



Budget Scrutiny

Transport

9 January 2023



Agenda

- Overview of the Portfolio
- Portfolio priorities
- Revenue Budget 2022/23
- Revenue forecast Q2 Cabinet
- Revenue budget savings since April 2020
- Proposed changes to the Revenue budget
- Overall Proposed Revenue Budget
- Challenges, risks and opportunities
- Top 5 contracts
- Fees & Charges
- Capital Budget and forecast 2022/23
- Proposed Capital Programme
- Questions
- Appendices
 - Transport Services Top 5 Contracts by Total Contract Value (multiple contracts)

Overview of the Portfolio

Cabinet Members: Cllr Steve Broadbent (Portfolio Holder); Cllr Peter Martin (Deputy Portfolio Holder – HS2/ EWR) and Cllr David King (Deputy Portfolio Holders – Project Delivery)

The Transport portfolio is aligned to the:

- Communities Directorate (Richard Barker - Corporate Director Communities), specifically
 - Highways & Technical Services (Kevin Goad – Service Director)
 - Transport Services (Lindsey Vallis – Service Director)
- PGS Directorate (Ian Thompson – Corporate Director PGS), specifically
 - Strategic Transport & Infrastructure (Transport Strategy) (Richard Lumley – Service Director).
- The portfolio helps to deliver all of the Corporate priorities and is principally responsible for:
 - Highways – including asset management; footpaths, bridges, structures; gullies/drain cleaning
 - Rights of Way, Definitive Map & Highway Searches
 - Parking (on and off-street)
 - Transport Services - Home to School Transport Delivery and Policy; Social Care Transport; Public Transport including sustainable travel & fleet management
 - Strategic Transport & Infrastructure – Transport Strategy
 - Managing and mitigating the impact of HS2 and East West Rail in Buckinghamshire
 - Highways infrastructure projects (for example Westthorpe and A41 Corridor Improvements)

Overview of the Portfolio

Highways – incl. asset management; Footpaths, bridges, structures; Gullies/drain cleaning

The Highway service is moving to a new model from April 2023 and procurement arrangements are progressing to schedule.

The Highway service maintains and manages the highway, footway and highways verges. Part of the service includes defect repairs to other highway assets including potholes, safety barriers, streetlights, traffic controls (lights and signals), gullies and bridges.

The service is also responsible for network safety, both in terms of driver education as well as ensuring grass and weeds don't affect visibility and safety, gritting roads in the winter and maintaining drainage on the highways, including gully cleaning to help prevent flooding.

The Street Works team coordinates the multiple programmes of work on our highway which includes our own road works, utility providers, events such as cycle races and even production companies filming on the highway.

A small number of local maintenance services have been devolved to some local councils including urban grass cutting, hedging, siding out and Rights of Way clearance amongst other things.

Overview of the Portfolio

Rights of Way, Definitive Map & Highway Searches

- The public Rights of Way network spans 3,330km including around 2350 bridges, 4900 signposts, 6550 gates, 4550 stiles and 3200 waymark posts. A capital programme of £442k is in place over the next two financial years to improve the condition of the Rights of Way network.
- The Definitive Map and Highway Searches team ensure the delivery of the Rights of Way Improvement Plan, as well as processing applications and changes to Buckinghamshire's definitive map and carry out highway searches.

Parking

- Parking Services manage the Council's 84 regulated car parks, including 8 multi-storey car parks. Additionally, the service manages enforcement of; Off Street, 10,894 standard parking bays, 436 Blue Badge Bays and 97 electric car charging spaces – with more planned for the year ahead, and three Country Parks. On-street, there are approximately 7,355 standard parking bays, 150 Blue Badge bays, and 426 miles of parking restrictions, if placed end to end.
- The service is also responsible for the introduction of parking restrictions and the associated statutory processes (on and off street) and providing an appeals service and back office functions relating to parking management.
- Before COVID, the legacy Councils collectively received approximately £1m each month in parking income. This income is yet to recover, and this is being closely monitored. The parking service, having been delivered by several different teams before unitarization, was brought fully in house on 21 September 2021 and came together as one integrated team on 1 May 2022.

Overview of the Portfolio

Transport Services - Home to School Transport Delivery and Policy; Social Care Transport; Public Transport & Fleet

- Transport Services is responsible for enabling high quality, efficient and safe transport so that children and adults are able to get to school, work and access public services. This includes:
- Promoting public and community transport. This includes leading on the delivery of Buckinghamshire's Bus Improvement Plan and supporting public buses to be sustainable and accessible across the county. There are currently 96 public bus routes across the county.
- Ensuring children are provided with safe, accessible transport to get to school and access social care in line with the Council's statutory responsibilities. This includes providing transport for approximately 2000 SEND children and young people; and for over 4,700 children and young people without special education needs.
- Ensuring adults with learning disabilities and older people have transport to access education and day care centres.
- Providing fleet, including leasing and maintenance of vehicles for internal departments and external bodies such as schools through a traded account.

