

Economy, Transport & Environment Services**Finance and Performance Report – October 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	Green	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	1	7	6	14
Year-end prediction (for 2017/18)	1	4	9	14

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 October £000	Forecast Variance - Outturn October %
+150	Executive Director	227	27	6	+206	91
+180	Infrastructure Management & Operations	58,543	-3,043	-11	+492	1
-621	Strategy & Development	9,881	-213	-4	-704	-7
0	External Grants	-28,228	0	0	0	0
-290	Total	40,423	-3,229	-10	-6	0

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

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

2.2 Significant Issues

2.2.1 Waste Private Finance Initiative (PFI) Contract

We are currently forecasting the Waste PFI budget to be around £1.6m overspent. This is largely due to an increase in the quantity of waste collected compared to the forecast, lower levels of Third Party Income through the contract, an increase in the amount of bulky waste collected that is sent direct to landfill, an increased quantity of material rejected from the In-Vessel Composting process, rising costs for recycling wood and rigid plastics collected at Household Recycling Centres and a shortfall in the current delivery of savings. Although the Mechanical Biological Treatment (MBT) has performed slightly better than the 2016/17 performance levels the savings this has delivered are not sufficient to offset the additional pressures.

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 historic disputes to consider, which are not factored into any of the above.

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 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 October 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 was one item above the de minimis reporting limit recorded in October 2017.

Cultural Services has been transferred into ETE from Corporate Services with a budget of £410k.

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

3.2.1 Connecting Cambridgeshire

Expenditure in this year will be lower than estimated in relation to the BT contract. To confirm, delivery is on track but expenditure has been re-phased, and therefore the funding will be required next financial year.

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 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

No new information this month

4.3 Amber indicators (new information)

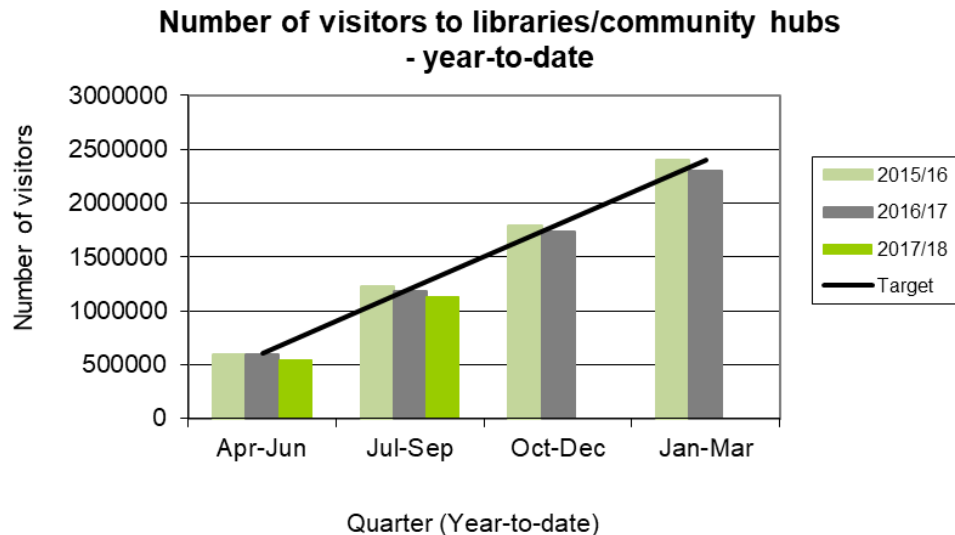
This section covers indicators where there is some uncertainty at this stage as to whether or not year-end targets will be achieved.

a) Highways & Community Infrastructure

Library Services

- Number of visitors to libraries/community hubs - year-to-date (to September 2017)

There have been 587,158 visitors to libraries/community hubs between July and September 2017 and a total of 1,129,897 during the year to date (April to September 2017).



Numbers during the quarter have been buoyed up following hard-work by staff to promote the Summer Reading Challenge. Compared with 2016-17 25% more children started the Challenge while the number of children's activities over the period rose by 17% and the number of children attending these activities increased by 46%.

Public PC and Wi-Fi usage also show a 9% and 20% increase respectively compared with the same period last year.

