

Economy, Transport & Environment Services

Finance and Performance Report – August 2017 for Highways & Community Infrastructure Committee

1. SUMMARY

1.1 Finance

Previous Status	Category	Target	Current Status	Section Ref.
Amber	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	2	5	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 (August) £000	Forecast Variance - Outturn (August) %
0	Executive Director	227	19	6	+150	66
+554	Infrastructure Management & Operations	58,112	-1,234	-7	+525	1
-376	Strategy & Development	12,305	-674	-13	-625	-5
0	External Grants	-30,646	17	-1	0	0
+177	Total	39,998	-1,872	-9	+49	0

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

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

2.2 Significant Issues

Senior Management review

The review of Senior management within ETE is still to go out to consultation, therefore limiting the amount of savings that can be made in this financial year. The new structure will be in place for 2018/19 and it is proposed in a full year will therefore save up to £250k.

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 August 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 are three virements recorded in August 2017, this relates to:-

Use of earmarked reserve as agreed by GPC – Asset Information records £45,000

Use of earmarked reserve as agreed by GPC – Transport Strategy & Policy
£200,000

Use of earmarked reserve as agreed by GPC – Flood Risk Management £42,000

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

Safer Roads Fund

A successful bid was made to DfT to secure £1,300,000 worth of funding from the Safer Roads Fund. This funding is specifically for safety improvements on the A1303. The scheme will be completed in 2018/19.

Cambridgeshire Archives

An in-year underspend of -£703k is forecast. The original schedule for this scheme has slipped, therefore the scheme has been reprofiled to more accurately reflect the revised schedule. However, the scheme is still on track to complete in 2018/19.

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)**

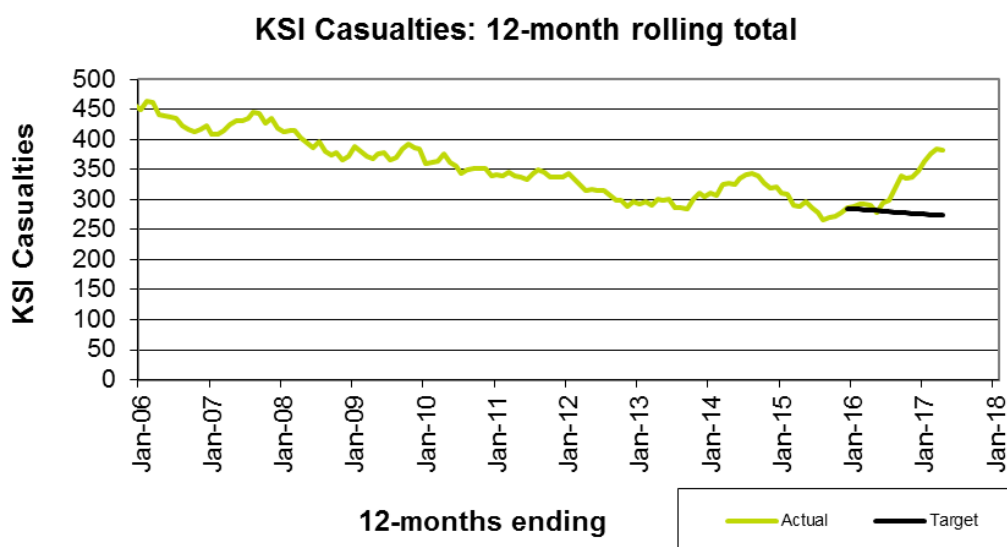
This section covers indicators where 2017/18 targets are not expected to be achieved.

a) **Highways & Community Infrastructure**

Road Safety

- Road accident deaths and serious injuries - 12-month rolling total (to April 2017)
The provisional 12 month total to the end of April 2017 is 381 compared with 291 for the same period of the previous year.

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



From April 2016 police forces across the country introduced a new national Collision Recording and Sharing System (CRASH), which was implemented for Cambridgeshire in April.