Overview of the Portfolio

Transport Infrastructure & Funding

This service consists of 2 teams:

- The **Transport Strategy & Funding** team brings in funding and investment and leads on developing transport strategies like the Local Transport Plan for Buckinghamshire. They carry out feasibility, bidding and manage a programme of externally funded S106 transport schemes. The team supports innovative and sustainable travel initiatives such as, EV charging points, Demand Responsive Transport Schemes, Active Travel and the e-scooter trials. The majority of this team's costs are staffing, plus around £0.3m of strategy development and transport planning budgets. They also host a dedicated team of s.106 and CIL officers, responsible for monitoring and managing developer contributions agreed through the Planning service.
- The **Transport Infrastructure & Delivery** team :
 - seeks to manage and mitigate the impact of national strategic infrastructure projects such as HS2 and East West Rail on Buckinghamshire's residents, businesses and special environment. The service continues to seek to mitigate the increasing construction impacts of both projects including environmental measures, traffic management and engaging with communities along the routes of both schemes. A large proportion of staffing in this team is funded by HS2 and EWR; the Council uses £0.7m of its own funds for activities not supported by HS2/EWR, including community engagement officers and marshals, legal challenges, CCTV, etc.
 - manages and delivers schemes on the ground, including major highway infrastructure, cycleways, s106 transport schemes and flood mitigation schemes (the HIF projects sit within Leader Portfolio). The majority of their costs are staffing, and are charged to the capital projects.
 - Note that the Leaders portfolio includes responsibility for large Strategic Infrastructure projects, including Housing Infrastructure Funding.

Portfolio priorities

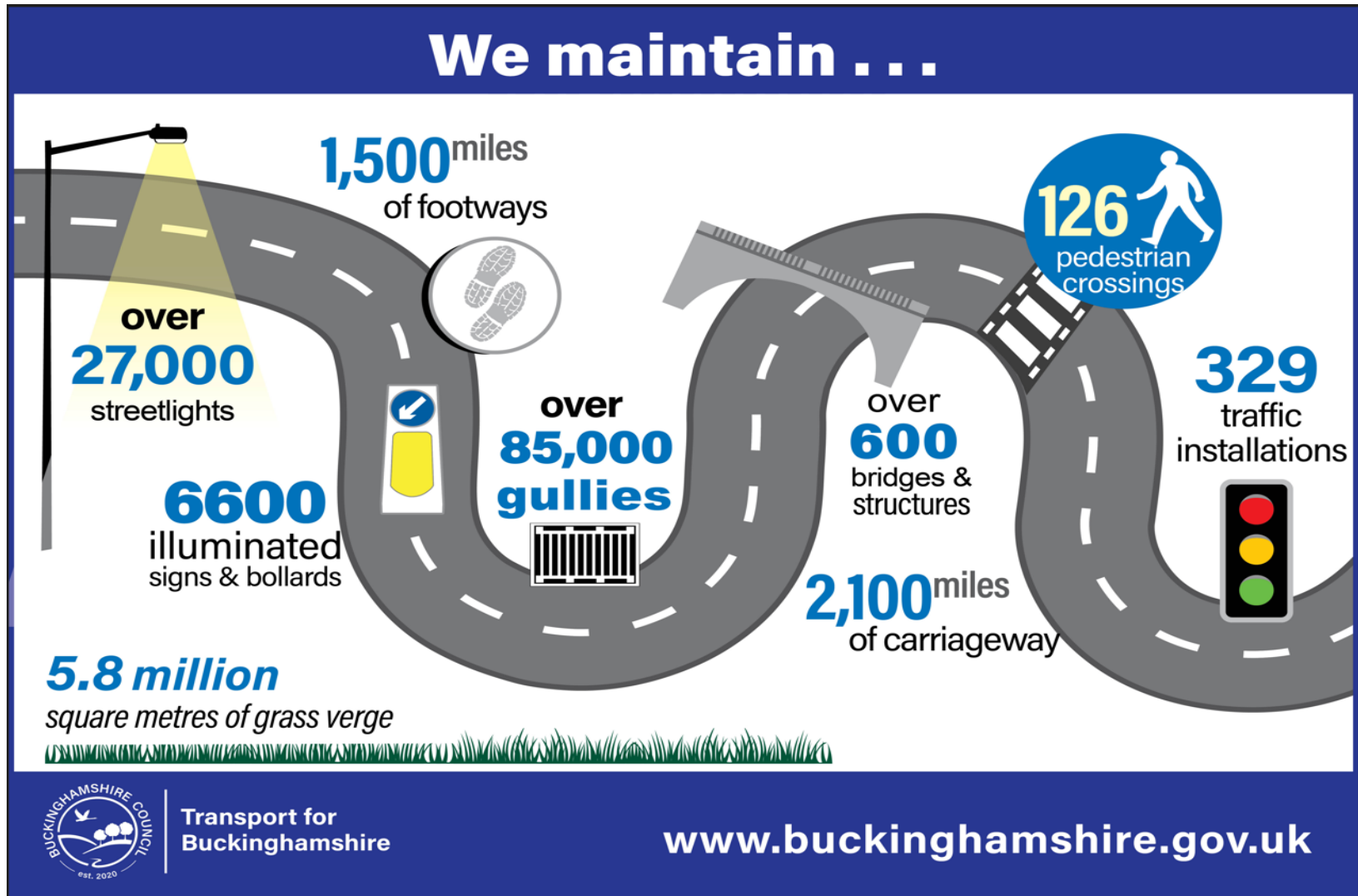
- Investment in roads and pavements - £100m* investment in Buckinghamshire's roads and pavements to achieve improvements in condition across all categories
- Drain and gully clearance and repair programme delivery
- Investment in failed roads budget - £3m allocated for 2022/23
- Focus on improvements and outcomes for new Buckinghamshire Highways Alliance service to deliver operating model for the county from April 2023
- Deliver capital programmes including Rights of Way, Highways Infrastructure Projects, S106 funded projects and others
- Increase access to electric vehicle charging points – double the number of publicly available EV charging points by end 2023/24 and adoption of an EV Charging Action Plan
- Develop and adopt a Parking Strategy for Buckinghamshire
- Refresh transport policies including the Local Transport Plan and introducing new policies such as the Local Cycling and Walking Infrastructure Plan and Area Transport Strategies
- Introduce and support sustainable travel options through school travel planning, developer travel plans, delivery of Rights of Way Action Plan objectives, implementation of active travel schemes and initiatives such as Simply Walk and Bikeability

