



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.9

Report title: Budget and Performance Update

To: Transport & Infrastructure Committee

Meeting Date: 13th July 2022

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Tim Bellamy

Key decision: No

Forward Plan ref: N/A

Recommendations: The Transport & infrastructure Committee is recommended to:

Note the May Budget and June Performance Monitoring

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 2022 meeting, the Combined Authority Board approved a Sustainable Growth Ambition Statement and Medium-Term Financial Plan (MTFP) 2022 to 2026, including Revenue and Capital budgets for 2022-23. This report presents the progress made against these budgets along with any changes in line with subsequent Executive Committee and Board decisions.

3. Budget

Revenue Budget

3.1 A summary of the financial position of the Authority, showing revenue expenditure for the two-month period to 31 May 2022, is set out in the table below:

	2022/23 Approved Budget				2022/23 Total Budget				Future Yrs MTFP
	Actual	Budget Approved	Forecast	Var To Budget	Budget Subject to Approval	Total Budget	Forecast	Var	
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	
REVENUE									
Peterborough Electric Buses	-	-	-	-	150	150	150	-	-
Local Transport Plan	46	-	-	-	100	100	100	-	100
Bus: Review Implementation	2	1,008	1,008	-	-	1,008	1,008	-	-
Peterborough Station Quarter	-	-	-	-	-	-	-	-	-
Public Transport: Concessionary fares	1,469	8,845	8,845	-	-	8,845	8,845	-	26,536
Public Transport: Contact Centre	152	286	286	-	-	286	286	-	859
Public Transport: RTPI, Infrastructure & Information	-	221	221	-	-	221	221	-	662
Public Transport: S106 supported bus costs	-	-	-	-	-	-	-	-	-
Public Transport: Supported Bus Services	540	3,422	3,422	-	-	3,422	3,422	-	10,265
Public Transport: Team and Overheads	72	456	456	-	-	456	456	-	1,368
Public Transport: Bus Service Operator Grant	-	412	412	-	-	412	412	-	1,235
Active Travel Funding	-	-	-	-	100	100	100	-	100
A142 Chatteris to Snailwell	-	-	-	-	150	150	150	-	-
Development of Key Route Network	-	-	-	-	150	150	150	-	-
Harston Capacity Study	-	-	-	-	150	150	150	-	-
Sawston Station Contribution	-	-	-	-	16	16	-	(16)	-
Segregated Cycling Holme to Sawtry	-	-	-	-	100	100	100	-	-
REVENUE TOTAL	2,281	14,649	14,649	-	916	15,565	15,549	(16)	41,124

3.2 The outturn position shows a nil variance against the approved budget of £14.6m.

3.3 In addition to the £14.6m approved to spend budget, there is a further £0.9m budget in the MTFP for projects which have not yet been taken to the CA Board for approval to spend.

3.4 The subject to approval budget for Sawston Station Contribution is no longer required. Government funding has not been secured and the project is not expected to continue at this time, creating an underspend of £16k.