4.4 Green Indicators (new information)

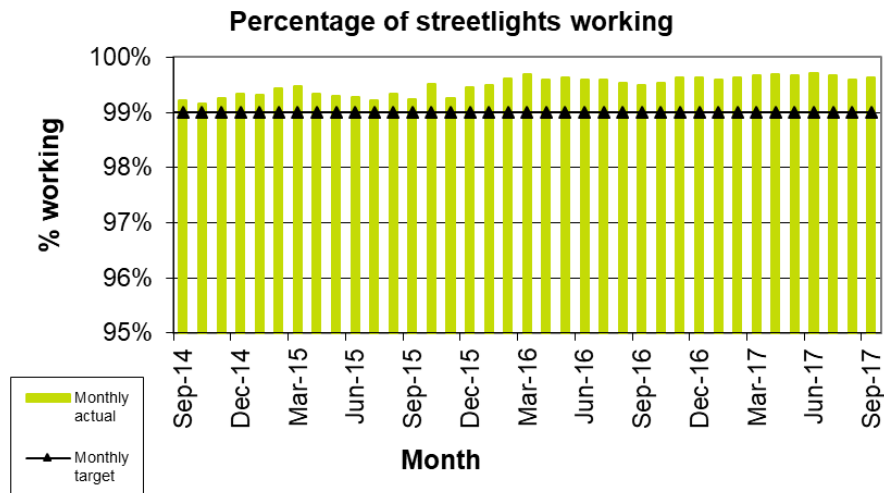
The following indicators are currently on-course to achieve year-end targets.

b) Highways & Community Infrastructure

Street Lighting

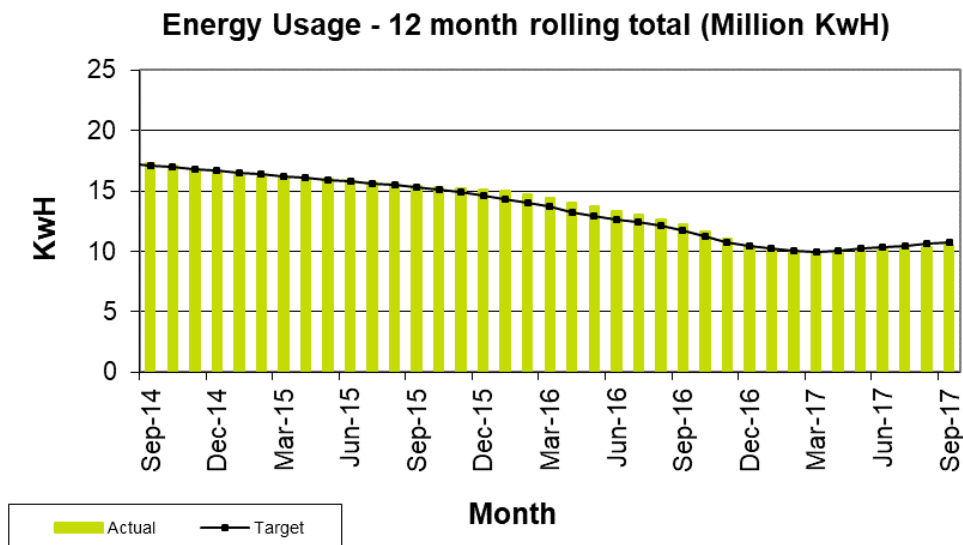
- Streetlights working (as measured by new performance contract) (to September 2017)

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



Street Lighting

- Energy use by street lights – 12-month rolling total (to September 2017)
Actual energy use to September is 10.53 Kwh, and although up from the last reported figure of 10.37 is currently below 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).

