

Economy, Transport & Environment Services**Finance and Performance Report – July 2017 for Highways & Community Infrastructure Committee****1. SUMMARY****1.1 Finance**

Previous Status	Category	Target	Current Status	Section Ref.
Green	Income and Expenditure	Balanced year end position	Amber	2
Green	Capital Programme	Remain within overall resources	Green	3

1.2 Performance Indicators – Predicted status at year-end: (see section 4)

Monthly Indicators	Red	Amber	Green	Total
Current status this month	2	2	5	9
Year-end prediction (for 2017/18)	2	3	4	9

2. INCOME AND EXPENDITURE**2.1 Overall Position**

Forecast Variance - Outturn (Previous Month) £000	Directorate	Current Budget for 2017/18 £000	Current Variance £000	Current Variance %	Forecast Variance - Outturn (July) £000	Forecast Variance - Outturn (July) %
0	Executive Director	227	12	5	0	0
+541	Infrastructure Management & Operations	58,067	-1,343	-10	+554	1
-425	Strategy & Development	12,063	-170	-5	-376	-3
0	External Grants	-31,973	17	0	0	0
+116	Total	38,384	-1,484	-9	+177	0

The service level budgetary control report for July 2017 can be found in [appendix 1](#).

Further analysis of the results can be found in [appendix 2](#).

2.2 Significant Issues

Waste PFI Contract

We are currently forecasting the Waste PFI budget to be around £1.0m overspent. This is largely due to the current year budget not reflecting current (lower) levels of Mechanical Biological Treatment (MBT) plant performance and lower levels of Third Party Income through the contract. In the past, the budget has been amended through the business planning cycle to reflect such changes and this was not done for this year. This figure is based on an assumption that the MBT will continue to perform largely in-line with 2016/17 performance levels. Going forward, it is expected that there will be in year savings related to street sweepings disposal once the contract terms are agreed and the authority is currently disputing the bills for plastic removed from the MBT and landfilled. Once these items are agreed, they will count towards the savings target set for the waste budget.

The variable nature of the MBT creates significant uncertainty in the forecast and actual performance could improve (and the forecast overspend reduce) or worsen (and the overspend increase). There are also potential additional savings that are not accounted for above such as a greater reduction in disposal costs for MBT outputs and various contract savings. Whilst these are currently thought to be less likely to be achieved than the savings detailed above, it is still possible that some of these may be implemented by year end. There are also historic disputes to consider, which are not factored into any of the above.

As a result, there is significant uncertainty in our year end position at present and it is unlikely that there will be a noticeable increase in clarity in this position until October/November.

A number of predicted underspends have been identified across ETE, (either one-off, which will help offset the waste pressure this financial year) or ongoing (which can be brought out in the Business Plan) which can be used to offset the in year pressure in waste. The areas which are predicted to underspend (or achieve additional income) are, Concessionary Fares, Traffic Signals, Streetlighting, Highways income and City centre access cameras.

2.3 Additional Income and Grant Budgeted this Period (De minimis reporting limit = £30,000)

There were no items above the de minimis reporting limit recorded in July 2017.

A full list of additional grant income can be found in [appendix 3](#).

2.4 Virements and Transfers to / from Reserves (including Operational Savings Reserve) (De minimis reporting limit = £30,000)

There is one virement recorded in July 2017, this relates to:-

Waste demography approved by GPC 25th July 2017 £170,000

A full list of virements made in the year to date can be found in [appendix 4](#).

3. BALANCE SHEET

3.1 Reserves

A schedule of the Service's reserves can be found in [appendix 5](#).

3.2 Capital Expenditure and Funding

Expenditure

DfT Challenge Fund

A joint bid with Peterborough City Council was made to DfT for the Challenge Fund for £5m. This was to fund schemes costing £6.75m. DfT have now awarded £3.5m requesting that schemes are scaled down. In the original bid Peterborough City Council were contributing £0.5m and Cambridgeshire County Council were to contribute £1.25m from the existing £90m Highways maintenance prudential borrowing allocation.

To enable the planned Cambridgeshire work that was bid for to continue, it is requested that an additional £1m prudential borrowing, from the £90m allocation is brought forward. This would take Cambridgeshire's total contribution to £2.25m.

Peterborough have decided not to top up their originally agreed contribution (in order to carry out their full programme of work PCC needed to contribute a further £0.5m), therefore they will be scaling back their work accordingly.