*£100m+ investment in roads (revenue and capital, drainage and footways) over the MTFP period.

Portfolio Priorities

- Promote and support bus services to recover post-COVID and to deliver against the Bus Service Improvement Plan within existing budgets
- Continuous improvement of school transport including better customer processes and innovations such as e-tickets
- Promote Independent Travel Training for SEND students and promote Personal Transport Budgets
- Continue scrutiny of HS2 applications and seek to secure benefits for residents and communities in Buckinghamshire
- Hold HS2 and EWR to account, including on road repairs, communications and ensuring contractor compliance as well as allocation of HS2 Road Safety Fund to ensure schemes are put in place

Our Service Users



Transport for
Buckinghamshire

www.buckinghamshire.gov.uk

Our Service Users



Transport Services statistics December 2022

71,500*

School aged children in Buckinghamshire (5-16yrs)

* School census data January 2022

7%

travel by Council provided bus

2%

by Council provided taxi



Social care transport for

+/- **250 adults** with additional needs,
+/- **50 children** with SEND who either have social care plans or who are children in care

Provided home to school transport for **7,200** eligible students in 2021/2022, made up of +/-



4,700 mainstream students and
2,500 students with SEND

Helped set-up **18 new** commercial school bus routes in 2021/22



87 Council-run school bus routes running from September 2022



26% increase in demand for SEND transport since 2017-18



+/- 4,200 school bus passes produced for the 2022-23 academic year

1,400 contracts including

+/- **800** SEND contracts



160 Social Care transport contracts

Over **410 PTBs** in payment for 2022-23 AY

3,195 school transport enquiries received 1 July – 30 Sep 2022



84% of were responded To within 5 working days

95 local bus services delivered by **13** operators



28 of which are funded by BC (mainly in rural and suburban areas)

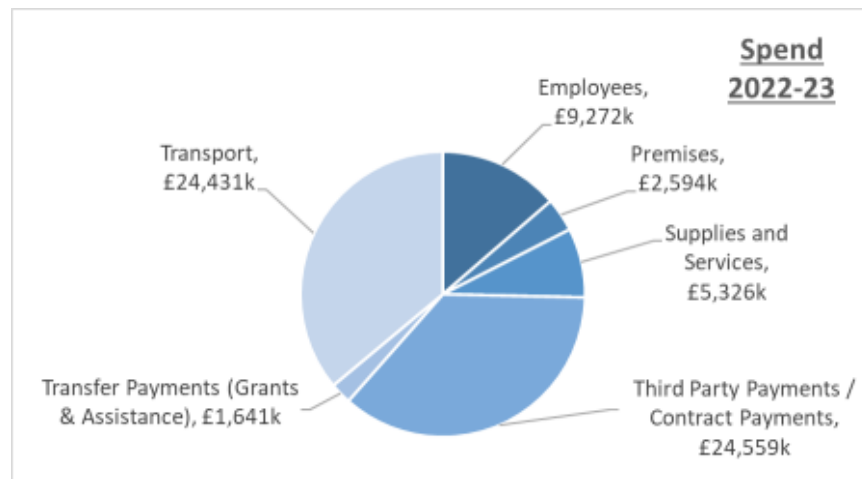
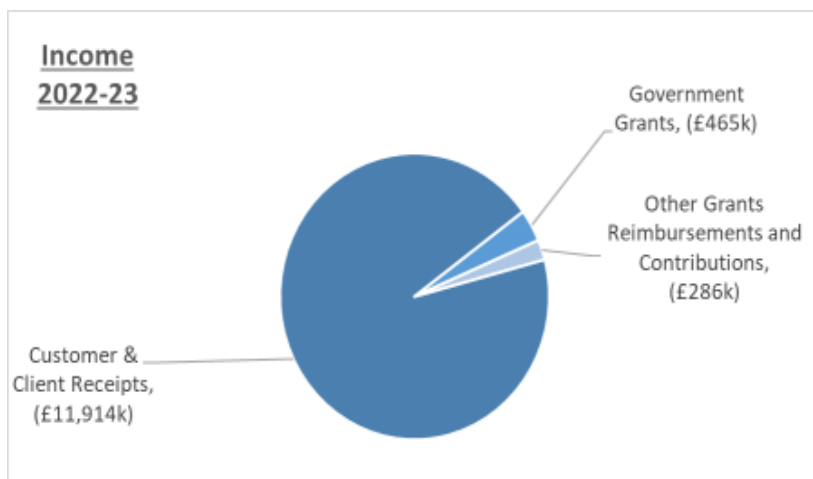
60 Bucks schools now have an



