

Appendix A6 – Transport & Connectivity 2024/25 – P5 Budget Monitor Report

Section A: Revenue Budget Monitor

	Revised Budget	Forecast Outturn	Outturn Variance
P05	(£14.6m)	(£14.6m)	£0.0m

May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb
0.0	0.0	0.0	0.0						

Position by Service

Quarter 2/ Period 5 Budget Monitoring - Summary	Approved Budget	Revised Budget	Forecast	Forecast variance at P3/P4	Movement in forecast variance at Q2/P5	Forecast variance at Q2/P5	Forecast variance at Q2/P5
	£'000	£'000	£'000	£'000	£'000	£'000	%

Transport and Connectivity							
432 - Traffic & Highways maintenance	(12,783)	(15,035)	(15,035)	(0)	0	(0)	0.0%
433 - Strategic City Transport	1,774	1,244	1,244	(860)	860	0	0.0%
434 - Local & Sustainable Transport	(1,673)	(856)	(836)	860	(840)	20	-2.3%
Total Transport and Connectivity	(12,683)	(14,647)	(14,627)	(0)	20	20	-0.1%

Key Messages:

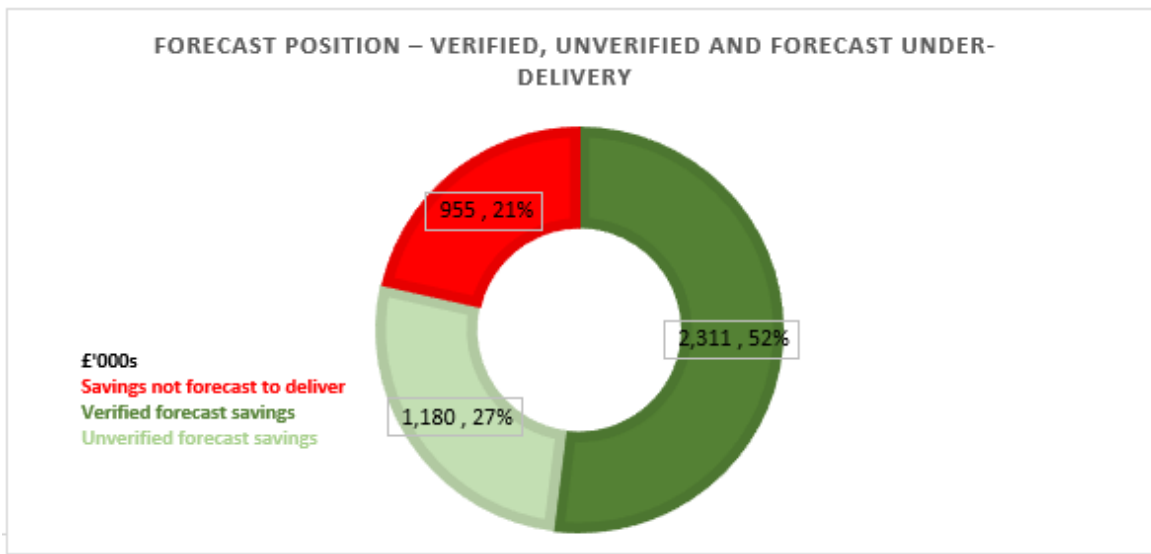
The Transport and Connectivity committee is reporting a breakeven position against a revised budget of (£14.6) million.

At P5 there is a forecast £4.7 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 in order to achieve a balanced budget across the directorate cash limit. Any contribution to these broader pressures would need to be provided within the boundaries of Section 55 regulations which require all local authorities to account for income and expenditure in respect to designated car parking places at the end of each financial year. Permissible use of income from designated parking places includes:

- Any costs met by the General Fund over the previous four years.
- The cost of provision and maintenance of off-street parking (open or covered).
- Provision, operation and facilities for public transport.
- Highway or road improvement projects.
- Reduction of environmental pollution, improving the appearance of amenity of roads or land in the vicinity of a road or open land or water to which the public has access and outdoor recreational activities.

