



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.1

Budget and Performance Update

To:	Transport & Infrastructure Committee meeting
Meeting Date:	8 th September 2021
Public report:	Yes
Lead Member:	Mayor Dr Nik Johnson
From:	Rowland Potter, Head of Transport
Key decision:	No
Forward Plan ref:	Not Applicable
Recommendations:	The Transport & infrastructure Committee is recommended to: a) Note the September Budget and Performance Monitoring Update b) Note the current Medium-Term Financial Plan and consider whether there are any recommendations they wish to make to the Combined Authority Board in November.

Voting Arrangements – To note only, 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

Revenue Budget

3.1 A summary of the financial position of the Authority, showing revenue expenditure for the four-month period to 31st July 2021, is set out in the table below:

£000	Prior Years	2021/22 Approved Budget				2021/22 Total Budget		Future Yrs MTFP
		Actual	Budget Approved	Forecast	Var To Budget	Budget Subject to Approval	Total Budget	
REVENUE								
A141 (SOBC)	99	25	114	114	0	-	114	-
St Ives (SOBC)	-	64	137	134	3	-	137	-
Bus: Review Implementation	319	47	1,742	1,742	-	-	1,742	-
Bus Service Subsidisation (Better Deals 4 Buses)	50	437	187	187	-	-	187	-
CAM Innovation Company	6,464	-	656	-	656	-	656	-
Local Transport Plan	657	-	200	200	-	-	200	100
Public Transport: Concessionary fares	-	2,303	9,129	9,129	0	-	9,129	27,387
Public Transport: Contact Centre	-	139	234	162	72	-	234	702
Public Transport: Quality Partnership	-	-	41	-	41	-	41	123
Public Transport: RTPi, Infrastructure & Information	-	-	209	209	-	-	209	627
Public Transport: S106 supported bus costs	-	162	259	259	-	-	259	777
Public Transport: Supported Bus Services	-	961	3,003	3,003	-	-	3,003	9,009
Public Transport: Team and Overheads	-	194	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	4,330	16,377	15,605	773	1,216	17,593	42,070

3.2. The outturn position shows a positive variance of £773k against the approved budget.

3.3. The CAM Innovation Company budget has been brought forward from 2020/21 to continue supporting the setup of One CAM Ltd. However, the company has now been setup and is drawing on its own funds, as shown in the capital table below.

3.4. In addition to the £16.3m 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 CA Board for approval to spend.

3.5. There are currently no other material variations to the revenue budget.

Capital Budget

3.6. A summary of the capital programme for the four-month period to 31st July 2021, is set out in the table below.

£000	Prior Years	2021/22 Approved Budget			2021/22 Total Budget	Future Yrs MTFP
		Actual	Budget Approved	Forecast		
CAPITAL						
A10 Junctions and Dualling (OBC)	-	-	2,000	1,400	600	-
King's Dyke Level Crossing	16,812	5,593	7,588	7,588	-	-
Soham Station	8,847	10,143	9,244	9,482	(238)	4,000
Wisbech Rail	-	-	-	-	-	-
Wisbech Access Strategy	2,439	1,196	4,132	4,132	-	-
Ely Area Capacity Enhancements	2,945	202	326	202	124	-
Coldhams Lane roundabout improvements	367	-	234	-	234	-
Fengate Access Study - Phase 1	495	288	327	317	10	4,200
University Access	199	113	161	161	-	1,280
March Junction Improvements	1,346	264	2,114	2,072	42	-
Regeneration of Fenland Railway Stations	790	-	2,680	2,680	-	-
A1260 Nene Parkway Junction 15	738	190	207	207	-	-
A1260 Nene Parkway Junction 32-3	615	129	239	239	-	1,500
A16 Norwood Dualling	134	76	616	616	0	12,000
A505 Corridor Royston to Granta Park	557	1	143	143	-	-
A605 Stanground - Whittlesea Access - Phase 2	2,128	-	217	217	-	-
Lancaster Way	1,678	260	400	385	15	-
Digital Connectivity Infrastructure	1,267	469	3,139	3,116	23.0	4,500
Transport Modelling	-	10	750	554	196	-
CAM Investment - One CAM Operating	1,307	429	2,693	800	1,893	-
CAM Investment - Business Cases	-	652	3,500	1,100	2,400	13,000
Highways Maintenance Capital and Pothole Fund	102,225	27,695	27,695	27,695	-	83,085
St. Ives (SOBC, OBC & FBC)	-	-	-	-	-	3,900
Snailwell Loop	-	-	-	-	-	-
A141 OBC & FBC	-	-	-	-	-	4,250
CAPITAL TOTAL	144,888	47,710	68,403	63,105	5,298	131,715

3.7. The Capital programme outturn shows a £5.2m positive variance against the approved Budget due for the following reasons:

3.7.1. A10 Junctions and Dualling (OBC) – funding will not be committed to the OBC until the Committee has taken note of the decision of the DfT on its funding contribution, that decision was not communicated to the Authority until June.

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.

3.7.2. 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 budget forecast to be needed in 2022/23.

3.7.3. 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.

3.7.4. Transport Modelling – This project is being developed and it is likely to be completed in 2022/23, hence the forecast has been reduced in the current year.

3.7.5. CAM Investments – Operating and Business Cases – These investments into One CAM Ltd are currently under review. A paper will be taken to the CA Board in July to decide the future direction of the company. The forecast has been reduced whilst waiting for the decision.

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 August reporting month.

5. 2022 Budget and Medium-Term Financial Plan

5.1. At its November meeting the Combined Authority Board will be presented with a draft budget for 2022-23 and a Medium-Term Financial Plan (MTFP) to the end of 2025-26. The draft budget is the result of work in the preceding 8 weeks between Officers and Leaders to ensure that it is fit for purpose, affordable, and enables the Combined Authority to deliver on its strategic objectives.

5.2. The Constitution states that the Executive Committee may make recommendations to the Combined Authority Board on projects to be included in the Business Plan and MTFP. As such, the Executive Committees are being asked 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.

5.3. Approved project costs have been committed by the Combined Authority Board for use on the current phase of a project. Subject to approval costs 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 approval by the Combined Authority Board. Both approved and subject to approved costs are affordable within the Combined Authority's current resources.

5.4. The Committee are invited to review the current MTFP.

6. Financial Implications

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

7. Legal Implications

7.1. 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).

8. Other Significant Implications

8.1. None not mentioned above.

9. Appendices

9.1. Appendix 1 – Transport Performance Dashboard

9.2. Appendix 2 – Transport and Infrastructure Committee Extract of the 2021-25 Medium-Term Financial Plan

10. Background Papers

None