

Board Meeting Paper	
Mar 10 BM 6.3	
Report for	Decision <input checked="" type="checkbox"/> Information <input type="checkbox"/>
Restricted or confidential Information?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If confidential, protective marking ¹	
Date of Meeting	17 March 2010
Agenda Item	6.3
Report Title	Budget Update 2010-11
Sponsor	Anthony Smith
Author(s)	Nigel Holden



1. Summary

Update on 2010-11 Budgets for Rail and Bus Passenger representation.

2. Recommendations

The Board are asked to review the proposed allocation of the budgets set out in this paper to deliver the 2009-10 Business Plan, and if content to approve the budget allocations for the year.

3. Further details

The total agreed funding for 2010-11 is £8,180,000, plus £400,000 for the two office relocations and fit outs. From the total budget £2,469,000 (30%) has been allocated to research and other projects reflecting the business plan priorities.

The summary below shows the total allocations:

£000's	Agreed funding	Total Budget	Running costs	Research and projects		
				Total	Funds allocated	Balance unallocated
Rail passenger representation	4,700	4,690	3,879	811	757	54
Network Rail P/Link	100	110	110	-	-	-
National Passenger Survey (NPS)	1,130	1,130	225	905	905	-
Total rail	5,930	5,930	4,214	1,716	1,662	54
Bus passenger representation	2,000	1,940	1,497	443	406	37
Bus Mystery Traveller (BMT)	100	130	-	130	130	-
Bus Passenger Satisfaction Survey (BPSS)	150	180	-	180	180	-
Total bus	2,250	2,250	1,497	753	716	37
Total	8,180	8,180	5,711	2,469	2,278	91
Percentage		100%	70%	30%	29%	1%

¹ ie RESTRICTED plus COMMERCIAL / POLICY / STAFF / PERSONAL PROTECT

The 2010-11 budgets have been based on the actual costs for 2009-10, adjusted for known staff changes and provision for pay increases. No cost increases have been included in the budget allocations except where contracts include specific provision to increase charges.

The bus and coach passenger budgets include 19 posts in 2010-11 to deliver the business plan priorities. We currently have 14 staff allocated to bus activity of which six are interim posts and recruitment is currently underway for five passenger link vacancies. The remaining recruitment will take place early in the new financial year so that we can include any vacancies arising from internal transfers to the passenger link roles.

4. Implications – Financial, Risk, Legal, Staffing, Equalities

1. Financial

Budget allocation needs to be aligned with the Business Plan priorities for 2010-11 and we need to ensure can demonstrate effective budget management.

2. Risk

Risk is that corporate and business plans are not delivered effectively because resources are not focussed on the correct priorities

3. Legal

No specific legal issues arise from this proposal

4. Staffing

Resources need to be matched with business plan priorities

5. Equalities

There are no specific implications arising from this report.

