

Delivering the new
BUCKINGHAMSHIRE COUNCIL

Transportation Portfolio

Budget

15th Jan 2010

Agenda

- Portfolio context
- Key Facts and Figures
- Key Financial Issues & Risks
- Draft Revenue Budget 2020-2023
- Overview of MTFP changes
- Supporting Financial information (including income, contracts & FTE)
- Draft Capital Programme 2020-2023

Portfolio context

- **Highways & Technical Services**

- TfB is an Integrated Service Delivery organisation, run as a collaboration between Buckinghamshire County Council and Ringway Jacobs (RJ Contract).
- The revenue budget is for general maintenance work and overhead costs. Revenue works include emergency pothole repairs, winter maintenance, grass cutting, staff wages, and energy usage. Spend is split between highways structure management, network safety, asset, traffic signals, routine maintenance (Wycombe, Amersham and Aylesbury), winter maintenance, street lighting and parking management.
- The capital budget is for works which are classed as an investment in the asset by extending its life and improving its value. Capital works include road resurfacing, footways, parking, network safety, safety fences, permanent/ full pothole repairs, drainage, signals, structures and streetlight replacement and repairs.



- **Parking Operations**

- Costs of operating and managing car parks (including ground maintenance, electricity, rates, repairs and maintenance) offset by car parking income and season ticket income. There are 84 off-street car parks (19 Aylesbury Vale District Council, 4 Buckinghamshire County Council 31 Wycombe District Council and 30 Chiltern & South Bucks District Council); plus 926 Pay and Display spaces of on-street parking. District functions are predominately in-house; BCC activity is outsourced through RJ / TfB contract and NSL. An early review of the Parking Strategy is being planned.



Portfolio Context





Over 25,000 journeys per day for children and vulnerable adults and children in Bucks

- **Integrated Transport**
- The Integrated Transport Service, comprising of Client and Public Transport and Fleet Services, manages the provision of over 25,000 journeys per day for children and vulnerable adults and children in Bucks. The service includes the management of concessionary bus travel, bus subsidies and both platinum and gold contracts with external transport operators. A number of transport areas are experiencing some pressure, including: demand on bus subsidies (caused by the withdrawal of commercial bus services) and increasing fuel and labour costs. Conversely demand for concessionary travel has reduced slightly in part due to the age at which bus passes are issued (rising). Service costs include Concessionary Fares, Public Transport and Client Transport Overhead.
- The Service Commercialisation Project aims to consider alternative ways to provide school transport to non-entitled pupils and enable the service to move to more commercial models.
- **Other Highways & Technical**
- This budget includes traffic enforcement management, highways overhead, car pooling scheme, devolution, Coachway income and costs, and Handy Cross Common parts costs (maintenance of grounds, security patrols, contract cleaning, etc).
- **Transport Strategy & Leadership Team**
- This budget currently includes overheads for business strategy and support, business improvement and leadership teams supporting Transport portfolio.

Key Facts and Figures – Service Snapshot

 <p>Transport for Buckinghamshire</p>	<p>Transport for Buckinghamshire (TfB)</p>		<p>Operational Transport Strategy</p>
 <p>SCHOOL BUS</p>	<p>Integrated Transport Services</p>		<p>Highways Infrastructure Projects</p>

Major Contracts	Supplier	End Date	Cost per annum
Transport for Bucks	Ringway Jacobs	2023/2024	£16.7m Revenue; £39m Capital
On-Street civil parking enforcement	NSL	Sept 2021	£1.9m

<h3>TfB Contract KPIs</h3>  <ul style="list-style-type: none"> TfB have 27 CPIs (Contract Performance Indicators) that link directly to the payments BCC make to Ringway Jacobs. Performance is monitored on a monthly basis, the table below summarise the position at the end of 2018/19. <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="background-color: green; color: white; padding: 5px; border-radius: 5px;">17</div> <div style="background-color: yellow; color: black; padding: 5px; border-radius: 5px;">6</div> <div style="background-color: red; color: white; padding: 5px; border-radius: 5px;">1</div> <div style="background-color: grey; color: black; padding: 5px; border-radius: 5px;">3</div> </div>	<h3>Key Legislation</h3>  <ul style="list-style-type: none"> The Highways Act (1980) designates the local county or unitary council as the Highways Authority responsible for local roads. School Crossing Patrol Act (1953) – School crossing patrol officers are the only people other than the police who can legally step in front of a moving vehicle
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Key Facts and Figures

The Buckinghamshire Road Network



The smallest network of any English Council

3,200 km
of road

With one of the highest traffic volumes



In Buckinghamshire there are...