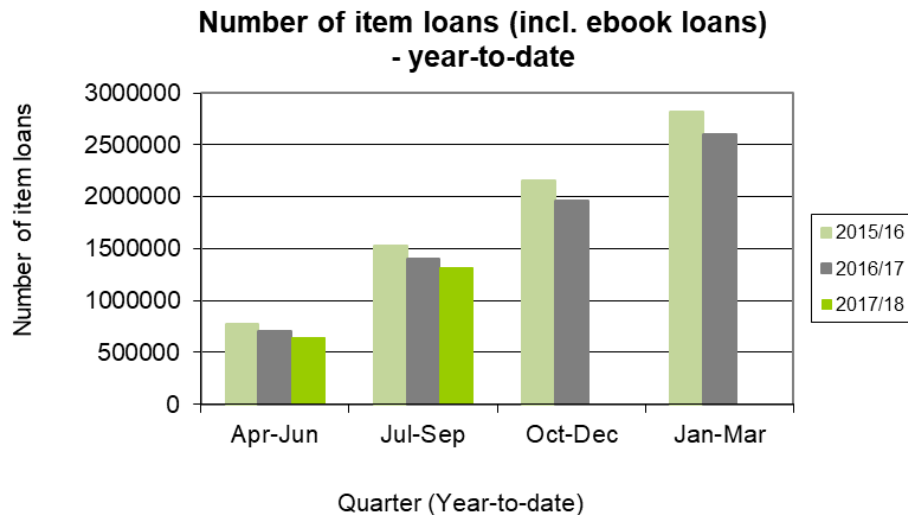
4.5 Contextual indicators (new information)

a) Highways & Community Infrastructure

Library Services

Number of item loans (including eBook loans) – year-to-date (to September 2017)

There have been 673,536 item loans between July and September 2017 and a total of 1,3179,726 during the year to date (April to September 2017).



Figures, especially children's, have improved as a result of the Summer Reading Challenge while seasonal factors have seen an increase in issues of eBooks and eAudio by 19% and 13% respectively compared with quarter 1.

Rogue Traders

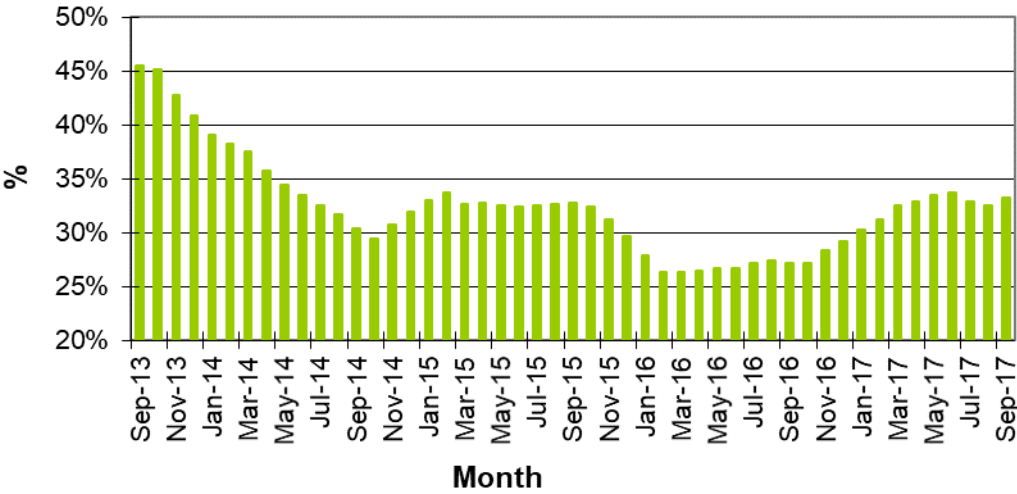
- Money saved for Cambridgeshire consumers as a result of our intervention in rogue trading incidents - annual average (to September 2017)
£16,245 was saved as a result of our intervention in four rogue trading incidents during the second quarter of 2017/18. The annual average based on available data since April 2014 is £115,504. Data for 2017/18 includes Peterborough savings.

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.

Waste management

- Municipal waste landfilled - 12 month rolling average (to September 2017)
During the 12-months ending September 2017, 33.3% of municipal waste was landfilled.

