

<b>TRANSPORT AND INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.1</b>
<b>9 JANUARY 2019</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, as agreed by the Committee at its meeting on 7 November 2019.

<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 January budget and performance monitoring update</p>	<p><b>Voting arrangements</b></p> <p>N/A</p>

### **2.0 BACKGROUND**

- 2.1. Budget and performance reporting should be seen in the round. This report provides the first of the new format of reporting to Transport & Infrastructure Committee meetings.
- 2.2. At its September 2019 meeting, the Combined Authority Board approved a refreshed Medium-Term Financial Plan (MTFP), including balanced revenue and capital budgets for 2019/20. This report shows the actual expenditure to date and forecast outturn position against those budgets.

### 3.0 BUDGET

#### Revenue Budget

3.1. The revenue position for Transport for the eight-month period to 30<sup>th</sup> November 2019 is set out in the table below.

	<u>19-20 Budget</u> <u>(Aug)</u>	<u>Actuals to 30</u> <u>November</u> <u>2019</u>	<u>Forecast</u> <u>Outturn (Aug)</u>	<u>Forecast</u> <u>Outturn</u> <u>(Nov)</u>	<u>Forecast</u> <u>Outturn</u> <u>Variance</u>	Para.
	£'000	£'000	£'000	£'000	£'000	
<b>Transport</b>						
CAM	1,907	808	1,907	1,907	0	
A14 Revenue Feasibility	150	0	150	0	-150	3.5
Huntingdon 3rd River Crossing	300	9	300	50	-250	3.6
Bus Review Implementation	800	150	800	800	0	
Cambridge South - Interim Concept	100	97	100	100	0	
Transport Levy PCC	3,631	2,421	3,631	3,631	0	
Transport Levy CCC	8,738	5,825	8,738	8,738	0	
Local Transport Plan	377	320	377	377	0	
Sustainable Travel	150	99	150	150	0	
Schemes, Studies and Monitoring	100	100	100	100	0	
<b>Total Transport</b>	<b>16,253</b>	<b>9,827</b>	<b>16,253</b>	<b>15,853</b>	<b>-400</b>	

3.2. There has been no change to the budget in this financial year since the last report was published.

3.3. The actual figures are based on payments made and accrued expenditure where known. The year to date costs may therefore be understated due to the delay between goods and services being provided by suppliers, and invoices being raised and paid.

3.4. The actual expenditure to date reflects the expected cost profile of the transport programme throughout the year. A higher run-rate of spend can be expected in the second half of projects which have been mobilised over the summer such as the Cambridgeshire Autonomous Metro (CAM) and the Strategic Bus Review.

3.5. The A14 Revenue Feasibility was to understand and review Junction 35-38 of the A14 East of Cambridge. However, the project is currently on hold and therefore the forecast has been reduced to Nil in the current financial year.

3.6. The Huntingdon 3<sup>rd</sup> River forecast has been reduced because consideration of the strategic transport need in the Huntingdon area is now being undertaken through a rescoping of the A141 Huntingdon Capacity Study, as described in the paper for agenda item 2.7.

## Capital Budget

3.7. The capital position for Transport for the eight-month period to 30<sup>th</sup> November 2019, is set out in the table below.