Funding

All other schemes are funded as presented in the 2017/18 Business Plan.

A detailed explanation of the position can be found in [appendix 6](#).

4. PERFORMANCE

4.1 Introduction

This report provides performance information for the new suite of key Economy, Transport & Environment (ETE) indicators for 2017/18. At this stage in the year, we are still reporting pre 2017/18 information for some indicators.

New information for red, amber and green indicators is shown by Committee in Sections 4.2 to 4.4 below, with contextual indicators reported in Section 4.5. Further information is contained in Appendix 7.

4.2 Red Indicators (new information)

This section covers indicators where 2017/18 targets are not expected to be achieved.

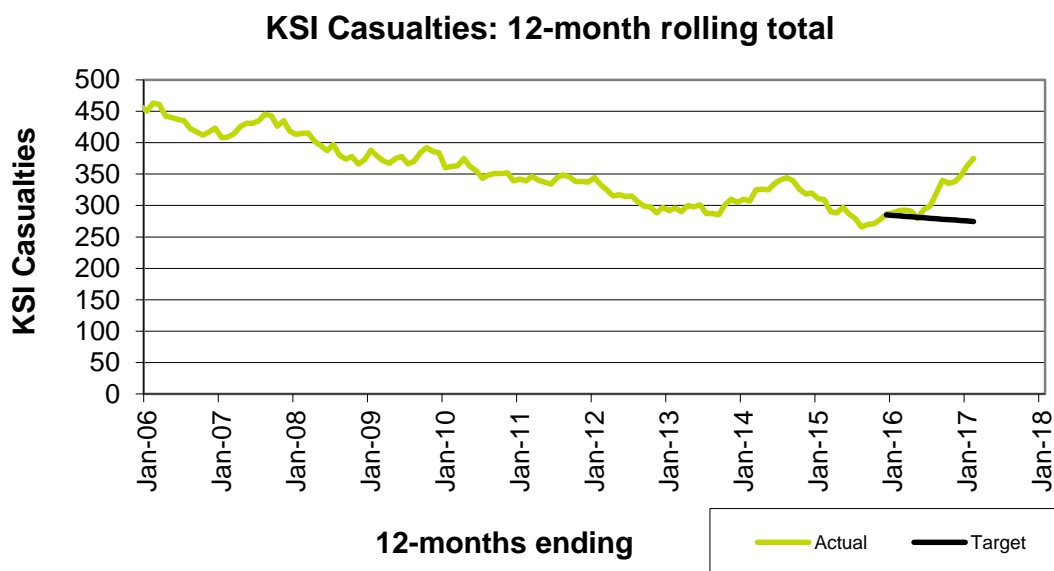
a) Highways & Community Infrastructure

Road Safety

- Road accident deaths and serious injuries - 12-month rolling total (to February 2017)

The provisional 12 month total to the end of February is 375 compared with 292 for the same period of the previous year.

We are waiting for outstanding 2017 data from March onwards from the police and we are liaising with them to obtain this information.



4.3 Amber indicators (new information)

This section covers indicators where there is some uncertainty at this stage as to whether or not year-end targets will be achieved.

a) Highways & Community Infrastructure

Library Services

- Number of visitors to libraries/community hubs year-to-date
There have been 548,569 visitors to libraries/community hubs between April and June 2017.

4.4 Green Indicators (new information)

The following indicators are currently on-course to achieve year-end targets.

a) Highways & Community Infrastructure

Archives

- Increase digital access to archive documents by adding new entries to online catalogue
The number of new entries added from April-June 2017 was 3903.

New archive catalogues include the letter books of the Huntingdonshire Education Committee covering 1903-1946, the catalogue for the North Cambridgeshire Hospital and the new Fulbourn Hospital Catalogue.

4.5 Contextual indicators (new information)

a) Highways & Community Infrastructure

Library Services

- Number of item loans (including eBook loans)- year-to-date
There have been 641,210 items loaned between April and June 2017.

Road and Footway Maintenance

- Trees removed and planted
During the period January to June 2017, 61 trees were removed. 34 of these were due to disease, 11 to subsidence and 16 to natural disaster.

During this time 3 trees were planted.

Road Safety

- Road accident slight injuries – 12-month rolling total (to February 2017)
There were 1,766 slight injuries on Cambridgeshire's roads during the 12 months ending February 2017 compared with 1,591 for the same period the previous year.