**Municipal Waste landfilled
- 12-month rolling total**



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn September	Service	Current Budget for 2017-18	Expected to end of October	Actual to end of October	Current Variance		Forecast Variance - Outturn October	
£'000		£'000	£'000	£'000	£'000	%	£'000	%
	Economy, Transport & Environment Services							
+150	Executive Director	-41	330	359	+30	+9	+206	-501
+0	Business Support	268	149	146	-3	-2	+0	+0
0	Direct Grants	-21,673	0	0	+0	+0	+0	0
+150	Total Executive Director	-21,446	479	505	+27	+6	+206	-1
	Directorate of Infrastructure Management & Operations							
-4	Director of Infrastructure Management & Operations	144	84	74	-11	-13	-4	-3
+1,000	Waste Disposal including PFI	34,080	16,502	15,091	-1,411	-9	+1,628	+5
	Highways							
-2	- Road Safety	332	200	202	+2	+1	-5	-2
-118	- Traffic Management	1,384	862	721	-141	-16	-129	-9
+0	- Highways Maintenance	6,636	3,549	3,555	+6	+0	-107	-2
+14	- Permitting	-1,333	-541	-619	-78	+14	+1	-0
+0	- Winter Maintenance	1,975	188	199	+11	+0	+0	+0
-240	- Parking Enforcement	0	-520	-1,223	-703	+135	-240	+0
-384	- Street Lighting	9,505	4,633	4,267	-365	-8	-384	-4
+42	- Asset Management	578	505	473	-32	-6	-43	-7
-245	- Highways other	588	405	280	-125	-31	-304	-52
+0	Trading Standards	706	346	325	-21	-6	+0	+0
	Community & Cultural Services							
+0	- Libraries	3,361	1,746	1,515	-232	-13	-92	-3
+3	- Archives	347	213	179	-34	-16	+6	+2
+25	- Registrars	-541	-294	-285	+10	-3	+36	-7
+89	- Coroners	780	429	507	+78	+18	+129	+17
0	Direct Grants	-6,555	-3,278	-3,278	0	+0	0	30
+180	Total Infrastructure Management & Operations	51,988	25,026	21,983	-3,043	-12	+492	+1
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	142	83	77	-6	-7	+0	+0
+0	Transport & Infrastructure Policy & Funding	297	118	204	+86	+72	+0	+0
	Growth & Economy							
-43	- Growth & Development	549	320	216	-105	-33	-62	-11
+1	- County Planning, Minerals & Waste	304	158	57	-101	-64	-0	-0
+0	- Historic Environment	53	70	124	+55	+78	+0	+0
-0	- Flood Risk Management	442	229	165	-64	-28	-0	-0
-174	- Highways Development Management	0	118	-5	-124	-105	-250	+0
-26	- Growth & Economy other	165	227	225	-3	-1	-26	-16
+0	Major Infrastructure Delivery	0	266	266	-0	-0	+0	+0
	Passenger Transport							
+26	- Park & Ride	193	761	789	+28	+4	+59	+30
-400	- Concessionary Fares	5,393	2,665	2,590	-75	-3	-400	-7
-4	- Passenger Transport other	2,342	1,034	1,131	+97	+9	-26	-1
0	Direct Grants	0	0	0	0	+0	+0	0
-621	Total Strategy & Development	9,881	6,050	5,838	-213	-4	-704	-7
-290	Total Economy, Transport & Environment Services	40,423	31,555	28,326	-3,229	-10	-6	-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	-1,972	-1,972	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,611	-1,306	-1,306	+0	+0	+0	+0
+0	Grant Funding Total	-28,228	-3,278	-3,278	0	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	+30	+9	+206	-501
<p>The review of Senior management within ETE is now out to consultation and will be implemented by the end of the calendar year, 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 expected in a full year will save up to £250k.</p>					
Waste Disposal incl PFI	34,080	-1,411	-9	+1,628	+5
<p>We are currently forecasting the Waste PFI budget to be around £1.6m overspent. This is largely due to an increase in the quantity of waste collected compared to the forecast, lower levels of Third Party Income through the contract, an increase in the amount of bulky waste collected that is sent direct to landfill, an increased quantity of material rejected from the In-Vessel Composting process, rising costs for recycling wood and rigid plastics collected at Household Recycling Centres and a current shortfall in the delivery of savings. Although the Mechanical Biological Treatment (MBT) has performed slightly better than the 2016/17 performance levels the savings this has delivered are not sufficient to offset the additional pressures.</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 historic disputes to consider, which are not factored into any of the above.</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 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	-141	-16	-129	-9
<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 £65k for Temporary Traffic Regulation Orders (TTRO), however the income for New Roads and Street Works Act (NRSWA) charges is behind expected budgeted position. This underspend will be used to help cover the pressure on the Waste budget.</p>					