3.5 There are currently no other material variations to the revenue budget.

Capital Budget

3.6 A summary of the capital programme for the two-month period to 31 May 2022, is set out in the table below.

	2022/23 Approved Budget				2022/23 Total Budget				Future Yrs MTFP
	Actual	Budget Approved	Forecast	Var To Budget	Budget Subject to Approval	Total Budget	Forecast	Var	
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	
CAPITAL									
A10 Junctions and Dualling (OBC)	-	3,993	1,050	(2,943)	-	3,993	1,050	(2,943)	-
St Ives & A141	-	-	-	-	2,150	2,150	2,150	-	6,500
King's Dyke Level Crossing	21	1,109	1,109	-	2,100	3,209	3,209	-	-
Soham Station	-	2,268	175	(2,093)	-	2,268	175	(2,093)	4,000
Wisbech Rail	11	241	11	(230)	5,688	5,929	1,511	(4,418)	5,000
Wisbech Access Strategy	(476)	1,573	135	(1,438)	-	1,573	135	(1,438)	-
Ely Area Capacity Enhancements	-	124	124	-	-	124	124	-	-
Coldhams Lane Roundabout Improvements	-	234	-	(234)	2,200	2,434	-	(2,434)	-
Fengate Access Study - Phase 1	-	109	109	-	5,380	5,489	1,109	(4,380)	-
University Access - Fengate Phase 2	14	1,342	1,336	(6)	-	1,342	1,336	(6)	-
March Junction Improvements	0	2,493	2,083	(410)	1,228	3,721	2,083	(1,638)	-
Regeneration of Fenland Railway Stations	-	-	-	-	674	674	674	-	-
A1260 Nene Parkway Junction 15	324	8,011	7,143	(868)	-	8,011	7,143	(868)	-
A1260 Nene Parkway Junction 32-3	2	27	27	-	6,530	6,557	27	(6,530)	-
A16 Norwood Dualling	22	227	227	-	12,420	12,647	647	(12,000)	-
A505 Corridor Royston to Granta Park	-	134	134	-	-	134	-	(134)	-
Transport Modelling	-	740	740	-	1,136	1,876	1,876	-	1,015
CAM Delivery to OBC	-	150	-	(150)	-	150	-	(150)	-
Highways Maintenance Capital and Pothole Fund	-	27,695	27,695	-	-	27,695	27,695	-	83,085
ZEBRA (electric buses)	-	-	-	-	5,988	5,988	2,994	(2,994)	-
Snailwell Loop	-	-	-	-	500	500	-	(500)	-
CAPITAL TOTAL	(83)	50,469	42,098	(8,372)	45,994	96,463	53,938	(42,525)	99,600

3.7 The Capital programme outturn shows a £8.4m positive variance (underspend) against the approved budget for the following reasons:

- 3.7.1 A10 Junctions and Dualling (OBC) – the Authority is working with Cambridgeshire County Council to align the project with DfT requirements. It is anticipated that only £1.0m of the £4.0m budget will be spent in this financial year, with the rest slipping into 2023-24, following delays to the commencement of preliminary work around the outline business case.
- 3.7.2 Soham Station – this project is currently being delivered ahead of schedule, with the final stages of the project being invoiced in the coming months. The budget included an element of risk and contingency which has not yet been drawn down. At this stage, it is expected that £2.1m of the £2.3m available budget will no longer be required.
- 3.7.3 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.
- 3.7.4 A1260 Nene Parkway Junction 15 – it is anticipated that £0.9m of the 2022-23 budget will now be required in early 2023-24, for the final phase of the construction and landscaping works.
- 3.7.5 Wisbech Access Strategy – an underspend of £1.4m is currently forecast. Following delays to the completion of land transfers, it is anticipated that slippage into 2023-24 will occur.

3.7.6 March Junction Improvements – an underspend of £0.4m is forecast in 2022-23. Fenland District Council has been successful in obtaining government funding under the Future High Street Fund scheme to renew and reshape the town centre and High Street. Alignment of the March Area Transport Study and Future High Street Fund proposal for Broad Street to allow for consistency in design, delivery and outcomes of the scheme has resulted in slippage of some elements of the March Area Transport Study construction phase into 2023-24.

3.8 There is £46.0m of 2022-23 budget still subject to board approval. This is being reviewed as part of the prioritisation of schemes and review of the Transforming Cities Fund programme.

3. Performance Reporting

4.1 The Cambridgeshire and Peterborough Devolution Deal is about delivering better economic outcomes for the people of our area.

4.2 Appendix 1 offers an overview on our Transport performance, including the current RAG status' for Transport projects, along with an update on delivery against the following growth outcomes at the heart of the Devolution Deal (of which outcomes are embodied in the business cases which the Board and Committee consider):

- Prosperity (measured by Gross Value Added (GVA))
- Housing
- Jobs

4.4 Future performance reporting arrangements in support of the new Business Plan and Sustainable Growth Ambition Statement are being developed to adopt new metrics with a stronger outcome focus. It is expected that new transport metrics will be brought to the Committee within the coming months.

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 Monitoring Report

9. Background Papers