Active School Travel Plan

Revenue Budget 2022-23

		2022-23		
		Income £000	Expense £000	Net Budget
Highways & Technical Services	Other Highways & Technical	(48)	4,112	4,064
	Parking Operations	(9,399)	7,518	(1,881)
	Rights of way	(149)	959	810
	Transport for Bucks	-	17,301	17,301
Highways & Technical Services Total		(9,596)	29,891	20,295
Transport Infrastructure & Delivery	HS2	(391)	1,105	715
Transport Infrastructure & Delivery Total		(391)	1,105	715
Transport Services	Transport Services	(2,431)	35,526	33,095
Transport Services Total		(2,431)	35,526	33,095
Transport Strategy & Funding	Transport Strategy & Funding	(247)	1,487	1,241
Transport Strategy & Funding Total		(247)	1,487	1,241
Grand Total		(12,664)	68,009	55,345



Revenue forecast at Q2

	Budget	Y/E Outturn	Variance	Change in Variance (from Q1 Cab)
	£000	£000	£000	£000
Expenditure	33,710	33,700	(10)	
Income	(13,330)	(13,000)	330	
Highways & Technical Services	20,380	20,700	320	140 ↑
Expenditure	1,110	1,490	380	
Income	(390)	(790)	(400)	
HS2	720	700	(20)	(20) ↓
Expenditure	35,560	36,750	1,190	
Income	(2,430)	(1,950)	480	
Transport Services	33,130	34,800	1,670	560 ↑
Expenditure	1,490	1,730	240	
Income	(250)	(420)	(170)	
Transport Strategy	1,240	1,310	70	120 ↑
Transport	55,470	57,510	2,040	800 ↑

Transport Revenue: Budget £55.5m, Outturn £57.5m, Adverse Variance **£2.0m**

- Transport Services £1.7m adverse variance. £1.9m cost pressure within Home to School Transport due to higher than anticipated increased SEND contract costs and a 3% increase given to all Home to School Contracts to mitigate rising fuel prices. There is an expected increase in Personal Transport Budget costs as more people are transferred over. There is also a £0.1m adverse variance currently forecast within Client Transport due to staffing costs pressure. £0.3m favourable variance on Public Transport due to a reduction in concessionary pot following negotiations with commercial suppliers.
- Highways & Technical Services favourable variance £0.2m. Increased income from Parking and Street works offset by energy cost forecast from September onwards affecting Highways and Parking after taking into account the recently announced energy price guarantees.
- Transport Strategy £70k adverse variance: £40k income shortfall on Simply Walk, and £30k income shortfall on Transport Studies, offset with favourable variances in Highways Projects (Leader Portfolio). There is an opportunity for further favourable variances this year due to staff vacancies. Both variances have been permanently resolved via the recent staffing realignment in the Service Review.

Revenue budget savings from April 2020

	2020/21 £'000	2021/22 £'000	2022/23 £'000	Total £'000
Contract Harmonisation				
Highways & Technical Services - Parking Management System		-30	-78	-108
Highways & Technical Services - Cash Collection		-44	-4	-48
		-74	-82	-156
Better Buckinghamshire				
Highways & Technical Services:				
TfB/RJ Contract Overhead efficiencies		-35		-35
Amalgamation of Off Street and On Street Parking		-125	-125	-250
		-160	-125	-285
Other Savings				
Increased Income from Network Strategy and claims	-350			-350
Transport Strategy - Mitigations for unmet inherited income targets (holding vacancies, using project budgets)		-200		-200
TOTAL SAVINGS	-350	-434	-207	-991

Proposed changes to the Revenue Budget

Transport		Change 2023-24 £000's
Highways & Technical Services		
Growth	Increase in Enforcement costs	43
	Increase in Highways legal advertisement costs	55
	Increase in Rights of Way costs	65
	Increased costs from the growth of the road network	353
Income	Additional Off-Street parking income (post-Covid)	(1,556)
	Additional On-Street parking income (post-Covid)	(259)
	Increase in Definitive Map service fees and charges	(5)
	Increase in income from Moving Traffic Enforcement	(102)
	Increase in income from Streetworks (permit and non-permit related)	(350)
	Increase in Parking Fees and Charges (Off-Street and On-Street)	(250)
	Increase in Transport Fees and Charges	(40)
Inflation	Increase in Highways Service energy costs	2,160
	Increase in Devolution payments to Parish and Town Councils	46
	Increase in Highways contract costs	1,740
	Increase in material costs for the Rights of Way service	12
	Increase in Parking Operation costs	469
Savings	Efficiency savings general highways maintenance service	(10)
	Efficiency savings in Fleet and street lighting services	(25)
	Grass cutting (Rural & Urban) and vegetation clearing	(350)
	Reduction in fly-tipping clearance costs through improved enforcement	(10)
	Reduction in number of Weed killing treatments per annum	(230)
Special Items	Removal of one-off budget allocated for Highways procurement	(300)