Parking Enforcement	0	-703	+135	-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	-365	-8	-384	-4
We are currently forecasting the Street Lighting budget to be £384k under spent. This is due to the higher number of deductions for performance failures than expected, which were made in line with the PFI contract and relate to adjustments due under the contract Payment Mechanism regarding performance. Deductions are made for a number of reasons including: lighting performance levels being below the contractual requirement; issues relating to cleaning, change of lamp, painting and inspection and testing as scheduled; also deductions for the number of faults which have exceeded the maximum response period as set out in the contract.					
Highways other	588	-125	-31	-304	-52
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	+78	+18	+129	+17
Costs in this area have increased due to more deaths and also an increase in costs relating to Assistant Coroners handling complex cases. There is also an increase in inquest costs due to the large case load.					
Highways Development Management	0	-124	-105	-250	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. However, this is an unpredictable income stream and the forecast outturn is updated regularly.					
Concessionary Fares	5,393	-75	-3	-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
Adult Learning & Skills - now being reported under People & Communities		-2,418
Non-material grants (+/- £30k)		+2
Total Grants 2017/18		28,228

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	
Use of earmarked reserve – Former Whippet Bus Routes	118	
Transfer of Service from Corporate Services – Green Spaces	56	
Adult Learning & Skills - now being reported under People & Communities	-180	
Transfer of Service from Corporate Services – Cultural Services	410	
Non-material virements (+/- £30k)	-10	
Current Budget 2017/18	40,423	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2017	Movement within Year	Balance at 31st October 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	5	625	620	
Asset Information records	0	0	0	0	
Streetlighting - LED replacement	0	200	200	0	
Community Transport	0	444	444	562	
Guided Busway Liquidated Damages	1,523	(357)	1,166	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	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	2	37	0	
Other earmarked reserves under £30k - S&D	(188)	(1)	(189)	0	
Sub total	5,989	293	6,282	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	24,201	24,201	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	(2,570)	3,218	5,000	
Other Capital Funding - IMO	699	118	817	200	
Sub total	7,274	35,447	42,721	5,200	
TOTAL	16,379	33,512	49,890	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 (October)	Forecast Spend - Outturn (October)	Forecast Variance - Outturn (October)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
200	- Major Scheme Development & Delivery	200	69	200	0	200	0
682	- Local Infrastructure Improvements	863	323	866	3	863	0
594	- Safety Schemes	594	-19	594	0	594	0
345	- Strategy and Scheme Development work	601	456	601	0	345	0
2,362	- Delivering the Transport Strategy Aims	4,501	813	4,301	-200	4,178	0
23	- Air Quality Monitoring	23	0	23	0	23	0
14,516	Operating the Network	16,255	6,791	16,145	-110	16,248	161
	Infrastructure Management & Operations Schemes						
6,269	- £90m Highways Maintenance schemes	6,000	954	6,181	181	90,000	0
0	- Pothole grant funding	1,155	484	1,155	0	1,155	0
395	- Waste Infrastructure	395	0	395	0	5,120	0
2,060	- Cambridgeshire Archives	1,975	23	1,272	-703	5,180	0
284	- Community & Cultural Services	592	1	592	0	1,540	0
0	- Street Lighting	736	0	736	0	736	0
0	- National Productivity Fund	2,890	44	2,890	0	2,890	0
0	- Challenge Fund	4,583	62	4,583	0	6,250	0
0	- Safer Roads Fund	1,175	30	1,175	0	1,175	0
	Strategy & Development Schemes						
4,370	- Cycling Schemes	5,149	1,294	2,133	-3,016	17,598	0
850	- Huntingdon - West of Town Centre Link Road	1,510	3	1,510	0	9,116	0
25,000	- Ely Crossing	25,891	10,860	25,891	0	36,000	0
0	- Chesterton Busway	200	212	200	0	200	0
1,370	- Guided Busway	1,200	125	1,200	0	148,886	0
11,667	- King's Dyke	6,000	119	6,000	0	13,580	0
0	- Wisbech Access Strategy	330	259	330	0	1,000	0
1,000	- Scheme Development for Highways Initiatives	1,000	17	1,000	0	1,000	0
100	- A14	142	86	142	0	25,200	0
250	- Energy Efficiency Fund	250	80	250	0	1,000	0
0	- Soham Station	500	12	500	0	6,700	0
	Other Schemes						
3,590	- Connecting Cambridgeshire	4,217	1	850	-3,367	36,290	0
0	- Other Schemes	200	200	200	0	200	0
75,927		89,127	23,299	81,915	-7,212	433,267	161
-9,664	Capital Programme variations	-14,742		-7,530	7,212		
66,263	Total including Capital Programme variations	74,385	23,299	74,385	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.

