

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

Operational Income & Expenditure	Outturn 2020/21 £000's	2021/22 £000's	2022/23 £000's	2023/24 £000's	2024/25 £000's	2025/26 £000's	2026/27 £000's	2027/28 £000's	2028/29 £000's	2029/30 £000's	2030/31 £000's	2031/32 £000's	2032/33 £000's	2033/34 £000's	2034/35 £000's	2035/36 £000's	2036/37 £000's	2037/38 £000's	2038/39 £000's	2039/40 £000's	2040/41 £000's	2041/42 £000's	2042/43 £000's	2043/44 £000's	2044/45 £000's	2045/46 £000's	2046/47 £000's	2047/48 £000's	2048/49 £000's	
Bus Lane Enforcement Operational Income																														
Income generated	(2,134)	(5,363)	(2,688)	(2,504)	(2,391)	(2,301)	(2,148)	(2,137)	(2,127)	(2,116)	(2,105)	(2,095)	(2,084)	(2,074)	(2,064)	(2,053)	(2,043)	(2,033)	(2,023)	(2,012)	(2,002)	(1,992)	(1,982)	(1,973)	(1,963)	(1,953)	(1,943)	(1,933)	(1,924)	
General contribution to Highways (net BLE budgeted surplus/(deficit))	0	0	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
Total Operational Income (Note 4)	(2,134)	(5,363)	(2,628)	(2,444)	(2,331)	(2,241)	(2,088)	(2,077)	(2,067)	(2,056)	(2,046)	(2,035)	(2,025)	(2,014)	(2,004)	(1,993)	(1,983)	(1,973)	(1,963)	(1,953)	(1,943)	(1,933)	(1,923)	(1,913)	(1,903)	(1,893)	(1,883)	(1,874)	(1,864)	
Operational Expenditure																														
Employees (notes 1 & 2)	386	358	741	706	582	504	440	447	455	464	473	483	492	502	512	522	533	544	554	566	577	588	600	612	624	637	650	663	676	
Operational Costs (Ind forecast PB Costs for BLE Extension) (note 3)	257	410	695	630	640	651	601	614	626	638	651	664	677	691	705	719	733	748	763	778	794	810	826	842	859	876	894	912	930	
Prudential Borrowing Costs on Projects - Actuals	302																													
Apprenticeship Levy (Below Line Adj)																														
Total Operational Expenditure	944	768	1,436	1,336	1,222	1,156	1,042	1,060	1,081	1,102	1,124	1,147	1,170	1,193	1,217	1,241	1,266	1,291	1,317	1,344	1,371	1,398	1,426	1,454	1,483	1,513	1,543	1,574	1,606	
Net Operational (Surplus)/Deficit	(1,190)	(4,596)	(1,192)	(1,108)	(1,109)	(1,086)	(1,046)	(1,017)	(986)	(954)	(921)	(888)	(855)	(821)	(787)	(752)	(717)	(681)	(645)	(609)	(572)	(535)	(497)	(458)	(419)	(380)	(340)	(299)	(258)	
Use of Net Operating Surplus - BLE																														
Equipment Renewals Reserve contribution (note 5)	25	100	101	101	101	101	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	
Camera Decommissioning Reserve	0	0	0	0	0	13	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Prudential Borrowing Costs on projects - forecasts	0	257	327	646	646	646	646	646	646	646	646	646	646	646	620	453	442	401	401	401	401	401	401	401	398	344	349	320	0	
Total Use of Net Operating Surplus	25	357	428	748	761	811	723	723	723	723	723	723	723	723	696	529	519	478	478	478	478	478	478	478	474	421	425	396	76	
In Year (Surplus)/Deficit	(1,165)	(4,239)	(764)	(360)	(348)	(275)	(324)	(294)	(263)	(231)	(198)	(165)	(132)	(98)	(91)	(223)	(198)	(204)	(168)	(131)	(94)	(57)	(19)	19	55	41	86	97	(182)	
Funding of Capital Projects																														
Iron Lane Outer Circle Junction Improvement	2,941	600	350	50	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	
Battery Way	4																													
Longbridge Connectivity Improvements	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	235	215	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	
Wharfdale Road Bridge	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	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	1	645	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	3,180	1,460	350	50	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	2,015	(2,779)	(414)	(310)	(348)	(275)	(324)	(294)	(263)	(231)	(198)	(165)	(132)	(98)	(91)	(223)	(198)	(204)	(168)	(131)	(94)	(57)	(19)	19	55	41	86	97	(182)	
Accumulated Surplus Brought Forward	(5,941)	(3,926)	(6,704)	(7,118)	(7,429)	(7,777)	(8,051)	(8,375)	(8,669)	(8,932)	(9,163)	(9,361)	(9,527)	(9,658)	(9,757)	(9,847)	(10,070)	(10,268)	(10,472)	(10,640)	(10,771)	(10,865)	(10,922)	(10,941)	(10,922)	(10,866)	(10,825)	(10,740)	(10,643)	
Accumulated (Surplus)/Deficit Available for Projects Cfwd	(3,926)	(6,704)	(7,118)	(7,429)	(7,777)	(8,051)	(8,375)	(8,669)	(8,932)	(9,163)	(9,361)	(9,527)	(9,658)	(9,757)	(9,847)	(10,070)	(10,268)	(10,472)	(10,640)	(10,771)	(10,865)	(10,922)	(10,941)	(10,922)	(10,866)	(10,825)	(10,740)	(10,643)	(10,525)	
Total Reserves Analysis																														
BLE Available Reserves	(3,926)	(6,704)	(7,118)	(7,429)	(7,777)	(8,051)	(8,375)	(8,669)	(8,932)	(9,163)	(9,361)	(9,527)	(9,658)	(9,757)	(9,847)	(10,070)	(10,268)	(10,472)	(10,640)	(10,771)	(10,865)	(10,922)	(10,941)	(10,922)	(10,866)	(10,825)	(10,740)	(10,643)	(10,525)	
Equipment Renewals Reserves	(213)	(313)	(414)	(515)	(630)	(795)	(871)	(948)	(1,034)	(900)	(977)	(1,053)	(1,130)	(1,206)	(1,283)	(1,359)	(1,436)	(1,312)	(1,389)	(1,465)	(1,542)	(1,618)	(1,695)	(1,771)	(1,848)	(1,724)	(1,800)	(1,877)	(1,953)	
Use of Equipment Renewal Reserve	0									200						200									200					
Total Reserves	(4,138)	(7,017)	(7,532)	(7,944)	(8,407)	(8,846)	(9,246)	(9,616)	(9,756)	(10,063)	(10,338)	(10,580)	(10,788)	(10,963)	(11,130)	(11,429)	(11,504)	(11,784)	(12,028)	(12,236)	(12,407)	(12,540)	(12,636)	(12,693)	(12,514)	(12,549)	(12,540)	(12,520)	(12,778)	

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.  
Also includes adjustments to reflect reducing infringement and enforcement over time.  
Assumed funding for the renewal of BLE systems based on proposed renewal every 8 years at a cost of £0.2m.  
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.