Proposed changes to the Revenue Budget

Transport		Change 2023-24 £000's
Transport Services		
Growth	Increased costs from demand on Pupil Referral Unit through demographic growth and complexity	224
	Increased costs of services through demographic growth and complexity	1,706
	Reversal of savings in Independent Travel Training (ITT)	10
	Reversal of savings in schools-led SEND Transport Mini-Bus Scheme	50
	Reversal of savings in SEND transport delivery initiatives	100
	Review of Home to School Transport Budget based on forecasts	1,201
Income	Income reduction in Home to School Transport	453
Inflation	Increase in contract costs	1,266
	Increased taxi and bus contract costs	442
Savings	Efficiency savings in SEND Transport provision	(160)
	Reduced demand for SEND Transport	(100)
	Reduction in Personal Transport Budgets	(210)
Special Items	Increased costs for e-ticketing and real time vehicle tracking (funded from Reserves)	150
Reserves	Use of reserves to fund increased costs for e-ticketing and real time vehicle tracking	(150)
Transport Strategy & Funding		
Income	Additional income for Strategic Transport services	(60)

Proposed changes to the Revenue Budget - narrative

- **Highways & Technical Services**
 - Proposed growth changes have been limited to £516k, which is mostly growth in extent of highways asset following adoptions (assumed 200km additional roads over 5 years) and the balance relating to pressure on costs for Highways advert legal costs, Rights of Way (clearance, materials and staffing costs – need to manage demand from residents and to address shortfall on network) and enforcement (signs, lines and blue badges – where signs and lines are needed with the new restrictions from Moving Traffic Enforcement introduction, new traffic orders and general upkeep across the county and will enhance the ability to enforce parking restrictions and issue Penalty Charge Notices).
 - Income proposals assume recovery of Off Street and On Street parking following Covid – partial 10% improvement on prior year to 25% reduction on pre-Covid target for Off Street parking whilst On Street parking figures should be back to pre-covid levels from 23/24. Other income proposed is Streetworks permit and non-permit related income linked to higher demand for street works, new income from Moving Traffic Enforcement (shown as net income after costs with surplus to be used to purchase more cameras to enhance activity), and increases in parking fees and charges (10p increase for Off Street pay and display charges and 20p increase for On Street pay and display charges to influence behaviour change and increased use of car parks) plus Definitive Map temporary traffic order fee income given income has remained higher than expected over the past three years.
 - Inflation is mainly attributable to Highways contract inflation and energy inflation, Parking energy inflation with smaller inflation amounts linked to devolution and Rights of Way inflation. All inflation put forward is considered unavoidable.
 - Savings proposals are expected to come from a revision of Grass Cutting (rural and urban) and vegetation clearing frequency patterns (urban - 2 cuts from 3 per annum; rural - reduced to cuts for visibility measure only), non-statutory weed spraying reduction (though noxious, invasive, injurious weed treatment to continue as part of statutory treatment) and smaller savings from improved enforcement from fly tipping, new highways contract and general highways maintenance efficiencies and fleet efficiencies and street lighting savings.

Proposed changes to the Revenue Budget – narrative

- **Transport Services** proposed changes
 - Proposed growth is for demographic growth and complexity based on corporate modelling for MTFP and an additional amount for PRUs for solo transport based on 18% increase of PRU contracts with inflationary adjustment. Current year forecasts for period 8 reveal a 14% of £23m budget pressure for Home to School Transport linked to contract changes and new contracts at higher prices due to the prevailing inflationary environment. Rebasings of the Home to School Transport budget is based on the period 4 forecast and given changes in recent months in the forecast, there is a risk that costs may indeed be higher than the plan as proposed. Smaller growth items relate to SEND transport delivery initiatives, schools-led SEND Transport Mini-bus scheme and Independent Travel Training (all being reversals of previous savings put forward now undeliverable after due diligence business case discovery work including benchmarking against other councils).
 - Income is proposed to be reduced as a result of reduced income realised for spare seats which reflects the reduction in the number of Council run school buses and net contract savings achieved overall.
 - Inflation is directly linked to contracts for annual increases to contracts and market pressures (based on corporate modelling for MTFP) as well as increased taxi and bus contract costs (increases are CPI linked). It is expected that market prices will stabilise over time in future years.
 - Partial and reduced savings delivery is anticipated for Personal Transport Budgets, SEND transport and new delivery initiatives.
 - A special item for e-ticketing and real-time vehicle tracking is on track to be delivered and is proposed to be funded from reserves.
- **Transport Strategy & Funding** proposed changes
 - Service efficiency savings, which were set as part of Better Buckinghamshire savings in last year's MTFP process, have been delivered via a recent team restructure.

