

Date of meeting:	10 February 2025
Title of Report:	<b>Tamar Bridge and Torpoint Ferry 2025-2026 Revenue Budget and Capital Programme</b>
Lead Member:	Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)
Lead Strategic Director:	Karime Hassan (Interim Strategic Director for Growth)
Author:	Adrian Trim – Lead Officer Tamar Crossings
Contact Email:	<a href="mailto:Adrian.Trim@plymouth.gov.uk">Adrian.Trim@plymouth.gov.uk</a>
Your Reference:	
Key Decision:	No
Confidentiality:	Part I - Official

## **Purpose of Report**

The Tamar Bridge and Torpoint Ferry have historically been operated together as a single undertaking on a 'user-pays' principle funded almost entirely from toll income. The undertaking maintains a contemporary financial model that incorporates income forecasts based on traffic levels. Income at the two crossings had been reduced by the effect of Covid-19 and traffic levels have still not recovered to pre pandemic levels and are now operating at circa 90% of that previously.

This report sets out for consideration and approval, the proposed revenue estimates (budget) for Plymouth City Council and Cornwall Council Cabinet and Full Council for 2025/26 and indicative figures for the subsequent three years 2026/27, 2027/28 and 2028/29, together with the proposed capital programme.

The assumptions used to calculate the revenue estimates and proposed capital programme are based on information available to officers at the time of report preparation. However, it is hoped that the proposed toll revision requested in June 2024, if agreed, will stabilise finances over the next 4 year period, to those seen in more recent years.

The full report, with an appendices link, agreed by the Joint Committee on the 6 December 2024, is attached for reference.

## **Recommendations and Reasons**

That Cabinet recommends to Council:

1. That the 2025/26 revenue estimates and capital programme and the draft 2025-26 Business plan, as set out in the appendices to the JC Report, be approved; and
2. The longer-term forecast to 2028/29 is noted.

## Reasons

Without an approved budget, agreed by the parent authorities, PCC and CC, bridge and ferry operations would be unable to operate. An agreed, approved budget is a requirement of the existing governance arrangements of the parent authorities.

## Alternative options considered and rejected

1. Not to approve the Budget as presented; rejected on the basis that Bridge and Ferry operations need to provide safe crossings 7/365, connecting communities, supporting the local and national economy and providing access to healthcare and leisure.
2. The do-nothing option was also rejected as it would result in the parent authorities not delivering safe crossings or meeting their responsibilities regarding a duty of care.

## Relevance to the Corporate Plan and/or the Plymouth Plan

The Tamar Bridge & Torpoint Ferry links are key gateways to the City and provide opportunities for investment, jobs and growth particularly in the wider context of Plymouth as the regional economic centre.

Providing a safe well-maintained road network contribute to the economic well-being of the City, supporting the Council's Growth priority.

## Implications for the Medium Term Financial Plan and Resource Implications:

There are no direct implications to the MTFP or direct resource implications other than Service Director oversight of crossing management and operational delivery.

## Financial Risks

The recommendations address the financial, safety and operational requirements thus reducing associated risk to the parent authorities.

## Carbon Footprint (Environmental) Implications:

Continued service delivery will provide reliable journey times and minimises the potential for congestion or longer diverted journeys and related pollution.

## Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:

*\* When considering these proposals members have a responsibility to ensure they give due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not.*

**Risk Management** – This report addresses the requirement to continue with BAU for these important crossings.

**Health and Safety** – Key Performance Indicators within the Strategic Plan and associated Annual Plans are designed to drive improvement regarding health and safety for staff and users of the crossings.

There are no child poverty or community safety implications.