We have discussed our increase in reported serious injuries with the Head of Road Safety Statistics at the Department for Transport (DfT), who advised that there have been increases in recorded serious injury statistics across Great Britain by police forces who have adopted CRASH, and that this is likely to be due to better recording of injury type and on 2nd February DfT published a provisional 3rd quarter casualty bulletin for Great Britain, which includes a section on the effect of CRASH: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-estimates-july-to-september-2016>

In Cambridgeshire, we have always put resource into checking and validating the information we received, and in working closely with the police to improve data quality. However, even with the processes we had in place, it looks as if there may have previously been some under-reporting of serious injuries in Cambridgeshire.

We have met with other local authorities using CRASH, Addenbrooke's MTC, EoE Trauma Network, Highways England and the DfT to discuss their data. The DfT have compared data from police forces using CRASH with those not using CRASH and have definitely seen an uplift in serious casualties but they have also seen this same trend in a force using a different system. The DfT have offered an initial estimate of 10-15% uplift in serious casualties as a result of the introduction of CRASH. Work is ongoing from all involved in this data.

More work is needed to fully understand the effect of CRASH on Cambridgeshire's statistics, and the introduction of CRASH may not be the only factor in our increase in reported serious injuries. There has been an increase in slight casualties at the same time and this may indicate that while the introduction of CRASH has undoubtedly had an effect on the recorded severity of casualties, that a general increase in casualties has also occurred. DfT is also planning to publish estimates of the CRASH effect on road casualty statistics, although that will not be available until later in the year.

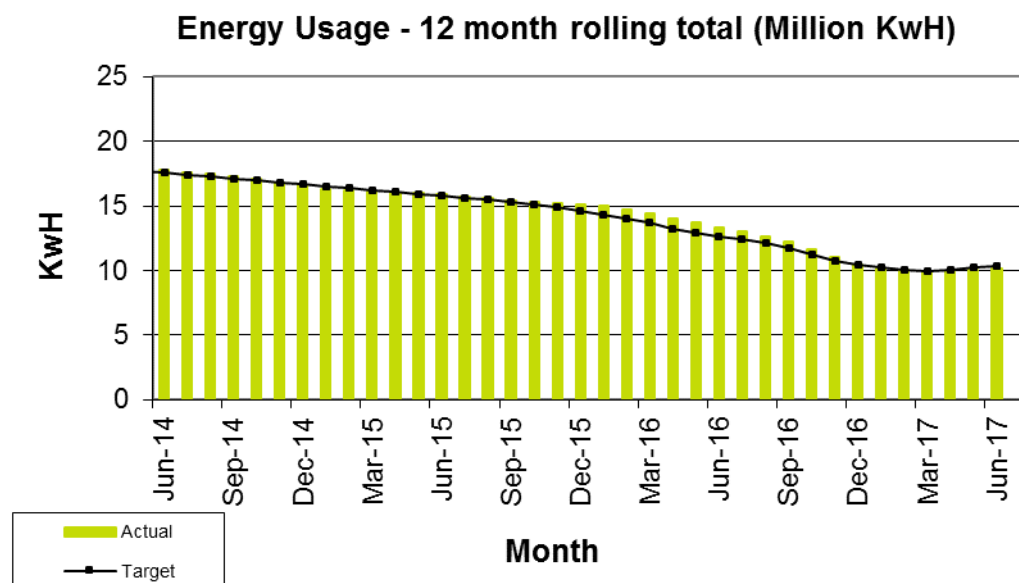
4.3 Amber indicators (new information)

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

Street Lighting

- Energy use by street lights – 12-month rolling total (to June 2017)
Actual energy use to June is 10.15 Kwh, and is on target.



The energy targets have now been updated to reflect other measures agreed elsewhere (such as the presence or absence of part night lighting, including those being funded by Cambridge City and Parish Councils).

