

Bus Lane Enforcement (BLE) Forecast

Bus Lane Enforcement (BLE) - Operational Income & Expenditure and Use of Surpluses

Operational Income & Expenditure

	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	2041/42	2042/43	2043/44	2044/45	2045/46	2046/47	2047/48	2048/49	Total	
	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	
Bus Lane Enforcement Operational Income																																
Total Operational Income (Note 4 & 5)	(3,169)	(4,089)	(2,659)	(2,473)	(2,268)	(2,155)	(2,144)	(2,133)	(2,122)	(2,111)	(2,101)	(2,090)	(2,079)	(2,068)	(2,058)	(2,047)	(2,037)	(2,026)	(2,016)	(2,005)	(1,995)	(1,985)	(1,974)	(1,964)	(1,954)	(1,944)	(1,934)	(1,924)	(1,914)	(1,904)	(75,921)	
Operational Expenditure																																
Employees (notes 1 & 2)	716	1,090	627	594	553	520	517	522	531	540	551	562	574	585	597	609	621	633	646	659	672	685	699	713	727	742	757	772	787	803	21,569	
Operational Costs (Incl PB Costs for BLE Extension) (note 3)	493	571	679	714	648	654	667	680	694	708	722	736	751	766	781	797	813	829	846	863	880	898	915	934	952	972	991	1,011	1,031	1,052	26,414	
Total Operational Expenditure	1,208	1,660	1,306	1,308	1,201	1,174	1,184	1,203	1,225	1,248	1,273	1,299	1,325	1,351	1,378	1,406	1,434	1,462	1,492	1,521	1,552	1,583	1,615	1,647	1,680	1,713	1,748	1,783	1,818	1,855	47,983	
Net Operational (Surplus)/Deficit	(1,961)	(2,429)	(1,353)	(1,165)	(1,067)	(982)	(960)	(931)	(898)	(863)	(828)	(791)	(755)	(717)	(680)	(642)	(603)	(564)	(524)	(484)	(443)	(402)	(360)	(317)	(274)	(231)	(186)	(142)	(96)	(50)	(27,938)	
Use of Net Operating Surplus - BLE																																
Equipment Renewals Reserve (note 6)	50	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	2,375	
Camera Decommissioning Reserve	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	
Prudential Borrowing Costs on projects (note 7)	61	472	536	710	865	865	865	865	865	865	865	865	865	865	865	827	478	414	414	414	414	414	414	414	391	328	328	154	0	0	17,114	
Total Use of Net Operating Surplus	111	547	611	785	940	982	940	940	940	940	940	940	940	940	940	902	553	489	489	489	489	489	489	489	489	466	403	403	229	75	19,544	
In Year (Surplus)/Deficit	(1,850)	(1,881)	(742)	(379)	(127)	0	(20)	9	42	76	112	149	185	222	260	260	(50)	(75)	(35)	5	46	87	129	172	215	235	217	262	133	25		
Funding of Capital Projects																																
Iron Lane Outer Circle Junction Improvement (CA-02709)	1,628	5,022	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Longbridge Connectivity Improvements	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Selly Oak New Road Phase 1B	450	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BLE Ph1B	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BLE Ph 2	600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Capital Project Funding	2,922	5,022	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
In Year (Surplus)/Deficit After Funding Capital Projects	1,072	3,141	(624)	(379)	(127)	0	(20)	9	42	76	112	149	185	222	260	260	(50)	(75)	(35)	5	46	87	129	172	215	235	217	262	133	25		
Accumulated Surplus Brought Forward	(5,333)	(4,261)	(1,120)	(1,744)	(2,123)	(2,250)	(2,250)	(2,271)	(2,262)	(2,219)	(2,143)	(2,031)	(1,882)	(1,697)	(1,474)	(1,214)	(954)	(1,004)	(1,079)	(1,114)	(1,108)	(1,062)	(975)	(846)	(674)	(459)	(224)	(6)	256	389		
Accumulated (Surplus)/Deficit Available for Projects CFwd	(4,261)	(1,120)	(1,744)	(2,123)	(2,250)	(2,250)	(2,271)	(2,262)	(2,219)	(2,143)	(2,031)	(1,882)	(1,697)	(1,474)	(1,214)	(954)	(1,004)	(1,079)	(1,114)	(1,108)	(1,062)	(975)	(846)	(674)	(459)	(224)	(6)	256	389	414		

Total Reserves Analysis

BLE Available Reserves	(4,261)	(1,120)	(1,744)	(2,123)	(2,250)	(2,250)	(2,271)	(2,262)	(2,219)	(2,143)	(2,031)	(1,882)	(1,697)	(1,474)	(1,214)	(954)	(1,004)	(1,079)	(1,114)	(1,108)	(1,062)	(975)	(846)	(674)	(459)	(224)	(6)	256	389	414
Equipment Renewals Reserves (note 6)	(213)	(288)	(363)	(438)	(513)	(630)	(705)	(780)	(855)	(930)	(1,005)	(1,080)	(1,155)	(1,230)	(1,305)	(1,380)	(1,455)	(1,530)	(1,605)	(1,680)	(1,755)	(1,830)	(1,905)	(1,980)	(2,055)	(2,130)	(2,205)	(2,280)	(2,355)	(2,430)
Total Reserves	(4,473)	(1,407)	(2,106)	(2,560)	(2,763)	(2,880)	(2,975)	(3,041)	(3,074)	(3,073)	(3,035)	(2,962)	(2,851)	(2,704)	(2,519)	(2,334)	(2,459)	(2,608)	(2,718)	(2,788)	(2,817)	(2,804)	(2,750)	(2,653)	(2,514)	(2,353)	(2,211)	(2,024)	(1,966)	(2,015)

- Notes
- Employees - Includes 2% inflation increase ongoing.
  - Employees - includes adjustment to reflect reducing infringement and enforcement requirements over time.
  - Operational costs include a 2% inflation increase ongoing.
  - Bus Lane Enforcement (BLE) income reflects tranche 2 becoming fully operational during 2019/20 and Westside Metro Extension BLE developing into 2021/22. Also includes adjustments to reflect reducing infringement and enforcement over time.
  - Further tranche of BLE is currently being developed but no income assumptions are included in the forecast at the present time.
  - Assumed funding for the renewal of BLE equipment, transferred to equipment renewals reserve. Proposed renewals every 8 years at a cost of £0.2m, not reflected in expenditure above.
  - Prudential borrowing and use of net surplus to be kept under continuous review and updated annually as part of the Transportation and Highways Funding Strategy.