## Appendices

*\*Add rows as required to box below*

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>
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		1	2	3	4	5	6	7
A	Briefing report title Tamar Bridge and Torpoint Ferry 2025/26 Revenue and Capital Programme							
B	TBTFJC Report - December 6 2024 2025/26 Revenue Budget and Capital Programme							
C	Draft Minutes TBTFJC Meeting, 6 December 2024							

### Background papers:

\*Add rows as required to box below

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable)						
	1	2	3	4	5	6	7

### Sign off:

Fin	DJN. 24.25. 151	Leg	LS/29 60(38 )JP/03 0225	Mon Off		HR		Asset s		Strat Proc	
Originating Senior Leadership Team member: Philip Robinson (Service Director for Street Services)											
Please confirm the Strategic Director(s) has agreed the report? Yes Date agreed: 31/01/2025											
Cabinet Member approval: Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport). Date approved: 31/01/2025											

# Appendix A

## Briefing Report -

### Tamar Bridge and Torpoint Ferry 2025/26 Revenue Budget and Capital Programme

#### Introduction

- 1.1 The Tamar Bridge and Torpoint Ferry are operated, maintained and improved jointly by Plymouth City Council and Cornwall Council on a 'user pays' principle, being funded by toll income using powers derived from the Tamar Bridge Act. The finances of the joint undertaking are effectively ring-fenced by the Act, and it is operated in normal times as a self-financing business.
- 1.2 The existing governance requires that both parent authorities agree an annual Budget to facilitate the undertakings as part of the operational delivery remit. As a part of the governance process the Cabinet are required to recommend the report to Full Council for their approval.
- 1.3 The budget for 2025/26 will meet the requirements of the Councils, in that it is balanced and affordable, even though traffic levels have remained below pre-Covid levels and are currently running at approximately 90% at both crossings, which is line with the 90% level incorporated in the financial model.
- 1.4 Appendices 1- 4 of the TBTF JC Report, 2025/26 contain Revenue and Capital Programme and the Annual Business Plan.

#### 2. Future Finance Forecast

- 2.1 Action has been taken in terms of a proposed 15% toll revision, to ensure the identified deficit in last year's TBTF report to the Cabinet January 2024 has been addressed. Whilst the issue is currently with the Secretary of State for Transport, for a decision, it is intended to implement the increase at earliest opportunity, should, as expected, the decision be approved. The SoS is required to inform the Councils of the decision before the end of March 2025, although it is hoped the decision will be communicated much sooner than that. The table below provides a forecast of the reserve balance assuming the toll revision is granted.

	2024/25	2025/26	2026/27	2027/28	2028/29
Forecast reserve balance at 31st March	(£0.977m)	(£1.573m)	(£1.312m)	(£1.038m)	(£1.420m)

- 2.2 The Tamar Bridge Act 1957 sets out the default process to be followed if deficits arise, namely that the parent authorities, Cornwall Council and Plymouth City Council cover that deficit for possible subsequent recovery at some later stage when the undertaking returns to a surplus position.

2.3 A 15% toll increase was proposed by the TBTF JC in December 2023 and both Councils ratified the proposal to progress the request to the SoS for Transport, if agreed by the SoS it will be implemented at the earliest opportunity.

2.4 The Joint Chairmen of TBTFJC and Portfolio Holders of both authorities continued to lobby government to;

a) Have the ability to apply RPI locally, which will require Primary Legislation and is currently being progressed with local MPs.

b) Seek a long-term package of financial support for Tamar Bridge, although this request has been without success to date.

2.5 The introduction of Tamar 2050, in February 2024 to provide a more robust agenda for the future aspirations regarding the crossings may provide more traction regarding Government support in the future.

2.6 TBTF Joint Committee Resolutions can be found in the draft minutes of the meeting on 6 December 2024 which are attached at Appendix C.

## Appendix B

Report to:	<b>Tamar Bridge &amp; Torpoint Ferry Joint Committee</b>	
Date:	<b>6 December 2024</b>	
Title:	<b>2025/26 Revenue Budget and Capital Programme</b>	
Portfolio Area:	<b>Cornwall Council: Transport</b> <b>Plymouth City Council: Transport</b>	
Divisions Affected:	<b>All</b>	
Local Member(s) briefed:	<b>NA</b>	
Relevant Scrutiny Committee: <b>NA</b>		
Authors, Roles and Contact Details:	<b>Vicky Fraser, Service Director Connectivity &amp; Environment</b> <a href="mailto:Vicky.Fraser@cornwall.gov.uk">Vicky.Fraser@cornwall.gov.uk</a> <b>Philip Robinson, Service Director for Street Services, Plymouth City Council</b> <a href="mailto:Philip.robinson@plymouth.gov.uk">Philip.robinson@plymouth.gov.uk</a> <b>Andrew Vallance, Governance and Finance Manager</b> <a href="mailto:andrew.vallance@tamarcrossings.org.uk">andrew.vallance@tamarcrossings.org.uk</a> <b>Julia Harvey, Service Accountant</b> <a href="mailto:Julia.1.Harvey@cornwall.gov.uk">Julia.1.Harvey@cornwall.gov.uk</a>	
Approval and clearance obtained:		<b>Y / N</b>
Date next steps can be taken		<b>6 December 2024</b>
<b>For Cabinet and delegated executive decisions only</b>		
Key decision? (≥£500k in value or significant effect on communities in two or more electoral divisions)		<b>N</b>
Published in advance on Cabinet Work Programme?		<b>N</b>
Urgency Procedure(s) used if 'N' to Work Programme		<b>N</b>

