

	Agreed Budget	Forecast 2025/26	Budget 2026/27	Budget 2027/28	Budget 2028/29	Budget 2029/30	Budget 2030/31	Future Years Budget
EXPENDITURE	£000	£000	£000	£000	£000	£000	£000	£000
Infrastructure Programme Investment Budget								
Cambridge South East (A1307) - Phase 1	20,770	3,000	2,315	500				0
Cambridge South East (A1307) - Phase 2	23,323	3,400	1,652					0
Cambourne to Cambridge (A428)	181,349	7,000	9,724	61,072	85892	2,000		0
Waterbeach to Cambridge	109,400	2,500	5,000	5,000	45,372	45,372		0
Eastern Access	58,472	1,500	3,500	20,500	21,500	8,083		0
Cambridge South West Travel Hub	72,003	12,000	23,000	13,400	1,022			0
Milton Road bus and cycling priority	31,945	56						0
City Access Project	35,320	1,500	1,000	1,000	6,000	5,000	592	0
Waterbeach Station	43,350	10,306	17,621	10,251				0
Active Travel								
Chisholm Trail cycle links - Phase 2	5,000	400	1,565	1,758				0
Madingley Road	14,548	600	1,000	7,700	4,000			0
Barton Greenway	11,905	6,500	1,956	1,911				0
Comberton Greenway	8,628	3,650	400	1,124				0
Fulbourn Greenway	7,059	841	1,345	2,335	1,781			0
Haslingfield Greenway	11,645	590	760	6,050	1,861			0
Bottisham Greenway	10,335	1,000	4,164	4,000				0
Horningsea Greenway	2,845	153	68					0
Swaffhams Greenway	6,420	750	2,079	2,484				0
Melbourn Greenway	15,276	1,500	2,000	9,130				0
Sawston Greenway	6,707	2,300	2,878	166				0
Waterbeach Greenway	11,000	700	1,800	3,626				0
St Ives Greenway	6,704	600	700	4,532				0
Linton Greenway	9,475	1,100	2,147					0
Greenways Programme Development and Management	4,000	500	201					0
A1134 and Hills Road projects (formally Cycling Plus)	19,705	2,000	300	2,000	4,000	5,000	5,394	0
Other Transport								
Programme management and scheme development	6,450	500	450	300	250	250	124	0
Closed Infrastructure Budgets								
COMPLETE - Residents Parking implementation (to progress through City Centre Access Project)	659							25
COMPLETE - Greenways Quick wins	3,079							-68
COMPLETE - Developing 12 cycling greenways	568							0
COMPLETE - Cross-city cycle improvements	11,266							0
COMPLETE - A10 Cycle route - Frog End Melbourn	553							0
COMPLETE - Travel Audit - South Station and biomedical campus	200							0
COMPLETE - Histon Road bus and cycling priority	12,000							0
COMPLETE - Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	324							17
COMPLETE - Chisholm Trail cycle links - Phase 1 and Abbey-Chesterton Bridge (previously combined with Phase 2)	17,914							-11
COMPLETE - Cambridge South Station	1,750							15
Operational budgets								
Central Programme Co-ordination	13,669	1,245	1,245	936	936	936	705	0
Skills	5,381	650	650	64				0
Evidence, economic assessment and modelling	1266	50	13					-217
Smart Cambridge	5437	467	723					0
Energy	560	58	29					0
Closed operational budgets								
South Cambridgeshire District Council costs	80							0
Planning Capacity & Support (formerly Towards 2050)	321							0
Affordable Housing	119							0
COMPLETE - Cambridge Promotions Agency	150							0
COMPLETE - Housing Delivery Agency	400							0
COMPLETE - Cambridge Promotions	40							0
Total Expenditure	809,370	67,416	90,285	159,839	172,614	66,641	6,815	-239

FUNDING								
City Deal grant	500,000	40,000	40,000	40,000	40,000	40,000		0
S106 contributions	230,771	4,256	3,161	931	2,470	2,433	9,732	186,555
Transforming Cities Fund	200	200						0
Innovate UK funding	1,556	467						0
Cambridge South East (A1307) - Phase 2 Govt. allocation	7,200							0
Waterbeach Railway Station Homes England Funding	23,350	10,306	9,523					0
NHB - Cambridge City	13,054	7						0
NHB - South Cambs	9,025	188						0
NHB - CCC	5,153							0
Interest accrued on grant funding	20,188	4,372	2,863					0
Total income	810,497	59,796	55,547	40,931	42,470	42,433	9,732	186,555

NET OVERALL GCP BUDGET	1,127							
Forecast Cashflow Balance		119,414	84,676	-34,232	-164,376	-188,584	-185,667	1,127

NOTE

The table above is prepared taking account of all the resources available and all current spending commitments within the Greater Cambridge Partnership. Historically, this is the consistent presentation basis for GCP budget setting. This presentation excludes the impact of both potential financing costs (such as borrowing) if the programme continues to current timescales (adverse) and indexation of section 106 to allow for inflation since agreements with developers were signed (favourable). As the GCP approaches the point that it its expenditure would exceed funds received and faces an actual cashflow deficit for the first time, it is increasingly important to identify the impacts of timing differences for funding and include the distinction between revenue and capital funds that would come with financing this. On that basis, modelling of scenarios for the current programme including financing costs and income indexation indicate a revenue deficit and a capital surplus. Further updates and modelling of these estimates is underway and will be included as part of budget setting and monitoring reports going forward. The implications section of the main report sets out the progress in this area and considerations to mitigate the revenue deficit in future.