We are waiting for outstanding 2017 data from March onwards from the police and we are liaising with them to obtain this information.



Rogue Traders

- Money saved for Cambridgeshire consumers as a result of our intervention in rogue trading incidents. (Annual average).
£14,337 was saved as a result of our intervention in seven rogue trading incidents during the first quarter of 2017/18. The annual average based on available data since April 2014 is £119,457.

It is important to note that the amounts recovered do not reflect the success of the intervention. In many cases the loss of a relatively small amount can have significant implications for victims; the impact can only be viewed on a case-by-case basis.

APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn June £'000	Service	Current Budget for 2017-18 £'000	Expected to end of July £'000	Actual to end of July £'000	Current Variance £'000 %		Forecast Variance - Outturn July £'000 %	
	Economy, Transport & Environment Services							
+0	Executive Director	-1,368	143	155	+12	+8	+0	+0
+0	Business Support	268	85	85	-0	-0	-0	-0
0	Direct Grants	-21,673	0	0	+0	+0	0	0
0	Total Executive Director	-22,773	228	240	+12	+5	-0	+0
	Directorate of Infrastructure Management & Operations							
+0	Director of Infrastructure Management & Operations	144	48	42	-6	-13	+0	+0
+1,000	Waste Disposal including PFI	34,080	7,746	6,652	-1,094	-14	+1,000	+3
	Highways							
+0	- Road Safety	332	121	125	+4	+3	+2	+1
-102	- Traffic Management	1,384	568	465	-103	-18	-115	-8
+0	- Highways Maintenance	6,636	1,591	1,985	+394	+25	+0	+0
+69	- Permitting	-1,333	-60	-23	+38	-63	+49	-4
+0	- Winter Maintenance	1,975	127	102	-25	+0	+0	+0
-240	- Parking Enforcement	0	-402	-785	-383	+95	-240	+0
-100	- Street Lighting	9,505	2,207	2,012	-196	-9	-100	-1
+45	- Asset Management	533	321	327	+6	+2	+46	+9
-201	- Highways other	588	-3	4	+7	-223	-201	-34
+0	Trading Standards	706	183	173	-9	-5	+0	+0
	Community & Cultural Services							
-13	- Libraries	2,930	1,055	980	-74	-7	+0	+0
+6	- Archives	347	123	107	-16	-13	+7	+2
+0	- Registrars	-541	-175	-87	+89	-51	+20	-4
+78	- Coroners	780	234	261	+27	+12	+87	+11
0	Direct Grants	-6,555	-1,639	-1,639	0	+0	0	20
+541	Total Infrastructure Management & Operations	51,512	12,043	10,701	-1,343	-11	+554	+1
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	142	47	44	-3	-6	+0	+0
+0	Transport & Infrastructure Policy & Funding	97	32	127	+95	+295	0	+0
	Growth & Economy							
-22	- Growth & Development	549	184	128	-56	-30	-33	-6
-42	- County Planning, Minerals & Waste	304	51	-67	-119	-231	-0	-0
+0	- Historic Environment	53	63	91	+29	+46	+0	+0
-0	- Flood Risk Management	344	72	64	-7	-10	+6	+2
+0	- Highways Development Management	0	191	215	+24	+13	+0	+0
+1	- Growth & Economy other	165	93	120	+27	+29	+1	+0
+0	Major Infrastructure Delivery	0	224	200	-23	-10	+0	+0
	Passenger Transport							
+38	- Park & Ride	193	683	731	+49	+7	+38	+20
-400	- Concessionary Fares	5,393	1,335	1,114	-221	-17	-400	-7
-0	- Passenger Transport other	2,224	464	526	+62	+13	+12	+1
	Adult Learning & Skills							
+0	- Adult Learning & Skills	2,598	893	848	-45	-5	+0	+0
+0	- Learning Centres	0	0	19	+19	+0	+0	+0
0	Direct Grants	-2,418	-889	-872	17	+0	0	0
-425	Total Strategy & Development	9,645	3,443	3,290	-153	-4	-376	-4
116	Total Economy, Transport & Environment Services	38,384	15,715	14,231	-1,484	-9	+177	+0
	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Combined Authority funding	-21,673	0	0	+0	+0	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-986	-986	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,611	-653	-653	+0	+0	+0	+0
0	- Adult Learning & Skills	-2,418	-889	-872	+17	+0	+0	+0
+0	Grant Funding Total	-30,646	-2,528	-2,511	17	0	0	+0

APPENDIX 2 – Commentary on Forecast Outturn Position

Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater.