500 Bridges



28,000 street
lights



3,300Km of
rights of way



6000 illuminated
boards



Approximately **5000 school children** cross the road with our patrollers every day

28

Live highways infrastructure projects



Our street works team has received external 28,000 requests to work on our roads



The TfB Partnership



35,823 gullies cleared

30,000 + defects repaired



247,761,160
sqm of grass cut

247,500 km of
road gritted



5,899 signs &
bollards repaired

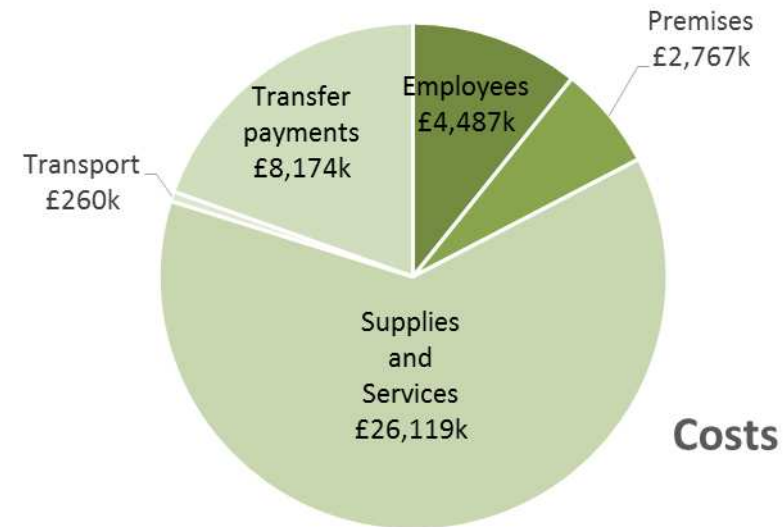
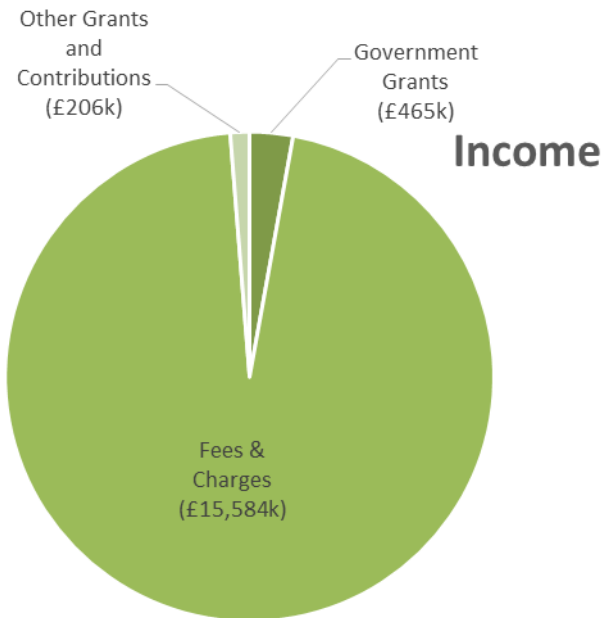
Key Financial Risks & Issues



- Seasonality: harsh winter adversely affects road condition
- Aging population = higher number of people claiming concessionary bus pass
- Project specific issues; often complex (vary by project);
- Local Area Technicians model chosen may have a financial impact.
- Risk of delay around parking decisions could impact on income and supply in next financial year and on traffic management.
- Inflationary risks around fuel prices, input prices.
- Risks and Issues linked to the Integrated Transport service
- An early options paper around the NSL parking contract is being developed and an early review of the Parking strategy is planned.
- Need to progress developments such as Gerrard's Cross Car Park
- Removal of Member-priority budgets for one-off weed programme and additional drainage works.

