

<b>TRANSPORT AND INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.1</b>
<b>6 March 2020</b>	<b>PUBLIC REPORT</b>

## **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.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>James Palmer, Mayor</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery and Strategy</b>
<b>Forward Plan Ref:</b>	<b>Key Decision: No</b>
<p>The Transport and Infrastructure Committee is recommended to:</p> <p>(a) Note the March budget and performance monitoring update</p>	<p><b>Voting arrangements</b></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 ten-month period to 31<sup>st</sup> January 2020, is set out in the table below:

	<u>19-20 Budget</u> <u>(Nov)</u>	<u>Budget</u> <u>Adjustments</u>	<u>19-20 Budget</u> <u>(Jan)</u>	<u>Actuals to 31</u> <u>January 2020</u>	<u>Forecast</u> <u>Outturn (Jan)</u>	<u>Forecast</u> <u>Outturn</u> <u>Variance</u>
	£'000	£'000	£'000	£'000	£'000	£'000
<b>Transport</b>						
CAM	1,907	0	1,907	1,043	1,907	-
A10 SOBC	0	250	250	75	250	-
A14 Revenue Feasibility	150		150	0	0	(150.0)
Huntingdon 3rd River Crossing	300		300	19	30	(270.0)
Bus Review Implementation	800		800	27	150	(650.0)
Cambridge South - Interim Concept	100		100	97	97	(3.0)
Transport Levy PCC	3,631		3,631	3,026	3,631	-
Transport Levy CCC	8,738		8,738	7,282	8,738	-
Local Transport Plan	377		377	316	355	(21.7)
Sustainable Travel	150		150	111	150	-
Schemes, Studies and Monitoring	100		100	58	100	-
<b>Total Transport</b>	<b>16,253</b>	<b>250</b>	<b>16,503</b>	<b>12,054</b>	<b>15,408</b>	<b>(1,094.7)</b>

3.2. The following budget change has been made since the last Committee finance report;

- (a) A10 SOBC – The Revenue budget has increased by £250k and the Capital budget has reduced by the same amount. This is because the project is now being delivered directly by the Combined Authority and does not meet the Combined Authority capitalisation requirements.

3.3. The Revenue forecast variances to budget are as follows;

- (a) A14 Revenue Feasibility – This is currently not a proceeding project and would require a promoter to bid for funding;
- (b) Huntingdon 3<sup>rd</sup> River Crossing – It was decided at the November 2019 meeting of the Transport and Infrastructure Committee to absorb the 3rd River Crossing project in the A141 Capacity Study, and so no separate budget is shown;
- (c) 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

3.4. The capital position for Transport for the ten-month period to 31<sup>st</sup> January 2020, is set out in the table below.

