

<b>TRANSPORT AND INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.1</b>
<b>4<sup>th</sup> November 2020</b>	<b>PUBLIC REPORT</b>

## **BUDGET AND PERFORMANCE UPDATE**

### **1.0 PURPOSE**

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

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>James Palmer, Mayor</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery and Strategy</b>
<b>Forward Plan Ref:</b>	<b>Key Decision: No</b>
<p>The Transport and Infrastructure Committee is recommended to:</p> <p>(a) Note the November budget and performance monitoring update</p>	<p><b>Voting arrangements</b></p> <p>Simple majority</p>

### **2.0 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 2020 meeting, the Combined Authority Board approved a new Business Plan and Medium-Term Financial Plan (MTFP), including Revenue and Capital projects for 2020/21. This report presents the progress made against these budgets along with any changes in line with subsequent Executive Committee and Board decisions.

### 3.0 BUDGET

#### Revenue Budget

3.1. The Revenue position for the Transport programme, for the 6-month period to 30<sup>th</sup> September 2020, is set out in the table below:

Delivery and Strategy	Budget				Year to-date	Whole Year		
	August Budget £'000	Sept Board Approvals £'000	Adjustments £'000	Revised Budget £'000	Actuals £'000	Forecast Outturn £'000	Change in FO £'000	FO Variance £'000
A10 Dualling SOBC	297.1			297.1	180.5	185.1	-	(112.0)
A141 Huntingdon SOBC	350.0			350.0	-	250.0	(100.0)	(100.0)
Bus Review Implementation	644.0	1,200.0		1,844.0	116.3	1,844.0	1,200.0	-
Bus Service Subsidisation	245.0			245.0	-	245.0	-	-
CAM Metro OBC	1,356.4			1,356.4	1,340.0	1,356.4	-	-
CAM SPV Setup	2,691.5	4,223.7		6,915.2	1,821.3	6,915.2	4,223.7	-
COVID Bus Service Support Grant	439.5			439.5	374.0	439.5	-	-
Schemes and Studies	100.0			100.0	3.3	100.0	-	-
Sustainable Travel	150.0			150.0	60.1	150.0	-	-
Transport Levy	12,347.6			12,347.6	6,173.8	12,347.6	-	-
<b>Total Transport</b>	<b>18,621.1</b>	<b>5,423.7</b>	<b>-</b>	<b>24,044.8</b>	<b>10,069.2</b>	<b>23,832.8</b>	<b>5,323.7</b>	<b>(212.0)</b>

3.2. A10 Dualling (SOBC) - £112,000 saving from the budget was made possible because the project was procured and has been managed internally by CPCA, thus saving on external project management costs.

3.3. A141 Huntingdon (SOBC) - £350,000 was approved by the Board at its August meeting. It is expected to complete in Summer 2021 and therefore the budget will be split between the two financial years. The procurement exercise has been completed and Atkins have been appointed and work has commenced.

3.4. Bus Review Implementation - £1,200,000 was approved by the Board in September to fund short term innovation trials to inform subsequent reform proposals. The bus reform project identifies ways to deliver improved bus services within the Authority's area. The Covid-19 crisis has had a very significant impact on the bus market and on 9 September 2020 the Transport and Infrastructure Committee approved proposals to amend the Bus Reform Task Force programme milestones to reflect the pace of recovery of the bus market.

3.5. CAM Special Purpose Vehicle (SPV) Setup – Additional budget was approved by the Board at its September meeting to complete the Delivery Strategy by the Deloitte Client Side Advisory (CSA) team. Whilst CPCA is building up internal resource within the CAM SPV, the Deloitte CSA team will continue to support the CPCA in advancing the programme at pace. This team will be focused on overseeing and coordinating all workstreams across the CAM programme, while setting up the programme for transition from the CPCA to the SPV.

## Capital Budget

3.6. The capital position for Transport for the 6-month period to 30<sup>th</sup> September 2020, is set out in the table below.

