

TRANSPORT & INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.7
9 SEPTEMBER 2020	PUBLIC REPORT

BUDGET AND PERFORMANCE UPDATE

1.0 PURPOSE

- 1.1. This report provides the regular budget and performance reporting to the Transport and Infrastructure Committee. It also invites the Committee to consider what guidance it wishes to provide officers preparing the forthcoming refresh of the Combined Authority's Medium Term Financial Plan.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Paul Raynes, Director of Delivery and Strategy
Forward Plan Ref: N/A	Key Decision: No
<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none"> (a) Note the September budget and performance monitoring update; and (b) Note the current Medium Term Financial Plan and consider whether there are any recommendations members wish to make to the Combined Authority Board. 	<p>Voting arrangements</p> <p>N/A</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 4-month period to 31st July 2020, is set out in the table below:

	May Budget	Budget Adjustments	Revised Budget	YTD	Whole Year			
				Actuals	Prior FO	Forecast Outturn	Change in FO	Forecast Outturn Variance
A10 Dualling SOBC	297.1		297.1	185.1	197.1	185.1	(12.0)	(112.0)
A141 Huntingdon SOBC	-	350.0	350.0	-		350.0	350.0	-
Bus Review Implementation	644.0		644.0	73.2	644.0	644.0	-	-
Bus Service Subsidisation	187.0		187.0	-	187.0	187.0	-	-
CAM Metro OBC	1,356.4		1,356.4	1,256.4	1,356.4	1,356.4	-	-
CAM Metro SPV	-		-	-	-	-	-	-
CAM Innovation Company	-	2,691.5	2,691.5	1,293.0	100.0	2,691.5	2,591.5	-
COVID Bus Service Support Grant	439.5		439.5	173.9		439.5	439.5	-
Schemes and Studies	100.0		100.0	-	100.0	100.0	-	-
Sustainable Travel	150.0		150.0	0.9	150.0	150.0	-	-
Transport Levy	12,347.6		12,347.6	4,115.9	12,347.6	12,347.6	-	-
Total Transport	15,521.6	3,041.5	18,563.0	7,098.3	15,082.1	18,451.1	3,369.0	(112.0)

3.2. The 'Budget Adjustments' in the table above reflect the decisions made by the committee and Board since May 2020.

3.3. The Forecast position, as set out in the table above, shows a 'favourable' variance against the budget for the current financial year of £112,000. The saving from the budget was made possible because the A10 SOBC project was procured and has been managed internally by CPCA, saving on external costs.

Capital Budget

3.4. The capital position for Transport for the 4-month period to 31st July 2020, is set out in the table below.

£'000	May Budget	Budget Adjustments	Revised Budget	YTD			Whole Year			
				Budget	Actuals	Variance	Prior FO	Forecast Outturn	Change in FO	Forecast Outturn Variance
A1260 Nene Parkway Junction 15	183.8	470.0	653.8		17.6		183.8	653.8	470.0	-
A1260 Nene Parkway Junction 32/3	17.0	500.0	517.0		13.5		17.0	517.0	500.0	-
A141 capacity enhancements	478.0	500.0	978.0		159.8		478.0	978.0	500.0	-
A16 Norwood Dualling	61.0		61.0		57.0		61.0	61.0	0.0	-
A47 Dualling	40.0		40.0		0.5		40.0	40.0	-	-
A505 Corridor	422.0		422.0		141.2		422.0	272.0	(150.0)	(150.0)
A605 Oundle Rd Widening - Alwalton-Lynch Wood	792.5		792.5		125.5		792.5	792.5	0.0	-
A605 Stanground - Whittlesea	1,110.2		1,110.2		116.3		1,110.2	1,110.2	(0.0)	-
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	1,995.0	-
CAM Delivery to OBC	-		-		-		-	-	-	-
CAM FBC Preparation	-		-		-		-	-	-	-
Cambridge South Station	385.3		385.3				385.3	385.3	-	-
Coldhams Lane roundabout improvements	409.1		409.1		30.6		409.1	409.1	-	-
Ely Area Capacity Enhancements	2,163.3		2,163.3		554.6		2,163.3	2,163.3	-	-
Fengate Access Study - Eastern Industries Access - Phase 1	344.1		344.1		-		344.1	50.1	(294.0)	(294.0)
Fengate Access Study - Eastern Industries Access - Phase 2	146.6		146.6		23.4		146.6	146.6	-	-
Highways Maintenance (with PCC and CCC)	23,080.0		23,080.0		4,508.8		23,080.0	23,080.0	-	-
King's Dyke	8,619.8		8,619.8		571.7		8,619.8	8,619.8	0.0	-
Lancaster Way	2,604.2	29.3	2,633.5		-		2,604.2	2,633.5	29.3	-
M11 Junction 8	-		-		-		-	-	-	-
March Junction Improvements	736.8	1,000.0	1,736.8		114.6		736.8	1,736.8	1,000.0	-
Regeneration of Fenland Railway Stations	1,707.5		1,707.5		31.0		1,707.5	1,707.5	(0.0)	-
Soham Station	5,736.7		5,736.7		728.4		5,736.7	5,619.4	(117.3)	(117.3)
St Neots Masterplan Capital	2,886.0	(2,886.0)	-		-		2,886.0	-	(2,886.0)	-
Wisbech Access Strategy	9,994.5	(4,500.0)	5,494.5		305.5		9,994.5	5,494.5	(4,500.0)	-
Wisbech Rail	341.4		341.4		300.7		341.4	341.4	(0.0)	-
Transport Total	65,202.3	(2,891.7)	62,310.6	-	7,800.5	-	65,202.3	61,749.3	(3,453.0)	(561.3)