## Recommendations to the Councils of the Parent Authorities via the Cabinet of the Parent Authorities:

1. That the 2025/26 revenue budget and capital programme and the draft 2025/26 business plan, as set out in appendices 1-4 to this report, be approved; and
2. The longer-term forecast to 2028/29 is noted.

### Executive Summary

- 1.1 This report sets out for consideration and approval, the proposed revenue budget for the Joint Committee for 2025/26 and indicative figures for the subsequent three years 2026/27, 2027/28 and 2028/29, together with the proposed capital programme.
- 1.2 The forecast reserve position on 31 March 2025 is £0.977m. Indicatively, future years shows that the reserve position increases to £1.573m by the end of 2025/26, then decreases annually before it starts to increase in 2028/29 to £1.420m.

	2024/25	2025/26	2026/27	2027/28	2028/29
Reserve balance on 31st March	(£0.977m)	(£1.573m)	(£1.312m)	(£1.038m)	(£1.420m)

## 2 Purpose of Report and key information

- 2.1 The Tamar Bridge and Torpoint Ferries (TBTF) are operated, maintained, and improved jointly by Plymouth City Council and Cornwall Council on a 'user pays' principle, being funded by toll income using powers derived from the Tamar Bridge Acts.
- 2.2 In developing the budgets for 2025/26 to 2028/29 set out within appendix 1, the following inflationary and interest assumptions have been used:
- 2.3

Rates	2025/26	2026/27	2027/28	2028/29
Inflation CPI	2.60%	2.30%	2.10%	2.10%
Inflation RPI	3.50%	3.30%	3.10%	2.90%
Pay Inflation	3.00%	2.00%	2.00%	2.00%
Interest (Receivable)	3.00%	2.40%	2.20%	2.00%

Interest (Payable) existing borrowing	4.65%	4.65%	4.65%	4.65%
Interest (Payable) new borrowing	5.99%	4.99%	4.79%	4.69%

- 2.4 The second interest rate payable line above reflects any new capital loans agreed. It should be noted that the rate will only be fixed when loans are taken out and future rates are subject to movement in the general market. Loans that predate April 2019 will continue to be calculated using Cornwall’s consolidated rate of interest at the time the loan was entered into.
- 2.5 The proposed budget is set out in Appendix 1. The variations between the latest 2024/25 forecast and the proposed 2025/26 budget are listed on page 5 of Appendix 1. The 2026/27 to 2028/29 estimates are only indicative.
- 2.4.1 The **Corporate** revenue budget (which includes income and corporate expenditure headings) currently shows a favourable movement of £2.492m on overall income and an adverse movement of £0.057m on expenditure. The significant movements from the previous year are:
- Full year impact of the increase in tolls (assumed approval is received for implementation in February 2025) of £2.446m.
  - An increase in the volume of tags being purchased of £0.033m, related to an increase in Tag users and the more active approach to replacing lost or damaged tags.
  - Bank charges has seen an increase of £0.030m arising from additional card processing charges related to the increase in the tolls.
- 2.4.2 The **Bridge’s** revenue budget makes provision for the ongoing maintenance and operations of the bridge and its infrastructure in line with current engineering practices. The movement from the previous year shows an adverse movement of £0.152m. The main changes from the previous year are:
- Staffing including agency is showing an increase of £0.171m due to forecast national pay awards and NI rate increases.
  - R&M Bridge and Infrastructure has decreased by £0.149m, reflecting planned maintenance tasks for the year.
  - Bridge and gantry inspections has been increased by £0.064m to reflect the newly procured contract cost.