	Budget				Year to-date Actuals £'000	Whole Year		
	August Budget £'000	Sept Board Approvals £'000	Adjustments £'000	Revised Budget £'000		Forecast Outturn £'000	Change in FO £'000	FO Variance £'000
A10 Dualling OBC	-	2,000.0	-	2,000.0	-	500.0	500.0	(1,500.0)
A1260 Nene Parkway Junction 15	653.8	-	-	653.8	31.4	653.8	-	-
A1260 Nene Parkway Junction 32/3	517.0	-	-	517.0	62.3	517.0	-	-
A141 capacity enhancements	978.0	-	-	978.0	161.0	978.0	-	-
A16 Norwood Dualling	61.0	-	-	61.0	57.8	61.0	-	-
A47 Dualling	40.0	-	-	40.0	53.4	53.4	13.4	13.4
A505 Corridor	422.0	-	-	422.0	185.0	272.0	-	(150.0)
A605 Oundle Rd Widening - Alwalton-Lynch Wood	792.5	-	-	792.5	792.5	792.5	-	-
A605 Stanground - Whittlesea	1,110.2	-	-	1,110.2	185.3	1,110.2	-	-
Active Travel Grant payments to Highways Authorities	2,942.4	-	-	2,942.4	2,942.4	2,942.4	-	-
CAM SPV Investment	1,995.0	-	-	1,995.0	-	1,995.0	-	-
Cambridge South Station	385.3	-	-	385.3	-	385.3	-	-
Coldhams Lane roundabout improvements	409.1	-	-	409.1	87.9	409.1	-	-
Ely Area Capacity Enhancements	2,163.3	-	-	2,163.3	554.6	2,163.3	-	-
Fengate Access Study - Eastern Industries Access - Phase 1	344.1	-	-	344.1	5.1	74.1	24.0	(270.0)
Fengate Access Study - Eastern Industries Access - Phase 2	146.6	-	-	146.6	101.1	146.6	-	-
Highways Maintenance (with PCC and CCC)	23,080.0	-	-	23,080.0	11,962.2	23,080.0	-	-
King's Dyke	8,619.8	-	-	8,619.8	2,815.0	9,360.3	740.4	740.4
Lancaster Way	2,633.5	-	-	2,633.5	633.3	2,633.5	-	-
March Junction Improvements	1,736.8	-	-	1,736.8	168.4	1,736.8	-	-
Regeneration of Fenland Railway Stations	1,707.5	-	-	1,707.5	104.0	1,707.5	-	-
Soham Station	5,736.7	-	-	5,736.7	1,761.6	5,619.4	-	(117.3)
Wisbech Access Strategy	5,494.5	-	-	5,494.5	456.1	5,494.5	-	-
Wisbech Rail	341.4	-	-	341.4	322.9	341.4	-	-
<b>Transport Total</b>	<b>62,310.6</b>	<b>2,000.0</b>	<b>-</b>	<b>64,310.6</b>	<b>23,443.3</b>	<b>63,027.1</b>	<b>1,277.8</b>	<b>(1,283.5)</b>

3.7. A10 Dualling (OBC) - £2,000,000 was approved by the Board at its September meeting and will be delivered over two financial years, subject to further funding confirmation from DfT.

3.8. A505 Corridor Royston to Granta Park – This pre-SOBC stage is due to complete in November with a potential saving of £150,000. A further update will be provided at a future Committee and Board.

3.9. Fengate Access Study Phase 1 – This SOBC stage has now been completed and is being independently reviewed with a potential saving of £270,000.

3.10. King's Dyke – This project is progressing well, on time and to overall budget. The team and on-site contractor have made efficiencies in one sector and are accelerating work in another sector to try and maximise these efficiencies.

3.11. Soham Station – This project is also progressing ahead of timeline and is expected to be delivered earlier than planned. Whilst efficiencies have been identified the budget will need to be carried forward into the future years until the project is complete.

