

TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.2
29th April 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, as agreed by Committee members.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Paul Raynes, Director of Delivery and Strategy
Forward Plan Ref:	Key Decision: No
<p>The Transport and Infrastructure Committee is recommended to:</p> <p>(a) Note the April budget and performance monitoring update</p>	<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). 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 the Transport Directorate, for the 11-month period to 29th February 2020, is set out in the table below:

	19-20 Budget (Jan)	Budget Adjustments	19-20 Budget (Feb)	Actuals to 29th February 2020	Forecast Outturn (Jan)	Forecast Outturn (Feb)	Change in Forecast Outturn	Forecast Outturn Variance
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Workstream Revenue Budgets								
Transport								
CAM	1,907		1,907	1,109	1,907	1,530	(377.0)	(377.0)
A10 SOBCC	250		250	116	250	250	-	-
A14 Revenue Feasibility	150		150	0	0	0	-	(150.0)
Huntingdon 3rd River Crossing	300		300	19	30	19	(10.6)	(280.6)
Bus Review Implementation	800		800	27	150	150	-	(650.0)
Cambridge South - Interim Concept	100		100	97	97	97	-	(3.0)
Transport Levy PCC	3,631		3,631	3,328	3,631	3,631	-	-
Transport Levy CCC	8,738		8,738	8,010	8,738	8,738	-	-
Local Transport Plan	377		377	353	355	355	-	(21.7)
Sustainable Travel	150		150	111	150	150	-	-
Schemes, Studies and Monitoring	100		100	58	100	100	-	-
Total Transport	16,503	0	16,503	13,229	15,408	15,020	(387.6)	(1,482.3)

3.2. Overall there is an expected 9% underspend for the 2019/20 financial year. Discussions are being held with the Project / Programme Managers to accelerate the delivery of schemes where appropriate, whilst proactively addressing the key issues and barriers of the more challenging projects to maintain the Authority's momentum. The most significant Revenue variances are as follows;

- (a) CAM – The forecast has been reduced for 2019/20, due to additional scope being undertaken by the consultants which will not be complete before the end of this financial year but will be ongoing and finalised in the next financial year 2020/2021. Therefore, the saving needs to be carried over into next year's budget;
- (b) A14 Revenue Feasibility – This is currently not a proceeding project and would require a promoter to bid for funding;
- (c) Huntingdon 3rd River Crossing – It was decided in the November 2019 Transport Committee to absorb the 3rd River Crossing project in the A141 Capacity Study, and so no separate budget is shown;
- (d) Bus Review Implementation – The 2019/20 outturn forecast has been reduced to £150k, which reflects a revised view of the phasing of the project, which is expected to come in on budget across its whole life of 12 months.

Capital Budget

3.3. The capital position for Transport for the 11-month period to 29th February 2020, is set out in the table below.

Capital	19-20 Budget	Budget	19-20 Budget	Actuals to 29	Forecast	Forecast	Change in	Forecast
	(Jan)	Adjustments	(Feb)	Feb 2020	Outturn (Jan)	Outturn (Feb)	Forecast	Outturn
	£m	£m	£m	£m	£m	£m	Outturn	Variance
							£m	£m
Kings Dyke CPCA Contribution	2.50		2.50	0.00	0.00	0.00	0.00	(2.50)
Cambridge South Station	0.75		0.75	0.18	0.75	0.36	(0.39)	(0.39)
Soham Station	0.95		0.95	0.03	0.95	0.95	0.00	0.00
St Neots River Crossing Cycle Bridge	0.60		0.60	0.00	0.03	0.00	(0.03)	(0.60)
Wisbech Rail	1.48		1.48	0.95	1.05	1.17	0.12	(0.31)
Wisbech Access Strategy	0.30		0.30	0.00	0.30	0.00	(0.30)	(0.30)
A47 Dualling	0.41		0.41	0.14	0.31	0.17	(0.14)	(0.24)
Ely Rail Capacity next stage	1.00		1.00	0.00	0.00	0.00	0.00	(1.00)
Coldhams Lane roundabout improvements	0.53		0.53	0.08	0.06	0.08	0.02	(0.45)
Eastern Industries Access - Phase 1	0.43		0.43	0.09	0.27	0.06	(0.20)	(0.37)
University Access	0.10		0.10	0.01	0.11	0.05	(0.06)	(0.05)
March junction improvements	1.08		1.08	0.34	0.55	0.55	0.00	(0.53)
Investment into CAM Innovation Company	0.30		0.30	0.00	0.30	0.30	0.00	0.00
Regeneration of Fenland Railway Stations	0.09		0.09	0.00	0.00	0.00	0.00	(0.09)
Regeneration of Fenland Railway Stations - Non Platforms	0.61		0.61	0.29	0.22	0.18	(0.04)	(0.43)
A1260 Nene Parkway Junction 15	0.36		0.36	0.01	0.35	0.23	(0.12)	(0.13)
A1260 Nene Parkway Junction 32-3	0.32		0.32	0.16	0.28	0.25	(0.03)	(0.07)
A141 Capacity enhancements	1.27		1.27	0.14	0.15	0.29	0.14	(0.99)
A16 Norwood Dualling	0.06		0.06	0.00	0.06	0.05	(0.01)	(0.01)
A505 Corridor	1.00		1.00	0.09	0.15	0.10	(0.05)	(0.90)
A605 Oundle Rd Widening - Alwalton-Lynch Wood	0.51		0.51	0.17	0.54	0.54	0.00	0.03
Total	14.65	0.00	14.65	2.69	6.42	5.34	(1.08)	(9.31)