Draft Revenue Budget 2020-2023

Transport Portfolio	2020-21			2021-22	2022-23
	Income £000	Expense £000	Net Budget	Net Budget	Net Budget
Integrated Transport	(1,323)	10,063	8,739	8,195	8,195
Parking Operations	(10,592)	5,298	(5,294)	(5,380)	(5,670)
Other Highways & Technical	(33)	1,887	1,854	1,855	1,855
Transport Strategy & Leadership team	(321)	1,669	1,348	1,348	1,348
TfB RJ Contract	(3,987)	22,889	18,903	17,840	18,584
Net	(16,255)	41,806	25,551	23,858	24,313

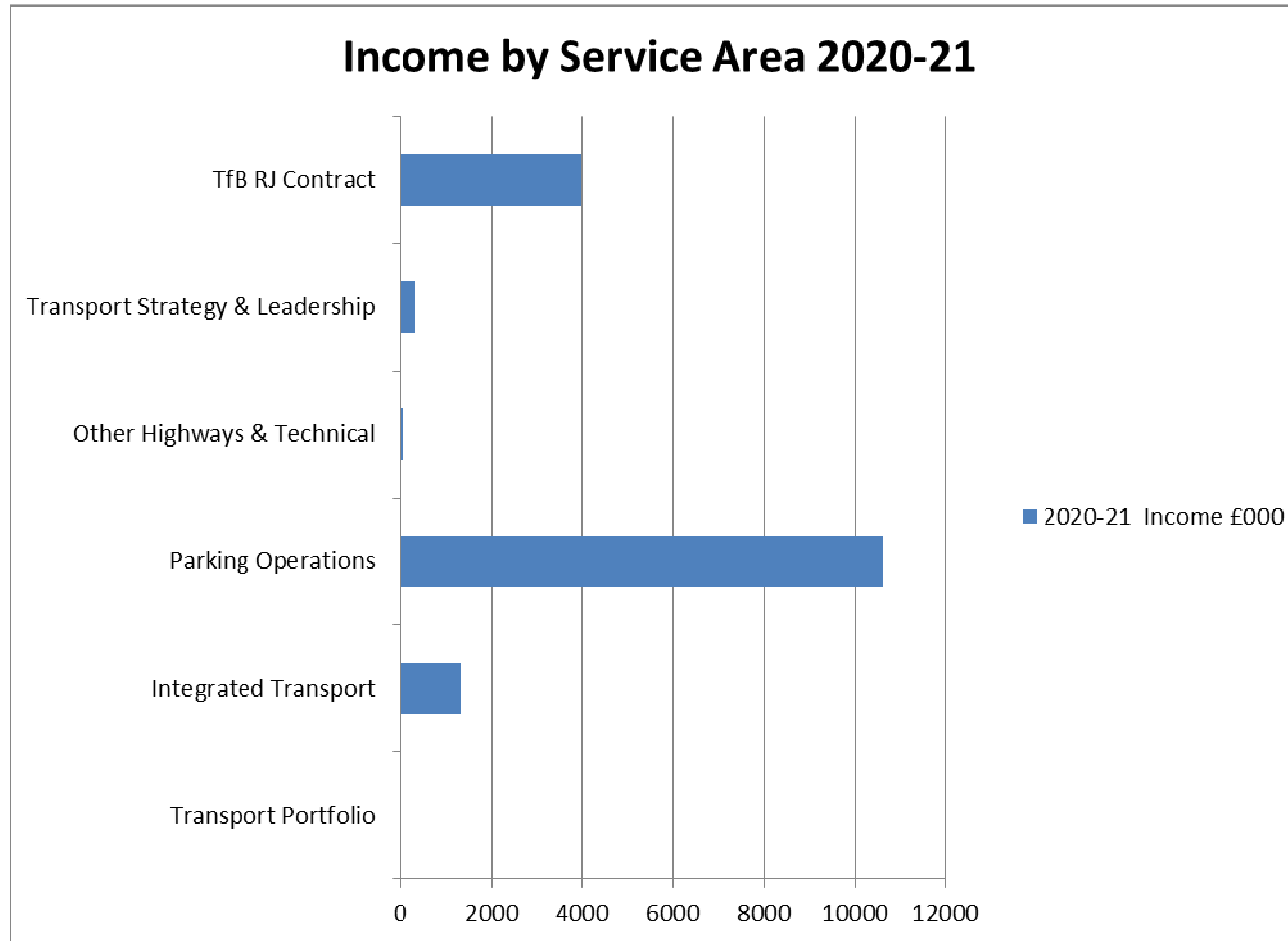


Overview of MTFP changes

	2020-21	2021-22	2022-23
Description of change	£000's	£000's	£000's
Expressway team	135	135	135
Expressway team funding	(135)	(135)	(135)
Investment in transformation of Integrated Transport Service	400	0	0
Savings from Strategic Review of Client & Public Transport	0	(144)	(144)
Gerrards Cross Car Park - Increase income	0	0	(250)
Increased income from car parks	(112)	(220)	(282)
Increased income from Network Strategy and claims	(350)	(400)	(400)
Growth in Highway asset and inflation	589	1,376	2,121
Investment in Drainage & Weeds programme	2,800	0	0

- **Expressway team** – costs and offsetting income for team over MTFP period.
- **Investment in transformation of Integrated Transport Service** – allocation of funding for service improvement.
- **Strategic Review of Client & Public Transport** – some risks around delivery but alternative savings being put in place.
- **Gerrards Cross Car Park** – anticipated increase in income in Year 3 (delayed by 1 year).
- **Increased income from Car Parks** – relates to Amersham Car park expansion and income.
- **Increased income from Network Strategy and claims** – some risk around income targets in particular from Lane Rental and permissible roads.
- **Growth in Highway asset and inflation** – RPI inflation applied plus increases in asset base (3,200km) due to roads adopted each year.
- **Investment in Drainage and Weeds Programme** – additional funding to these programmes to manage drainage and weeds with a view to scope sustainable solution in future years.