Savings Delivery

Transport and Connectivity					
BRAG	No. of Items	Plan £'000	Forecast £'000	Of Which Verified £'000	Variance £'000
Blue	-	2,311	2,311	2,311	-
Green	-	900	660	-	(240)
Amber	-	785	420	-	(365)
Red	-	450	100	-	(350)
Total	-	4,446	3,491	2,311	(955)



List of underdelivered savings

Saving Name	Variation Explanation / Commentary	Sum of Savings Forecast Variation to Plan 24/25 £000
Establish at least one new Resident Parking Scheme	Historic Budget Amendment that requested a £150k saving to be delivered as part of a new Resident Parking Scheme. The new scheme was not approved by Cabinet.	(150)
District Car Park Charges	£150k mitigation received through post Full Council Mayoral Budget Amendment (X14). Delivery subject to TRO and potential reaffirmation by Transport & Connectivity Committee. Would need to be implemented by October to deliver half year effect and this appears unlikely at the current time.	(200)
		(350)

Section B: Risks and Opportunities

				TOTAL NET RISK / (OPPORTUNITY)		(2,208)
Division	Committee	Risk or Opportunity	Description	Risk / (Opportunity) £'000	Likelihood	Net Risk / Opportunity £'000
Management of Place	Transport and Connectivity	Risk	Highways and Parking revenue pressures.	4,781	High Likelihood - Risk is very likely to come to bear, mitigations are being reviewed but not yet clear	3,586
Management of Place	Transport and Connectivity	Risk	Total additional income required within Management of Place following 6.7% increase to income budgets.	2,160	High Likelihood - Risk is very likely to come to bear, mitigations are being reviewed but not yet clear	1,620
Economy of Place	Transport and Connectivity	Risk	Higher maintenance contract costs & a shortfall in bus shelter advertising income.	203	High Likelihood - Risk is very likely to come to bear, mitigations are being reviewed but not yet clear	152
Management of Place	Transport and Connectivity	Risk	Two unachievable savings within Traffic and Highways Maintenance.	240	High Likelihood - Risk is very likely to come to bear, mitigations are being reviewed but not yet clear	180
Economy of Place	Transport and Connectivity	Risk	Residual Pressures relating to Culture & Ex City Design.	29	High Likelihood - Risk is very likely to come to bear, mitigations are being reviewed but not yet clear	22
Economy of Place	Transport and Connectivity	Risk	Expenditure pressure.	102	High Likelihood - Risk is very likely to come to bear, mitigations are being reviewed but not yet clear	77
Economy of Place	Transport and Connectivity	Opportunity	Increased Income - Strategic City Transport.	(185)	High Likelihood - Risk is very likely to come to bear, mitigations are being reviewed but not yet clear	(139)
Management of Place	Transport and Connectivity	Opportunity	E-Scooters income.	(250)	High Likelihood - Risk is very likely to come to bear, mitigations are being reviewed but not yet clear	(188)
Management of Place	Transport and Connectivity	Opportunity	Increased parking income through differential tariffs.	(300)	High Likelihood - Risk is very likely to come to bear, mitigations are being reviewed but not yet clear	(225)
Management of Place	Transport and Connectivity	Opportunity	Capitalisation of Safety Camera costs and increased income from Engineering and Design team.	(386)	High Likelihood - Risk is very likely to come to bear, mitigations are being reviewed but not yet clear	(290)
Management of Place	Transport and Connectivity	Opportunity	Current forecast underspend on street lighting following the installation of LED lights.	(1,009)	High Likelihood - Risk is very likely to come to bear, mitigations are being reviewed but not yet clear	(757)

Economy of Place	Transport and Connectivity	Opportunity	Clean Air Zone funding planned for Transport activities (EoP).	(1,102)	High Likelihood - Risk is very likely to come to bear, mitigations are being reviewed but not yet clear	(827)
Management of Place	Transport and Connectivity	Opportunity	Clean Air Zone funding planned for Traffic and Highways Maintenance activities (MoP).	(5,497)	Certain	(5,497)
Economy of Place	Transport and Connectivity	Risk	Income deficit.	103	High Likelihood - Risk is very likely to come to bear, mitigations are being reviewed but not yet clear	77

The largest revenue challenge 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 c. £2.16 million, which is particularly challenging given there was an existing deficit of £1.86m parking income. A series of proposals were approved by the Transport and Connectivity Committee on 12 September which will reduce but not eliminate this pressure in future years.

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 and, based on 2023/24, this is likely to be in the region of £5 million. There is also an underspend of c. £1 million 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.