Passported	19-20 Budget	Budget	19-20 Budget	Actuals to 29	Forecast	Forecast	Change in	Forecast
	(Jan)	Adjustments	(Feb)	Feb 2020	Outturn (Jan)	Outturn (Feb)	Forecast	Outturn
	£m	£m	£m	£m	£m	£m	Outturn	Variance
							£m	£m
Passported								
Highways Maintenance Capital Grants	23.08		23.08	21.19	23.54	23.54	0.00	0.46
A47 J18 improvements	3.85		3.85	2.15	3.85	3.85	0.00	0.00
A605 Stanground East (Whittlesea Access)	2.80		2.800	0.32	0.91	0.91	0.00	(1.89)
Passported Total	29.73	0.00	29.73	23.66	28.30	28.30	0.00	(1.43)

Growth Funds	19-20 Budget	Budget	19-20 Budget	Actuals to 29	Forecast	Forecast	Change in	Forecast
	(Jan)	Adjustments	(Feb)	Feb 2020	Outturn (Jan)	Outturn (Feb)	Forecast	Outturn
	£m	£m	£m	£m	£m	£m	Outturn	Variance
							£m	£m
King's Dyke Crossing (Growth Fund)	0.78		0.78	0.58	0.64	0.64	(0.00)	(0.14)
Ely Area Capacity Enhancements	2.32		2.32	1.01	1.16	1.16	0.00	(1.16)
Wisbech Access Strategy - Delivery Phase	1.00		1.00	0.72	0.51	0.88	0.36	(0.12)
Soham Station Feasibility	1.00		1.00	1.00	1.00	1.00	0.00	0.00
Growth Funds Total	5.25	0.00	5.25	3.30	3.46	3.82	0.36	(1.43)

Transport total	49.63	0.00	49.63	29.64	38.19	37.47	(0.72)	(12.19)
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3.4. The most significant Capital variances are as follows:

- King's Dyke – The forecast is considerably lower than the budget due to the project being retendered by the County Council;
- Cambridge South Station – Delay in spend due to Network Rail consultancy issues, works therefore slipped up to 6 months. The surplus will need to be carried forward into 20/21;
- St. Neots River Crossing Bridge – It was agreed at the March Transport Committee that work on the St Neots Foot and Cycle Bridge should cease and the project be removed from the Combined Authority's Business Plan with the remaining funding re-allocated to projects within the St Neots Masterplan.
- Wisbech Rail – Change in programme and cost is a result of accepting a Change Event agreeing for surveys to be undertaken which will validate the GRIP 3 Designs. The programme has consequently extended into next financial year; therefore, the remaining budget will be spent in 2020/21;

- (e) Ely Area Capacity Enhancements – The 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;
- (f) Coldhams Lane – The reduced forecast is due to delay with consultation and commencement of detailed design. A separate paper is being presented to the Committee making proposals relating to this budget;
- (g) Eastern Industries Access Phase 1 – The reduced forecast is due to on-going negotiations with a developer who may be making contributions to the future works;
- (h) March Junction Improvements – Spend to date is likely not to exceed MTFP and will potentially come under the approved budget for the current stage of the Option Assessment Report. The remaining allocation is to be deferred to 2020/21 period. CCC staff time to complete the Public Consultation, CCC MID staff time to manage delivery of the Quick Win schemes.
- (i) Regeneration of Fenland Stations – A number of deliverables have been delayed and are now expected to be completed in 2020-21;
- (j) A141 Capacity Enhancements – Scope change to include 3rd River Crossing. Underspend assumptions due to programme not progressing in line with project expectation with SOBC to OAR/detailed design;
- (k) A505 Corridor – Underspend due to delay to tender process (July 2019). Commencement of actual work once contract award to Stantec started in December 2019;
- (l) A605 Stanground East – The variance is due to statutory undertaker challenges in relation to a main gas supply. This has now been resolved and delivery remains within overall budget and programme;
- (m) Wisbech Access Strategy – the underspend is due to timing delays within the detail design. This is now back on programme and will catch up in 2020/21.

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 Transport Performance Dashboard, with 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
- 4.3. A Committee approved set of indicators relating to the Transport team is also included, to supplement the corporate headline reporting on GVA, Housing and Jobs.
- 4.4. Also provided is the RAG status of projects within the Transport portfolio. These are based on the March reporting month.

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.
- 6.2. This Transport and Infrastructure Committee meeting shall be conducted in accordance with Parts 2 and 3 of the Local Authorities and Police and Crime Panels (Coronavirus)(Flexibility of Local Authority and Police and Crime Panel Meetings)(England and Wales) Regulations 2020 (SI 2020 No.392).

7.0 SIGNIFICANT IMPLICATIONS

- 7.1. There are no other significant implications.

8.0 APPENDICES

- 8.1. Appendix 1 – Transport Performance Dashboard