Service	Current Budget for 2017/18 £'000	Current Variance		Variance	
		£'000	%	£'000	%
Waste Disposal incl PFI	34,080	-1,094	-14	+1,000	+3
<p>We are currently forecasting the Waste PFI budget to be around £1.0m overspent. This is largely due to the current year budget not reflecting current (lower) levels of Mechanical Biological Treatment (MBT) plant performance and lower levels of Third Party Income through the contract. In the past, the budget has been amended through the business planning cycle to reflect such changes and this was not done for this year. This figure is based on an assumption that the MBT will continue to perform largely in-line with 2016/17 performance levels. Going forward, it is expected that there will be in year savings related to street sweepings disposal once the contract terms are agreed and the authority is currently disputing the bills for plastic removed from the MBT and landfilled. Once these items are agreed, they will count towards the savings target set for the waste budget.</p> <p>The variable nature of the MBT creates significant uncertainty in the forecast and actual performance could improve (and the forecast overspend reduce) or worsen (and the overspend increase). There are also potential additional savings that are not accounted for above such as a greater reduction in disposal costs for MBT outputs and various contract savings. Whilst these are currently thought to be less likely to be achieved than the savings detailed above, it is still possible that some of these may be implemented by year end. There are also historic disputes to consider, which are not factored into any of the above.</p> <p>As a result, there is significant uncertainty in our year end position at present and it is unlikely that there will be a noticeable increase in clarity in this position until October/November.</p> <p>A number of predicted underspends have been identified across ETE, (either one-off, which will help offset the waste pressure this financial year) or ongoing (which can be brought out in the Business Plan) which can be used to offset the in year pressure in waste. The areas which are predicted to underspend (or achieve additional income) are, Concessionary Fares, Traffic Signals, Streetlighting, Highways income and City centre access cameras.</p>					
Traffic Management	1,384	-103	-18	-115	-8
<p>The signals budget is expected to underspend by £100k mainly due to savings from a new contract and savings on energy. There is also expected to be an increase in income of £15k for Temporary Traffic Regulation Orders (TTRO). This underspend will be used to help cover the pressure on the Waste budget.</p>					
Parking Enforcement	0	-383	+95	-240	0
<p>Income from City centre access cameras is currently ahead of budget, due to new cameras but the level of income is not expected to continue as drivers get used to the new restrictions.</p>					

Street Lighting	9,505	-196	-9	-100	-1
Savings are expected from the PFI contract and further energy savings than were budgeted. This underspend will be used to help cover the pressure on the Waste budget.					
Highways other	588	+7	-223	-201	-34
Additional Highways income that has been achieved would normally be re-invested in preventative maintenance work but until the spend on the Waste budget is clearer, this funding will be held to cover the pressure on the Waste budget.					
Coroners	780	+27	+12	+87	+11
Costs in this area has increased partly due to more people dying and also an increase in costs relating to Assistant Coroners.					
County Planning Minerals & Waste	304	-119	-231	0	0
Current underspend relates to an increase in income due to an unbudgeted large planning application fee. The remainder of the underspend is due to the difficulty in filling a technical vacancy.					
Concessionary Fares	5,393	-221	-17	-400	-7
The projected underspend is based on the final spend in the last financial year and currently the initial indications are that this level of underspend will be achieved this year. This underspend will be used to help cover the pressure on the Waste budget.					

The table below outlines the additional grant income, which is not built into base budgets.