3.5. The 'Budget Adjustments' in the table above reflect the decisions made by the committee and Board since May 2020.

3.6. The reasons for the changes in Capital forecast are as follows;
 (a) A505 Corridor Royston to Granta Park – This pre-SOBC stage is due to complete in November with a potential saving of £150,000. An update will be provided at the November Committee.

- (b) Fengate Access Study Phase 1 – This SOBC stage of the project is due to complete in September with a potential saving of £294,000. An update will be provided at the November Committee.
- (c) Soham Station - The Forecast been reduced to reflect the efficiencies identified within the current financial year.

4.0 2021-22 BUDGET SETTING

- 4.1. At its November meeting the Combined Authority Board will be presented with a draft budget for 2021-22 and a Medium-Term Financial Plan (MTFP) to the end of 2024-25 to approve for consultation with the public and key stakeholders.
- 4.2. This draft budget will be based on work in the proceeding 8 weeks between Officers and Leaders to ensure that it is fit for purpose, affordable, and enables the Combined Authority to deliver its strategic objectives.
- 4.3. The Constitution states that the Executive Committees may make recommendations to the Combined Authority Board on projects to be included in the Business Plan and MTFP. The Executive Committees are therefore invited to review the current MTFP and provide feedback and direction to shape the projects which will be considered in the work to develop the draft budget in the coming weeks. The Transport and Infrastructure committee's sections of the MTFP are presented in **Appendix 2**.
- 4.4. "Approved" project budgets have been committed by the Combined Authority Board for use on the current phase of a project. "Subject to Approval" budgets have been nominally allocated to ensure there are sufficient funds available to continue with a project's development, but use of these funds is dependent on the completion of the current phase and subsequent gateway approval by the Combined Authority Board
- 4.5. Both "approved" and "subject to approval" costs are affordable within the Combined Authority's current resources.
- 4.6. The Committee is invited to review the current MTFP and consider whether there are any recommendations they wish to feed into the budget setting process.

5.0 PERFORMANCE REPORTING

- 5.1. 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.
- 5.2. **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.

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

6.0 FINANCIAL IMPLICATIONS

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

7.0 LEGAL IMPLICATIONS

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

8.0 SIGNIFICANT IMPLICATIONS

8.1. There are no other significant implications.

9.0 APPENDICES

9.1. Appendix 1 – Transport Performance Dashboard

9.2. Appendix 2 – 2020-2024 T&I Medium Term Financial Plan

<u>Background Papers</u>	<u>Location</u>
CPCA Business Plan 2020-21	https://cambridgeshirepeterborough-ca.gov.uk/assets/Uploads/CPCA-Business-Plan-2020-21.pdf