Supporting Financial information



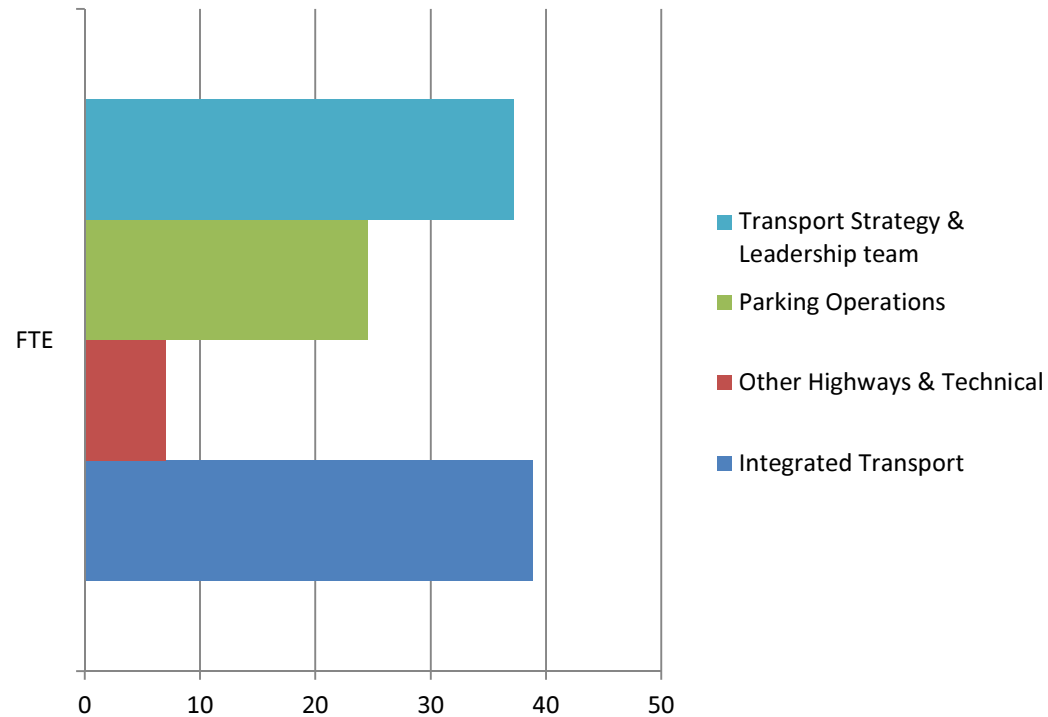
Supporting Financial Information

Top Contracts by Total Value

Supplier Name	Title	Area	Annual Contract Value	Total Contract Value	End Date	Extension Length (Yrs)
Ringway Jacobs	Transportation Services Contract	Transport For Bucks (TfB)	£46,664,700	£315,000,000	31/03/2017 initial period	8 years + 7 years
A D Taxis	A D Taxis	Client Transport	£2,192,242	£10,845,524	30/09/2020	
TWK Ltd	TWK Ltd	Client Transport	£1,619,691	£7,565,741	30/09/2020	
NSL	Contract for the provision of on-street civil parking enforcement in Buckinghamshire	Transport for Bucks (TfB)	£1,970,000	£7,500,000	21/09/2016	5 years (3+2)
VixTechnology	Maintenance Agreement	Public Transport	£171,036	£1,710,357	31/03/2019	(1+1+1+1+1)

Supporting Financial information

FTE by Service Area



For illustrative purposes only: this excludes vacancies and agency posts and is subject to ongoing finalisation process.



Draft Capital Programme 2020-2023

Expenditure

		2020/21	2021/22	2022/23	Total MTFP
Service	Scheme	£000	£000	£000	£000
Car Parks	Station Road Car Park, Gerrards Cross	-	10,051	-	10,051
	Car Parks	1,487	1,399	300	3,186
Highways & Cycleway Funded Schemes	ADEPT Live Labs	1,064	1,169	-	2,233
	Highways & Cycleway Funded Schemes	5,100	1,754	846	7,700
Other Highway & Technical Strategic Highway Maintenance	Other Highway & Technical	894	557	440	1,891
	Bridge Maintenance	990	1,020	1,020	3,030
	Footway Structural Repairs	2,500	1,500	1,500	5,500
	Maintenance Principal Roads - Drainage	1,000	1,000	1,000	3,000
	Plane & Patch	4,000	-	-	4,000
	Replacement Traffic Signals	470	490	490	1,450
	Street Lighting	2,000	2,000	2,000	6,000
Road Safety	500	500	500	1,500	