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	32,051
Waste PFI Grant		-80
Reduction to match Combined authority levy		-1,327
Non-material grants (+/- £30k)		+2
Total Grants 2017/18		30,646

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	38,682	
Apprenticeship Levy	61	
Implementation of the Corporate Capacity Review	-698	
Allocation of Waste inflation	200	
Waste – allocation of demand funding to cover increased costs	170	
Non-material virements (+/- £30k)	-31	
Current Budget 2017/18	38,384	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2017	Movement within Year	Balance at 31st July 2017	Yearend Forecast Balance	Notes
	£'000	£'000	£'000	£'000	
General Reserve					
Service carry-forward	2,229	(2,229)	0	0	To be transferred to central reserve
Sub total	2,229	(2,229)	0	0	
Equipment Reserves					
Libraries - Vehicle replacement Fund	218	0	218	218	
Sub total	218	0	218	218	
Other Earmarked Funds					
Deflectograph Consortium	57	0	57	57	Partnership accounts, not solely CCC
Highways Searches	55	0	55	0	
On Street Parking	2,286	0	2,286	2,000	
Bus route enforcement	117	0	117	0	
Streetworks Permit scheme	98	0	98	0	
Highways Commuted Sums	620	(29)	590	620	
Asset Information records	0	45	45	0	
Streetlighting - LED replacement	0	200	200	0	
Community Transport	0	562	562	562	
Guided Busway Liquidated Damages	1,523	0	1,523	300	
Waste and Minerals Local Development Fra	59	0	59	59	This is being used to meet legal costs if required.
Strategic Transport Corridor Feasibility Studies	0	200	200	0	
Flood Risk funding	0	42	42	0	
Proceeds of Crime	356	0	356	356	
Waste - Recycle for Cambridge & Peterborough (RECAP)	291	0	291	250	Partnership accounts, not solely CCC
Fens Workshops	61	0	61	61	Partnership accounts, not solely CCC
Travel to Work	211	0	211	211	Partnership accounts, not solely CCC
Steer- Travel Plan+	72	0	72	72	
Northstowe Trust	101	0	101	101	
Archives Service Development	234	0	234	234	
Other earmarked reserves under £30k - IMO	36	1	36	0	
Other earmarked reserves under £30k - S&D	(174)	(1)	(175)	0	
Sub total	6,003	1,019	7,022	4,883	
Short Term Provision					
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
Sub total	669	0	669	0	
Capital Reserves					
Government Grants - Local Transport Plan	0	21,860	21,860	0	Account used for all of ETE
Government Grants - S&D	786	13,698	14,484	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	5,788	(2,690)	3,098	5,000	
Other Capital Funding - IMO	699	40	739	200	
Sub total	7,274	32,907	40,181	5,200	
TOTAL	16,393	31,697	48,091	10,301	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2017/18						TOTAL SCHEME	
Original 2017/18 Budget as per BP	Scheme	Revised Budget for 2017/18	Actual Spend (July)	Forecast Spend - Outturn (July)	Forecast Variance - Outturn (July)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
200	- Major Scheme Development & Delivery	200	55	200	0	200	0
682	- Local Infrastructure Improvements	863	352	862	-1	863	0
594	- Safety Schemes	594	-40	594	0	594	0
345	- Strategy and Scheme Development work	380	69	380	0	345	0
2,362	- Delivering the Transport Strategy Aims	4,178	512	4,178	0	4,178	0
23	- Air Quality Monitoring	23	0	23	0	23	0
14,516	Operating the Network	16,409	4,866	16,304	-105	16,409	0
	Infrastructure Management & Operations Schemes						
6,269	- £90m Highways Maintenance schemes	4,750	657	4,750	0	90,000	0
0	- Pothole grant funding	1,155	117	1,155	0	1,155	0
395	- Waste Infrastructure	395	0	395	0	5,120	0
2,060	- Archives Centre / Ely Hub	1,975	1	1,975	0	5,180	0
284	- Community & Cultural Services	592	0	592	0	1,540	0
0	- Street Lighting	736	0	736	0	736	0
0	- National Productivity Fund	2,890	2	2,890	0	2,890	0
0	- Challenge Fund	6,250	0	6,250	0	6,250	0
	Strategy & Development Schemes						
4,370	- Cycling Schemes	4,852	703	4,852	0	17,598	0
850	- Huntingdon - West of Town Centre Link Road	1,510	2	1,510	0	9,116	0
25,000	- Ely Crossing	25,891	3,437	25,891	0	36,000	0
0	- Chesterton Busway	0	251	0	0	0	0
1,370	- Guided Busway	1,200	219	1,200	0	148,886	0
11,667	- King's Dyke	6,000	103	6,000	0	13,580	0
0	- Wisbech Access Strategy	170	167	170	0	1,000	0
1,000	- Scheme Development for Highways Initiatives	1,000	0	1,000	0	0	0
100	- A14	142	68	142	0	25,200	0
250	- Energy Efficiency Fund	250	38	250	0	1,000	0
0	- Soham Station	500	9	500	0	6,700	0
	Other Schemes						
3,590	- Connecting Cambridgeshire	4,217	1	4,217	0	36,290	0
0	- Other Schemes	200	200	200	0	200	0
75,927		87,322	11,789	87,216	-106	431,053	0
-9,664	Capital Programme variations	-14,742		-14,733	9		
66,263	Total including Capital Programme variations	72,580	11,789	72,483	-97		

