

FINANCE AND PERFORMANCE REPORT – OCTOBER 2016

To: **Economy and Environment Committee**

Meeting Date: **16th December 2016**

From: **Executive Director, Economy, Transport and Environment
and Chief Finance Officer**

Electoral division(s): **All**

Forward Plan ref: **For key decisions *Key decision:* No**

Purpose: **To present to Economy and Environment Committee the
October 2016 Finance and Performance report for
Economy, Transport and Environment (ETE).**

**The report is presented to provide Committee with an
opportunity to comment on the projected financial and
performance outturn position, as at the end of October
2016.**

Recommendations: **The Committee is asked to:-**

- **review, note and comment upon the report**

| <i>Officer contact:</i> | |
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| Name: | Sarah Heywood |
| Post: | Strategic Finance Manager |
| Email: | Sarah.Heywood@Cambridgeshire.gov.uk |
| Tel: | 01223 699714 |

1. BACKGROUND

- 1.1 The appendices attached provides the financial position for the whole of the ETE Service, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid Member reading of the report, budget lines that relate to the Economy and Environment (E&E) Committee have been shaded. Members are requested to restrict their questions to the lines for which this Committee is responsible.
- 1.2 The report only contains performance information in relation to indicators that this Committee has responsibility for.

2. MAIN ISSUES

- 2.1 The report attached as Appendix A is the ETE Finance and Performance report for October 2016.
- 2.2 **Revenue:** ETE is forecasting a £161K underspend. The main variances which are within the remit of this committee are:- (1) An increase in forecast underspend on Growth & Economy Other of £221K (from -£98K to -£319K) due to assumed on-going over-achievement in Section 38 and Section 106 fees and (2) An increase in forecast underspend on Concessionary Fares of £170K (from -£300K to -£470K) based on the current patterns of usage. .
- 2.3 **Capital:** The capital programme is forecast to be on target and £5.7m of the estimated £10.5m Capital Programme Variation has now been met. King's Dyke has an in-year forecast variance of -£3.3m due to land access issues, Connecting Cambridgeshire is forecasting a -£1.1m variance as the planned expenditure has been re-profiled, and Cycling Schemes have increased the in-year forecast variance from £11k to £227K.
- 2.4 E&E Committee has fourteen **performance indicators** reported to it in 2016-17. Of these fourteen performance indicators, two are currently red, two are amber, and ten are green. The indicators that are currently red are:
- Local bus journeys originating in the authority area.
 - The average journey time per mile during the morning peak on the most congested routes
- 2.5 At year-end, the current forecast is that one performance indicator will be red (Local bus journeys originating in the authority area), eight will be amber and five green.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1

- Resource Implications –The resource implications are contained within the main body of this report.
- Statutory, Legal and Risk – There are no significant implications within this category.
- Equality and Diversity – There are no significant implications within this category.
- Engagement and Communications – There are no significant implications within this category.
- Localism and Local Member Involvement – There are no significant implications within this category.
- Public Health – There are no significant implications within this category.

SOURCE DOCUMENTS

| Source Documents | Location |
|------------------|----------|
| None | |