Safer Roads Fund

A successful bid was made to Department for Transport (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.

King's Dyke

Negotiations with land owners are nearing completion and informal agreements have been reached. Heads of Terms and contracts are being drafted and agreed by the respective parties' legal teams. 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. Work with Kier has commenced on the stage 1 contract for detailed design. The design will inform a more robust construction target price prior to award of the Stage 2 contract for construction.

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 could increase and an upper possible figure of £16.9m was indicated. Stage 1 will provide an opportunity to assess in more detail the potential risks, including ground conditions, statutory undertakers' costs, Network Rail requirements and any associated construction difficulties. It will also provide the opportunity to undertake value engineering exercises to provide a more economical design. 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 was £27.4m at the time of award of Stage 2. Whilst work is progressing on site, some significant risks have emerged, requiring additional work, including Network Rail requirements, the diversion of statutory undertakers' plant and additional temporary works resulting from poor and variable ground conditions. These will increase the outturn cost of the scheme and are currently being considered with the contractor to minimise the impact on the project and to reduce the cost impact. A further update will follow as more clarity emerges on cost.

As reported previously, the completion date remains at late summer 2018. A more detailed outturn forecast to take account of the of delay and the risks associated with the project will be reported in the Finance and Performance report and to the E&E Committee.

Abbey-Chesterton Bridge

Originally planned spend for 2017/18 was £1,917,000 but now looks to be £300,000. Planning application was submitted in July 2016 and it was anticipated that this process would complete by autumn 2016, with construction of the bridge in late 2017, and thus significant construction related spend could be achieved.

The planning permission was not granted until February 2017 following the need to submit multiple packages for certain aspects of the application. Construction now looks likely to commence in March 2018, though this is dependent upon discharging the pre-start planning conditions.

Significant spend will not be encountered until the construction work commences, thus the majority of spend will now come in 2018/19 rather than 2017/18.

Cambridge Cycling infrastructure

This is the programme of S106 funded cycling projects in Cambridge. The funding is generally not time limited, and thus any underspend rolls into the next year. The originally planned spend was £1,580,000 but now looks to be £150,000. This is a consequence of public consultation and scheme development work being extended, not least Queen Edith's Way, which is the project with the largest single budget. Following consultation E&E Committee agreed to undertake further development and consultation with local residents. The delivery team's priority has been to complete projects that have some time limited funding associated with them such as DfT Cycle City Ambition funded schemes and St Neots Northern foot and cycle bridge, and to progress some of the higher profile projects such as Abbey-Chesterton bridge.

A10 Harston - Scheme under construction, 8 weeks into 18 week programme. This is on track to achieve spend forecast of £1,030,000 for the year.

Huntingdon Road – Construction work commenced 18th September. 10 week programme. Citybound raised lane, and planed out and resurfaced lane towards Girton. On track to achieve spend forecast of £345,000 for the year.

Trumpington Road – Scheme recently completed. On track to achieve spend forecast of £480,000 for the year.

Quy to Lode – Scheme under construction, due to complete early December. 2km new village link. On track to achieve spend forecast of £451,000 for the year. Much of the relatively significant spend for 2017/18 will be spent in 2018/19

Connecting Cambridgeshire

Expenditure in this year will be lower than estimated in relation to the BT contract. To confirm, delivery is on track but expenditure has been re-phased, and therefore the funding will be required next financial 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 (October) £'000	Forecast Funding Variance - Outturn (October) £'000
17,991	Local Transport Plan	17,815	17,508	-307
2,483	Other DfT Grant funding	21,965	20,823	-1,142
19,231	Other Grants	10,367	10,367	0
4,827	Developer Contributions	6,418	4,544	-1,874
18,992	Prudential Borrowing	22,367	20,773	-1,594
12,403	Other Contributions	10,195	7,900	-2,295
75,927		89,127	81,915	-7,212
-9,664	Capital Programme variations	-14,742	-7,530	7,212
66,263	Total including Capital Programme variations	74,385	74,385	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))