The increase between the original and revised budget is partly due to the carry forward of funding from 2016/17, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2016/17 financial year. The phasing of a number of schemes has been reviewed since the published business plan and this has included a reduction in the required budget in 2017/18, for King's Dyke. This still needs to be agreed by GPC.

Three additional grants have been awarded since the published business plan, these being Pothole grant funding, the National Productivity fund and the Challenge Fund.

The Capital Programme Board have recommended that services include a variation budget to account for likely slippage in the capital programme, as it is sometimes difficult to allocate this to individual schemes in advance. As forecast underspends start to be reported, these

are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when slippage exceeds this budget. The allocations for these negative budget adjustments have been calculated and shown against the slippage forecast to date.

King's Dyke

Negotiations with land owners are nearly complete. The initial estimates are higher than originally reported as the land owners have demonstrated greater value arising from future development opportunities. The land negotiations are still in the final stages of negotiation, therefore the cost is still confidential at this point

The tender process for design and construction is complete, the outcome of which was reported to the 10th August 2017 Economy and Environment Committee. It was resolved unanimously to approve the award of the Design and Construction contract to the preferred bidder. The contractor leading the design process in stage 1 will formulate a more robust construction target price prior to award of stage 2. Stage 1 will afford the opportunity to undertake more detailed value engineering reviews to assess where it is possible to reduce the cost of the scheme. A break clause in the contract at the end of stage 1 provides the opportunity to review the cost and risk before proceeding with construction.

The current business plan shows an allocation of £13.6m based on early estimates. It was previously reported to E and E committee that the estimated cost including optimism bias could increase and an upper possible figure of £16.9m was indicated.

Tenderers have identified higher costs and risks in delivering the project. These relate to ground stabilisation requirements where the route runs close to the disused clay extraction pit. Prices are also heavily influenced by the availability of fill materials for the embankments, construction difficulties posed by ground conditions and the interface with Network Rail and statutory undertakers. Until award is approved and the successful tenderer notified, the details of the contractor's cost are confidential at this stage. An estimated evaluation will be based upon the preferred bidder's prices together with costs that fall directly to the County Council, including land values. Once the contract for the design is let, officers will work with the contractor to value engineer the scheme if possible to ensure any cost increases over the current budget are minimised. Should additional funding be required, this will be reported back to the Economy and Environment Committee and GPC.

Ely Southern By Pass.

The construction target cost for the contract has been developed and has emerged at £27.4m. This was an increase from the construction estimate at tender stage, resulting from a number of factors, the most significant being the high risk complex structural design construction requirements and the cost of the piled foundations, which increased in size significantly. However, this cost remained well within the Benefit Cost Ratio range agreed with the DfT for allocation of the £16m Growth Deal and within the estimated budget of £36m.

At the award of stage 2, it was highlighted to the Project Board and the Chair and Vice Chair of the E and E Committee along with Executive Director, that the target price, whilst within budget, would use any contingency or risk allowance. It was highlighted that as a high

risk scheme in difficult site conditions, it would be likely that additional funding would be required which could fall into the 10-20% category. It was determined that further funding would be sought at an appropriate time, when there would be greater clarity on cost.

Key risks have been identified and highlighted throughout the project. These include; Network Rail approvals, diversion of statutory undertakers' plant, poor and variable ground conditions, Environment Agency agreement and approvals, other third party agreements, (e.g. land costs and accommodation works), temporary work and site access. As the scheme progresses and work below ground is completed the risk of further increases should reduce.

Of these risks the most significant that has materialised, is the diversion of a 33kV power supply, at the site of the western abutment of the railway bridge. This needs to be diverted underground, beneath the railway, and away from the abutment before this part of bridge construction can start. Design and approval of the diversion by UKPN and Network Rail has taken significantly longer than expected, and is currently likely to lead to an overall 13 week delay to the Planned Completion date. This will mean that the road opening is likely to be delayed from Spring until Summer 2018. The additional cost associated with this is £1.6m. The outage date, where the existing overhead line will be switched off and the diversion powered up, has been booked by UKPN, to be completed 19th/20th August. (NOTE – this was completed as planned).