- Toll cash handling and collection is showing an increase of £0.055m due to inflation rises.
- The other budget lines have had inflationary increases applied.

2.4.3 The **Ferry's** revenue budget makes provision for the ongoing maintenance and operation of the ferries and their associated infrastructure in line with current engineering practices. The movement from the previous year shows an increase in costs of £0.348m. The main changes from the previous year are:

- Staffing including agency staff is showing an increase of £0.290m due to the forecast national pay award and NI rate increases.
- Marine oil has increased by £0.016m as provision for movement in market prices.
- R&M Boat Maintenance increased by £0.020m for inflationary increases.
- The other budget lines have had inflationary increases applied.

2.4.4 The **Learning Centre** costs have increased by £0.058m, mainly due to an addition to the budget of £0.050m for the cyclical update and replacement of public displays.

2.4.5 Minimum Revenue Provision (MRP) and Interest repayments have been increased by £0.189m and £0.352m respectively, to reflect the current capital programme and indicative future scheme expenditure for 2025/26 as detailed below.

2.6 The proposed Capital Programme is shown in Appendix 2. Officers have undertaken work to assess the current and future capital programme and the revised estimated costs for 2025/26 is £12.310m.

2.6.1 The details of this are as follows:

- Bridge structural fire protection upgrade £3.350m moved from the current financial year
- Ferry decarbonisation £2.800m (if grant funding can be secured, the funding for this will be updated and less borrowing will be required)
- Main Cable remedial works brought back into the programme (from 2023/24) £1.824m
- Ferry Refit final year of three-year programme £1.800m
- Ferry Traffic Control Systems £0.950m moved from the current financial year
- Bridge protective coating second year £0.700m

- Bridge Access improvement works £0.231m brought back into the programme from 2023/24.
- Ferry Gantry Tower Replacement £0.225m
- Torpoint Office and Workshop Refurbishment £0.200m (this represents additional expenditure compared to the existing programme)
- Rocker/Pendle remedial works £0.128m
- Supplementary Cable Works £0.102m

2.5.2 One additional scheme has also been added to the programme of work:

- Ferry Refit cycle from 2028/2031, the first year being 2028/29 at an addition of £1.800m

2.6 **Reserves** – the reserve position on 31<sup>st</sup> March 2025 (Appendix 3) is forecasted to be £0.977m. The forecast for 2025/26 end of year reserve position then increases to £1.573m however, from 2026/27 the reserve level reduces for two years and then increases again in 2028/29 to a forecast balance of £1.420m. The increase in 2028/29 is due to the assumption that this will be the first year RPI could be added to tolls, subject to achieving the necessary change to legislation.

2.7 The joint Committee receives a quarterly update on its financial position to provide assurance that the finances of the undertaking are being managed appropriately and that any significant issues are highlighted, and necessary action is taken to address them. This quarter's update, presented to the 6 December 2024 meeting also provides for a fully revised budget position.

2.8 The Terms of Reference for the Undertaking requires that an Annual Business Plan accompanies the budgets for approval by Full Councils. The 2025/26 Draft Business Plan attached as Appendix 4, continues the approach of providing a single year plan to reflect the ongoing work on longer term strategies following receipt of reports following the consultant's review and the development of Tamar 2050.

### **3 Benefits for Customers/Residents**

3.1 Appropriate management of finances and budget monitoring ensures that appropriate resources is available for the operation, maintenance and improvement of the crossings which form key elements of the local transport network which is essential to the sustainable economic and social development of the region for the benefit of residents.