Section C: Capital

Approved Budget		Revised Budget	Expenditure to Date	Forecast Outturn	Outturn Variance
£58.4m	P05	£56.9m	£13.9m 24% of Budget	£54.2m 95% of Budget	(£2.8m)
	P02	£58.4m	£1.9m	£53.3m	(£0.5m)

Gross Expenditure by Programme		Current Year (FY2024) - Period 5				Performance to budget	
Ref	Scheme	Budget	Expenditure to Date	Forecast	Variance	Expenditure to date	Forecast
		£000s				%	
Transport & Connectivity							
GR09	Clean Air Zone Programme	5,581	1,254	3,530	(2,051)	22%	63%
GR14	Public Transport	8,813	1,433	8,356	(457)	16%	95%
GR15	Active Transport	6,609	2,058	8,603	1,994	31%	130%
GR17	Local Transport Schemes	1,549	169	1,992	443	11%	129%
GR18	Strategic Transport Projects	8,215	731	3,546	(4,669)	9%	43%
PL01	Metrobus	1,652	398	1,520	(132)	24%	92%
PL06	Portway Park & Ride Investment	64	4	4	(60)	5%	5%
PL09	Highways infrastructure - bridge investment	430	258	330	(100)	60%	77%
PL09A	Highways infrastructure - Cumberland Road Stabilisation Scheme	47	0	47	0	0%	100%
PL10	Highways & Traffic Infrastructure - General	20,047	6,239	20,939	893	31%	104%
PL10B	Highways & Traffic - Street Lighting (ITS)	3,359	803	3,359	0	24%	100%
PL10C	Transport Parking Services	0	0	0	0		
PL11A	Cattle Market Road site re-development	573	542	1,935	1,362	95%	338%
Total Transport & Connectivity		56,937	13,888	54,160	(2,777)	24%	95%

The table above shows the following variances:

- GR09 - Clean Air Zone Programme (variance £2.1m): This programme has been reprofiled in month due to slippage and abandoned projects. Confirmation has been obtained to allow the reallocation of unspent monies to new projects in future years.
- GR15 – Active Transport (variance £2.0m): This is due to additional £1.5m in additional WECA funding being granted for Liveable Neighbourhood, Street Space and Bristol Family Cycling Centre to be spent in year. A £0.3m pressure forecasted for Liveable Neighbourhood is expected to be covered via WECA after the submission change request in year.
- GR18 – Strategic Transport Projects (variance £4.7m): This is a reprofiling of £3.3m in funding for the YTL Arena Bristol as a result of severe delays to its opening. Originally set for 2025, there are now discussions indicating it will more likely be 2027. There is also an underspend

relating to Hengrove Park as a result of delays in the projects due to utilities, among other issues, leading to £1.5m being reprofiled to 2025/26.

- PL11A – Cattle Market Road site re-development (variance £1.4m). This is an overspend due to the collapse of a section of the harbour bank. To complete the project £3m, split evenly between 2024/25 and 2025/26, will need be found. Discussions are underway to fund this work within Transport’s existing Capital allocation.

Committee members requested this report include the Community Infrastructure Levy (CIL) allocations. These allocations were last published in the 2024/25 Budget Report and is included below. The allocations will be updated at Period 6 to show any changes in the first half of 2024/25. The total amount of CIL available in future years is currently being reforecast and will be shared when available.

Strategic CIL Summary	Totals £m
Formally Allocated	
GR08 Bedminster Green Regeneration	(5.266)
PL30 Southmead/Glencoyne Regeneration	(7.277)
PL34 Lawrence Weston Community Hub	(0.650)
GR12 Bristol Avon Flood Strategy (BAFS)	(20.395)
CRF2 Youth Zones	(1.906)
NH02A Invest in Parks Sports Outdoor Equip & Facilities	(1.446)
GR10 Improvements to Local Centres	(1.465)
PL30 Housing Trinity Rd Police Facility/Guinness Partnership	(1.500)
Whitehouse Street Framework	(0.600)
Castle Park City Centre Delivery Plan	(1.200)
Full Council 2022/23 Budget Report - Awaiting Approval of Business Case	
GR11 Cribbs/Patchway New Neighbourhood Development (CPNN)	(1.000)
Full Council 2023/24 Budget Report - Awaiting Approval of Business Case	
GR07A Strategic Capital Fund - Transport	(1.400)
GR07A Strategic Capital Fund - Parks & Green Space	(2.000)
Full Council 2024/25 Budget Report – seeking approval	
Contribution to New Cut’ Harbour walls	(5.002)
Total allocated	(51.107)