



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

Agenda Item No: 2.1

## Report title: Budget and Performance Update

To: Transport & Infrastructure Committee

Meeting Date: 14<sup>th</sup> July 2021

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Paul Raynes, Director of Delivery and Strategy

Key decision: Not applicable

Forward Plan ref: Not applicable

Recommendations: The Transport & infrastructure Committee is recommended to:  
Note the July Budget and Performance Monitoring Update

Voting arrangements: 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 two-month period to 31<sup>st</sup> May 2021, is set out in the table below:

£000	2021/22 Approved Budget				2021/22 Total Budget	
	Actual	Budget Approved	Forecast	Var To Budget	Budget Subject to Approval	Total Budget
<b>REVENUE</b>						
A141 (SOBC)	7	114	114	-	-	114
St Ives (SOBC)	23	136	136	-	-	136
Bus: Review Implementation	25	1,742	1,742	-	-	1,742
CAM Innovation Company	-	656	-	656	-	656
Local Transport Plan	-	200	200	-	-	200
Public Transport: Team and Overheads	52	465	465	-	-	465
Public Transport: Supported Bus Services	311	3,003	3,003	-	-	3,003
Public Transport: RTPi, Infrastructure & Information	-	209	209	-	-	209
Public Transport: Concessionary fares	601	9,129	9,129	-	-	9,129
Public Transport: Quality Partnership	-	41	41	-	-	41
Public Transport: Contact Centre	-	234	234	-	-	234
Public Transport: S106 supported bus costs	73	259	259	-	-	259
A142 Chatteris to Snailwell	-	-	-	-	150	150
Development of Key Route Network	-	-	-	-	150	150
Harston Capacity Study	-	-	-	-	150	150
Sawston Station Contribution	-	-	-	-	0.016	0.016
Segregated Cycling Holme to Sawtry	-	-	-	-	100	100
Transport Response Fund	-	-	-	-	650	650
<b>REVENUE TOTAL</b>	<b>1,092</b>	<b>16,189</b>	<b>15,533</b>	<b>656</b>	<b>1,200</b>	<b>17,389</b>

3.2. The outturn position shows a positive variance of £656k 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 £16.2m 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 forecast variations in the revenue budget.

## Capital Budget

3.6. A summary of the capital programme for the two-month period to 31<sup>st</sup> May 2021, is set out in the table below.

£000	2021/22 Approved Budget				2021/22 Total Budget	
	Actual	Budget Approved	Forecast	Var To Budget	Budget Subject to Approval	Total Budget
<b>CAPITAL</b>						
A10 Junctions and Dualling (OBC)	-	2,000	1,400	600	-	2,000
King's Dyke Level Crossing	2,541	7,588	7,588	-	2,100	9,688
Soham Station	2,912	9,244	9,482	(238)	-	9,244
Wisbech Rail	0	306	306	-	2,688	2,993
Wisbech Access Strategy	1,054	4,132	4,132	-	3,930	8,062
Ely Area Capacity Enhancements	202	326	326	-	-	326
Coldhams Lane roundabout improvements	-	234	-	234	2,200	2,434
Fengate Access Study - Phase 1	-	327	327	-	1,330	1,657
University Access	37	161	161	-	780	941
March Junction Improvements	-	2,114	2,114	-	1,238	3,352
Regeneration of Fenland Railway Stations	139	2,608	2,608	-	733	3,341
A1260 Nene Parkway Junction 15	91	207	207	-	5,000	5,207
A1260 Nene Parkway Junction 32-3	-	239	239	-	5,030	5,269
A16 Norwood Dualling	24	616	554	62	430	1,046
A505 Corridor Royston to Granta Park	-	143	143	-	-	143
A605 Stanground - Whittlesea Access - Phase 2	-	217	217	-	-	217
Lancaster Way	260	400	400	-	-	400
Digital Connectivity Infrastructure	237	3,139	3,139	-	-	3,139
Transport Modelling	-	750	554	196	-	750
CAM Investment - One CAM Operating	429	2,693	800	1,893	-	2,693
CAM Investment - Business Cases	652	3,500	1,100	2,400	1,500	5,000
Pothole Fund	-	10,250	10,250	-	-	10,250
Highways Maintenance Capital Grants	-	17,445	17,445	-	-	17,445
St. Ives (SOBC, OBC & FBC)	-	-	-	-	500	500
Snailwell Loop	-	-	-	-	500	500
<b>CAPITAL TOTAL</b>	<b>8,578</b>	<b>68,637</b>	<b>63,491</b>	<b>5,146</b>	<b>27,958</b>	<b>96,595</b>

3.7. The Capital programme outturn shows a £5.1m 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. A separate paper on this agenda sets out the position.

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.
- 3.8. Pothole and Highways Capital Grant funds – The CA Board has approved the allocation of these funds to the Cambridgeshire County Council and Peterborough City Council at its meeting on 30<sup>th</sup> June. Grant Funding letters are being prepared to transfer the funds.

## 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 June 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.

## 8.0 Appendices

8.1 Appendix 1 – Transport Performance Dashboard

## 8. Background Papers

9.1 None