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 31 June 2017	426,530	417,000	G	G	<p>The figure to the end of June 2017 is 426,530, which means the year-end target of 417,000 has been achieved.</p> <p>New archive catalogue entries include the letter books of the Huntingdonshire Education Committee covering 1903 to 1946, the catalogue for 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>
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 30 September 2017	1,129,897	2.4 million	A	A	<p>There have been 587,158 visitors to libraries/community hubs between July and September 2017 and a total of 1,129,897 during the year to date (April to September 2017).</p> <p>Numbers during the quarter have been buoyed up following hard-work by staff to promote the Summer Reading Challenge. Compared with 2016-17 25% more children started the Challenge while the number of children's activities over the period rose by 17% and the number of children attending these activities increased by 46%.</p> <p>Public PC and Wi-Fi usage also show a 9% and 20% increase respectively compared with the same period last year.</p>
	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 September 2017	1,317,726		Contextual		<p>There have been 673,536 item loans between July and September 2017 and a total of 1,317,726 during the year to date (April to September 2017).</p> <p>Figures, especially children's, have improved as a result of the Summer Reading Challenge while seasonal factors have seen an increase in issues of eBooks and eAudio by 19% and 13% respectively compared with quarter 1.</p>
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

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									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	A	A	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									

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
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 31 May 2017	401	<275	R	R	<p>The provisional 12 month total to the end of May 2017 is 401 compared with 279 for the same period of the previous year.</p> <p>During May 2017 there were 4 fatal, 30 serious and 123 slight casualties.</p> <p>We are waiting for outstanding 2017 data from June onwards from the police and we are liaising with them to obtain this information.</p>
	Slight casualties - 12-month rolling total	Low	↓	To 31 May 2017	1700	Contextual		<p>There were 1,700 slight injuries on Cambridgeshire's roads during the 12 months ending May 2017 compared with 1,620 for the same period the previous year.</p> <p>During May there were 123 slight casualties.</p> <p>We are waiting for outstanding 2017 data from June onwards from the police and we are liaising with them to obtain this information.</p>	
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	£115,504	Contextual		<p>£16,245 was saved as a result of our intervention in four rogue trading incidents during the second quarter of 2017/18. The annual average based on available data since April 2014 is £115,504. Data for 2017/18 includes Peterborough savings.</p> <p>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</p>	

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									victims; the impact can only be viewed on a case-by-case basis.
Trees									
6 monthly	Operating Model Outcomes: People live in a safe environment & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Number of trees removed			January to June 2017	61				34 trees were removed because of disease, 11 because of subsidence and 16 because of natural disasters. Discussions are currently underway with the relevant parish for a suitable location for 12 replacement trees in South Cambridgeshire.
	Number of trees planted			January to June 2017	3				Discussions underway with parish for suitable location for 12 replacement trees in South
LHI Projects									
Quarterly	Operating Model Outcomes: People live in a safe environment & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	East Cambridgeshire LHI Programme (15 Projects)	High	↑	To 31 October 2017	47.3%	100%	A	G	With 118 LHI projects to manage and deliver alongside the rest of the TDP across the County, resources are under significant pressure, with vacant posts proving very difficult to successfully recruit to. In order to help reduce the risk of delays to the programme, measures have therefore been put in place to supplement design and management resources, drawing on additional resource from our highway services contract. Whilst this additional resource has helped, it has not fully solved the problem and the risk although reduced does remain
	South Cambridgeshire LHI Programme (28 Projects)	High	↑	To 31 October 2017	54.5%	100%	A	G	
	Cambridge City LHI Programme (38 Projects)	High	↑	To 31 October 2017	44.7%	100%	A	A	
	Fenland LHI Programme (13 Projects)	High	↑	To 31 October 2017	48.2%	100%	A	G	

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Huntingdonshire LHI Programme (24 Projects)	High	↑	To 31 October 2017	62.4%	100%	G	G	
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 September 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 September 2017	10.53 million Kwh	10.59 million Kwh	G	G	Actual energy use to September is 10.53 Kwh, and although up from the last reported figure of 10.37 is currently below 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 30 September 2017	33.3%	Contextual			During the 12-months ending September 2017, 33.3% of municipal waste was landfilled.