### **4 Relevant Previous Decisions**

4.1 Approved budget for 2024/25 at Tamar Bridge and Torpoint Ferry Joint Committee of 12 January 2024 (TBTF/53)

<https://democracy.cornwall.gov.uk/documents/s174577/24%2025%20Revenue%20Budget%20and%20Capital%20Programme%20Setting.pdf>

On recommendation of Cornwall Council Cabinet meeting of 7 February 2024 (CAB/336)  
<https://democracy.cornwall.gov.uk/documents/s175320/Tamar%20Bridge%20Torpoint%20Ferry%20%20Future%20Financing%20and%20202425%20Revenue%20Budget%20and%20Capital%20Programme%20-%20.pdf>

Approved budget for 2024/25 at Cornwall Council meeting of 20 February 2024 (CC/469)  
<https://democracy.cornwall.gov.uk/documents/s175592/TBTF%20Future%20Financing%20and%202024%2025%20Revenue%20Budget%20and%20Capital%20Programme.pdf>

4.2 On recommendation of Plymouth City Council Cabinet meeting of 12 February 2024

<https://democracy.plymouth.gov.uk/documents/s144248/TBTF%20PCC%20Cab%20Report%20Revenue%20Capital%20Financing%20Jan24.pdf>

4.3 Approved budget for 2024/25 at City Council meeting of 8 March 2024

<https://democracy.plymouth.gov.uk/documents/s144764/TBTF%20PCC%20FC%20Report%20Revenue%20Capital%20Financing%20Mar24%20V3%20002.pdf>

## **5 Consultation and Engagement**

5.1 Not applicable

## **6 Financial Implications of the proposed course of action/decision**

6.1 Financial implications are detailed within Section 2 of this report. Whilst this report only seeks approval of the 2025/26 revenue budget and capital programme, the forecast over the 4 year period includes assumptions and best estimates at the time of preparation. The forecast assumes that tolls will increase from February 2025, which relies on central Government approval.

6.2 There continues to be a risk that central Government do not agree the toll revision and the cash toll (and corresponding Tag toll) cannot be increased from February 2025. If this occurs then the Joint Committee will need to consider other levers available to it which could be implemented such that the overall budgeted income level is met or alternative budget proposals are brought forward in year, such that the overall surplus or deficit does not result in a negative reserve balance at the end of the financial year.

## **7 Legal/Governance Implications of the proposed course of action/decision**

7.1 The Joint Committee is being asked to make recommendations to the Full Councils of both parent authorities via the Cabinets of both parent authorities. Cornwall Council's Cabinet will consider this at its meeting on 12 February 2025 and Cornwall Council's Full Council will consider this at its meeting on 25 February 2025. Plymouth City Council's Cabinet will consider this at its meeting on 10 February 2025 and Plymouth City Council's Full Council will consider this at its meeting on 24 February 2025.

## **8 Risk Implications of the proposed course of action/decision**

8.1 There are no implications associated with this report.

## **9 Cornwall Development and Decision Wheel**

9.1 Not applicable

## **10 Options available**

- 10.1 To recommend to the Full Council of each Parent Authority via the Cabinet of each Parent Authority that it approves the proposed revenue estimate for 2025/26, capital programme and draft business plan as set out in Appendices 1 – 4. This is the preferred option for the reasons set out in this report.
- 10.2 To not recommend to the Full Council of each Parent Authority via the Cabinet of each Parent Authority that it approves the proposed revenue budget for 2025/26, capital programme and draft business plan as set out in Appendices 1 – 4. This is not the preferred option as a revenue budget, capital programme and business plan must be set.

## **11 Supporting Information (Appendices)**

Appendix 1: Revenue Estimates for 2025/26 through to 2028/29

Appendix 2: Capital Programme 2025/26 to 2028/29

Appendix 3: Statement of Estimated Reserves 2025/26 to 2028/29

Appendix 4: Annual Business Plan 2025/26

## **12 Background Papers**

12.1 None

## 13 Approval and clearance

### All reports:

Final report sign offs	This report has been cleared by (or mark not required if appropriate)	Date
Governance/Legal (Required for <b>all</b> reports)	Lia Musto-Shinton	27.11.2024
Finance (Required for <b>all</b> reports)	Geraldine Baker	27/11/2024
Cornwall Development and Decision Wheel (where required)		
Service Director (Required for <b>all</b> reports)	Vicky Fraser	27.11.2024
Strategic Director (If required)	Phil Mason	28.11.2024

### Draft reports process checklist for Cabinet/individual decisions report:

Complete the checklist below while you are drafting your Cabinet or individual decision report. It will be removed before publication.

