



Committee Report

PURPOSE: Final Decision Report

KEY OR NON-KEY DECISION: Non-key decision

COMMITTEE: Transport and Connectivity Committee

DATE: 12 September 2024

TITLE: 2024/25 P3 Finance Forecast Report – Transport and Connectivity Committee

Ward(s): City Wide

Officer presenting the report: Alex Hearn **Job title:** Director Economy Of Place

Committee Chair: Cllr Ed Plowden

Executive Director lead: John Smith: Executive Director for Growth & Regeneration

Proposal origin: BCC Staff

Purpose of Report:

1. The Council Revenue and Capital budget for 2024/25 was agreed by Full Council on 21 February 2023. This report presents to the Transport and Connectivity Committee the transport financial forecast at Period 3 (P3) against the budget as at the end of June 2024. P3 was an exception reporting month meaning the Council only reported material changes in the forecast.

Evidence Base:

2. The Transport function is divided between Highways and Traffic within the Management of Place division, City Transport within Economy of Place. City Transport includes both Strategic City Transport and Local and Sustainable Transport.

3. General Fund

Revenue

- 3.1. The revenue budgets for these areas are shown in the table below. The figures in brackets refer to income rather than overspends.

Table 1 Summary Position

2024/25 Transport Revenue Budgets	£'000
432 - Traffic and Highways Maintenance	(15,035)
433 - Strategic City Transport	1,774
434 - Local and Sustainable Transport	(1,794)
Total	(15,055)

3.2. At P3 the Council forecasted a £5.4 million overspend for Growth and Regeneration driven by the costs of providing accommodation to those experiencing homelessness. Both Strategic Transport and Highways and Traffic Maintenance have contributed opportunities to offset risk within the wider directorate and hold the overspend to that level and will be required to deliver more to achieve a balanced budget across the Directorate cash limit.

Revenue Risks and Opportunities

3.3. The largest revenue challenge within these two areas is delivering increasing income targets. The Council Revenue and Capital budget for 2024/25 included policy that income targets would, in general, be increased by 6.7% (representing the 2023-24 rate of inflation). For parking incomes this equated to an increase of just over £1m, which is particularly challenging given there was a deficit against previous income targets in 2023/24. Proposals are being developed to increase parking income through adjusting our multi-story and residential parking scheme tariffs.

3.4. In terms of opportunities, as in 2023/24 the Clean Air Zone funding is planned to apply to appropriate costs within Traffic and Highways Maintenance and City Transport. The amount drawn down is dependent on the actual cost at year end, based on 2023/24 this is likely to be in the region of £5m. There is also an underspend of c. £1m on the street lighting budget created by reductions in demand as the switch to LED lights has progressed. This underspend was intended to cover the first loan repayment due on the capital cost of delivering the LED light project, however for this year on a one-off basis this is being managed through unspent capital maintenance funding.

Capital

3.5. At P3 the Council adjusted the following programmes to align with the latest expected programme delivery schedule.

Gross Expenditure by Programme		Current Year (FY2024) - Period 3				Performance to budget	
Ref	Scheme	Budget	Expenditure to Date	Forecast	Variance	Expenditure to date	Forecast
		£000s				%	
Transport and Connectivity Committee							
GR09	Clean Air Zone Programme	5,581	75	4,714	(867)	1%	84%
GR14	Public Transport	8,813	724	12,090	3,277	8%	137%
GR15	Active Transport	6,609	873	8,211	1,601	13%	124%
GR18	Strategic Transport Projects	8,215	393	5,669	(2,545)	5%	69%
PL10	Highways & Traffic Infrastructure - General	19,947	3,459	21,359	1,412	17%	107%
PL11A	Cattle Market Road site re-development	573	78	1,855	1,282	14%	324%
Total Transport and Connectivity		53,096	5,879	57,256	4,161	11%	108%

3.6. The reasons for the variances between budget and forecast are detailed below:

- 3.6.1. GR09 - Clean Air Zone Programme. This is an underspend relating to an undersubscription to the financial support package available to people adjusting to the Clean Air Zone. Plans are being developed to utilise this funding to support the objectives of the zone.
- 3.6.2. GR14 - Public Transport. This is due to a forecast overspend against the Strategic Corridors projects (City Centre and A4 Portway). The Council expects to receive additional funding from the Combined Authority before the end of the year.
- 3.6.3. GR15 - Active Transport. This is due to a forecast overspend against the Park Row and King Street for which the Council expects to receive additional funding from the Combined Authority. There is also an overspend against the Bristol Family Cycling Centre for which a request for additional funding will also be prepared.
- 3.6.4. GR18 - Strategic Transport. These budgets are to be reprofiled as the Arena delivery is delayed and therefore expenditure on the infrastructure expenditure has changed.
- 3.6.5. PL10 - Highways and Traffic Infrastructure. Projects are progressing well with estimated spend for planned works for 4 bridges that are grant funded being brought forward compared to that originally profiled for later years.
- 3.6.6. PL11A - Cattle Market Road Site Redevelopment. The works to the Harbour Walkway are delayed due to contractual dispute and now awaiting decision on harbour dredging.

4. That the Committee notes:

- The contents of report on the P3 forecast for the Transport and Connectivity Committee.

Corporate Strategy alignment:

1. The Corporate Strategy underpins the council’s budget

City Benefits:

1. Cross priority report that covers whole of council’s business

Consultation Details:

1. N/A

Background Documents:

[Budget Report 2024/25](#)

APPENDICES

Appendix A – Further essential background information and detail

NO