



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

Agenda Item No: 2.5

## Report title: Budget and Performance Update

To: Transport & Infrastructure Committee

Meeting Date: 14<sup>th</sup> March 2022

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Rowland Potter, Head of Transport

Key decision: No

Forward Plan ref: N/A

Recommendations: The Transport & infrastructure Committee is recommended to:  
Note the January Budget and Performance Monitoring Update

Voting arrangements: note only item, no vote required.

### 1. Purpose

- 1.1 This report provides the regular budget and performance reporting to the Transport and Infrastructure Committee.

### 2. Background

- 2.1 The Combined Authority Board has decided that budget and performance reporting should be seen in the round.
- 2.2 At its January 2021 meeting, the Combined Authority Board approved a new Business Plan and Medium-Term Financial Plan (MTFP), including Revenue and Capital projects for 2021/22. This report presents the progress made against these budgets along with any changes in line with subsequent Executive Committee and Board decisions.

### 3. Budget

#### Presentation of Variances

- 3.1 Members' attention is drawn to the change in presentation in this meeting's report – the sign used to show the direction of forecast variances has been changed to align with the reports produced for other Committees and the CA Board. As such positive variances represent forecast overspends and negative variances forecast underspends.

#### Revenue Budget

- 3.2 A summary of the financial position of the Authority, showing revenue expenditure for the ten-month period to 31<sup>st</sup> January 2022, is set out in the table below:

£000	Prior Years	2021/22 Approved Budget				2021/22 Total Budget		Future Yrs MTFP
	Actual	Actual	Budget Approved	Forecast	Var To Budget	Budget Subject to Approval	Total Budget	
<b>REVENUE</b>								
A141 (SOBC)	99	120	114	120	6	-	114	-
St Ives (SOBC)	-	135	137	136	(1)	-	138	-
Covid Bus Service Support Grant		149	189	189	-			
CAM Innovation Company	6,464	2	656	2	(655)	-	656	-
Local Transport Plan	657	81	200	140	(60)	-	200	100
Bus: Review Implementation	319	350	1,842	973	(869)	-	1,842	-
Bus Service Subsidisation (National Bus Strategy)	50	196	187	383	196	-	187	-
Peterborough Station Quarter			350	175	(175)	-	350	
Public Transport: Concessionary fares	-	5,917	9,129	8,845	(284)	-	9,129	27,387
Public Transport: Contact Centre	-	147	234	185	(49)	-	234	702
Public Transport: RTPI, Infrastructure & Information	-	-	209	221	12	-	209	627
Public Transport: S106 supported bus costs	-	267	-	435	435	259	259	777
Public Transport: Supported Bus Services	-	2,011	3,003	3,237	234	-	3,003	9,009
Public Transport: Team and Overheads	-	324	465	460	(5)	-	465	1,395
Public Transport: Bus Service Operator Grant			409	409	-	-	409	
A142 Chatteris to Snailwell	-	-	-	-	-	150	150	-
Development of Key Route Network	-	-	-	-	-	150	150	-
Harston Capacity Study	-	-	-	-	-	150	150	-
Sawston Station Contribution	-	-	-	-	-	16	16	-
Segregated Cycling Holme to Sawtry	-	-	-	-	-	100	100	-
Transport Response Fund	-	-	-	-	-	650	650	1,950
<b>REVENUE TOTAL</b>	<b>7,588</b>	<b>9,699</b>	<b>17,125</b>	<b>15,911</b>	<b>(1,215)</b>	<b>1,475</b>	<b>18,412</b>	<b>41,947</b>

- 3.3. The outturn position shows a positive variance of £1.2m against the approved budget.
- 3.4. The closure of OneCAM was approved by the Combined Authority Board in October 2021. No further revenue expenditure is expected.
- 3.5. Bus Review Implementation is forecasting an underspend of £869k in relation to additional bus services support. This is partly offset by an overspend on Bus Service Subsidisation, of £196k. The budget funds three bus routes, but a fourth route is currently unbudgeted, creating an overspend position which will be funded from underspends within Public Transport budgets.
- 3.6. In addition to the £17.1m approved to spend budget, there is a further £1.5m budget in the MTFP for new projects which have not yet been taken to the Combined Authority Board for approval to spend.

## Capital Budget

3.7. A summary of the capital programme for the ten-month period to 31<sup>st</sup> January 2022, is set out in the table below:

£000	Prior Years	2021/22 Approved Budget				2021/22 Total Budget		Future Yrs MTFP
	Actual	Actual	Budget Approved	Forecast	Var To Budget	Budget Subject to Approval	Total Budget	
<b>CAPITAL</b>								
A10 Junctions and Dualling (OBC)	-	-	-	-	-	-	-	4,000
King's Dyke Level Crossing	16,812	5,821	7,588	7,588	-	2,100	9,688	-
Soham Station	8,847	9,975	9,244	10,282	1,038	-	9,244	4,000
Wisbech Rail	1,514	33	306	304	(2)	2,688	2,993	8,000
Wisbech Access Strategy	2,439	2,039	2,739	2,739	-	0	2,739	-
Ely Area Capacity Enhancements	2,945	202	326	202	(124)	-	326	-
Coldhams Lane roundabout improvements	367	-	234	-	(234)	2,200	2,434	-
Fengate Access Study - Phase 1	495	321	477	394	(83)	1,180	1,657	4,200
University Access	199	162	161	186	25	660	821	1,280
March Junction Improvements	1,346	804	3,624	2,083	(1,541)	1,228	4,852	-
Regeneration of Fenland Railway Stations	790	1,203	2,610	2,657	46	674	3,284	-
A1260 Nene Parkway Junction 15	738	199	3,221	429	(2,792)	-	3,221	5,000
A1260 Nene Parkway Junction 32-3	615	209	239	213	(26)	5,030	5,269	1,500
A16 Norwood Dualling	134	261	626	376	(250)	420	1,046	12,000
A505 Corridor Royston to Granta Park	557	6	143	6	(137)	-	143	-
A605 Stanground - Whittlesea Access - Phase 2	2,128	-	217	-	(217)	-	217	-
Lancaster Way	1,678	-	500	-	(500)	-	500	-
Transport Modelling	-	10	750	50	(700)	-	750	-
CAM Investment - One CAM Operating	-	-	2,000	2,000	-	-	2,000	-
CAM Investment - Business Cases	-	-	250	150	(100)	4,750	5,000	13,000
Highways Maintenance Capital and Pothole Fund	102,225	27,695	27,695	27,695	-	-	27,695	83,085
Snailwell Loop	-	-	-	-	-	500	500	-
<b>CAPITAL TOTAL</b>	<b>143,828</b>	<b>48,940</b>	<b>62,949</b>	<b>57,353</b>	<b>(5,597)</b>	<b>21,429</b>	<b>84,379</b>	<b>136,065</b>

3.8. The Capital programme outturn shows a £5.6m positive variance against the approved budget for the following reasons:

- 3.8.1. A10 Junctions and Dualling (OBC) – DfT's decision on its funding contribution was not communicated to the Authority until June. The Authority is now working with Cambridgeshire County Council to align the project with DfT requirements. This has impacted in the original timing envisaged for the OBC and as a result, the budget has been removed in the current financial year and realigned in line with the revised project timing.
- 3.8.2. Soham Station – this project is currently being delivered ahead of schedule, hence the increase in the forecast for this financial year. This will be offset against the forecast spend for the 2022/23 budget of £4.0m.
- 3.8.3. March Junction Improvements – an underspend of £1.5m is anticipated. A realignment of the project in line with Fenland District Council's Future High Street Fund project for March town centre and High Street.
- 3.8.4. Coldhams Lane – this project is currently on hold at the Committee's request while funding is sought to bridge a budget gap for the options the Committee considered offered best value for money.
- 3.8.5. A1260 Nene Parkway Junction 15 – slippage into 2022/23 for the construction phase of the project has resulted in an underspend of £2.8m in this financial year.
- 3.8.6. A16 Norwood Dualling – an underspend of £250k is forecast due to slippage into 2022/23 for the Outline Business Case. It is anticipated that this will now be completed in early 2022/23.

- 3.8.7. A605 Stanground, Whittlesea Access Phase 2 – budget approved to cover an expected overspend on the project. Following a lower than estimated final account settlement, the budget is no longer required.
- 3.8.8. Transport Modelling – this project is being developed and it is likely to be completed in 2022/23, hence the underspend against the current year budget of £700k.
- 3.8.9. CAM Investments – Operating and Business Cases – a paper to Combined Authority Board recommending the closure of OneCAM was approved by the board in October 2021.
- 3.8.10. There is £21.4m of 2021/22 budget still subject to board approval. This is being reviewed as part of the overall review of the Transforming Cities Fund programme reported to the September T&I Committee meeting.

## 4. Performance Reporting

- 4.1 The Cambridgeshire and Peterborough Devolution Deal is about delivering better economic outcomes for the people of our area and commits us to specific results. The Combined Authority needs to monitor how well it is doing that.
- 4.2 Appendix 1 shows the Transport Performance Dashboard. It includes an update on delivery against the following growth outcomes set by the Devolution Deal, which are reported to the Combined Authority Board:
  - Prosperity (measured by Gross Value Added (GVA))
  - Housing
  - Jobs

The appendix also includes indicators relating to the Transport programme chosen by the Committee, to supplement the corporate headline indicators.

- 4.3 The Board in March will consider future performance reporting arrangements in support of the new Business Plan and Medium-Term Financial Plan. Following this we will be proposing adoption of new metrics to the Transport and Infrastructure Committee with a stronger outcome focus.
- 4.4 The project RAG ratings continue to be updated monthly as part of our standard management processes, and the appendix also includes ratings for the Combined Authority's transport projects based on outturn data from the end of February 2021.

## 5. Financial Implications

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

## 6. Legal Implications

6.1. No significant legal implications.

## 7. Other Significant Implications

7.1. None not mentioned above.

## 8. Appendices

8.1. Appendix 1 – Transport Performance Dashboard

## 9. Background Papers