Work is underway to provide a revised outturn forecast to take account of this delay and the other risks outlined above. and this will be reported in the Finance and Performance report to the E and E Committee later in the year.

Capital Funding

2017/18				
Original 2017/18 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2017/18 £'000	Forecast Spend - Outturn (July) £'000	Forecast Funding Variance - Outturn (July) £'000
17,991	Local Transport Plan	18,150	18,044	-106
2,483	Other DfT Grant funding	22,135	22,135	0
19,231	Other Grants	10,367	10,367	0
4,827	Developer Contributions	5,617	5,617	0
18,992	Prudential Borrowing	20,941	20,941	0
12,403	Other Contributions	10,112	10,112	0
75,927		87,322	87,216	-106
-9,664	Capital Programme variations	-14,742	-14,636	106
66,263	Total including Capital Programme variations	72,580	72,580	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2016/17, this is due to the re-phasing of schemes, which were reported as

underspending at the end of the 2016/17 financial year. The phasing of a number of schemes have been reviewed since the published business plan and this has included a reduction in the required budget in 2017/18, for King's Dyke.

Three additional grants have been awarded since the published business plan, these being Pothole grant funding, the National Productivity fund and Challenge Fund.

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	6.0	This reflects slippage or rephasing of the 2016/17 capital programme to be delivered in 2017/18 which will be reported in July 17 for approval by the General Purposes Committee (GPC)
Additional / Reduction in Funding (Specific Grant)	-9.0	Rephasing of grant funding for King's Dyke (-£1.0m), costs to be incurred in 2018/19. Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (-£8.3m)
Revised Phasing (Section 106 & CIL)	-0.8	Revised phasing of Guided Busway spend and receipt of developer contributions.
Revised Phasing (Other Contributions)	-3.2	Revised phasing of King's Dyke spend
Additional Funding / Revised Phasing (DfT Grant)	15.1	New Grant funding – National Productivity Fund (£2.9m), Pothole Action Fund (£1.2m), and Challenge Fund (£3.5m). Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (£11.3m)
Additional / Reduction in Funding (Prudential borrowing)	-3.2	Rephasing of grant funding for Ely Crossing reduced the requirement for borrowing (-£3.0m)

APPENDIX 7 – Performance (RAG Rating – Green (G) Amber (A) Red (R))

a) Highways & Community Infrastructure

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Archives									
Quarterly	Operating Model Enabler: Exploiting digital solutions and making the best use of data and insight								
	Increase digital access to archive documents by adding new entries to online catalogue	High	↑	To 30-June-2017	3,903	417,000	G	G	<p>The number of new entries added from April-June 2017 is 3903.</p> <p>New archive catalogues include the letter books of the Huntingdonshire Education Committee covering 1903-1946, the catalogue for the North Cambridgeshire Hospital and the new Fulbourn Hospital catalogue.</p>
Communities									
Yearly	Operating Model Outcomes: People lead a healthy lifestyle and stay healthy for longer & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Proportion of Fenland and East Cambs residents who participate in sport or active recreation three (or more) times per week. Derived from the Active People Survey	High	↑	2015/16	22.7%	24.2%	A	A	<p>The indicator is measured by a survey undertaken by Sport England. The Council's target is for Fenland and East Cambridgeshire to increase to the 2013/14 county average over 5 years. Applying this principle to Sport England's revised baseline data gives a 5-year target to increase the participation rate in Fenland and East Cambridgeshire (combined) to 26.2%.</p> <p>The 2013/14 figure was 21.3% and the 2014/15 figure improved to 21.9%. The 2015/16 figure has continued the improving trend at 22.7% but is slightly off track.</p> <p>The 2014/15 figure has improved slightly to 21.9%, but is slightly off track.</p>
Library Services									