Process checklist	Completed
Communications team informed	Yes/No
Portfolio Holder briefed	Yes/No
Strategic Director briefed	Yes/No
Service Director sign off	Yes/No
Data protection issues considered	Yes/No
If exempt information, public (part 1) report also drafted. (Cabinet/Scrutiny)	Yes/No
If not on Cabinet Work Programme, Scrutiny offered the opportunity to consider the report	Yes/No

For Appendix 1,2,3,4 please open TBTF Joint Committee Public Pack (below) and refer to the pages noted against each Appendix.

**Appendix 1 Revenue Estimates for 2025 through to 2028/29 Page 51 - 56**

**Appendix 2 Pages Capital Programme 57 – 58**

**Appendix 3 Statement of Estimated Reserves Pages 59 – 60**

**Appendix 4 Annual Business Plan - Pages 61 - 75**

[https://democracy.cornwall.gov.uk/documents/g13452/Public reports pack 06th-Dec-2024 10.00 Tamar Bridge and Torpoint Ferry Joint Committee.pdf?T=10](https://democracy.cornwall.gov.uk/documents/g13452/Public%20reports%20pack%2006th-Dec-2024%2010.00%20Tamar%20Bridge%20and%20Torpoint%20Ferry%20Joint%20Committee.pdf?T=10)

## Appendix C

### CORNWALL COUNCIL

#### TAMAR BRIDGE AND TORPOINT FERRY JOINT COMMITTEE

DRAFT MINUTES of a Meeting of the Tamar Bridge and Torpoint Ferry Joint Committee held in the Warspite Room, Plymouth City Council, Armada Way, Plymouth, PL1 3AA on Friday 6 December 2024 commencing at 10.00 am.

Present:- Councillors: Worth (Co-Chair) and Dingle (Co-Chair)  
Coker, Freeman, Hendy, Long, Tivnan, Toms and Wood.

Also in attendance:- Councillors: (None).  
Also in attendance (virtual):- Councillors: Donnithorne  
Apologies for absence:- Councillors: (None).

#### DECLARATIONS OF INTEREST

(Agenda No. 2)

TBTF/77 There were no declarations of interest.

#### MINUTES OF THE MEETING HELD ON 13 SEPTEMBER 2024

(Agenda No. 3)

TBTF/78 It was moved by Councillor Tivnan, seconded by Councillor Toms, and

**RESOLVED** That the Minutes of the meeting of the Tamar Bridge and Torpoint Ferry Joint Committee held on 13 September 2024 were correctly recorded and that they be signed by the Chairman, subject to the addition of reference to Member concerns surrounding potential insurance issues relating to an injured person being taken to Derriford Hospital by a member of Tamar Crossings staff in a private vehicle.

#### PUBLIC QUESTIONS

(Agenda No. 4)

TBTF/79 There were no questions from the public.

#### GENERAL MANAGER'S QUARTERLY REPORT

(Agenda No. 5)

TBTF/80 The Committee considered the General Manager's Quarterly Report (previously circulated) presented by the General Manager.

In response to comments and questions from Joint Committee Members, officers confirmed that:-

1. The proposed refurbishment of ferry offices was appropriate to be considered as a capital expenditure as it represented considerable works and was separate to general small scale maintenance, with similar work not having taken place for 25 years.
2. A slight decrease in traffic paying with cash and a slight increase in traffic paying by tag had led to a marginally lower toll yield per vehicle this year when compared to the previous year.
3. Information on journey times utilising the new Cloud based sensor information would be made available to Members and other local stakeholders, potentially through an online resource. The recent improvements in journey times were attributed to improvements in contactless payment speeds rather than to a seasonal changes in payment methods.
4. Clarification and further investigation was sought by Members relating to the exact nature of the of the decision in 1968 to route the A38 over the Tamar Bridge, a response to which was to be provided in writing. Officers informed Members that Tamar Crossings and the two Parent Authorities were not currently aware of any pertinent information relating to this and that subsequent to 1968, the Tamar Bridge Act 1979 and the Tamar Bridge Act 1998 had been passed.
5. Tamar Crossings had a close working relationship with National Highways, with planned works to be conducted by the latter on the Saltash Tunnel being optimised to limit any potential impact on the crossings. National Highways had provided updates to the Peninsula Transport Board and local Community Area Partnerships, although Members expressed concern that some local stakeholders had not been made aware of relevant information.
6. The directing of traffic onto ferries by Tamar Crossings staff was a complex task, with the need to load different classes of vehicles onto different parts of the ferry. The use of high-visibility gloves which staff had previously used would be investigated and potentially reintroduced, especially in low-light conditions.
7. Members expressed their gratitude to the General Manager for his 25 years of service at Tamar Crossings.