Overall Revenue Budget 2023-24

		2023-24		
		Income £000	Expense £000	Net Budget
Highways & Technical Services	Other Highways & Technical	(53)	3,900	3,847
	Parking Operations	(11,566)	7,487	(4,079)
	Rights of way	(149)	1,036	887
	Transport for Bucks	(370)	21,466	21,096
Highways & Technical Services Total		(12,138)	33,889	21,751
Transport Infrastructure & Delivery	HS2	(391)	1,105	715
Transport Infrastructure & Delivery Total		(391)	1,105	715
Transport Services	Transport Services	(1,978)	40,055	38,077
Transport Services Total		(1,978)	40,055	38,077
Transport Strategy & Funding	Transport Strategy & Funding	(307)	1,487	1,181
Transport Strategy & Funding Total		(307)	1,487	1,181
Grand Total		(14,813)	76,536	61,723

Change Type	Total £000
Growth	3,807
Income	(2,169)
Inflation	6,135
Savings	(1,095)
Special Items	(150)
Reserves	(150)
Grand Total	6,378

Challenges, Risks & Opportunities

- **Reduced income of parking services** – post-COVID, parking income is still in the process of recovery and progress is closely monitored
- **Highways contracts** – procurement of contracts to deliver the Buckinghamshire Highways service from April 2023 is progressing to schedule and a detailed programme in place to manage mobilisation and delivery
- **Impact of national projects**, such as HS2 and East West Rail continue to have a very real impact in Buckinghamshire (increased traffic on the network causing damage to the network and highways asset and environmental impacts); increased officer resource recruited to monitor projects on the ground and engage with communities
- **Inflation** - the current high inflation levels means the significant programme of highway infrastructure delivery projects may need to be reprioritized, some works may need to be scaled back or postponed, and additional funding may need to be sought to deliver projects; energy price inflation impacts parking and highways in particular
- **Increased demand** - managing the increased demand and costs for statutory home to school transport remains a challenge; an improvement programme is in place to ensure delivery of a value for money home to school and social care transport service with a safe and high-quality experience for customers
- **Funding** - a challenge exists regarding Bus Service Improvement Plan (BSIP) for which we have received zero funding from government to deliver this; we continue to seek bidding opportunities to help fund electric vehicle charging points across Buckinghamshire

Top 5 Contracts*

Vendor	Annual Contract Value £k	Description (inc. Contract End Date)
Ringway Jacobs	46,665	Highways & Technical Services contract for Strategic Highways Maintenance; start date 1 st April 2009; end date 31 st March 2017; 8 years plus 7 years extension; contract extension end date 31 st March 2023.
Zipp Mobility Ltd	745	Strategic Transport & Infrastructure contract for E-Scooter trial scheme in Buckinghamshire; start date 16 th Nov 2020; end date 31 st May 2024; extension option 18 months. Externally Funded.
Yotta Limited	317	Highways & Technical Services contract for new Highways Asset Management System; start date 1 st April 2022; end date 31 st March 2024
Gilberts Taxis	199	Transport Services contract for passenger transport; start date 22 nd April 2021; end date 21 st February 2026; 5 years plus 2 years extension.
Bikeability Cycle Training contracts	194	Transport Services – 4 contracts with Haddenham Cycle Training, Outspoken Training, Cycle4Life and Bespoke Cycling Instruction for schools; start date 1 st April 2022; end date 31 st March 2025.

*See Appendix for Transport Services Top 5 Contracts by **Total** Contract Value where a supplier holds multiple contracts.

Fees & Charges

- The Fees and Charges schedules for Highways & Technical Services and Transport Services have been reviewed in detail as part of the MTFP project timeline.
- Fees and charges are applied to Public Transport (driving test, short notice one-off standing test, bus stop closure, bus pass replacement), Fleet Management (leases to academy schools, spot hire, cancellations, private MOT), Client Transport (contractor ID badge) and Paid for Home to School Transport (bus pass replacement, in-county resident fares, out of county resident fares, Post-16 including SEND with Education Health and Care Plan).
- The majority of Fees & Charges are proposed to be amended by a 9% RPI increase.
- Exceptions to this include Paid for Home to School Transport for which a Public Consultation during Autumn is required and a separate Cabinet Member decision is due in April 2023 with change to be effected in September 2023 in line with the academic calendar year. Replacement of bus passes for school transport or concessionary travel and contractor ID badge have been increased at a higher percentage than RPI to recover costs of replacement.
- Other exceptions relate to Highways & Technical Services' charges for extensions for Temporary Traffic Regulation Orders and Emergency Traffic Regulation Order for Definitive Map which are proposed to increase at greater than 9% to bring charges in line with Highways charges which fall under the same legislation. Local Land Charges for searches are proposed to remain at the same level for market competitiveness.
- Where harmonisation opportunities have been identified e.g. for Parking, these have been optimised. Off-street and On-street parking are proposed to be increased by 10p and 20p respectively. An element of consistency has also been applied in some areas where some places have charges until 6pm and are free to park on Sundays whilst other areas charges are in place until 9pm and 7 days a week. The consistency approach enables fairness so customers using car parks pay the same value per required session, irrespective of what time of day they park. It also assists in managing supply and demand and volume of traffic in an area. These changes require an amendment to the Traffic Regulation Order.