4.4 Green Indicators (new information)

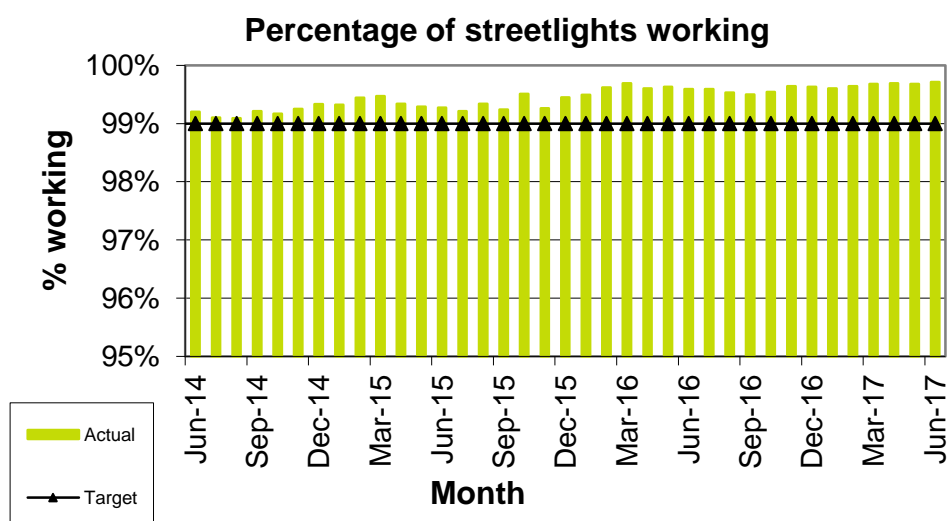
The following indicators are currently on-course to achieve year-end targets.

a) Highways & Community Infrastructure

Street Lighting

- Streetlights working (as measured by new performance contract) (to June 2017)

The 4-month average (the formal contract definition of the performance indicator) is 99.7% this month, and remains above the 99% target.



4.5 Contextual indicators (new information)

a) Highways & Community Infrastructure

Road Safety

- Road accident slight injuries – 12-month rolling total (to April 2017)

There were 1,704 slight injuries on Cambridgeshire's roads during the 12 months ending April 2017 compared with 1,604 for the same period the previous year.

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



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn July £'000	Service	Current Budget for 2017-18 £'000	Expected to end of August £'000	Actual to end of August £'000	Current Variance £'000 %		Forecast Variance - Outturn August £'000 %	
	Economy, Transport & Environment Services							
+0	Executive Director	-41	197	217	+20	+10	+150	-365
+0	Business Support	268	106	105	-1	-1	+0	+0
0	Direct Grants	-21,673	0	0	+0	+0	0	0
-0	Total Executive Director	-21,446	302	322	+19	+6	+150	-1
	Directorate of Infrastructure Management & Operations							
+0	Director of Infrastructure Management & Operations	144	60	53	-7	-12	-4	-3
+1,000	Waste Disposal including PFI	34,080	10,280	9,832	-448	-4	+1,000	+3
	Highways							
+2	- Road Safety	332	154	163	+8	+5	+2	+1
-115	- Traffic Management	1,384	699	576	-123	-18	-115	-8
+0	- Highways Maintenance	6,636	2,302	2,396	+93	+4	+0	+0
+49	- Permitting	-1,333	-193	-159	+33	-17	+24	-2
+0	- Winter Maintenance	1,975	139	130	-9	+0	+0	+0
-240	- Parking Enforcement	0	-622	-1,103	-482	+77	-240	+0
-100	- Street Lighting	9,505	2,944	2,677	-268	-9	-100	-1
+46	- Asset Management	578	377	363	-15	-4	+46	+8
-201	- Highways other	588	285	306	+21	+8	-201	-34
+0	Trading Standards	706	342	331	-11	-3	+0	+0
	Community & Cultural Services							
+0	- Libraries	2,930	1,286	1,174	-112	-9	+0	+0
+7	- Archives	347	153	130	-23	-15	+7	+2
+20	- Registrars	-541	-196	-154	+42	-21	+20	-4
+87	- Coroners	780	294	358	+64	+22	+87	+11
0	Direct Grants	-6,555	-1,639	-1,639	0	+0	0	20
+554	Total Infrastructure Management & Operations	51,557	16,667	15,432	-1,234	-7	+525	+1
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	142	59	55	-4	-6	+0	+0
+0	Transport & Infrastructure Policy & Funding	297	40	122	+81	+202	0	+0
	Growth & Economy							
-33	- Growth & Development	549	222	166	-56	-25	-33	-6
-0	- County Planning, Minerals & Waste	304	89	-22	-111	-125	-0	-0
+0	- Historic Environment	53	67	93	+26	+38	+0	+0
+6	- Flood Risk Management	386	100	100	-1	-1	+6	+1
+0	- Highways Development Management	0	166	106	-60	-36	-249	+0
+1	- Growth & Economy other	165	161	135	-25	-16	+1	+0
+0	Major Infrastructure Delivery	0	213	214	+0	+0	+0	+0
	Passenger Transport							
+38	- Park & Ride	193	549	682	+133	+24	+38	+20
-400	- Concessionary Fares	5,393	1,860	1,559	-301	-16	-400	-7
+12	- Passenger Transport other	2,224	776	686	-89	-12	+12	+1
	Adult Learning & Skills							
+0	- Adult Learning & Skills	2,598	966	700	-266	-28	+0	+0
+0	- Learning Centres	0	0	-2	-2	+0	+0	+0
0	Direct Grants	-2,418	-889	-872	17	+0	0	0
-376	Total Strategy & Development	9,887	4,381	3,724	-657	-15	-625	-6
177	Total Economy, Transport & Environment Services	39,998	21,350	19,477	-1,872	-9	+49	+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	%
Executive Director	-41	+20	+10	+150	-365
<p>The review of Senior management within ETE is still to go out to consultation, therefore limiting the amount of savings that can be made in this financial year. The new structure will be in place for 2018/19 and it is proposed in a full year will therefore save up to £250k.</p>					
Waste Disposal incl PFI	34,080	-448	-4	+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	-123	-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	-482	+77	-240	0
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.					
Street Lighting	9,505	-268	-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	+21	+8	-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	+64	+22	+87	+11
Costs in this area has increased partly due to more deaths and also an increase in costs relating to Assistant Coroners.					
County Planning Minerals & Waste	304	-111	-125	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.					
Highways Development Management	0	-60	-36	-249	0
Section 106 and section 38 fees have come in higher than expected for new developments and is expected to lead to an overachievement of income.					
Concessionary Fares	5,393	-301	-16	-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.					