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Quarterly	Operating Model Outcomes: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents & People lead a healthy lifestyle and stay healthy for longer								
	Number of visitors to libraries/community hubs - year-to-date	High	↑	To 30-June-2017	548,569	2.4 million	A	A	There have been 548,569 visitors to libraries/community hubs between April and June 2017.
	This indicator does not link clearly to a single Operating Model outcome but makes a key contribution across many of the outcomes as well as the enablers.								
	Number of item loans (including eBook loans) – year-to-date	High	↑	To 30-June-2017	641,210	Contextual		There have been 641,210 items loaned between April and June 2017.	
Road and Footway maintenance									
Yearly	Operating Model Outcomes: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents & People live in a safe environment								
	Principal roads where maintenance should be considered	Low	↔	2016/17	2.8%	3%	G	G	Final results indicate that maintenance should be considered on 2.8% of the County's principal road network. This has worsened from the 2015/16 figure of 2% but is better than the Council's 2016/17 target of 3%.
	Classified road condition - narrowing the gap between Fenland and other areas of the County	Low	↑	2016/17	2.68% gap	2% gap	R	R	Provisional figures show that there was a gap of 2.68% between Fenland and other areas of the County during 2016/17. The gap has narrowed slightly (improved) from the 2015/16 level of 2.9%, but it is above (worse than) the target of 2%. Fenland areas have soils which are susceptible to cyclic shrinkage and swelling. This is exacerbated in periods of unusually high or low rainfall and this movement can aggravate cracking and subsidence along roads in affected areas. Additional funding is being directed towards addressing this problem.
	Non-principal roads where maintenance should be considered	Low	↔	2016/17	6%	8%	G	G	Final results indicate that maintenance should be considered on 6% of the County's non-principal road network. This is the same as the figure for 2015/16 and better than the Council's 2016/17 target of 8%.

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Unclassified roads where structural maintenance should be considered	Low	↔	2016/17	33%		Contextual		The survey undertaken in 2015/16 covered 20% of the available network and targeted roads where condition was known to be deteriorating in order to identify those roads where maintenance may best be directed. However, this has had the effect of making the indicator for unclassified roads appear to worsen from 27% to 33%. In reality, the condition of unclassified roads is generally stable. The 2016/17 annual survey will look to address this anomaly.
	Trees removed and planted	Low		Jan-June 2017	61 removed 3 planted		Contextual		During the period January-June 2017, 61 trees were removed. 34 of these were due to disease, 11 to subsidence and 16 to natural disaster. During this time 3 trees were planted.
Road Safety									
Monthly	Operating Model Outcomes: People live in a safe environment & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Killed or seriously injured (KSI) casualties - 12-month rolling total	Low	↑	To 30-Feb-2017	375	<276	R	R	The provisional 12 month total to the end of February is 375 compared with 292 for the same period of the previous year. We are waiting for outstanding 2017 data from March onwards from the police and we are liaising with them to obtain this information.

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Slight casualties - 12-month rolling total	Low	↑	To 30-Feb-2017	1766		Contextual		There were 1,766 slight injuries on Cambridgeshire's roads during the 12 months ending February 2017 compared with 1,591 for the same period the previous year. We are waiting for outstanding 2017 data from March onwards from the police and we are liaising with them to obtain this information.
Rogue Traders									
Quarterly	Operating Model Outcomes: People live in a safe environment & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Money saved for Cambridgeshire consumers as a result of our intervention in rogue trading incidents. (Annual average)	High	↔	To 30-June-2017	£14,337		Contextual		£14,337 was saved in Cambridgeshire as a result of our intervention in seven rogue trading incidents during the first quarter of 2017/18. The annual average based on available data since April 2014 is £119,457. It is important to note that the amounts recovered do not reflect the success of the intervention. In many cases the loss of a relatively small amount can have significant implications for victims; the impact can only be viewed on a case-by-case basis.
Street Lighting									
Monthly	Operating Model Outcomes: People live in a safe environment & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Percentage of street lights working	High	↑	To 30-June-2017	99.7%	99%	G	G	The 4-month average (the formal contract definition of the performance indicator) is 99.7% this month, and remains above the 99% target.
	Energy use by street lights – 12-month rolling total	Low	↑	To 31-May-2017	10.1 million kWh	9.94 million kWh	G	A	Actual energy use to May is 10.1 kWh, and is nearing the target.
Waste Management									
Monthly	Although this indicator does not link directly to an Operating Model outcome, it has a large financial impact on the Council								

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Municipal waste landfilled – 12-month rolling average	Low	↔	To-31-Mar-2017	32.6%		Contextual		During the 12-months ending March 2017, 32.6% of municipal waste was landfilled.