	Strategic Highway Maintenance Programme	15,000	15,000	15,000	45,000
Grand Total		35,006	36,440	23,096	94,542

Funding

		2020/21	2021/22	2022/23	Total MTFP
Funding Source		£000	£000	£000	£000
Government Grants		(3,330)	(1,795)	(68)	(5,193)
Revenue Contributions		(740)	(740)	(740)	(2,220)
Developer funding (CIL / s106)		(2,783)	(1,078)	(778)	(4,639)
Grand Total		(6,854)	(3,613)	(1,586)	(12,053)

Draft Capital Programme 2020-2023

- The amalgamated capital programme shows gross £95m expenditure on capital over 3 years of the MTFP with £12m of ring-fenced funding.
- **Highways & Transportation**
- There are a number of Highways Funded Schemes in particular around Globe Park, HS2 mitigations and other developer funded schemes.
- S106/CIL – a joint review will be initiated around the process and delivery of funding
- The HIF and Strategic Infrastructure schemes are included within the **Leader** Portfolio.
- **Parking and other internal schemes**
- The existing programme includes a number of Parking schemes. The largest scheme, Gerrard's Cross Car Park, has been re-profiled back one year to 2021/22.
- **Strategic Highways Maintenance**
- The existing Strategic Highways Maintenance programme provides for £21.5m investment per annum in Highways, Footways and other network infrastructure. This investment provides for 'steady state' to small improvement in relation to the condition of the Highway and 'managed decline' in other asset categories such as Footways, Traffic Signals and Street-Lighting.
- An additional £4.0m Plane & Patch programme and £1.0m Footways programme is included for 2020/21. This is linked to the spending round funding allocation and is one-off funding.