



## Report title: Budget and Performance Update

To:	Transport & Infrastructure Committee meeting
Meeting Date:	06 January 2021
Public report:	Yes
Lead Member:	Mayor James Palmer
From:	Paul Raynes, Director of Delivery and Strategy
Key decision:	No
Forward Plan ref:	n/a
Recommendations:	The Transport & infrastructure Committee is recommended to: a) Note the January Budget and Performance Monitoring Update
	Voting arrangements: Simple majority

### 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 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. Budget

#### Revenue Budget

3.1 The Revenue position for the Transport programme, for the 8-month period to 30<sup>th</sup> November 2020, is set out in the table below:

	Budget			YTD	Whole Year		
	Nov Budget	Adjustments	Revised Budget	Actuals	Forecast Outturn	Change in FO	FO Variance
<b>Delivery and Strategy</b>							
A10 Dualling SOBC	297.1		297.1	180.5	185.1	-	-112.0
A141 Huntingdon SOBC	350.0		350.0	26.0	146.0	-104.0	-204.0
Additional Home to School Transport Grants	1,055.5		1,055.5	-	1,055.5	-	-
Bus Review Implementation	1,844.0		1,844.0	274.1	600.0	-1,244.0	-1,244.0
Bus Service Subsidisation	245.0		245.0	-	245.0	-	-
CAM Metro OBC	1,356.4		1,356.4	1,339.0	1,356.4	-	-
CAM Innovation Company	6,915.2		6,915.2	3,935.1	6,915.2	-	-
COVID Bus Service Support Grant	439.5		439.5	374.0	439.5	-	-
Schemes and Studies	100.0		100.0	27.5	100.0	-	-
Sustainable Travel	150.0		150.0	60.9	150.0	-	-
Transport Levy	12,347.6		12,347.6	8,232.0	12,347.6	-	-
<b>Total Transport</b>	<b>25,100.3</b>	<b>-</b>	<b>25,100.3</b>	<b>14,448.9</b>	<b>23,540.3</b>	<b>(1,348.0)</b>	<b>(1,560.0)</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 is identifying ways to deliver improved bus services within the Authority's area, has launched two new bus services, will shortly launch two more and is commissioning a new Demand Responsive Transport (DRT) scheme covering 360 sq km of West Huntingdonshire.

As these services are commencing late in the financial year, inevitably a lot of the budget money is rolling forwards into 2021-22. 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 whilst commencing ongoing dialogue with DfT concerning the possibility of fast tracking a partnership or franchising scheme.

## Capital Budget

3.5. The capital position for Transport for the 8-month period to 30<sup>th</sup> November 2020, is set out in the table below.

Delivery and Strategy	Budget			Year to-date	Whole Year		
	Nov Budget £'000	Adjustments £'000	Revised Budget £'000	Actuals £'000	Forecast Outturn £'000	Change in FO £'000	FO Variance £'000
A10 Dualling	500.0		500.0	-	500.0	-	-
A1260 Nene Parkway Junction 15	653.8		653.8	35.3	445.8	(208.0)	(208.0)
A1260 Nene Parkway Junction 32/3	517.0		517.0	65.3	411.8	(105.2)	(105.2)
A141 capacity enhancements	978.0		978.0	137.9	150.0	(828.0)	(828.0)
A16 Norwood Dualling	61.0		61.0	58.5	61.0	-	-
A47 Dualling	40.0		40.0	53.4	53.4	-	13.4
A505 Corridor	422.0		422.0	243.1	250.0	(22.0)	(172.0)
A605 Oundle Rd Widening - Alwalton-Lynch Wood	792.5		792.5	780.8	780.6	(11.9)	(11.9)
A605 Stanground - Whittlesea	1,110.2		1,110.2	113.3	1,110.2	-	-
Active Travel Grant payments to Highways Authorities	2,942.4		2,942.4	2,942.4	2,942.4	-	-
CAM Innovation Company Set up	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	142.7	150.1	(259.0)	(259.0)
Ely Area Capacity Enhancements	2,163.3		2,163.3	554.6	2,163.3	-	-
Fengate Access Study - Eastern Industries Access - Phase 1	614.1		614.1	53.2	614.1	540.0	-
Fengate Access Study - Eastern Industries Access - Phase 2	146.6		146.6	144.0	146.6	-	-
Highways Maintenance (with PCC and CCC)	23,080.0		23,080.0	23,080.0	23,080.0	-	-
King's Dyke	8,619.8		8,619.8	5,225.8	10,399.4	1,039.1	1,779.6
Lancaster Way	2,633.5		2,633.5	633.3	2,633.5	-	-
March Junction Improvements	2,636.8		2,636.8	227.2	1,100.0	(636.8)	(1,536.8)
Pothole and Challenge Funds	12,554.0		12,554.0		12,554.0	-	-
Regeneration of Fenland Railway Stations	2,907.5		2,907.5	415.0	930.0	(777.5)	(1,977.5)
Soham Station	5,736.7		5,736.7	2,979.8	5,599.7	(19.7)	(137.0)
Wisbech Access Strategy	5,494.5		5,494.5	582.8	3,800.0	(1,694.5)	(1,694.5)
Wisbech Rail	341.4		341.4	323.3	341.4	-	-
<b>Transport Total</b>	<b>77,734.6</b>	<b>-</b>	<b>77,734.6</b>	<b>38,791.7</b>	<b>72,597.6</b>	<b>(2,983.5)</b>	<b>(5,137.0)</b>

3.6. A1260 Nene Parkway Junction 15 and Junctions 32/3 – The Full Business Case (FBC) stages are experiencing delays with the FBC surveys now taking place later than planned. The cause of the delay was due to a knock-on delay from supply chain, as sub-contractors planned work programmes (and resource) was impacted by national lockdown earlier in the year.

3.7. A141 Capacity Enhancements – This project is now being delivered by CPCA directly and is reported with the Revenue Budget.

3.8. A505 Corridor – The Pre-SOBC stage has been nearly completed and there is an expected saving against the current budget.

3.9. Coldhams Lane – At the November Transport Committee, it was agreed that this project would be paused whilst further is being sought.

3.10. Fengate Access Study Phase 1 – The SOBC stage has now completed independently reviewed with a saving of £270,000. The increase in forecast reflects the Additional funding approved by the CPCA Board in November to pursue the OBC stage.

3.11. King's Dyke – The project is progressing ahead of schedule and therefore the forecast has been increased to reflect the acceleration of project. It is anticipated that the project will complete within the overall budget.

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.

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

## 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 Adopting a Business Plan alongside the budget is good practice but not a legal obligation. The recommendation accords with the Combined Authority's Constitution (September 2019) Chapter 4 para.2(b) and powers under Part 4 Article 11 of the Cambridgeshire and Peterborough Combined Authority Order 2017 (SI 2017/251).

## 7. Other Significant Implications

7.1 None not mentioned above.

## 8. Appendices

8.1 Appendix 1 – Transport Performance Dashboard

## 9. Background Papers

9.1 None.