



Report To: Greater Cambridge City Deal Executive Board

13 July 2016

Lead Officer: Chris Malyon, Chief Finance Officer, Cambridgeshire County Council

Financial Monitoring May 2016

1. Purpose

1.1 The purpose of this report is to provide the Executive Board with the financial monitoring position for the period ending 31 May 2016.

2. Recommendations

2.1 It is recommended that:-

- The financial position as at 31 May 2016 be noted;
- Approval is given to increase the budgetary provision for the current financial year as set out in section 4.2.4.

3. Reasons for Recommendations

3.1 The Executive Board will be receiving regular financial monitoring reports throughout the financial year that set out expenditure against budget profiles that will highlight any key financial issues and decisions required of the Board.

4. Financial Position for the period ending 31 May 2016

4.1 Programme

4.1.1 Attached as an Appendix to this report are the programme costs incurred to the end of May 2016.

4.1.2 A summary of the expenditure as at the end of May against the profiled budget for the period is set out in the table below:-

Project Description	Budget to date £	Expenditure to date £	Variance £	2016-17 Budget £
Histon Road Bus Priority	29,000	30,328	1,328	280,000
Milton Road Bus Priority	12,000	21,546	9,546	297,000
Chisholm Trail	30,000	75,778	45,778	1,040,000
Cambourne to Cambridge / A428 Corridor	100,000	91,287	-8,713	500,000
Programme management & Early scheme development	0	9,215	9,215	2,490,000

City Centre Capacity Improvements	50,000	59,073	9,073	300,000
A1307 Bus Priority	50,000	3,830	-46,170	500,000
Cross-City Cycle Improvements	20,000	49,825	29,825	900,000
Western Orbital	100,000	32,867	-67,133	600,000
A10 North Study	50,000	0	-50,000	500,000
Total	441,000	373,749	-67,251	7,407,000

4.1.3 Chisholm Trail:

Although spend is currently ahead of profile, the projected out-turn for the year is only expected to be £840,000. Delivery of the southern section of The Chisholm Trail is dependent upon two development sites (Ridgeons, Cromwell Road and the City Council Depot) as well as land owned by Network Rail. There are still some uncertainties as to how the trail will be routed through the new developments and the developers' timescales, as well as Network Rail's specific requirements.

A phased approach to submitting planning and developing a detailed design for The Chisholm Trail has been adopted. Phase 1 from Cambridge North station to Coldhams Lane is due to be submitted for planning in mid-June. Detailed design and land negotiations are well progressed.

For Phase 2 it is not possible to submit planning and progress detailed design, and thus anticipated spend for 16/17 is a little lower than first planned.

4.1.4 Programme management & early scheme development

This budget will be allocated out to the existing schemes within the programme throughout the year. A further review of the current programme is in hand and the budget within this element of the programme will, as a result of this review, be allocated to individual projects.

4.2 Operations

4.2.1 It is assumed within this report that the requested carry forward of funding for Skills (£59k) and Smart Cambridge (£20k) as set out in the financial outturn report for 2015/16 will be agreed.

4.2.2 Any underspend at year end will be considered as part of an outturn report in order to determine whether the resources not utilised during the period are required in 2017/18.

4.2.3 The actual expenditure incurred as at the end of May is as follows:-

Activity	Budget £000	Budget to date £000	Actual £000	Variance £000
Programme Central Co-Ordination Function	268.5	44.8	30.8	-14.0
Strategic Communications	137.7	12.8	12.8	0.0
Skills	190.0	47.5	47.5	0.0
Economic Assessment	10.0	0.0	0.0	0.0

Smart Cambridge	200.0	0.0	0.0	0.0
Cambridge Promotions Agency	90.0	0.0	0.0	0.0
Housing	220.0	0.0	0.0	0.0
Affordable Housing	50.0	0.0	0.0	0.0
Intelligent Mobility	200.0	0.0	0.0	0.0
Miscellaneous	0.0	0.0	0.0	0.0
Total	1,366.2	105.1	91.1	-14.0

- 4.2.4 An additional resource of a Programme Manager has been identified as being required as the programme moves into delivery mode to support the Director. This additional capacity will ensure that there is appropriate coordination across the work streams, between partners and individual transport projects. Furthermore the role will ensure that a clear framework is in place for measuring, tracking and realising the benefits from the projects. If approved it is anticipated that the postholder will take up the role in October. The additional cost of this role in 2016/17 will be in the region of £35k, including on-costs, and £70k for a full year. This is not currently reflected in the above forecasts.

5. Implications

5.1 Financial and other resources

The outcome of any delays in incurring expenditure for which budgetary provision has been made in 2016/17 will be dealt with as part of the outturn report.

5.2 Risk Management

There are no implications that directly result from this report.

6. Background Papers

- a) Capital Programme report at January Joint Assembly meeting
- b) Partnership Budget report at March Joint Assembly meeting

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