

SUPPORTING DOCUMENTATION

Appendices

1.

2018/19 Revenue Budget Outturn

The final 2018/19 revenue budget outturn position for Solent Transport is detailed in table 5 below. This shows the outturn position for the end of the financial year compared to the budget approved by the Joint Committee in July 2018.

Table 5.

Budget Heading	Budget 2018/19 £'000	Revenue Outturn 2018/19 £'000	Variation to budget 2018/19 £'000
REVENUE			
Staff	144	130	(14)
Finance Support	5	5	0
Solent Go Back Office/Admin	28	26	(2)
Marketing	17	37	20
Studies	68	27	(41)
Enhancement of Sub Regional Transport Model (SRTM)	0	0	0
SRTM Commissions	0	(75)	(75)
Total Revenue	262	150	(112)
Partner contributions	190	190	0
Draw from general reserve	72	35	37
Added to SRTM reserve	0	(75)	75
Total Income	262	150	112

Staff costs were underspent by £14,000 due to lower expenditure on resource to assist with the development of the Transport Delivery Plan (TDP), due to a change of focus to TCF work.

Marketing delivered a net pressure of £20,000, which is due to meeting the additional costs of new website development and the renewal of the My Journey brand.

Costs incurred for Studies were £41,000 lower than budgeted, as the planned spend on supporting the refresh of the Transport Delivery Plan, did not arise due to prioritising other Systra work (e.g. support for Transforming Cities Fund). The University of Southampton SRTM future upgrades and development options study incurred costs of £27,000, but completion of the project was delayed due to procurement delays.

The Sub Regional Transport Model (STRM) commissions incurred consultancy costs of £696,000, these costs were more than offset by SRTM Commission income generation of £771,000, generating a net surplus of £75,000. Approval is sought from the Joint Committee that this be added to the funding set aside in the SRTM reserve to support the next SRTM upgrade in 2021.

The final outturn position highlights that a draw of £35,000 was required from the revenue reserve, £37,000 lower than budgeted. The £37,000 difference was added as a draw in the 2019/20 budget to support future Solent Rail studies projects and deliver conferences and rebranding.

2.

2019/20 Revenue Budget Draft Outturn

The revenue budget outturn for the Solent Transport 2019/20 revenue budget is detailed in table 6 below. This shows the revenue outturn for the end of the financial year compared to the budget.

Table 6

Budget Heading	Budget 2019/20 £'000	Revenue Outturn 2019/20 £'000	Variation to budget 2019/20 £'000
REVENUE			
Staff	146	118	(28)
Finance Support	5	5	0
Solent Go Back Office/Admin	28	26	(2)
Marketing	17	10	(7)
Studies	31	7	(24)
Enhancement of Sub Regional Transport Model (SRTM)	0	0	0
SRTM Commissions	0	(70)	(70)
Total Revenue	227	96	(131)

Partner contributions	190	190	0
Draw from/(added to) general reserve	37	(24)	61
Added to SRTM reserve	0	(70)	70
Total Income	227	96	131

Staff costs were underspent by £28,000 due to delays in the recruitment of the Solent Transport Manager, partly offset by an additional payment of £3,000 to buy back staff leave during the period of staff shortage.

The back-office costs for Solent Go provide a surplus of £2,000, as the budget allowed for a small increase in the charge from Southampton City Council which did not arise.

Marketing across Solent Transport, My Journey and Solent Go was underspent by £7,000.

The studies budget was increased to reflect work slipped from 2018/19, but only £7,000 of costs were actually incurred, resulting in a £24,000 underspend. Expenditure was incurred on the Future Transport Zone application, for funding from the DfT, to increase mobility within the Solent region. The bid was successful with funding of £28.5m now secured. Further planned costs were not incurred in year due to the delay of the CMSP (Solent Rail Study) modelling work which is estimated to cost around £30-£40,000.

The refresh of the 2013 Transport Delivery Plan “Case and Options for Intervention” report, the Solent MiniRus support project and University of Southampton SRTM future upgrades and development options study, delayed from 2018/19 have not been progressed following pressures as a result of lack of staffing.

The Sub Regional Transport Model (STRM) commissions for 2019/20 produced a net surplus of £70,000. Approval is sought from the Joint Committee that this surplus be added to the funding set aside in the SRTM reserve to support the next SRTM upgrade due in 2021. This would increase the funds available for the upgrade to £361,000.

The final outturn position enables a contribution to the general reserve of £24,000 compared to a budgeted draw of £37,000.

Documents In Members' Rooms

1.	None
----	------

Equality Impact Assessment

Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	No
-----------------------------------------------------------------------------------------------------------------------------	----

Privacy Impact Assessment		
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.		No
Other Background Documents Other Background documents available for inspection at:		
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)	
1.	Finance update	