Capital Budget and Forecast Q2

Service / Project	Actuals to Date £000	Released Budget £000's	Unreleased Budget £000's	Total Budget £000's	Forecast Outturn Released £000's	Forecast Unreleased £000's	Forecast Outturn £000's	Forecast Variance £000's
Car Parks	-50	-438	0	-438	-438	0	-438	0
Car Parks Total	-50	-438	0	-438	-438	0	-438	0
ADEPT Live Labs	390	925	0	925	925	0	925	0
Globe Park Access / Westhorpe Junction	10	50	0	50	220	0	220	170
Haydon Hill Cycle Way	31	42	0	42	42	0	42	0
Highways & Cycleway Funded Schemes	58	1,660	0	1,660	1,660	0	1,660	0
HS2 Funded Schemes	-26	-127	0	-127	-127	0	-127	0
NPIF Schemes	6	582	0	582	267	0	267	-315
Taplow Cycle Way	0	607	0	607	607	0	607	0
Active Travel Tranche II - Emerald Way	382	500	0	500	500	0	500	0
Highways & Cycleway Funded Schemes Total	850	4,237	0	4,237	4,093	0	4,093	-145
Improvements to Rights Way	75	167	-65	102	167	0	167	65
Denham Bridleway Bridge Replacement	-17	213	0	213	230	0	230	17
Berryhill Footbridge Repair	0	0	334	334	0	0	0	-334
Rights of Way Total	58	380	269	649	397	0	397	-252
Bridge Maintenance	202	998	0	998	998	0	998	0
Footway Structural Repairs	829	2,065	0	2,065	2,065	0	2,065	0
Maintenance Principal Rds - Drainage	1,422	2,041	0	2,041	2,041	0	2,041	0
Plane & Patch	3,342	4,369	0	4,369	4,369	0	4,369	0
Replacement Traffic Signals	120	438	0	438	483	0	483	45
Strategic Highway Maintenance Program	11,184	15,973	0	15,973	15,973	0	15,973	0
Street Lighting	262	1,600	0	1,600	1,600	0	1,600	0
Safety Fences	-87	236	0	236	236	0	236	0
Failed Roads Haunching & Reconstruction	507	3,000	0	3,000	3,000	0	3,000	0
Marlow Suspension Bridge	181	-1,107	1,400	293	293	0	293	0
Abbey Way Flyover High Wycombe	25	-70	300	230	230	0	230	0
Road Safety - Casualty Reduction	233	856	0	856	856	0	856	0
Strategic Highway Maintenance Total	18,222	30,400	1,700	32,100	32,145	0	32,145	45
Public Transport	15	131	0	131	131	0	131	0
Purchase of Fleet Vehicles	27	240	0	240	240	0	240	0
Transport Services Total	42	371	0	371	371	0	371	0
East West Rail	563	2,200	0	2,200	2,063	0	2,063	-138
Other Highway & Technical	2	1,020	0	1,020	1,020	0	1,020	0
Electric Vehicle Charging Points	0	200	0	200	200	0	200	0
Wycombe Parking Review	0	50	0	50	50	0	50	0
Other Transport & Infrastructure Total	565	3,471	0	3,471	3,333	0	3,333	-138
Grand Total	19,688	38,421	1,969	40,391	39,901	0	39,901	-490

Capital Budget and Forecast Q2

Transport Capital: Budget £40.4m, Var £0.5m

- a) Strategic Highway Maintenance – Budget £32.1m, £0.1 variance - inflationary pressures and rising costs of materials relating to the Gyratory project not covered by DfT grant.
- b) Rights of Way – Budget £0.7m, £0.3m variance - slippage relating to Berry Hill Footbridge where Environment Agency has rejected a permit for the Council to commence works until February 2023.
- c) £0.2m of accelerated spend on Globe Park access. This project originally expected to spend £50k this year as the project winds down; now expecting wind down costs to be around £220k, to be funded externally.
- d) £0.3m of slippage the A40 London Road, Wycombe NPIF-funded scheme.

Proposed Capital Programme 2023-24 to 2025-26

Transport Portfolio Capital Programme 2023/24 to 2026/27

Expenditure

Service Area	Project Group / Project	2023/24 £000's	2024/25 £000's	2025/26 £000's	2026/27 £000's	MTFP Total £000's
Highways & Technical Services	Car Parks					
	Car Parks	935	300	300	214	1,749
	Car Parks Total	935	300	300	214	1,749
	Rights of Way					
	Berryhill Footbridge Repair	334	-	-	-	334
	Improvements to Rights Way	135	200	200	-	535
	Rights of Way Total	469	200	200	-	869
	Strategic Highway Maintenance					
	Bridge Maintenance	1,020	1,020	1,020	1,020	4,080
	Failed Roads Haunching & Reconstruction	3,000	3,000	3,000	3,000	12,000
	Footway Structural Repairs	2,100	2,150	2,150	-	6,400
	Maintenance Principal Rds - Drainage	2,000	2,000	2,000	2,000	8,000
	Plane & Patch	4,425	4,425	4,425	-	13,275
	Replacement Traffic Signals	490	490	490	-	1,470
	Road Safety - Casualty Reduction	1,000	1,000	1,000	-	3,000
	Safety Fences	250	250	250	-	750
	Strategic Highway Maintenance Program	15,580	15,850	15,850	15,850	63,130
Street Lighting	2,291	1,500	1,500	1,500	6,791	
Strategic Highway Maintenance Total	32,156	31,685	31,685	23,370	118,896	
Highways & Technical Services Total	33,561	32,185	32,185	23,584	121,515	