## Changes to the Subject to Approval Budget

3.12. The table below shows the change in requirements to the Subject to Approval budget:

	Subject to Approval budget				Changes in requirements				Revised Subject to Approval budget			
	2020-21	2021-22	2022-23	2023-24	2020-21	2021-22	2022-23	2023-24	2020-21	2021-22	2022-23	2023-24
Revenue Local Transport Plan	-	100.0	-	-	-	-	-	-	-	100.0	-	-
Kings Dyke	2,100.0	-	-	-	-	-	-	-	2,100.0	-	-	-
Regeneration of Fenland Railway Station	874.0	1,059.0	-	-	-	-	-	-	874.0	1,059.0	-	-
Wisbech Rail	987.6	2,000.0	3,000.0	5,000.0	-	-	-	-	987.6	2,000.0	3,000.0	5,000.0
A16 Norwood Dualling	320.0	730.0	12,000.0	-	-	-	-	-	320.0	730.0	12,000.0	-
A141 Capacity Enhancements	-	650.0	5,000.0	3,000.0	-	-	-	-	-	650.0	5,000.0	3,000.0
A1260 Nene Parkway J15	-	7,754.6	-	-	-	-	-	-	-	7,754.6	-	-
A1260 Nene Parkway J32-3	4,030.1	3,500.0	-	-	-	-	-	-	4,030.1	3,500.0	-	-
CAM Innovation Co. Set-up	-	1,000.0	-	-	-	-	-	-	-	1,000.0	-	-
Capital CAM Delivry to OBC	-	5,000.0	5,000.0	5,000.0	-	-	-	-	-	5,000.0	5,000.0	5,000.0
CAM FBC Preperation	-	-	1,500.0	1,500.0	-	-	-	-	-	-	1,500.0	1,500.0
Coldhams Land Roundabout	700.0	1,500.0	-	-	-	-	-	-	700.0	1,500.0	-	-
Lancaster Way Phase 2	1,168.2	-	-	-	-	-	-	-	1,168.2	-	-	-
Ely Area Capacity Enhancement	4,141.4	-	-	-	(4,141.4)	-	-	-	-	-	-	-
Fengate access 1	1,000.0	4,890.0	-	-	-	-	-	-	1,000.0	4,890.0	-	-
Fengate access 2	120.0	700.0	1,280.0	-	-	-	-	-	120.0	700.0	1,280.0	-
March Junc Improvements	2,198.0	1,550.0	-	-	-	-	-	-	2,198.0	1,550.0	-	-
Wisbech Access Strategy	930.0	3,000.0	-	-	-	-	-	-	930.0	3,000.0	-	-
<b>Total required capital budget</b>	<b>18,569.3</b>	<b>33,333.6</b>	<b>27,780.0</b>	<b>14,500.0</b>	<b>(4,141.4)</b>	-	-	-	<b>14,427.9</b>	<b>27,333.6</b>	<b>21,280.0</b>	<b>8,000.0</b>

3.13. Ely Area Capacity Enhancements – Future phase is funded by the DfT and therefore the CPCA Subject to Approval budget is no longer required.

## 4.0 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

Appendix 2 includes indicators relating to the Transport programme chosen by the Committee, to supplement the corporate headline indicators.

4.3. Also provided is the RAG status of projects within the Transport portfolio. These are based on the September reporting month.

## 5.0 FINANCIAL IMPLICATIONS

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

## 6.0 LEGAL IMPLICATIONS

6.1. No significant legal implications.

## 7.0 SIGNIFICANT IMPLICATIONS

7.1. There are no other significant implications.

## 8.0 APPENDICES

8.1. Appendix 1 and 2 – Transport Performance Dashboard

8.2. Appendix 2 – Transport Programme Indicators

<b><u>Background Documents</u></b>	<b><u>Location</u></b>
None	