the costs that fell into 2019-20 would be charged to the company when it was incorporated, and thus paid from the capital investment from the Combined Authority into the company. As the company is yet to be incorporated it has not been possible to capitalise the costs this year thus the budget has been moved from the capital programme into the revenue budget.</p> | | | |

Workstream Revenue Variances >£250k

| | | | |
|---|----------------|----------------------------------|---------------|
| 4. Rural Communities Energy Fund | | Variance to forecast expenditure | -£400k |
| 2019-20 Budget | £1,053k | Provisional Outturn | £0k |
| | | | |

As was reported last month there have been significant delays in this programme as governance structures had to be approved by the Energy Hub Board.

This has been resolved and projects have now been awarded funding, however the first tranche of grant recipient projects' claims will not be paid until April, thus no expenditure will occur in this financial year.

Capital Variances >£500k

| | | | |
|--|----------------|----------------------------------|----------------|
| 5. Cambridge City Housing Programme | | Variance to forecast expenditure | -£9.01m |
| 2019-20 Budget | £20.61m | Provisional Outturn | £9.89m |
| <p>This variance is due to a combination of quarterly claims from Cambridge City Council being below profile and £17m of the £70m fund being granted directly to Cambridge City.</p> <p>The latter resulted in the Q4 2019-20 claim not requiring a payment from the Combined Authority and thus a significant underspend.</p> <p>As it is part of the devolution deal, the Combined Authority remains the Accountable Body for the programme as a whole, and will continue to monitor and report on its progress. Expenditure in 2020-21 will be reduced to match the income that has been provided to the City Council directly.</p> | | | |

| | | | |
|--|----------------|----------------------------------|----------------|
| 6. Cambs & P'boro Affordable Housing Programme | | Variance to forecast expenditure | £5.74m |
| 2019-20 Budget | £41.18m | Provisional Outturn | £37.14m |
| <p>The Histon Road development loan was agreed, and the first tranche of £3.1m drawn, in March. In addition to this a number of loan payments forecast for April were made on the 31st March due to the weekly payment process falling on this day.</p> | | | |

| | | | |
|--|---------------|----------------------------------|----------------|
| 7. A47 Junction 18 improvements | | Variance to forecast expenditure | -£0.92m |
| 2019-20 Budget | £3.85m | Provisional Outturn | £2.93m |
| <p>Peterborough City Council had the first tranche of £920k for this project passported to them in 2018-19 but had not made the corresponding expenditure in that year.</p> <p>Due to miscommunication this was not correctly recognised in the 2019-20 budget resulting in this budget being overstated by that amount.</p> | | | |

The apparent underspend actually represents the project completing to budget.

| | | | |
|--|---------------|----------------------------------|---------------|
| 8. Project Living Cell | | Variance to forecast expenditure | £1.34m |
| 2019-20 Budget | £1.35m | Provisional Outturn | £2.69m |
| <p>Project Living cell has completed ahead of schedule but on budget. As such it has 'overspent' its budget in 2019-20 but this will be matched by a corresponding 'underspend' against the budget allocated to it in 2020-21.</p> | | | |

| | | | |
|--|---------------|----------------------------------|---------------|
| 9. Aerotron Relocation | | Variance to forecast expenditure | £0.55m |
| 2019-20 Budget | £0.55m | Provisional Outturn | £0.55m |
| <p>The Aerotron project's first claim was forecast to be received in April 2020 however it was completed early and the payment was made in March and thus in the prior financial year.</p> | | | |