



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.5

Report title: Budget and Performance Update

To: Transport & Infrastructure Committee

Meeting Date: 12th January 2021

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Rowland Potter, Head of Transport

Key decision: No

Forward Plan ref: N/A

Recommendations: The Transport & infrastructure Committee is recommended to:

Note the January Budget and Performance Monitoring Update

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 2021 meeting, the Combined Authority Board approved a new Business Plan and Medium-Term Financial Plan (MTFP), including Revenue and Capital projects for 2021/22. This report presents the progress made against these budgets along with any changes in line with subsequent Executive Committee and Board decisions.

3. Budget

Presentation of Variances

- 3.1 Members' attention is drawn to the change in presentation in this meeting's report – the sign used to show the direction of forecast variances has been changed to align with the reports produced for other Committees and the CA Board. As such positive variances represent forecast overspends and negative variances forecast underspends.

Revenue Budget

- 3.2 A summary of the financial position of the Authority, showing revenue expenditure for the eight-month period to 30th November 2021, is set out in the table below:

£000	Prior Years	2021/22 Approved Budget				2021/22 Total Budget		Future Yrs MTFP
	Actual	Actual	Budget Approved	Forecast	Var To Budget	Budget Subject to Approval	Total Budget	
REVENUE								
A141 (SOBC)	99	67	121	104	(17)	-	121	-
St Ives (SOBC)	-	100	138	137	(1)	-	138	-
Bus: Review Implementation	319	244	1,842	1,173	(669)	-	1,842	-
Bus Service Subsidisation (National Bus Strategy)	50	155	187	383	196	-	187	-
CAM Innovation Company	6,464	2	656	2	(655)	-	656	-
Local Transport Plan	657	36	200	200	-	-	200	100
Public Transport: Concessionary fares	-	3,960	9,129	9,129	-	-	9,129	27,387
Public Transport: Contact Centre	-	147	234	234	-	-	234	702
Public Transport: RTP1, Infrastructure & Information	-	-	209	209	-	-	209	627
Public Transport: S106 supported bus costs	-	258	259	259	-	-	259	777
Public Transport: Supported Bus Services	-	1,446	3,003	3,003	-	-	3,003	9,009
Public Transport: Team and Overheads	-	292	465	465	-	-	465	1,395
A142 Chatteris to Snailwell	-	-	-	-	-	150	150	-
Development of Key Route Network	-	-	-	-	-	150	150	-
Harston Capacity Study	-	-	-	-	-	150	150	-
Sawston Station Contribution	-	-	-	-	-	16	16	-
Segregated Cycling Holme to Sawtry	-	-	-	-	-	100	100	-
Transport Response Fund	-	-	-	-	-	650	650	1,950
REVENUE TOTAL	7,588	6,706	16,444	15,298	(1,146)	1,216	17,660	41,947

- 3.3. The outturn position shows a positive variance of £1.1m against the approved budget.
- 3.4. The closure of OneCAM was approved by the Combined Authority Board in October 2021. No further revenue expenditure is expected.
- 3.5. Bus Review Implementation is forecasting an underspend of £669k in relation to additional bus services support. This is partly offset by an overspend on Bus Service Subsidisation, of £196k. The budget funds three bus routes, but a fourth route is currently unbudgeted, creating an overspend position.
- 3.6. In addition to the £16.4m approved to spend budget, there is a further £1.2m budget in the MTFP for new projects which have not yet been taken to the Combined Authority Board for approval to spend.
- 3.7. There are currently no other material variations to the revenue budget.

