

FINANCE UPDATE

End of Year (2019/2020) Report

5 March 2020

Please note that the following recommendations are subject to consideration and determination by the Board before taking effect.

RECOMMENDATION

It is recommended that:

- (a) The Board note and approve the end of year financial information for 2019/20 as set out in this report;
- (b) The Board approve the budget for 2020/21

1. Background/Introduction

This end of year financial report reflects the rapid progress of work completed within 2019/20. Last July saw the completion of the Regional Evidence Base and the submission to the Department for Transport (DfT) of our Prioritised schemes. Two Peninsula Transport schemes and one joint scheme with Western Gateway were selected to progress to Outline Business Case by the DfT, out of only seven selected nationally. Last financial year also saw the preparation of the Economic Connectivity Study and the beginning of the work on the Peninsula Transport Regional Strategy. We also held the first joint Peninsula Transport and Western Gateway STB Stakeholder meeting in Taunton which was well received.

This paper also sets out the contributions for 2020/2021, as agreed between the partner authorities for formal approval.

2. Main Text/Proposal

Financial Contributions

The parties financial contributions from the date of the establishment of Peninsula Transport STB (5th November 2018) through to 31st March 2020 are set out in table 1 below.

Table 1: Financial contribution from the Constituent Authorities

Name of Party	Type of Authority	Population	% cost share	Budget
Cornwall Council	Unitary	536,000	23.9%	£76,480
Devon County Council	County	779,000	34.7%	£111,040
Plymouth City Council	Unitary	262,400	11.7%	£37,400
Somerset County Council	County	530,000	23.6%	£75,520
Torbay Council	Unitary	134,400	6.0%	£19,200
Total		2,241,800	100%	£319,640

Budget position to March 2020

The overall budget position is positive with anticipated expenditure to the end of March £305,734 leaving £13,906 to carry forward to next year. This means the work of the STB has remained within the £319,640 budget.

All work stream estimates have remained within or under the agreed budget from our technical support organisation AECOM and our Communications support organisation Seashell Communications. In addition we have incorporated the costs of communications for the Peninsula Rail Task Force.

An additional cost has been incurred for the programme and co-ordination management of the work streams to date, but this has been accommodated within budget.

It was agreed at the outset of the STB that each of the technical leads would retain an amount to undertake the internal activities associated with their technical work-stream. It was noted that these were an estimate at the time and could be subject to change. The actual cost of retained fees has come in lower than anticipated.

Budget position for approval for 2020/2021

Table 2 sets out the budget for approval for 2020/21 and the proposed retained fees.

Table 2: financial contributions from the Constituent Authorities

Name	Lead Area	20/21 Financial Contributions	retained fees 2020/21	Total
Cornwall Council	Technical Lead	£38,240	£3,240	£35,000
Devon County Council	Administrative Lead	£55,520	£6,500	£49,020
Plymouth City Council	Financial Lead / Communication & Engagement Lead	£18,700	£2,700	£16,000
Somerset County Council	Governance Lead	£37,760	£5,000	£32,760
Torbay Council	Technical Support	£9,600	0	£9,600
Total		£159,820	£17,440	£142,380

It should be noted that all the STBs in England are setting out further their Strategic Context and have set out a financial ask to the Department for Transport (DfT). Peninsula Transport has also put forward a financial proposal to the DfT and we await the outcome of that proposal.

3. Reasons for Recommendations

Board Members are asked to note that the expenditure to date has been affordable and within budget.

Board Members are asked to approve the end of year financial information and the budget for 2020/21 for the STB operational costs and the preparation of the regional strategy. The exact nature of the work programme will depend on the DfT response to our financial ask.