Capital	19-20 Budget	Budget	19-20 Budget	Actuals to 31	Forecast	Forecast	Forecast
	(Nov)	Adjustments	(Jan)	Jan 2020	Outturn (Nov)	Outturn (Jan)	Outturn
	£m	£m	£m	£m	£m	£m	Variance
							£m
Kings Dyke CPCA Contribution	2.50		2.50	0.00	0.46	0.00	(2.50)
Cambridge South Station	0.75		0.75	0.00	0.75	0.75	0.00
A10 SOBC Capital	0.25	(0.25)	0.00	0.00	0.15	0.00	0.00
Soham Station	0.95		0.95	0.03	0.95	0.95	0.00
St Neots River Crossing Cycle Bridge	0.60		0.60	0.00	0.45	0.03	(0.57)
Wisbech Rail	1.48		1.48	0.83	1.48	1.05	(0.43)
Wisbech Access Strategy	0.30		0.30	0.30	0.30	0.30	0.00
A47 Dualling	0.41		0.41	0.11	0.41	0.31	(0.10)
Ely Rail Capacity next stage	1.00		1.00	0.00	0.00	0.00	(1.00)
Coldhams Lane roundabout improvements	0.53		0.53	0.06	0.13	0.06	(0.47)
Eastern Industries Access - Phase 1	0.43		0.43	0.08	0.15	0.27	(0.16)
University Access	0.10		0.10	0.01	0.03	0.11	0.01
March junction improvements	1.08		1.08	0.31	0.50	0.55	(0.53)
Investment into CAM Innovation Company	0.30		0.30	0.00	0.30	0.30	0.00
Regeneration of Fenland Railway Stations	0.09		0.09	0.00	0.09	0.00	(0.09)
Regeneration of Fenland Railway Stations - Non Platforms	0.61		0.61	0.17	0.61	0.17	(0.44)
A1260 Nene Parkway Junction 15	0.36		0.36	0.12	0.10	0.35	(0.01)
A1260 Nene Parkway Junction 32-3	0.32		0.32	0.18	0.19	0.28	(0.04)
A141 Capacity enhancements	1.27		1.27	0.07	0.50	0.15	(1.12)
A16 Norwood Dualling	0.05	0.01	0.06	0.00	0.13	0.06	0.00
A505 Corridor	1.00		1.00	0.05	0.17	0.15	(0.85)
A605 Oundle Rd Widening - Alwalton-Lynch Wood	0.51		0.51	0.11	0.40	0.54	0.03
<b>Capital Total</b>	<b>14.89</b>	<b>(0.24)</b>	<b>14.65</b>	<b>2.42</b>	<b>8.24</b>	<b>6.38</b>	<b>(8.27)</b>
<b>Passported</b>	<b>19-20 Budget</b>	<b>Budget</b>	<b>19-20 Budget</b>	<b>Actuals to 31</b>	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>
	<b>(Nov)</b>	<b>Adjustments</b>	<b>(Jan)</b>	<b>Jan 2020</b>	<b>Outturn (Nov)</b>	<b>Outturn (Jan)</b>	<b>Outturn</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>Variance</b>
							<b>£m</b>
Highways Maintenance Capital Grants	23.08		23.08	18.83	23.54	23.54	0.46
A47 J18 improvements	3.85		3.85	2.10	3.00	3.85	0.00
A605 Stanground East (whittlesea Access)	2.80		2.800	0.26	0.36	0.91	(1.89)
<b>Passported Total</b>	<b>29.73</b>	<b>0.00</b>	<b>29.73</b>	<b>21.19</b>	<b>26.90</b>	<b>28.30</b>	<b>(1.43)</b>
<b>Growth Funds</b>							
King's Dyke Crossing (Growth Fund)	0.78		0.78	0.55	0.45	0.64	(0.14)
Ely Area Capacity Enhancements	2.32		2.32	0.86	1.50	1.16	(1.16)
Wisbech Access Strategy - Delivery Phase	1.00		1.00	0.36	1.00	0.51	(0.49)
Soham Station Feasibility	1.00		1.00	1.00	1.00	1.00	0.00
<b>Growth Funds Total</b>	<b>5.25</b>	<b>0.00</b>	<b>5.25</b>	<b>2.76</b>	<b>4.10</b>	<b>3.46</b>	<b>(1.79)</b>
<b>Transport total</b>	<b>49.87</b>	<b>(0.24)</b>	<b>49.63</b>	<b>26.37</b>	<b>39.24</b>	<b>38.14</b>	<b>(11.51)</b>

3.5. As mentioned above, the A10 has been re-classified to Revenue.

3.6. The most significant variances from forecast against the revised 2019/20 budget are as follows:

- King's Dyke – The forecast is considerably lower than the budget due to the project being retendered by the County Council, which means no further expenditure will be incurred this financial year;
- St. Neots River Crossing Bridge – A separate paper is being presented to the Committee on this project which makes recommendations about the budget;
- Wisbech Rail – The programme has been extended into next financial year because of the time taken by Network Rail to agree survey access to the disused track; the remaining budget will be spent in 2020/21;
- Ely Area Capacity Enhancements – Forecast is based on Network Rail reprofiling expenditure into 2020/21;

- (e) Coldhams Lane – The reduced forecast is due to delay with consultation and commencement of detailed design. A detailed programme for consultation and detailed design following the purdah period was agreed by the Committee at its January meeting and it is anticipated that the project will spend its full budget over the next 12 months;
- (f) March Junction Improvements – A separate paper is being presented to the Committee making proposals relating to this budget;
- (g) Regeneration of Fenland Stations – A number of deliverables have been delayed and are now expected to be completed in 2020-21;
- (h) 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;
- (i) A505 Corridor – Underspend due to delay to tender process (July 2019). Commencement of actual work once contract award to Stantec started in December 2019;
- (j) 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;
- (k) Wisbech Access Strategy - The underspend is a result of the land purchase strategy not coming to fruition this financial year, resulting in parcels of land not yet having to be purchased.

## **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. These metrics are updated to align with the Board Performance reports.
- 4.4. A Committee approved set of indicators relating to the Transport Directorate is also included, to supplement the corporate headline reporting on GVA, Housing and Jobs.
- 4.5. Also provided is the RAG status for the Transport portfolio. These are based on the January 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.

## **7.0 SIGNIFICANT IMPLICATIONS**

- 7.1. There are no other significant implications.

## **8.0 APPENDICES**

- 8.1. Appendix 1 – Transport Performance Dashboard