APPENDIX 3 – Grant Income Analysis

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	
Adjustment to match Combined authority levy	1,327	
Use of earmarked reserve – Asset Information records	45	
Use of earmarked reserve – Transport Strategy & Policy	200	
Use of earmarked reserve – Flood Risk Management	42	
Non-material virements (+/- £30k)	-31	
Current Budget 2017/18	39,998	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2017 £'000	Movement within Year £'000	Balance at 31st August 2017 £'000	Yearend Forecast Balance £'000	Notes
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	(24)	595	620	
Asset Information records	0	0	0	0	
Streetlighting - LED replacement	0	200	200	0	
Community Transport	0	562	562	562	
Guided Busway Liquidated Damages	1,523	(302)	1,221	300	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	59	0	59	59	
Strategic Transport Corridor Feasibility Studies	0	0	0	0	
Flood Risk funding	0	0	0	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	37	0	
Other earmarked reserves under £30k - S&D	(174)	(1)	(175)	0	
Sub total	6,003	436	6,438	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	(2,689)	3,100	5,000	
Other Capital Funding - IMO	699	(43)	656	200	
Sub total	7,274	32,826	40,100	5,200	
TOTAL	16,393	31,033	47,426	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	57	200	0	200	0
682	- Local Infrastructure Improvements	863	276	862	-1	863	0
594	- Safety Schemes	594	-29	594	0	594	0
345	- Strategy and Scheme Development work	380	136	380	0	345	0
2,362	- Delivering the Transport Strategy Aims	4,201	605	4,160	-41	4,178	0
23	- Air Quality Monitoring	23	0	23	0	23	0
14,516	Operating the Network	16,255	5,600	16,143	-112	16,248	161
	Infrastructure Management & Operations Schemes						
6,269	- £90m Highways Maintenance schemes	6,000	670	6,000	0	90,000	0
0	- Pothole grant funding	1,155	202	1,155	0	1,155	0
395	- Waste Infrastructure	395	0	395	0	5,120	0
2,060	- Cambridgeshire Archives	1,975	0	1,272	-703	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	3	2,890	0	2,890	0
0	- Challenge Fund	6,250	0	6,250	0	6,250	0
0	- Safer Roads Fund	1,175	0	1,175	0	1,175	0
	Strategy & Development Schemes						
4,370	- Cycling Schemes	4,852	821	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	5,805	25,891	0	36,000	0
0	- Chesterton Busway	200	195	200	0	200	0
1,370	- Guided Busway	1,200	11	1,200	0	148,886	0
11,667	- King's Dyke	6,000	98	6,000	0	13,580	0
0	- Wisbech Access Strategy	170	183	170	0	1,000	0
1,000	- Scheme Development for Highways Initiatives	1,000	0	1,000	0	0	0
100	- A14	142	78	142	0	25,200	0
250	- Energy Efficiency Fund	250	80	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		89,816	15,003	88,959	-857	432,267	161
-9,664	Capital Programme variations	-14,742		-13,885	857		
66,263	Total including Capital Programme variations	75,074	15,003	75,074	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 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.