<u>Capital</u>	<u>19-20 Budget (Aug)</u>	<u>Actuals to 30 November 2019</u>	<u>Forecast Outturn (Aug)</u>	<u>Forecast Outturn (Nov)</u>	<u>Forecast Outturn Variance</u>	
	£m	£m	£m	£m	£m	
Kings Dyke CPCA Contribution	2.50	0.35	2.50	0.46	(2.05)	Para. 3.8a
Cambridge South Station	0.75	0.18	0.75	0.75	0.00	
A10 SOBC Capital	0.25	0.02	0.25	0.15	(0.10)	
Soham Station	0.95	0.27	0.95	0.95	0.00	
St Neots River Crossing Cycle Bridge	0.60	0.00	0.60	0.45	(0.15)	
Wisbech Rail	1.48	0.76	1.48	1.48	0.00	
Wisbech Access Strategy	0.30	0.30	0.30	0.30	0.00	
Digital Connectivity Infrastructure	0.84	0.31	0.84	0.84	0.00	
A47 Dualling	0.41	0.11	0.41	0.41	0.00	
Ely Rail Capacity next stage	1.00	0.00	1.00	0.00	(1.00)	3.8b
Coldhams Lane roundabout improvements	0.53	0.07	0.13	0.13	(0.40)	
Eastern Industries Access - Phase 1	0.43	0.01	0.43	0.15	(0.28)	
University Access	0.10	0.02	0.10	0.03	(0.07)	
March junction improvements	1.08	0.28	1.08	0.50	(0.58)	
Regeneration of Fenland Railway Stations	0.39	0.00	0.39	0.39	0.00	
Regeneration of Fenland Railway Stations - Non Platforms	0.61	0.11	0.61	0.61	0.00	
A1260 Nene Parkway Junction 15	0.36	0.00	0.10	0.10	(0.26)	
A1260 Nene Parkway Junction 32-3	0.32	0.05	0.20	0.19	(0.14)	
A141 Capacity enhancements	1.27	0.11	1.27	0.50	(0.77)	
A16 Norwood Dualling	0.05	0.00	0.05	0.13	0.08	
A505 Corridor	1.00	0.06	0.20	0.17	(0.83)	
A605 Oundle Rd Widening - Alwalton-Lynch Wood	0.51	0.04	0.51	0.40	(0.11)	
<b>Capital Total</b>	<b>14.89</b>	<b>2.73</b>	<b>13.31</b>	<b>8.24</b>	<b>(6.65)</b>	
<b>Passported</b>						
Highways Maintenance Capital Grants	23.08	15.69	23.54	23.54	0.46	
A47 J18 improvements	3.85	1.94	3.85	3.00	(0.85)	
A605 Stanground East (whittlesea Access)	2.80	0.14	2.80	0.36	(2.44)	3.8c
<b>Passported Total</b>	<b>29.73</b>	<b>17.78</b>	<b>30.19</b>	<b>26.90</b>	<b>(2.83)</b>	
<b>Growth Funds</b>						
King's Dyke Crossing (Growth Fund)	0.78	0.00	0.78	0.45	(0.33)	
A428 Cambourne to Cambridge	0.00	0.00	0.00	0.00	0.00	
Ely Area Capacity Enhancements	2.32	1.05	1.00	1.50	(0.82)	3.8b
Wisbech Access Strategy - Delivery Phase	1.00	0.43	1.00	1.00	0.00	
Soham Station Feasibility	1.00	1.00	1.00	1.00	0.00	
Lancaster Way Phase 2	0.15	0.00	0.15	0.15	0.00	
<b>Growth Funds Total</b>	<b>5.28</b>	<b>2.48</b>	<b>3.96</b>	<b>4.13</b>	<b>(1.15)</b>	

3.8. Many of the capital programmes show limited spend to date. These apparent underspends are due mainly to suppliers not yet having charged for services provided, or where commissioned activities are work in progress. The most significant variances of forecast outturn against the revised 2019/20 budget are as follows:

- The Kings Dyke variance is as result of the ongoing procurement with CCC which will deliver an outcome in Q1 of 2020.
- The Ely Area Capacity Enhancements forecast is based on Network Rail advising that expenditure will continue into 2020/21 and will be subject to a carry forward request at year-end.
- The A605 Stanground East variance is due to statutory undertaker challenges in relation to a main gas supply. This has now been resolved and delivery remains within budget and programme.

## **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 current Performance Dashboard, with the RAG status tailored for Transport projects.
- 4.3. Also provided with appendix 1 is an update on the 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 Committees consider:
  - Prosperity (measured by Gross Value Added (GVA))
  - Housing
  - Jobs
- 4.4. These metrics will be updated to align with the Board updates
- 4.5. Appendix 2 presents a proposed set of indicators relating to Transport projects, to supplement the corporate headline reporting on GVA, Housing and Jobs.

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

## **7.0 SIGNIFICANT IMPLICATIONS**

- 7.1. There are no other significant implications.

## **8.0 APPENDICES**

- 8.1. Appendix 1 – Performance Dashboard
- 8.2. Appendix 2 – Transport specific indicators