Proposed Capital Programme 2023-24 to 2025-26

Transport Portfolio Capital Programme 2023/24 to 2026/27

Expenditure

Service Area	Project Group / Project	2023/24 £000's	2024/25 £000's	2025/26 £000's	2026/27 £000's	MTFP Total £000's
Strategic Transport & Infrastructure	Highways & Cycleway Funded Schemes					
	Active Travel Tranche II - Emerald Way	884	-	-	-	884
	Highways & Cycleway Funded Schemes	1,512	456	-	-	1,969
	HS2 Funded Schemes	55	-	-	-	55
	HS2 Road Safety Projects	2,524	-	-	-	2,524
	NPIF Schemes	954	-	-	-	954
	Highways & Cycleway Funded Schemes Total	5,930	456	-	-	6,386
	Other Transport & Infrastructure					
	East West Rail	7,249	898	-	-	8,147
	Electric Vehicle Charging Points	200	200	200	-	600
Wycombe Parking Review	250	293	-	-	543	
	Other Transport & Infrastructure Total	7,699	1,391	200	-	9,290
Strategic Transport & Infrastructure Total		13,629	1,847	200	-	15,677
Transport Services	Transport Services					
	Purchase of Fleet Vehicles	240	240	240	240	960
	Transport Services Total	240	240	240	240	960
Transport Services Total		240	240	240	240	960
Total Expenditure		47,430	34,272	32,625	23,824	138,152

Proposed Capital Programme 2023-24 to 2025-26

Transport Portfolio Capital Programme 2023/24 to 2026/27

Expenditure (From Previous page)

Service Area	Project Group / Project	2023/24 £000's	2024/25 £000's	2025/26 £000's	2026/27 £000's	MTFP Total £000's
Highways & Technical Services Total		33,561	32,185	32,185	23,584	121,515
Strategic Transport & Infrastructure Total		13,629	1,847	200	-	15,677
Transport Services Total		240	240	240	240	960
Total Expenditure		47,430	34,272	32,625	23,824	138,152

Funding

Funding - MTFP Table	2023/24 £000's	2024/25 £000's	2025/26 £000's	2026/27 £000's	MTFP Total £000's
s106	(1,320)	(456)	-	-	(1,776)
Community Infrastructure Levy	(365)	(293)	-	-	(658)
Ringfenced Grants	(4,404)	-	-	-	(4,404)
Revenue Contributions (Service)	(5,969)	(1,238)	(340)	(340)	(7,887)
Total Funding	(12,057)	(1,987)	(340)	(340)	(14,725)

Net Portfolio Totals	35,373	32,285	32,285	23,484	123,427
Funded From Corporate Resources	(35,373)	(32,285)	(32,285)	(23,484)	(123,427)
Total	-	-	-	-	-

Proposed Capital Programme 2023-24 to 2025-26

- **Highways & Technical Services**

- The proposed programme assumes all inflation pressures in the current programme are managed within existing budgets apart from those agreed as part of the Capital Review. The key principle was that the £100m investment in roads remains secure.
- Strategic Highway Maintenance within the programme put forward seeks to address any backlog issues for e.g. failed roads, manage steady state of roads and countywide structures, comply with the council's statutory duty as a Highway Authority to maintain what is provided on the highway network. This investment meets Council's priority of delivering on continued roads investment whilst managing the risk of increased asset deterioration and backlog increase and minimising the build up of a legacy problem of future years. Structures of historic importance, such as Marlow Bridge, will improve structural integrity and operational aspect of the bridge which carries significantly higher levels of traffic than initial designs planned for.
- Car parks investment is part of the rolling programme to keep car parks in a fit for purpose condition.

- **Transport Services**

- The fleet budget remains unchanged from previous years and is funded from reserve. Indications are that there is an increased internal demand for new fleet from departments who previously didn't use the Fleet Management services and with Unitary are optimising on synergies. There is therefore a risk that the amount may increase but the risk is mitigated with funding from reserve and costs recovered from service users.

- **Transport Infrastructure and Delivery**

- No new capital bids put forward. The majority of projects delivered in this area are externally funded, with the proposed programme covering a number of s106 and HS2-funded cycleway and small scale highway schemes, plus projects brought forward as part of the Council's East West Rail work-in-kind contribution. Note that the major Highways Infrastructure projects (including SEALR) are held in the Leader Portfolio for the purpose of the MTFP.



Questions



Top 5 Contracts – Transport Services by Total Contract Value

Vendor	Total Contract Value £k	Description (inc. Contract End Date)
Premium Minibuses & Cars Ltd	3,641	Transport Services contract for home to school transport; start date 31 st March 2022; end date 31 st July 2024; 2 years extension option.
Express Travel UK Ltd	3,095	Transport Services contract for home to school transport; start date 31 st March 2022; end date 31 st July 2024; 2 years extension option.
Atlas Cars	2,857	Transport Services contract for home to school transport; start date 31 st March 2022; end date 31 st July 2024; 2 years extension option.
TWK Ltd	2,471	Transport Services contract for home to school transport; start date 31 st March 2022; end date 31 st July 2024; 2 years extension option.
Neales Taxis Ltd	2,443	Transport Services contract for home to school transport; start date 31 st March 2022; end date 31 st July 2024; 2 years extension option.

Transport Services Top 5 Contracts are shown above by **Total** Contract Value as some suppliers hold multiple contracts and aren't picked up on Slide 18 'Top 5 Contracts' for the portfolio which reflects Annual Contract Value .