5. Background information

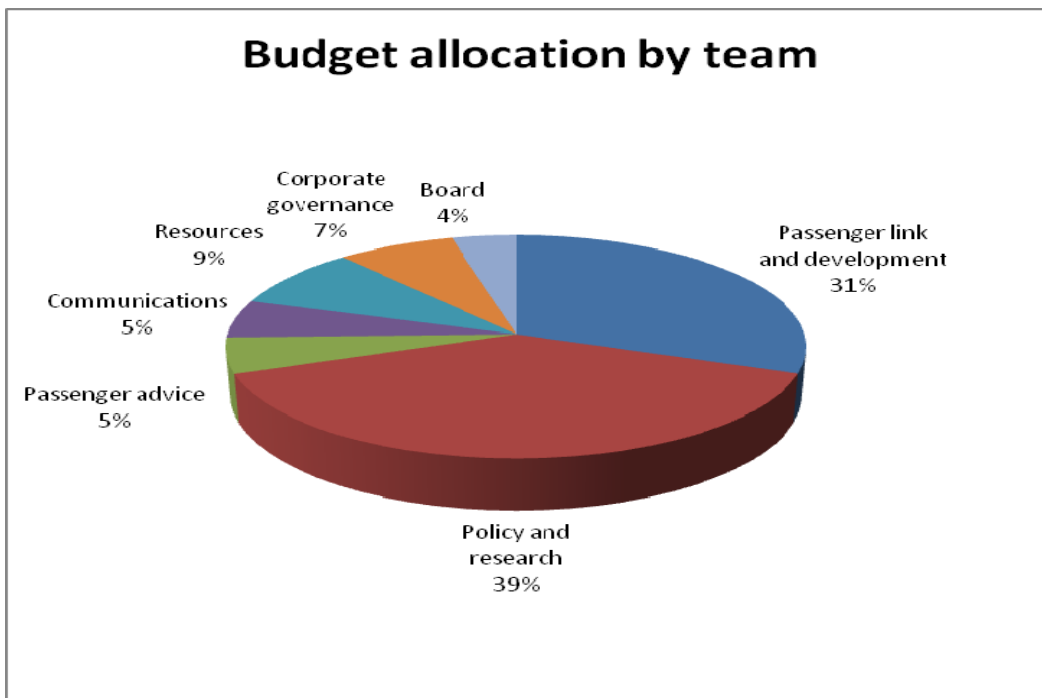
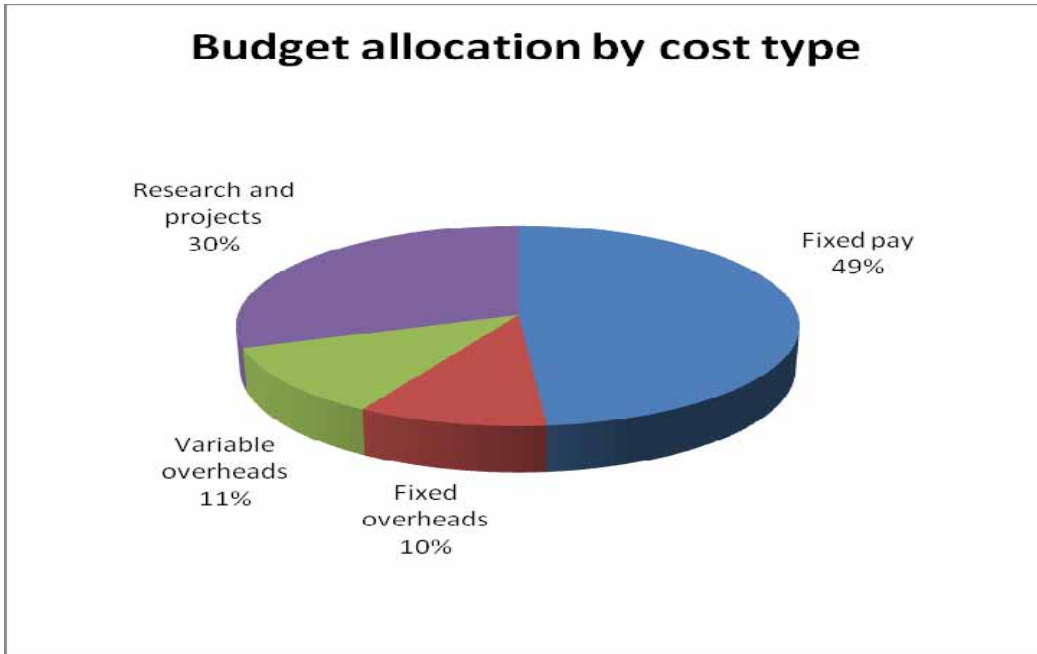
Budget Summary

The budget summary below summarises the forecast fixed and variable costs for 2010-11:

£000's	Fixed pay	Fixed overheads	Variable overheads	Projects	2009-10 Total	2008-09 Total
Rail passengers (including Network Link work)	2,830	584	575	811	4,800	4,700
NPS	138	32	55	905	1,130	1,100
Total rail	2,968	616	630	1,716	5,930	5,800
Bus passengers	1,006	191	300	443	1,940	1,470
Bus passenger Mystery Traveller Survey	-	-	-	130	130	130
Bus Passenger Satisfaction Survey				180	180	-
Total bus	1,006	191	300	753	2,250	1,600
Total	3,974	807	930	2,469	8,180	7,400
Total (%)	49%	10%	11%	30%	100%	
2008-09 Total (%)	46%	8%	16%	30%	100%	

The increase in costs from 2009-10 is due to the addition of the Network passenger link work which attracted additional funding of £100,000 plus the increase in bus and coach passenger funding to reflect the first operational year in 2010-11.

Summary of 2010-11 Budgets



The budget allocations by team include an apportionment of fixed and variable overheads, based on the number of staff.