Capital Budget

3.8. A summary of the capital programme for the eight-month period to 30th November 2021, is set out in the table below:

£000	Prior Years	2021/22				2021/22		Future Yrs MTFP
		Approved Budget				Total Budget		
		Actual	Budget Approved	Forecast	Var To Budget	Budget Subject to Approval	Total Budget	
CAPITAL								
A10 Junctions and Dualling (OBC)	-	-	2,000	100	(1,900)	-	2,000	-
King's Dyke Level Crossing	16,812	7,049	7,588	7,588	-	2,100	9,688	-
Soham Station	8,847	6,445	9,244	9,482	238	-	9,244	4,000
Wisbech Rail	1,514	29	306	306	-	2,688	2,993	8,000
Wisbech Access Strategy	2,439	1,970	2,739	2,739	-	0	2,739	-
Ely Area Capacity Enhancements	2,945	202	326	202	(124)	-	326	-
Coldhams Lane roundabout improvements	367	-	234	-	(234)	2,200	2,434	-
Fengate Access Study - Phase 1	495	282	327	317	(10)	1,330	1,657	4,200
University Access	199	146	161	161	-	660	821	1,280
March Junction Improvements	1,346	823	2,114	2,083	(31)	2,738	4,852	-
Regeneration of Fenland Railway Stations	790	1,203	2,610	2,657	47	674	3,284	-
A1260 Nene Parkway Junction 15	738	83	207	457	250	5,000	5,207	-
A1260 Nene Parkway Junction 32-3	615	129	239	239	-	5,030	5,269	1,500
A16 Norwood Dualling	134	180	626	510	(116)	420	1,046	12,000
A505 Corridor Royston to Granta Park	557	6	143	6	(137)	-	143	-
A605 Stanground - Whittlesea Access - Phase 2	2,128	-	217	-	(217)	-	217	-
Lancaster Way	1,678	260	500	387	(113)	-	500	-
Transport Modelling	-	20	750	554	(196)	-	750	-
CAM Investment - One CAM Operating	-	-	2,000	2,000	-	-	2,000	-
CAM Investment - Business Cases	-	-	250	150	(100)	4,750	5,000	13,000
Highways Maintenance Capital and Pothole Fund	102,225	27,695	27,695	27,695	-	-	27,695	83,085
St. Ives (SOBC, OBC & FBC)	-	-	-	-	-	500	500	3,900
Snailwell Loop	-	-	-	-	-	500	500	-
A141 OBC & FBC	-	-	-	-	-	-	-	4,250
CAPITAL TOTAL	143,828	46,521	60,274	57,633	(2,643)	28,589	88,864	135,215

3.9. The Capital programme outturn shows a £2.6m positive variance against the approved budget for the following reasons:

- 3.9.1. A10 Junctions and Dualling (OBC) – DfT's decision on its funding contribution was not communicated to the Authority until June. The Authority is now working with Cambridgeshire County Council to align the project with DfT requirements. This has impacted in the original timing envisaged for the OBC and as a result, the forecast spending has been reduced in the current financial year and will be increased in the following year. A re-profiling of the budget will be required, in line with the revised timing.
- 3.9.2. Soham Station – This project is currently being delivered ahead of schedule, hence the increase in the forecast for this financial year. This will be offset against the forecast spend for the 2022/23 budget.
- 3.9.3. 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.
- 3.9.4. A1260 Nene Parkway Junction 15 - £250k additional budget is required due to further design and surveys required for footbridge has been agreed.
- 3.9.5. A605 Stanground, Whittlesea Access Phase 2 – budget approved to cover an expected overspend on the project. Following a lower than estimated final account settlement, the budget is no longer required.

- 3.9.6. Transport Modelling – This project is being developed and it is likely to be completed in 2022/23, hence the reduction in the forecast spend for the current year.
- 3.10. CAM Investments – Operating and Business Cases – A paper to Combined Authority Board recommending the closure of OneCAM was approved by the board in October 2021.
- 3.11. There is £28.6m of 2021/22 budget still subject to board approval. This is being reviewed as part of the overall review of the Transforming Cities Fund programme reported to the September T&I Committee meeting.

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 The Board in January will consider future performance reporting arrangements in support of the new Business Plan and Medium-Term Financial Plan. Performance metrics are also being reviewed as part of the Local Transport & Connectivity Plan. Following this we will be proposing adoption of new metrics to the Transport and Infrastructure Committee with a stronger outcome focus.
- 4.4 The project RAG ratings continue to be updated monthly as part of our standard management processes, and the appendix also includes ratings for the Combined Authority's transport projects based on outturn data from the end of December 2021.

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 Dashboard

9. Background Papers