Cambridgeshire Archives

An in-year underspend of -£703k is forecast. The original schedule for this scheme has slipped, therefore the scheme has been reprofiled to more accurately reflect the revised schedule. However, the scheme is still on track to complete in 2018/19.

King's Dyke

Negotiations with land owners are nearing completion and entering the final stages. Costs remain confidential at this point.

The tender process for design and construction is complete. Kier Construction has been announced as the successful preferred bidder for these works. Kier are entering the stage 2 of the design process to formulate a more robust construction target price prior to award of contract.

The current business plan forecast remains at £13.6m based on early estimates. As previously reported to the E and E committee the estimated cost including optimism bias could increase and an upper possible figure of £16.9m was indicated. An opportunity will be taken to work through stage 2 to assess in more detail the potential risks, ground conditions and any emerging construction difficulties. 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 to which land and other costs need to be added. This was an increase from the construction estimate at tender stage as the most significant risks and costs materialise, these include Network Rail approvals, the diversion of statutory undertakers plant, poor and variable ground conditions. These risk are currently being worked through with the contractor to minimise the impact on the project and maximise the opportunities to reduce the cost. A further update will follow as more clarity emerges on cost. The Benefit Cost Ratio range agreed with the DfT for allocation of the £16m Growth Deal and within the estimated budget of £36m.

The diversion of a 33kV power supply, at the site of the western abutment of the railway bridge is now complete and works are now underway to complete this section of work leading towards the build of the main bridge crossing structures. The works programme revised completion date remains at late summer 2018. A more detailed outturn forecast to take account of the of this delay and the risks associated with the project will be reported in the Finance and Performance report and to the E&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 (August) £'000	Forecast Funding Variance - Outturn (August) £'000
17,991	Local Transport Plan	17,815	17,709	-106
2,483	Other DfT Grant funding	23,310	23,310	0
19,231	Other Grants	10,367	10,367	0
4,827	Developer Contributions	5,645	5,597	-48
18,992	Prudential Borrowing	22,367	21,664	-703
12,403	Other Contributions	10,312	10,312	0
75,927		89,816	88,959	-857
-9,664	Capital Programme variations	-14,742	-13,885	857
66,263	Total including Capital Programme variations	75,074	75,074	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.

Four additional grants have been awarded since the published business plan, these being Pothole grant funding, the National Productivity fund, Challenge Fund and Safer Roads 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 August 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)	16.3	New Grant funding – National Productivity Fund (£2.9m), Pothole Action Fund (£1.2m), Challenge Fund (£3.5m) and Safer Roads Fund (£1.2m). Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (£11.3m)
Additional / Reduction in Funding (Prudential borrowing)	-1.0	Rephasing of grant funding for Ely Crossing reduced the requirement for borrowing (-£3.0m). Brought forward borrowing to fund DfT Challenge Fund schemes (£2.25m).