It was proposed by Councillor Tivnan, seconded by Councillor Freeman

**RESOLVED** that:-

1. That an updated report be brought to the next meeting.

## **2024/25 BUDGET MONITORING**

(Agenda No. 6)

TBTF/81 The Committee considered the 2024/25 Budget Monitoring report (previously circulated) presented by the Service Accountant.



It was confirmed by officers that the any favourable variances appearing in this report were in-line with existing budget modelling.

It was also confirmed by officers that the cost of the upcoming increase in employer National Insurance payments will appear in future budget reports after its introduction on 1 April 2025.

The report was noted.

## **2025/26 REVENUE BUDGET AND CAPITAL PROGRAMME**

(Agenda No. 7)

TBTF/82 The Committee considered the 2025/26 Revenue Budget and Capital Programme (previously circulated) presented by the Service Accountant.

In response to comments and questions from Joint Committee Members, officers confirmed that:-

1. The figures in the report assumed that the proposed toll increase would come into effect in February 2025, and if this was not the case the figures would need to be revised.
2. Ordinarily financial reserves of less than £2 million would trigger consideration of an additional toll increase, with the financial reserve forecast to be at £977,000 as of 31 March 2025 officers emphasised the fragility of Tamar Crossings financial position.
3. Members expressed gratitude to the Service Accountant for their ongoing work for the Joint Committee and their contribution to the recent Public Inquiry.
4. Members sought and received assurance that the figures in the report surrounding the salaries and wages of Tamar Crossings staff was accurate, to which a more detailed written response was to be given. Officers emphasised that there were no staff currently at Tamar Crossings who were being paid the National Living Wage and figures in the reports assumed no staff vacancies throughout the year, which was currently not the case.
5. Any recent changes in employer National Insurance payments had been taken into account by the report.

It was proposed by Councillor Dingle, seconded by Councillor Hendy and

**RESOLVED** that:-

1. That the 2025/26 revenue budget and capital programme and the draft 2025/26 business plan, as set out in appendices 1-4 to this report, be approved.

## **PROGRAMME DIRECTOR TAMAR 2050 REPORT**

(Agenda No. 8)

TBTF/83 The Committee considered the Programme Director Tamar 2050 Report (previously circulated) presented by the Programme Director for Tamar 2050.

During the course of the debate a number of issues were raised, including:-

1. Members expressed concern that more Community Area Partnerships in the locale of the Tamar crossings should be involved in the community engagement around Tamar 2050 Project, including those in both Devon and Cornwall.
2. Members continued to want a regular update on progress surrounding the Tamar 2050 Project, it was considered that the focus in future reports to Joint Committee meetings should be on progress against targets, as opposed to restating already considered information.
3. Members drew attention to the difficulties surrounding the creation of the Torpoint Neighbourhood Development Plan. Some proposed construction works on the site of the former police station in Torpoint were discussed in terms of impact upon the local environment, the benefit to residents and the local community and the fact that there was an open public consultation in relation to this. It was considered very unlikely by Members to impact the operation of the Torpoint Ferry.
4. Tamar Crossings officers were aware of the Red Weather Warning issued by the Met Office, which had the potential to impact bridge and ferry services. Updates on the situation would be issued on the Tamar Crossings website and social media. Officers highlighted that although they did not have direct control over what was broadcast on local radio, they were aware that local radio monitored the Tamar Crossings website, social media and press releases to provide their own updates.

It was proposed by Councillor Worth, seconded by Councillor Wood and

**RESOLVED** that:-

1. That an updated report be brought to the next meeting.

The meeting ended at 11.37 am.