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

b) 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 31-Mar-2017	426,530	417,000	G	G	<p>The figure to the end of March 2017 is 426,530, which means the year-end target of 417,000 has been achieved.</p> <p>Some of the larger contingents to be added recently are the Histon Manorial records, Children in care institutional records, County Council departmental records relating to the children in care function, March Urban District Council building byelaw plans and the Fulbourn Hospital Collection.</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>
Library Services									
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								

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Number of visitors to libraries/community hubs - year-to-date	High	↑	To 31-Mar-2017	2,303,952	2.4 million	A	A	Overall there has been a 4% drop in visits to libraries in the past 12 months to 2,303,593. This is due to a variety of factors including: a 406 hours reduction in library opening hours from 15/16 to 16/17; a 9% reduction in library events for children during the same period; a reduced book fund so readers are increasingly not able to find the book they want; and the introduction of a new reservation charge which has led to a 42% drop in reservations, from 219,804 in 15/16 to 128,582 in 16/17
	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 31-Mar-2017	2,600,639	Contextual		The previous 12 months has seen a 1% drop in library opening hours as well as a 25.3% drop in the stock fund from £946,985k in 15/16 to £707,000k in 16/17 This change has had a significant impact on the public library service and contributed to a 7% drop in issues overall to 2,604,931 in 16/17 from 2,811,980 in 15/16. Specifically between 15/16 and 16/17 adult issues have dropped by 10% and children's issues have dropped by 4%. This has been further exacerbated by the introduction of fees to reserve items and this had created a drop of 58% in reservations by adult customers over the last year from 146,599 in 15/16 to 61,211 in 16/17.	
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%.

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	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%.
	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%. Provisional figures suggest the condition has remained at 33% which strengthens the argument that in reality, the condition of unclassified roads is generally stable. The final results of the 2016/17 annual survey will look to address this anomaly.
Road Safety									
	Operating Model Outcomes: People live in a safe environment & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Monthly	Killed or seriously injured (KSI) casualties - 12-month rolling total	Low	↑	To 30-Apr-2017	381	<275	R	R	<p>The provisional 12 month total to the end of April 2017 is 381 compared with 291 for the same period of the previous year.</p> <p>We are waiting for outstanding 2017 data from May onwards from the police and we are liaising with them to obtain this information.</p> <p>From April 2016 police forces across the country introduced a new national Collision Recording and Sharing System (CRASH), which was implemented for Cambridgeshire in April.</p> <p>We have discussed our increase in reported serious injuries with the Head of Road Safety Statistics at the Department for Transport (DfT), who advised that there have been increases in recorded serious injury statistics across Great Britain by police forces who have adopted CRASH, and that this is likely to be due to better recording of injury type and on 2nd February DfT published a provisional 3rd quarter casualty bulletin for Great Britain, which includes a section on the effect of CRASH: https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-estimates-july-to-september-2016</p> <p>In Cambridgeshire, we have always put resource into checking and validating the information we received, and in working closely with the police to improve data quality. However, even with the processes we had in place, it looks as if there may have previously been some under-reporting of serious injuries in Cambridgeshire.</p>

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									<p>We have met with other local authorities using CRASH, Addenbrooke's MTC, EoE Trauma Network, Highways England and the DfT to discuss their data. The DfT have compared data from police forces using CRASH with those not using CRASH and have definitely seen an uplift in serious casualties but they have also seen this same trend in a force using a different system. The DfT have offered an initial estimate of 10-15% uplift in serious casualties as a result of the introduction of CRASH. Work is ongoing from all involved in this data.</p> <p>More work is needed to fully understand the effect of CRASH on Cambridgeshire's statistics, and the introduction of CRASH may not be the only factor in our increase in reported serious injuries. There has been an increase in slight casualties at the same time and this may indicate that while the introduction of CRASH has undoubtedly had an effect on the recorded severity of casualties, that a general increase in casualties has also occurred. DfT is also planning to publish estimates of the CRASH effect on road casualty statistics, although that will not be available until later in the year.</p>
	Slight casualties - 12-month rolling total	Low	↓	To 30-Apr-2017	1704		Contextual		<p>There were 1,704 slight injuries on Cambridgeshire's roads during the 12 months ending April 2017 compared with 1,604 for the same period the previous year.</p> <p>We are waiting for outstanding 2017 data from May onwards from the police and we are liaising with them to obtain this information.</p>
Rogue Traders									

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: 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 31-Mar-2017	£119,457		Contextual		£8,796 was saved as a result of our intervention in five rogue trading incidents during the fourth quarter of 2016/17. 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 30-June-2017	10.15 million Kwh	10.34 million Kwh	G	G	Actual energy use to June is 10.15 Kwh, and is on 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								
	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.